(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		7.88	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	548.612	0.099	0.251	0.158	0.359
1	B-C	637.641	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	✓	182.00	100.000
B	ONE HOUR	✓	107.00	100.000
C	ONE HOUR	✓	273.00	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**	163.61	163.67	N/A	N/A
17:00-17:15	**B**	96.19	96.20	N/A	N/A
17:00-17:15	**C**	245.42	245.45	N/A	N/A
17:15-17:30	**A**	200.39	200.46	N/A	N/A
17:15-17:30	**B**	117.81	117.82	N/A	N/A
17:15-17:30	**C**	300.58	300.62	N/A	N/A

17:30-17:45	**A**	200.39	200.46	N/A	N/A
17:30-17:45	**B**	117.81	117.82	N/A	N/A
17:30-17:45	**C**	300.58	300.62	N/A	N/A
17:45-18:00	**A**	163.61	163.67	N/A	N/A
17:45-18:00	**B**	96.19	96.20	N/A	N/A
17:45-18:00	**C**	245.42	245.45	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	169.000
	B	83.000	0.000	24.000
	C	228.000	45.000	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	0.05	6.81	0.05	A	24.00	24.00	2.65	6.63	0.03	3.61	6.55
B-A	0.21	10.25	0.26	B	83.00	83.00	13.40	9.68	0.15	17.90	9.40
C-AB	0.10	5.23	0.16	A	64.30	64.30	8.42	7.86	0.09	11.14	7.75
C-A	-	-	-	-	208.70	208.70	-	-	-	-	-
A-B	-	-	-	-	13.00	13.00	-	-	-	-	-
A-C	-	-	-	-	169.00	169.00	-	-	-	-	-

(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	

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		7.96	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	523.775	0.095	0.240	0.151	0.343
1	B-C	708.914	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	✓	388.00	100.000
B	ONE HOUR	✓	102.00	100.000
C	ONE HOUR	✓	112.00	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	348.80	348.86	N/A	N/A
07:45-08:00	B	91.70	91.76	N/A	N/A
07:45-08:00	C	100.69	100.74	N/A	N/A
08:00-08:15	A	427.20	427.26	N/A	N/A
08:00-08:15	B	112.30	112.38	N/A	N/A
08:00-08:15	C	123.31	123.38	N/A	N/A
08:15-08:30	A	427.20	427.26	N/A	N/A
08:15-08:30	B	112.30	112.38	N/A	N/A
08:15-08:30	C	123.31	123.38	N/A	N/A

08:30-08:45	**A**	348.80	348.86	N/A	N/A
08:30-08:45	**B**	91.70	91.76	N/A	N/A
08:30-08:45	**C**	100.69	100.74	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	12.000	376.000
	B	43.000	0.000	59.000
	C	91.000	21.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.03	0.97
	B	0.42	0.00	0.58
	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	1.003	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	0.11	7.06	0.13	A	59.00	59.00	6.66	6.78	0.07	8.97	6.63
B-A	0.12	10.24	0.13	B	43.00	43.00	6.98	9.73	0.08	9.35	9.48
C-AB	0.04	6.14	0.06	A	24.65	24.65	3.23	7.86	0.04	4.31	7.71
C-A	-	-	-	-	87.35	87.35	-	-	-	-	-
A-B	-	-	-	-	12.00	12.00	-	-	-	-	-
A-C	-	-	-	-	376.00	376.00	-	-	-	-	-

(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		8.09	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	547.943	0.099	0.251	0.158	0.359
1	B-C	639.784	0.098	0.247	-	-
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 Varies	Vehicle Mix Varies	Vehicle Mix Varies	Vehicle Mix Source	PCU Factor for a	Default Turning	Estimate from entry/exit	Turning Proportions Vary Over	Turning Proportions Vary Over	Turning Proportions Vary Over

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	✓	201.00	100.000
B	ONE HOUR	✓	118.00	100.000
C	ONE HOUR	✓	307.00	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	180.69	180.76	N/A	N/A
17:00-17:15	B	106.08	106.09	N/A	N/A
17:00-17:15	C	275.99	276.02	N/A	N/A
17:15-17:30	A	221.31	221.38	N/A	N/A
17:15-17:30	B	129.92	129.94	N/A	N/A
17:15-17:30	C	338.01	338.06	N/A	N/A
17:30-17:45	A	221.31	221.38	N/A	N/A
17:30-17:45	B	129.92	129.94	N/A	N/A
17:30-17:45	C	338.01	338.06	N/A	N/A
17:45-18:00	A	180.69	180.76	N/A	N/A
17:45-18:00	B	106.08	106.09	N/A	N/A
17:45-18:00	C	275.99	276.02	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	14.000	187.000
	B	90.000	0.000	28.000
	C	255.000	52.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.76	0.00	0.24
	C	0.83	0.17	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	0.06	6.98	0.06	A	28.00	28.00	3.16	6.77	0.04	4.29	6.67
B-A	0.23	10.90	0.30	B	90.00	90.00	15.32	10.21	0.17	20.38	9.87
C-AB	0.11	5.22	0.20	A	77.47	77.47	10.36	8.02	0.12	13.65	7.90
C-A	-	-	-	-	229.53	229.53	-	-	-	-	-
A-B	-	-	-	-	14.00	14.00	-	-	-	-	-
A-C	-	-	-	-	187.00	187.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.1.305 [25 May 2012]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: (new file)
Path:
Report generation date: 05/07/2013 15:37:50

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)

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) - 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		6.70	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	492.349	0.089	0.226	0.142	0.322
1	B-C	705.042	0.108	0.272	-	-
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	✓	18.00	100.000
B	ONE HOUR	✓	146.00	100.000
C	ONE HOUR	✓	152.00	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	16.18	16.20	N/A	N/A
07:45-08:00	B	131.25	131.36	N/A	N/A

07:45-08:00	**C**	136.64	136.78	N/A	N/A
08:00-08:15	**A**	19.82	19.85	N/A	N/A
08:00-08:15	**B**	160.75	160.88	N/A	N/A
08:00-08:15	**C**	167.36	167.52	N/A	N/A
08:15-08:30	**A**	19.82	19.85	N/A	N/A
08:15-08:30	**B**	160.75	160.88	N/A	N/A
08:15-08:30	**C**	167.36	167.52	N/A	N/A
08:30-08:45	**A**	16.18	16.20	N/A	N/A
08:30-08:45	**B**	131.25	131.36	N/A	N/A
08:30-08:45	**C**	136.64	136.78	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	9.000
	B	26.000	0.000	120.000
	C	48.000	104.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.50	0.50
	B	0.18	0.00	0.82
	C	0.32	0.68	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	1.000	1.000	1.001
	C	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.137	0.132
	B	0.025	0.000	0.094
	C	0.018	0.134	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.19	6.47	0.24	A	120.00	120.00	12.54	6.27	0.14	17.01	6.18
B-A	0.06	8.72	0.07	A	26.00	26.00	3.68	8.49	0.04	5.01	8.39
C-AB	0.18	6.47	0.24	A	111.99	111.99	12.72	6.81	0.14	17.15	6.71
C-A	-	-	-	-	40.01	40.01	-	-	-	-	-
A-B	-	-	-	-	9.00	9.00	-	-	-	-	-
A-C	-	-	-	-	9.00	9.00	-	-	-	-	-

(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		8.67	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	496.672	0.090	0.228	0.143	0.325
1	B-C	702.830	0.107	0.271	-	-
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	✓	56.00	100.000
B	ONE HOUR	✓	260.00	100.000
C	ONE HOUR	✓	228.00	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	50.34	50.34	N/A	N/A
17:00-17:15	B	233.73	233.75	N/A	N/A
17:00-17:15	C	204.97	205.01	N/A	N/A
17:15-17:30	A	61.66	61.66	N/A	N/A
17:15-17:30	B	286.27	286.28	N/A	N/A
17:15-17:30	C	251.03	251.08	N/A	N/A
17:30-17:45	A	61.66	61.66	N/A	N/A
17:30-17:45	B	286.27	286.28	N/A	N/A
17:30-17:45	C	251.03	251.08	N/A	N/A

17:45-18:00	**A**	50.34	50.34	N/A	N/A
17:45-18:00	**B**	233.73	233.75	N/A	N/A
17:45-18:00	**C**	204.97	205.01	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	20.000	36.000
	B	55.000	0.000	205.000
	C	28.000	200.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.36	0.64
	B	0.21	0.00	0.79
	C	0.12	0.88	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	0.000	0.000
	B	0.000	0.000	0.008
	C	0.000	0.023	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	0.34	8.30	0.52	A	205.00	205.00	26.64	7.80	0.30	35.47	7.54
B-A	0.15	10.79	0.18	B	55.00	55.00	9.35	10.20	0.10	12.50	9.91
C-AB	0.35	8.46	0.56	A	209.04	209.04	29.08	8.35	0.32	38.59	8.07
C-A	-	-	-	-	18.96	18.96	-	-	-	-	-
A-B	-	-	-	-	20.00	20.00	-	-	-	-	-
A-C	-	-	-	-	36.00	36.00	-	-	-	-	-

(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		7.06	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

	carriageway (m)	reserve	(m)	turn bay	(m)	Right Turn (m)		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	500.391	0.091	0.229	0.144	0.328
1	B-C	700.926	0.107	0.270	-	-
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	✓	82.00	100.000
B	ONE HOUR	✓	158.00	100.000
C	ONE HOUR	✓	167.00	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	73.72	73.81	N/A	N/A
07:45-08:00	B	142.04	142.15	N/A	N/A
07:45-08:00	C	150.13	150.27	N/A	N/A
08:00-08:15	A	90.28	90.40	N/A	N/A
08:00-08:15	B	173.96	174.10	N/A	N/A
08:00-08:15	C	183.87	184.04	N/A	N/A
08:15-08:30	A	90.28	90.40	N/A	N/A
08:15-08:30	B	173.96	174.10	N/A	N/A
08:15-08:30	C	183.87	184.04	N/A	N/A
08:30-08:45	A	73.72	73.81	N/A	N/A
08:30-08:45	B	142.04	142.15	N/A	N/A
08:30-08:45	C	150.13	150.27	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	16.000	66.000
	B	38.000	0.000	120.000
	C	63.000	104.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.20	0.80
	B	0.24	0.00	0.76
	C	0.38	0.62	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	1.000	1.000	1.001
	C	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.137	0.132
	B	0.025	0.000	0.094
	C	0.018	0.134	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	6.81	0.25	A	120.00	120.00	13.13	6.57	0.15	17.75	6.45
B-A	0.10	9.25	0.11	A	38.00	38.00	5.66	8.93	0.06	7.66	8.79
C-AB	0.19	6.59	0.26	A	114.82	114.82	13.56	7.08	0.15	18.21	6.96
C-A	-	-	-	-	52.18	52.18	-	-	-	-	-
A-B	-	-	-	-	16.00	16.00	-	-	-	-	-
A-C	-	-	-	-	66.00	66.00	-	-	-	-	-

(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

							(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		9.19	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	507.807	0.092	0.233	0.146	0.333
1	B-C	697.130	0.106	0.269	-	-
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	✓	102.00	100.000
B	ONE HOUR	✓	292.00	100.000
C	ONE HOUR	✓	265.00	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**	91.70	91.70	N/A	N/A
17:00-17:15	**B**	262.50	262.52	N/A	N/A
17:00-17:15	**C**	238.23	238.27	N/A	N/A
17:15-17:30	**A**	112.30	112.30	N/A	N/A
17:15-17:30	**B**	321.50	321.52	N/A	N/A
17:15-17:30	**C**	291.77	291.82	N/A	N/A
17:30-17:45	**A**	112.30	112.30	N/A	N/A
17:30-17:45	**B**	321.50	321.52	N/A	N/A
17:30-17:45	**C**	291.77	291.82	N/A	N/A
17:45-18:00	**A**	91.70	91.70	N/A	N/A
17:45-18:00	**B**	262.50	262.52	N/A	N/A
17:45-18:00	**C**	238.23	238.27	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	25.000	77.000
	B	87.000	0.000	205.000

	C	65.000	200.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.25	0.75
	B	0.30	0.00	0.70
	C	0.25	0.75	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	0.000	0.000
	B	0.000	0.000	0.008
	C	0.000	0.023	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	0.35	8.55	0.53	A	205.00	205.00	27.12	7.94	0.30	36.13	7.68

B-A	0.25	12.45	0.33	B	87.00	87.00	16.66	11.49	0.19	22.02	11.03
C-AB	0.37	8.50	0.62	A	221.87	221.87	32.22	8.71	0.36	42.45	8.40
C-A	-	-	-	-	43.13	43.13	-	-	-	-	-
A-B	-	-	-	-	25.00	25.00	-	-	-	-	-
A-C	-	-	-	-	77.00	77.00	-	-	-	-	-

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 16:24:06

File summary

File Description

Title	Junction 06
Location	Fringford Road / Unnamed Road
Site Number	
Date	10/06/2013
Version	
Status	TA
Identifier	J06
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	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		6.37	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Unnamed Road		Minor
C	Fringford 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	6.30		0.00		2.20	117.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.05										47	20

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	Slope for	Slope for	Slope for

			A-B	A-C	C-A	C-B
1	B-A	505.067	0.091	0.229	0.144	0.328
1	B-C	639.650	0.097	0.245	-	-
1	C-B	641.719	0.245	0.245	-	-

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	✓	65.00	100.000
B	ONE HOUR	✓	12.00	100.000
C	ONE HOUR	✓	290.00	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**	58.43	58.47	N/A	N/A
07:45-08:00	**B**	10.79	10.79	N/A	N/A
07:45-08:00	**C**	260.70	260.73	N/A	N/A

08:00-08:15	**A**	71.57	71.61	N/A	N/A
08:00-08:15	**B**	13.21	13.21	N/A	N/A
08:00-08:15	**C**	319.30	319.33	N/A	N/A
08:15-08:30	**A**	71.57	71.61	N/A	N/A
08:15-08:30	**B**	13.21	13.21	N/A	N/A
08:15-08:30	**C**	319.30	319.33	N/A	N/A
08:30-08:45	**A**	58.43	58.47	N/A	N/A
08:30-08:45	**B**	10.79	10.79	N/A	N/A
08:30-08:45	**C**	260.70	260.73	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	1.000	64.000
	B	2.000	0.000	10.000
	C	168.000	122.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.02	0.98
	B	0.17	0.00	0.83
	C	0.58	0.42	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	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.063
	B	0.000	0.000	0.000
	C	0.006	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-AC	0.02	6.40	0.02	A	12.00	12.00	1.26	6.31	0.01	1.73	6.27
C-AB	0.24	6.36	0.39	A	158.75	158.75	20.58	7.78	0.23	27.26	7.62
C-A	-	-	-	-	131.25	131.25	-	-	-	-	-
A-B	-	-	-	-	1.00	1.00	-	-	-	-	-
A-C	-	-	-	-	64.00	64.00	-	-	-	-	-

(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		6.41	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major

B	Unnamed Road		Minor
C	Fringford 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	6.30		0.00		2.20	117.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.05										47	20

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	505.067	0.091	0.229	0.144	0.328
1	B-C	639.650	0.097	0.245	-	-
1	C-B	641.719	0.245	0.245	-	-

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	✓	158.00	100.000
B	ONE HOUR	✓	49.00	100.000
C	ONE HOUR	✓	135.00	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	142.04	142.06	N/A	N/A
17:00-17:15	B	44.05	44.06	N/A	N/A
17:00-17:15	C	121.36	121.40	N/A	N/A
17:15-17:30	A	173.96	173.98	N/A	N/A
17:15-17:30	B	53.95	53.96	N/A	N/A
17:15-17:30	C	148.64	148.68	N/A	N/A
17:30-17:45	A	173.96	173.98	N/A	N/A
17:30-17:45	B	53.95	53.96	N/A	N/A
17:30-17:45	C	148.64	148.68	N/A	N/A
17:45-18:00	A	142.04	142.06	N/A	N/A
17:45-18:00	B	44.05	44.06	N/A	N/A

17:45-18:00	**C**	121.36	121.40	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	0.000	158.000
	B	1.000	0.000	48.000
	C	76.000	59.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.00	1.00
	B	0.02	0.00	0.98
	C	0.56	0.44	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	0.000	0.013

	B	0.000	0.000	0.021
	C	0.026	0.034	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.09	6.69	0.10	A	49.00	49.00	5.34	6.53	0.06	7.27	6.47
C-AB	0.11	6.21	0.15	A	66.79	66.79	7.86	7.06	0.09	10.57	6.96
C-A	-	-	-	-	68.21	68.21	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	158.00	158.00	-	-	-	-	-

(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
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Na	Scena	Tim	Descript	Traff	Model	Model	Mod	Time	Resu	Single	Lock	Run	Use	Relation

me	rio Name	e Perio d Nam e	ion	ic Profi le Typ e	Start Time (HH:m m)	Finish Time (HH:m m)	el Time Perio d Leng th (min)	Segm ent Lengt h (min)	Its For Centr al Hour Only	Time Segm ent Only	ed	Automatic ally	Relation ship	ship
Bas e 201 6, AM	Base 2016	AM		ONE HOU R	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		6.41	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Unnamed Road		Minor
C	Fringford 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	6.30		0.00		2.20	117.00	✓	0.00

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

Minor Arm Geometry

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

	Type	(m)	(m)	(m)	way (m)	(m)	(m)	(m)	(m)	Length	(PCU)	(m)	(m)
B	One lane	3.05										47	20

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	505.067	0.091	0.229	0.144	0.328
1	B-C	639.650	0.097	0.245	-	-
1	C-B	641.719	0.245	0.245	-	-

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	✓	67.00	100.000
B	ONE HOUR	✓	12.00	100.000
C	ONE HOUR	✓	300.00	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**	60.23	60.27	N/A	N/A
07:45-08:00	**B**	10.79	10.79	N/A	N/A
07:45-08:00	**C**	269.69	269.72	N/A	N/A
08:00-08:15	**A**	73.77	73.81	N/A	N/A
08:00-08:15	**B**	13.21	13.21	N/A	N/A
08:00-08:15	**C**	330.31	330.34	N/A	N/A
08:15-08:30	**A**	73.77	73.81	N/A	N/A
08:15-08:30	**B**	13.21	13.21	N/A	N/A
08:15-08:30	**C**	330.31	330.34	N/A	N/A
08:30-08:45	**A**	60.23	60.27	N/A	N/A
08:30-08:45	**B**	10.79	10.79	N/A	N/A
08:30-08:45	**C**	269.69	269.72	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	1.000	66.000
	B	2.000	0.000	10.000

	C	174.000	126.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.17	0.00	0.83
	C	0.58	0.42	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	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.063
	B	0.000	0.000	0.000
	C	0.006	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-AC	0.02	6.42	0.02	A	12.00	12.00	1.26	6.32	0.01	1.73	6.29

C-AB	0.25	6.41	0.42	A	165.48	165.48	21.68	7.86	0.24	28.67	7.69
C-A	-	-	-	-	134.52	134.52	-	-	-	-	-
A-B	-	-	-	-	1.00	1.00	-	-	-	-	-
A-C	-	-	-	-	66.00	66.00	-	-	-	-	-

(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
Base 2016, PM	Base 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		6.44	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Unnamed Road		Minor
C	Fringford 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	6.30		0.00		2.20	117.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.05										47	20

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	505.067	0.091	0.229	0.144	0.328
1	B-C	639.650	0.097	0.245	-	-
1	C-B	641.719	0.245	0.245	-	-

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	✓	164.00	100.000
B	ONE HOUR	✓	51.00	100.000
C	ONE HOUR	✓	140.00	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	147.43	147.45	N/A	N/A

17:00-17:15	**B**	45.85	45.86	N/A	N/A
17:00-17:15	**C**	125.86	125.89	N/A	N/A
17:15-17:30	**A**	180.57	180.59	N/A	N/A
17:15-17:30	**B**	56.15	56.16	N/A	N/A
17:15-17:30	**C**	154.14	154.19	N/A	N/A
17:30-17:45	**A**	180.57	180.59	N/A	N/A
17:30-17:45	**B**	56.15	56.16	N/A	N/A
17:30-17:45	**C**	154.14	154.19	N/A	N/A
17:45-18:00	**A**	147.43	147.45	N/A	N/A
17:45-18:00	**B**	45.85	45.86	N/A	N/A
17:45-18:00	**C**	125.86	125.89	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	0.000	164.000
	B	1.000	0.000	50.000
	C	79.000	61.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.00	1.00
	B	0.02	0.00	0.98
	C	0.56	0.44	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	0.000	0.013
	B	0.000	0.000	0.021
	C	0.026	0.034	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.10	6.73	0.10	A	51.00	51.00	5.59	6.57	0.06	7.61	6.50
C-AB	0.12	6.23	0.15	A	69.40	69.40	8.22	7.11	0.09	11.05	7.00
C-A	-	-	-	-	70.60	70.60	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	164.00	164.00	-	-	-	-	-

(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
(untitled)	T-Junction	Two-way	A,B,C		6.52	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type

A	Fringford Road S		Major
B	Unnamed Road		Minor
C	Fringford 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	6.30		0.00		2.20	117.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.05										47	20

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	505.067	0.091	0.229	0.144	0.328
1	B-C	639.650	0.097	0.245	-	-
1	C-B	641.719	0.245	0.245	-	-

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	✓	72.00	100.000
B	ONE HOUR	✓	13.00	100.000
C	ONE HOUR	✓	321.00	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	64.73	64.77	N/A	N/A
07:45-08:00	B	11.69	11.69	N/A	N/A
07:45-08:00	C	288.57	288.60	N/A	N/A
08:00-08:15	A	79.27	79.32	N/A	N/A
08:00-08:15	B	14.31	14.31	N/A	N/A
08:00-08:15	C	353.43	353.46	N/A	N/A
08:15-08:30	A	79.27	79.32	N/A	N/A
08:15-08:30	B	14.31	14.31	N/A	N/A
08:15-08:30	C	353.43	353.46	N/A	N/A

08:30-08:45	**A**	64.73	64.77	N/A	N/A
08:30-08:45	**B**	11.69	11.69	N/A	N/A
08:30-08:45	**C**	288.57	288.60	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	1.000	71.000
	B	2.000	0.000	11.000
	C	186.000	135.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.01	0.99
	B	0.15	0.00	0.85
	C	0.58	0.42	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	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To

From		A	B	C
	A	0.000	0.000	0.063
	B	0.000	0.000	0.000
	C	0.006	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-AC	0.02	6.43	0.03	A	13.00	13.00	1.37	6.32	0.02	1.88	6.29
C-AB	0.27	6.53	0.47	A	180.62	180.62	24.23	8.05	0.27	31.94	7.86
C-A	-	-	-	-	140.37	140.37	-	-	-	-	-
A-B	-	-	-	-	1.00	1.00	-	-	-	-	-
A-C	-	-	-	-	71.00	71.00	-	-	-	-	-

(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		6.53	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Unnamed Road		Minor
C	Fringford 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	6.30		0.00		2.20	117.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.05										47	20

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	505.067	0.091	0.229	0.144	0.328
1	B-C	639.650	0.097	0.245	-	-
1	C-B	641.719	0.245	0.245	-	-

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	✓	55.00	100.000
C	ONE HOUR	✓	153.00	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	160.94	N/A	N/A
17:00-17:15	B	49.44	49.45	N/A	N/A
17:00-17:15	C	137.54	137.58	N/A	N/A
17:15-17:30	A	197.08	197.11	N/A	N/A
17:15-17:30	B	60.56	60.57	N/A	N/A
17:15-17:30	C	168.46	168.51	N/A	N/A
17:30-17:45	A	197.08	197.11	N/A	N/A
17:30-17:45	B	60.56	60.57	N/A	N/A
17:30-17:45	C	168.46	168.51	N/A	N/A
17:45-18:00	A	160.92	160.94	N/A	N/A
17:45-18:00	B	49.44	49.45	N/A	N/A
17:45-18:00	C	137.54	137.58	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	0.000	179.000

	B	1.000	0.000	54.000
	C	86.000	67.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.02	0.00	0.98
	C	0.56	0.44	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	0.000	0.013
	B	0.000	0.000	0.021
	C	0.026	0.034	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)

B-AC	0.10	6.84	0.11	A	55.00	55.00	6.11	6.66	0.07	8.31	6.59
C-AB	0.13	6.31	0.18	A	77.13	77.13	9.32	7.25	0.10	12.49	7.13
C-A	-	-	-	-	75.87	75.87	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	179.00	179.00	-	-	-	-	-

(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 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 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		6.63	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Unnamed Road		Minor
C	Fringford 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	6.30		0.00		2.20	117.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.05										47	20

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	505.067	0.091	0.229	0.144	0.328
1	B-C	639.650	0.097	0.245	-	-
1	C-B	641.719	0.245	0.245	-	-

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	✓	76.00	100.000
B	ONE HOUR	✓	14.00	100.000
C	ONE HOUR	✓	339.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time	Arm	Direct Demand Entry	DirectDemandEntryFlowInPCU	Direct Demand Exit	Direct Demand

Segment		Flow (Veh/hr)	(PCU/hr)	Flow (Veh/hr)	Pedestrian Flow (Ped/hr)
07:45-08:00	A	68.32	68.36	N/A	N/A
07:45-08:00	B	12.59	12.59	N/A	N/A
07:45-08:00	C	304.75	304.79	N/A	N/A
08:00-08:15	A	83.68	83.73	N/A	N/A
08:00-08:15	B	15.41	15.41	N/A	N/A
08:00-08:15	C	373.25	373.28	N/A	N/A
08:15-08:30	A	83.68	83.73	N/A	N/A
08:15-08:30	B	15.41	15.41	N/A	N/A
08:15-08:30	C	373.25	373.28	N/A	N/A
08:30-08:45	A	68.32	68.36	N/A	N/A
08:30-08:45	B	12.59	12.59	N/A	N/A
08:30-08:45	C	304.75	304.79	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	1.000	75.000
	B	2.000	0.000	12.000
	C	196.000	143.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.14	0.00	0.86
	C	0.58	0.42	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	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.063
	B	0.000	0.000	0.000
	C	0.006	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-AC	0.03	6.43	0.03	A	14.00	14.00	1.48	6.33	0.02	2.02	6.29
C-AB	0.29	6.64	0.52	A	194.31	194.31	26.62	8.22	0.30	35.00	8.02
C-A	-	-	-	-	144.69	144.69	-	-	-	-	-
A-B	-	-	-	-	1.00	1.00	-	-	-	-	-
A-C	-	-	-	-	75.00	75.00	-	-	-	-	-

(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 (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	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		6.56	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Unnamed Road		Minor
C	Fringford 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	6.30		0.00		2.20	117.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.05										47	20

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	505.067	0.091	0.229	0.144	0.328
1	B-C	639.650	0.097	0.245	-	-
1	C-B	641.719	0.245	0.245	-	-

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	✓	183.00	100.000
B	ONE HOUR	✓	57.00	100.000
C	ONE HOUR	✓	156.00	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	164.51	164.53	N/A	N/A
17:00-17:15	B	51.24	51.25	N/A	N/A
17:00-17:15	C	140.24	140.28	N/A	N/A
17:15-17:30	A	201.49	201.51	N/A	N/A
17:15-17:30	B	62.76	62.77	N/A	N/A
17:15-17:30	C	171.76	171.81	N/A	N/A
17:30-17:45	A	201.49	201.51	N/A	N/A

17:30-17:45	**B**	62.76	62.77	N/A	N/A
17:30-17:45	**C**	171.76	171.81	N/A	N/A
17:45-18:00	**A**	164.51	164.53	N/A	N/A
17:45-18:00	**B**	51.24	51.25	N/A	N/A
17:45-18:00	**C**	140.24	140.28	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	0.000	183.000
	B	1.000	0.000	56.000
	C	88.000	68.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.00	1.00
	B	0.02	0.00	0.98
	C	0.56	0.44	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	0.000	0.013
	B	0.000	0.000	0.021
	C	0.026	0.034	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.11	6.88	0.12	A	57.00	57.00	6.37	6.70	0.07	8.66	6.62
C-AB	0.13	6.33	0.18	A	78.55	78.55	9.53	7.28	0.11	12.77	7.16
C-A	-	-	-	-	77.45	77.45	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	183.00	183.00	-	-	-	-	-

(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	Description	Include In	Use Specific	Specific Demand	Locked	Network Flow	Network Capacity	Reason For

	Model		Report	Demand Set(s)	Set(s)		Scaling Factor (%)	Scaling Factor (%)	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		6.91	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Unnamed Road		Minor
C	Fringford 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	6.30		0.00		2.20	117.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.05										47	20

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	505.067	0.091	0.229	0.144	0.328
1	B-C	639.650	0.097	0.245	-	-
1	C-B	641.719	0.245	0.245	-	-

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

	Time	Turn	Entry		(PCU)					
		✓	✓	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	✓	85.00	100.000
B	ONE HOUR	✓	16.00	100.000
C	ONE HOUR	✓	383.00	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	76.41	76.46	N/A	N/A
07:45-08:00	B	14.38	14.38	N/A	N/A
07:45-08:00	C	344.31	344.34	N/A	N/A
08:00-08:15	A	93.59	93.65	N/A	N/A
08:00-08:15	B	17.62	17.62	N/A	N/A
08:00-08:15	C	421.69	421.73	N/A	N/A
08:15-08:30	A	93.59	93.65	N/A	N/A
08:15-08:30	B	17.62	17.62	N/A	N/A
08:15-08:30	C	421.69	421.73	N/A	N/A
08:30-08:45	A	76.41	76.46	N/A	N/A
08:30-08:45	B	14.38	14.38	N/A	N/A
08:30-08:45	C	344.31	344.34	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	1.000	84.000
	B	3.000	0.000	13.000
	C	222.000	161.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.19	0.00	0.81
	C	0.58	0.42	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	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.063
	B	0.000	0.000	0.000
	C	0.006	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-AC	0.03	6.68	0.03	A	16.00	16.00	1.75	6.56	0.02	2.39	6.51
C-AB	0.33	6.93	0.64	A	227.68	227.68	32.86	8.66	0.37	42.91	8.41
C-A	-	-	-	-	155.32	155.32	-	-	-	-	-
A-B	-	-	-	-	1.00	1.00	-	-	-	-	-
A-C	-	-	-	-	84.00	84.00	-	-	-	-	-

(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 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

		e		e			th (min)	(min)	Only					
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		6.72	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Unnamed Road		Minor
C	Fringford 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	6.30		0.00		2.20	117.00	✓	0.00

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

Minor Arm Geometry

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

B	One lane	3.05										47	20

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	505.067	0.091	0.229	0.144	0.328
1	B-C	639.650	0.097	0.245	-	-
1	C-B	641.719	0.245	0.245	-	-

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	✓	209.00	100.000

B	ONE HOUR	✓	64.00	100.000
C	ONE HOUR	✓	178.00	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**	187.89	187.91	N/A	N/A
17:00-17:15	**B**	57.53	57.55	N/A	N/A
17:00-17:15	**C**	160.02	160.07	N/A	N/A
17:15-17:30	**A**	230.11	230.14	N/A	N/A
17:15-17:30	**B**	70.47	70.48	N/A	N/A
17:15-17:30	**C**	195.98	196.04	N/A	N/A
17:30-17:45	**A**	230.11	230.14	N/A	N/A
17:30-17:45	**B**	70.47	70.48	N/A	N/A
17:30-17:45	**C**	195.98	196.04	N/A	N/A
17:45-18:00	**A**	187.89	187.91	N/A	N/A
17:45-18:00	**B**	57.53	57.55	N/A	N/A
17:45-18:00	**C**	160.02	160.07	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	0.000	209.000
	B	1.000	0.000	63.000
	C	100.000	78.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.02	0.00	0.98
	C	0.56	0.44	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	0.000	0.013
	B	0.000	0.000	0.021
	C	0.026	0.034	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.12	7.07	0.14	A	64.00	64.00	7.33	6.87	0.08	9.94	6.77
C-AB	0.16	6.47	0.22	A	91.97	91.97	11.53	7.52	0.13	15.39	7.38

C-A	-	-	-	-	86.03	86.03	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	209.00	209.00	-	-	-	-	-

(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		6.78	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Unnamed Road		Minor
C	Fringford 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	6.30		0.00		2.20	117.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.05										47	20

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	505.067	0.091	0.229	0.144	0.328
1	B-C	639.650	0.097	0.245	-	-
1	C-B	641.719	0.245	0.245	-	-

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	✓	77.00	100.000
B	ONE HOUR	✓	18.00	100.000
C	ONE HOUR	✓	356.00	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	69.22	69.26	N/A	N/A

07:45-08:00	**B**	16.18	16.18	N/A	N/A
07:45-08:00	**C**	320.04	320.07	N/A	N/A
08:00-08:15	**A**	84.78	84.83	N/A	N/A
08:00-08:15	**B**	19.82	19.82	N/A	N/A
08:00-08:15	**C**	391.96	392.00	N/A	N/A
08:15-08:30	**A**	84.78	84.83	N/A	N/A
08:15-08:30	**B**	19.82	19.82	N/A	N/A
08:15-08:30	**C**	391.96	392.00	N/A	N/A
08:30-08:45	**A**	69.22	69.26	N/A	N/A
08:30-08:45	**B**	16.18	16.18	N/A	N/A
08:30-08:45	**C**	320.04	320.07	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	1.000	76.000
	B	2.000	0.000	16.000
	C	203.000	153.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.01	0.99
	B	0.11	0.00	0.89
	C	0.57	0.43	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	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.063
	B	0.000	0.000	0.000
	C	0.006	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-AC	0.03	6.39	0.04	A	18.00	18.00	1.89	6.29	0.02	2.58	6.25
C-AB	0.31	6.81	0.57	A	210.12	210.12	29.46	8.41	0.33	38.63	8.19
C-A	-	-	-	-	145.88	145.88	-	-	-	-	-
A-B	-	-	-	-	1.00	1.00	-	-	-	-	-
A-C	-	-	-	-	76.00	76.00	-	-	-	-	-

(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		6.66	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Unnamed Road		Minor
C	Fringford 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	6.30		0.00		2.20	117.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.05										47	20

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	505.067	0.091	0.229	0.144	0.328
1	B-C	639.650	0.097	0.245	-	-
1	C-B	641.719	0.245	0.245	-	-

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	✓	188.00	100.000
B	ONE HOUR	✓	64.00	100.000
C	ONE HOUR	✓	180.00	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	169.01	169.03	N/A	N/A
17:00-17:15	B	57.53	57.55	N/A	N/A
17:00-17:15	C	161.82	161.86	N/A	N/A
17:15-17:30	A	206.99	207.02	N/A	N/A
17:15-17:30	B	70.47	70.48	N/A	N/A
17:15-17:30	C	198.18	198.24	N/A	N/A
17:30-17:45	A	206.99	207.02	N/A	N/A
17:30-17:45	B	70.47	70.48	N/A	N/A
17:30-17:45	C	198.18	198.24	N/A	N/A

17:45-18:00	**A**	169.01	169.03	N/A	N/A
17:45-18:00	**B**	57.53	57.55	N/A	N/A
17:45-18:00	**C**	161.82	161.86	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	0.000	188.000
	B	1.000	0.000	63.000
	C	100.000	80.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.00	1.00
	B	0.02	0.00	0.98
	C	0.56	0.44	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	0.000	0.013
	B	0.000	0.000	0.021
	C	0.026	0.034	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.12	7.00	0.14	A	64.00	64.00	7.26	6.80	0.08	9.85	6.71
C-AB	0.16	6.44	0.22	A	94.19	94.19	11.72	7.47	0.13	15.66	7.33
C-A	-	-	-	-	85.81	85.81	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	188.00	188.00	-	-	-	-	-

(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 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		6.94	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Unnamed Road		Minor
C	Fringford Road N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central	Width of kerbed central reserve	Has right turn bay	Width For Right Turn	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)

		reserve	(m)		(m)			
C	6.30		0.00		2.20	117.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.05										47	20

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	505.067	0.091	0.229	0.144	0.328
1	B-C	639.650	0.097	0.245	-	-
1	C-B	641.719	0.245	0.245	-	-

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	✓	82.00	100.000
B	ONE HOUR	✓	18.00	100.000
C	ONE HOUR	✓	379.00	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	73.72	73.76	N/A	N/A
07:45-08:00	B	16.18	16.18	N/A	N/A
07:45-08:00	C	340.71	340.75	N/A	N/A
08:00-08:15	A	90.28	90.34	N/A	N/A
08:00-08:15	B	19.82	19.82	N/A	N/A
08:00-08:15	C	417.29	417.33	N/A	N/A
08:15-08:30	A	90.28	90.34	N/A	N/A
08:15-08:30	B	19.82	19.82	N/A	N/A
08:15-08:30	C	417.29	417.33	N/A	N/A
08:30-08:45	A	73.72	73.76	N/A	N/A
08:30-08:45	B	16.18	16.18	N/A	N/A
08:30-08:45	C	340.71	340.75	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	1.000	81.000
	B	2.000	0.000	16.000
	C	216.000	163.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.11	0.00	0.89
	C	0.57	0.43	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	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.063
	B	0.000	0.000	0.000
	C	0.006	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-AC	0.03	6.42	0.04	A	18.00	18.00	1.89	6.31	0.02	2.59	6.27
C-AB	0.33	6.98	0.64	A	228.38	228.38	32.97	8.66	0.37	43.06	8.41
C-A	-	-	-	-	150.62	150.62	-	-	-	-	-
A-B	-	-	-	-	1.00	1.00	-	-	-	-	-
A-C	-	-	-	-	81.00	81.00	-	-	-	-	-

(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 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		6.77	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Unnamed Road		Minor
C	Fringford 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	6.30		0.00		2.20	117.00	✓	0.00

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

Minor Arm Geometry

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

B	One lane	3.05										47	20

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	505.067	0.091	0.229	0.144	0.328
1	B-C	639.650	0.097	0.245	-	-
1	C-B	641.719	0.245	0.245	-	-

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	✓	203.00	100.000

B	ONE HOUR	✓	69.00	100.000
C	ONE HOUR	✓	193.00	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**	182.49	182.52	N/A	N/A
17:00-17:15	**B**	62.03	62.04	N/A	N/A
17:00-17:15	**C**	173.50	173.55	N/A	N/A
17:15-17:30	**A**	223.51	223.54	N/A	N/A
17:15-17:30	**B**	75.97	75.99	N/A	N/A
17:15-17:30	**C**	212.50	212.56	N/A	N/A
17:30-17:45	**A**	223.51	223.54	N/A	N/A
17:30-17:45	**B**	75.97	75.99	N/A	N/A
17:30-17:45	**C**	212.50	212.56	N/A	N/A
17:45-18:00	**A**	182.49	182.52	N/A	N/A
17:45-18:00	**B**	62.03	62.04	N/A	N/A
17:45-18:00	**C**	173.50	173.55	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	0.000	203.000
	B	1.000	0.000	68.000
	C	107.000	86.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.01	0.00	0.99
	C	0.55	0.45	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	0.000	0.013
	B	0.000	0.000	0.021
	C	0.026	0.034	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.13	7.13	0.15	A	69.00	69.00	7.95	6.91	0.09	10.79	6.81
C-AB	0.17	6.54	0.25	A	102.73	102.73	13.04	7.62	0.14	17.37	7.47

C-A	-	-	-	-	90.27	90.27	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	203.00	203.00	-	-	-	-	-

(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
(untitled)	T-Junction	Two-way	A,B,C		7.06	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Unnamed Road		Minor
C	Fringford 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	6.30		0.00		2.20	117.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.05										47	20

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	505.067	0.091	0.229	0.144	0.328
1	B-C	639.650	0.097	0.245	-	-
1	C-B	641.719	0.245	0.245	-	-

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	✓	85.00	100.000
B	ONE HOUR	✓	19.00	100.000
C	ONE HOUR	✓	396.00	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	76.41	76.46	N/A	N/A

07:45-08:00	**B**	17.08	17.08	N/A	N/A
07:45-08:00	**C**	356.00	356.03	N/A	N/A
08:00-08:15	**A**	93.59	93.65	N/A	N/A
08:00-08:15	**B**	20.92	20.92	N/A	N/A
08:00-08:15	**C**	436.00	436.05	N/A	N/A
08:15-08:30	**A**	93.59	93.65	N/A	N/A
08:15-08:30	**B**	20.92	20.92	N/A	N/A
08:15-08:30	**C**	436.00	436.05	N/A	N/A
08:30-08:45	**A**	76.41	76.46	N/A	N/A
08:30-08:45	**B**	17.08	17.08	N/A	N/A
08:30-08:45	**C**	356.00	356.03	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	1.000	84.000
	B	2.000	0.000	17.000
	C	226.000	170.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.01	0.99
	B	0.11	0.00	0.89
	C	0.57	0.43	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	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.063
	B	0.000	0.000	0.000
	C	0.006	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-AC	0.04	6.43	0.04	A	19.00	19.00	2.00	6.32	0.02	2.74	6.28
C-AB	0.35	7.11	0.70	A	241.86	241.86	35.66	8.85	0.40	46.45	8.57
C-A	-	-	-	-	154.14	154.14	-	-	-	-	-
A-B	-	-	-	-	1.00	1.00	-	-	-	-	-
A-C	-	-	-	-	84.00	84.00	-	-	-	-	-

(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		6.80	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Unnamed Road		Minor
C	Fringford 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	6.30		0.00		2.20	117.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.05										47	20

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	505.067	0.091	0.229	0.144	0.328
1	B-C	639.650	0.097	0.245	-	-
1	C-B	641.719	0.245	0.245	-	-

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	✓	70.00	100.000
C	ONE HOUR	✓	197.00	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	186.11	N/A	N/A
17:00-17:15	B	62.93	62.94	N/A	N/A
17:00-17:15	C	177.10	177.15	N/A	N/A
17:15-17:30	A	227.91	227.94	N/A	N/A
17:15-17:30	B	77.07	77.09	N/A	N/A
17:15-17:30	C	216.90	216.97	N/A	N/A
17:30-17:45	A	227.91	227.94	N/A	N/A
17:30-17:45	B	77.07	77.09	N/A	N/A
17:30-17:45	C	216.90	216.97	N/A	N/A

17:45-18:00	**A**	186.09	186.11	N/A	N/A
17:45-18:00	**B**	62.93	62.94	N/A	N/A
17:45-18:00	**C**	177.10	177.15	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	0.000	207.000
	B	1.000	0.000	69.000
	C	109.000	88.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.00	1.00
	B	0.01	0.00	0.99
	C	0.55	0.45	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	0.000	0.013
	B	0.000	0.000	0.021
	C	0.026	0.034	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.13	7.16	0.15	A	70.00	70.00	8.10	6.94	0.09	10.98	6.84
C-AB	0.18	6.57	0.26	A	105.49	105.49	13.47	7.66	0.15	17.94	7.51
C-A	-	-	-	-	91.51	91.51	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	207.00	207.00	-	-	-	-	-

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

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D17 - 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 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		7.44	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Unnamed Road		Minor
C	Fringford Road N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central	Width of kerbed central reserve	Has right turn bay	Width For Right Turn	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)

		reserve	(m)		(m)			
C	6.30		0.00		2.20	117.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.05										47	20

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	505.067	0.091	0.229	0.144	0.328
1	B-C	639.650	0.097	0.245	-	-
1	C-B	641.719	0.245	0.245	-	-

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	✓	95.00	100.000
B	ONE HOUR	✓	21.00	100.000
C	ONE HOUR	✓	439.00	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	85.40	85.46	N/A	N/A
07:45-08:00	B	18.88	18.88	N/A	N/A
07:45-08:00	C	394.65	394.69	N/A	N/A
08:00-08:15	A	104.60	104.66	N/A	N/A
08:00-08:15	B	23.12	23.12	N/A	N/A
08:00-08:15	C	483.35	483.40	N/A	N/A
08:15-08:30	A	104.60	104.66	N/A	N/A
08:15-08:30	B	23.12	23.12	N/A	N/A
08:15-08:30	C	483.35	483.40	N/A	N/A
08:30-08:45	A	85.40	85.46	N/A	N/A
08:30-08:45	B	18.88	18.88	N/A	N/A
08:30-08:45	C	394.65	394.69	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	1.000	94.000
	B	3.000	0.000	18.000
	C	251.000	188.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.14	0.00	0.86
	C	0.57	0.43	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	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.063
	B	0.000	0.000	0.000
	C	0.006	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-AC	0.04	6.68	0.04	A	21.00	21.00	2.29	6.54	0.03	3.13	6.49
C-AB	0.40	7.50	0.86	A	277.94	277.94	43.50	9.39	0.48	56.22	9.05
C-A	-	-	-	-	161.06	161.06	-	-	-	-	-
A-B	-	-	-	-	1.00	1.00	-	-	-	-	-
A-C	-	-	-	-	94.00	94.00	-	-	-	-	-

(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 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, 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		6.99	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Unnamed Road		Minor
C	Fringford 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	6.30		0.00		2.20	117.00	✓	0.00

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

Minor Arm Geometry

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

B	One lane	3.05										47	20

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	505.067	0.091	0.229	0.144	0.328
1	B-C	639.650	0.097	0.245	-	-
1	C-B	641.719	0.245	0.245	-	-

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	✓	233.00	100.000

B	ONE HOUR	✓	78.00	100.000
C	ONE HOUR	✓	218.00	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**	209.46	209.49	N/A	N/A
17:00-17:15	**B**	70.12	70.13	N/A	N/A
17:00-17:15	**C**	195.98	196.04	N/A	N/A
17:15-17:30	**A**	256.54	256.57	N/A	N/A
17:15-17:30	**B**	85.88	85.90	N/A	N/A
17:15-17:30	**C**	240.02	240.09	N/A	N/A
17:30-17:45	**A**	256.54	256.57	N/A	N/A
17:30-17:45	**B**	85.88	85.90	N/A	N/A
17:30-17:45	**C**	240.02	240.09	N/A	N/A
17:45-18:00	**A**	209.46	209.49	N/A	N/A
17:45-18:00	**B**	70.12	70.13	N/A	N/A
17:45-18:00	**C**	195.98	196.04	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	0.000	233.000
	B	1.000	0.000	77.000
	C	121.000	97.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.01	0.00	0.99
	C	0.56	0.44	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	0.000	0.013
	B	0.000	0.000	0.021
	C	0.026	0.034	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.15	7.38	0.18	A	78.00	78.00	9.28	7.14	0.10	12.55	7.02
C-AB	0.20	6.73	0.30	A	118.77	118.77	15.68	7.92	0.17	20.79	7.75

C-A	-	-	-	-	99.23	99.23	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	233.00	233.00	-	-	-	-	-

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 15:41:17

File summary

File Description

Title	Junction 06
Location	Fringford Road / Unnamed Road
Site Number	
Date	10/06/2013
Version	
Status	TA
Identifier	J06
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) - 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		12.33	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Unnamed Road		Minor
C	Fringford 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	6.30		0.00		2.20	117.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.05										47	20

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	Slope for	Slope for	Slope for

			A-B	A-C	C-A	C-B
1	B-A	505.067	0.091	0.229	0.144	0.328
1	B-C	639.650	0.097	0.245	-	-
1	C-B	641.719	0.245	0.245	-	-

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	✓	119.00	100.000
B	ONE HOUR	✓	218.00	100.000
C	ONE HOUR	✓	193.00	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**	106.98	107.01	N/A	N/A
07:45-08:00	**B**	195.98	196.09	N/A	N/A
07:45-08:00	**C**	173.50	173.63	N/A	N/A

08:00-08:15	**A**	131.02	131.05	N/A	N/A
08:00-08:15	**B**	240.02	240.16	N/A	N/A
08:00-08:15	**C**	212.50	212.65	N/A	N/A
08:15-08:30	**A**	131.02	131.05	N/A	N/A
08:15-08:30	**B**	240.02	240.16	N/A	N/A
08:15-08:30	**C**	212.50	212.65	N/A	N/A
08:30-08:45	**A**	106.98	107.01	N/A	N/A
08:30-08:45	**B**	195.98	196.09	N/A	N/A
08:30-08:45	**C**	173.50	173.63	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	0.000	119.000
	B	142.000	0.000	76.000
	C	91.000	102.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.00	1.00
	B	0.65	0.00	0.35
	C	0.47	0.53	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	1.002
	C	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.025
	B	0.000	0.000	0.167
	C	0.040	0.100	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.51	15.43	1.01	C	218.00	218.00	49.59	13.65	0.55	64.33	12.86
C-AB	0.20	6.63	0.28	A	118.17	118.17	14.64	7.44	0.16	19.57	7.30
C-A	-	-	-	-	74.83	74.83	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	119.00	119.00	-	-	-	-	-

(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		29.53	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Unnamed Road		Minor

C	Fringford 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	6.30		0.00		2.20	117.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.05										47	20

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	505.067	0.091	0.229	0.144	0.328
1	B-C	639.650	0.097	0.245	-	-
1	C-B	641.719	0.245	0.245	-	-

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	✓	99.00	100.000
B	ONE HOUR	✓	350.00	100.000
C	ONE HOUR	✓	280.00	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	89.00	89.03	N/A	N/A
17:00-17:15	B	314.64	314.67	N/A	N/A
17:00-17:15	C	251.71	251.73	N/A	N/A
17:15-17:30	A	109.00	109.04	N/A	N/A
17:15-17:30	B	385.36	385.39	N/A	N/A
17:15-17:30	C	308.29	308.30	N/A	N/A
17:30-17:45	A	109.00	109.04	N/A	N/A
17:30-17:45	B	385.36	385.39	N/A	N/A
17:30-17:45	C	308.29	308.30	N/A	N/A
17:45-18:00	A	89.00	89.03	N/A	N/A
17:45-18:00	B	314.64	314.67	N/A	N/A

17:45-18:00	**C**	251.71	251.73	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	0.000	99.000
	B	208.000	0.000	142.000
	C	111.000	169.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.00	1.00
	B	0.59	0.00	0.41
	C	0.40	0.60	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	0.000	0.037

	B	0.000	0.000	0.020
	C	0.009	0.002	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.83	42.15	4.24	E	350.00	350.00	168.72	28.92	1.87	202.94	25.28
C-AB	0.32	7.67	0.55	A	202.02	202.02	28.44	8.45	0.32	37.48	8.19
C-A	-	-	-	-	77.98	77.98	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	99.00	99.00	-	-	-	-	-

(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		12.69	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Unnamed Road		Minor
C	Fringford 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	6.30		0.00		2.20	117.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.05										47	20

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	505.067	0.091	0.229	0.144	0.328
1	B-C	639.650	0.097	0.245	-	-
1	C-B	641.719	0.245	0.245	-	-

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	✓	128.00	100.000
B	ONE HOUR	✓	224.00	100.000
C	ONE HOUR	✓	250.00	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	115.07	115.10	N/A	N/A
07:45-08:00	B	201.37	201.49	N/A	N/A
07:45-08:00	C	224.74	224.90	N/A	N/A
08:00-08:15	A	140.93	140.97	N/A	N/A
08:00-08:15	B	246.63	246.78	N/A	N/A
08:00-08:15	C	275.26	275.45	N/A	N/A
08:15-08:30	A	140.93	140.97	N/A	N/A
08:15-08:30	B	246.63	246.78	N/A	N/A
08:15-08:30	C	275.26	275.45	N/A	N/A
08:30-08:45	A	115.07	115.10	N/A	N/A
08:30-08:45	B	201.37	201.49	N/A	N/A
08:30-08:45	C	224.74	224.90	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	0.000	128.000

	B	142.000	0.000	82.000
	C	120.000	130.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.63	0.00	0.37
	C	0.48	0.52	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	1.002
	C	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.025
	B	0.000	0.000	0.167
	C	0.040	0.100	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)

B-AC	0.53	16.73	1.13	C	224.00	224.00	54.39	14.57	0.60	70.08	13.64
C-AB	0.25	6.96	0.40	A	157.94	157.94	20.96	7.96	0.23	27.76	7.77
C-A	-	-	-	-	92.05	92.05	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	128.00	128.00	-	-	-	-	-

(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 (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	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		37.78	E

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Unnamed Road		Minor
C	Fringford 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	6.30		0.00		2.20	117.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.05										47	20

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	505.067	0.091	0.229	0.144	0.328
1	B-C	639.650	0.097	0.245	-	-
1	C-B	641.719	0.245	0.245	-	-

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	✓	123.00	100.000
B	ONE HOUR	✓	364.00	100.000
C	ONE HOUR	✓	320.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time	Arm	Direct Demand Entry	DirectDemandEntryFlowInPCU	Direct Demand Exit	Direct Demand

Segment		Flow (Veh/hr)	(PCU/hr)	Flow (Veh/hr)	Pedestrian Flow (Ped/hr)
17:00-17:15	A	110.57	110.62	N/A	N/A
17:00-17:15	B	327.23	327.26	N/A	N/A
17:00-17:15	C	287.67	287.69	N/A	N/A
17:15-17:30	A	135.43	135.48	N/A	N/A
17:15-17:30	B	400.77	400.81	N/A	N/A
17:15-17:30	C	352.33	352.34	N/A	N/A
17:30-17:45	A	135.43	135.48	N/A	N/A
17:30-17:45	B	400.77	400.81	N/A	N/A
17:30-17:45	C	352.33	352.34	N/A	N/A
17:45-18:00	A	110.57	110.62	N/A	N/A
17:45-18:00	B	327.23	327.26	N/A	N/A
17:45-18:00	C	287.67	287.69	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	0.000	123.000
	B	208.000	0.000	156.000
	C	132.000	188.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.57	0.00	0.43
	C	0.41	0.59	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	0.000	0.037
	B	0.000	0.000	0.020
	C	0.009	0.002	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.88	56.74	5.87	F	364.00	364.00	216.50	35.69	2.41	254.87	30.52
C-AB	0.37	8.13	0.68	A	232.68	232.68	35.03	9.03	0.39	45.82	8.71
C-A	-	-	-	-	87.32	87.32	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	123.00	123.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.1.305 [25 May 2012]

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: (new file)
Path:
Report generation date: 04/07/2013 16:37:02

File summary

File Description

Title	Junction 07
Location	A4095 / Fringford Road
Site Number	
Date	10/06/2013
Version	
Status	TA
Identifier	
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	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		9.01	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4095 W		Major
B	Fringford Road		Minor
C	A4095 E		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	10.50	✓	3.20		2.20	130.00	✓	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	9.70	6.60	5.20	4.90		3.00	250	250

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	730.018	0.100	0.252	0.159	0.360
1	B-C	899.028	0.111	0.280	-	-
1	C-B	649.248	0.202	0.202	-	-

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	✓	951.00	100.000
B	ONE HOUR	✓	168.00	100.000
C	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	A	854.93	855.14	N/A	N/A
07:45-08:00	B	151.03	151.07	N/A	N/A

07:45-08:00	**C**	729.07	729.30	N/A	N/A
08:00-08:15	**A**	1047.07	1047.33	N/A	N/A
08:00-08:15	**B**	184.97	185.02	N/A	N/A
08:00-08:15	**C**	892.93	893.20	N/A	N/A
08:15-08:30	**A**	1047.07	1047.33	N/A	N/A
08:15-08:30	**B**	184.97	185.02	N/A	N/A
08:15-08:30	**C**	892.93	893.20	N/A	N/A
08:30-08:45	**A**	854.93	855.14	N/A	N/A
08:30-08:45	**B**	151.03	151.07	N/A	N/A
08:30-08:45	**C**	729.07	729.30	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	883.000
	B	42.000	0.000	126.000
	C	811.000	0.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.07	0.93
	B	0.25	0.00	0.75
	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	0.034	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	0.23	7.86	0.30	A	126.00	126.00	15.18	7.23	0.17	19.91	6.89
B-A	0.14	12.45	0.16	B	42.00	42.00	7.72	11.04	0.09	9.93	10.31
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	-	-	-	-	811.00	811.00	-	-	-	-	-
A-B	-	-	-	-	68.00	68.00	-	-	-	-	-
A-C	-	-	-	-	883.00	883.00	-	-	-	-	-

(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		9.86	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type

A	A4095 W		Major
B	Fringford Road		Minor
C	A4095 E		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	10.50	✓	3.20		2.20	130.00	✓	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	9.70	6.60	5.20	4.90		3.00	250	250

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	808.268	0.110	0.279	0.176	0.399
1	B-C	817.164	0.101	0.255	-	-
1	C-B	649.248	0.202	0.202	-	-

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	✓	1005.00	100.000
B	ONE HOUR	✓	77.00	100.000
C	ONE HOUR	✓	960.00	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	903.47	903.56	N/A	N/A
17:00-17:15	B	69.22	69.22	N/A	N/A
17:00-17:15	C	863.02	863.17	N/A	N/A
17:15-17:30	A	1106.53	1106.63	N/A	N/A
17:15-17:30	B	84.78	84.78	N/A	N/A
17:15-17:30	C	1056.98	1057.16	N/A	N/A
17:30-17:45	A	1106.53	1106.63	N/A	N/A
17:30-17:45	B	84.78	84.78	N/A	N/A
17:30-17:45	C	1056.98	1057.16	N/A	N/A

17:45-18:00	**A**	903.47	903.56	N/A	N/A
17:45-18:00	**B**	69.22	69.22	N/A	N/A
17:45-18:00	**C**	863.02	863.17	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	159.000	846.000
	B	42.000	0.000	35.000
	C	960.000	0.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.16	0.84
	B	0.55	0.00	0.45
	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	0.029	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	0.07	7.14	0.08	A	35.00	35.00	3.93	6.73	0.04	5.23	6.51
B-A	0.13	12.12	0.15	B	42.00	42.00	7.44	10.63	0.08	9.50	9.86
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	-	-	-	-	960.00	960.00	-	-	-	-	-
A-B	-	-	-	-	159.00	159.00	-	-	-	-	-
A-C	-	-	-	-	846.00	846.00	-	-	-	-	-

(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

(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 2016, AM	Base 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		9.37	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4095 W		Major
B	Fringford Road		Minor
C	A4095 E		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	10.50	✓	3.20		2.20	130.00	✓	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	9.70	6.60	5.20	4.90		3.00	250	250

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	729.657	0.100	0.252	0.159	0.360
1	B-C	899.406	0.111	0.280	-	-
1	C-B	649.248	0.202	0.202	-	-

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	✓	983.00	100.000
B	ONE HOUR	✓	173.00	100.000
C	ONE HOUR	✓	838.00	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	883.70	883.92	N/A	N/A
07:45-08:00	B	155.52	155.56	N/A	N/A
07:45-08:00	C	753.34	753.58	N/A	N/A
08:00-08:15	A	1082.30	1082.57	N/A	N/A
08:00-08:15	B	190.48	190.53	N/A	N/A
08:00-08:15	C	922.66	922.94	N/A	N/A
08:15-08:30	A	1082.30	1082.57	N/A	N/A
08:15-08:30	B	190.48	190.53	N/A	N/A
08:15-08:30	C	922.66	922.94	N/A	N/A
08:30-08:45	A	883.70	883.92	N/A	N/A
08:30-08:45	B	155.52	155.56	N/A	N/A
08:30-08:45	C	753.34	753.58	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	913.000
	B	43.000	0.000	130.000
	C	838.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.25	0.00	0.75
	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	0.034	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	0.24	8.13	0.32	A	130.00	130.00	16.11	7.43	0.18	21.06	7.06
B-A	0.15	13.11	0.17	B	43.00	43.00	8.26	11.52	0.09	10.57	10.72
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	-	-	-	-	838.00	838.00	-	-	-	-	-
A-B	-	-	-	-	70.00	70.00	-	-	-	-	-
A-C	-	-	-	-	913.00	913.00	-	-	-	-	-

(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

Base 2016, PM	Base 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		10.34	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4095 W		Major
B	Fringford Road		Minor
C	A4095 E		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	10.50	✓	3.20		2.20	130.00	✓	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	9.70	6.60	5.20	4.90		3.00	250	250

	flare												

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	807.981	0.110	0.279	0.176	0.399
1	B-C	817.464	0.101	0.255	-	-
1	C-B	649.248	0.202	0.202	-	-

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	✓	1041.00	100.000
B	ONE HOUR	✓	79.00	100.000

C	ONE HOUR	✓	994.00	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	935.84	935.93	N/A	N/A
17:00-17:15	B	71.02	71.02	N/A	N/A
17:00-17:15	C	893.59	893.74	N/A	N/A
17:15-17:30	A	1146.16	1146.27	N/A	N/A
17:15-17:30	B	86.98	86.98	N/A	N/A
17:15-17:30	C	1094.41	1094.60	N/A	N/A
17:30-17:45	A	1146.16	1146.27	N/A	N/A
17:30-17:45	B	86.98	86.98	N/A	N/A
17:30-17:45	C	1094.41	1094.60	N/A	N/A
17:45-18:00	A	935.84	935.93	N/A	N/A
17:45-18:00	B	71.02	71.02	N/A	N/A
17:45-18:00	C	893.59	893.74	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	165.000	876.000
	B	43.000	0.000	36.000
	C	994.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.16	0.84
	B	0.54	0.00	0.46
	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	0.029	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	0.07	7.30	0.08	A	36.00	36.00	4.12	6.86	0.05	5.47	6.62
B-A	0.15	12.90	0.17	B	43.00	43.00	8.02	11.19	0.09	10.19	10.33
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	-	-	-	-	994.00	994.00	-	-	-	-	-
A-B	-	-	-	-	165.00	165.00	-	-	-	-	-
A-C	-	-	-	-	876.00	876.00	-	-	-	-	-

(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

(untitled)	T-Junction	Two-way	A,B,C		10.38	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4095 W		Major
B	Fringford Road		Minor
C	A4095 E		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	10.50	✓	3.20		2.20	130.00	✓	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	9.70	6.60	5.20	4.90		3.00	250	250

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	730.352	0.100	0.252	0.159	0.361
1	B-C	898.679	0.111	0.280	-	-
1	C-B	649.248	0.202	0.202	-	-

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	✓	1054.00	100.000
B	ONE HOUR	✓	187.00	100.000
C	ONE HOUR	✓	899.00	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	947.52	947.76	N/A	N/A
07:45-08:00	B	168.11	168.15	N/A	N/A

07:45-08:00	**C**	808.18	808.43	N/A	N/A
08:00-08:15	**A**	1160.48	1160.76	N/A	N/A
08:00-08:15	**B**	205.89	205.94	N/A	N/A
08:00-08:15	**C**	989.82	990.12	N/A	N/A
08:15-08:30	**A**	1160.48	1160.76	N/A	N/A
08:15-08:30	**B**	205.89	205.94	N/A	N/A
08:15-08:30	**C**	989.82	990.12	N/A	N/A
08:30-08:45	**A**	947.52	947.76	N/A	N/A
08:30-08:45	**B**	168.11	168.15	N/A	N/A
08:30-08:45	**C**	808.18	808.43	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	75.000	979.000
	B	47.000	0.000	140.000
	C	899.000	0.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.07	0.93
	B	0.25	0.00	0.75
	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	0.034	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	0.27	8.85	0.38	A	140.00	140.00	18.64	7.99	0.21	24.20	7.54
B-A	0.18	14.95	0.21	B	47.00	47.00	10.06	12.84	0.11	12.73	11.81
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	-	-	-	-	899.00	899.00	-	-	-	-	-
A-B	-	-	-	-	75.00	75.00	-	-	-	-	-
A-C	-	-	-	-	979.00	979.00	-	-	-	-	-

(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		12.05	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type

A	A4095 W		Major
B	Fringford Road		Minor
C	A4095 E		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	10.50	✓	3.20		2.20	130.00	✓	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	9.70	6.60	5.20	4.90		3.00	250	250

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	806.964	0.110	0.279	0.175	0.398
1	B-C	818.529	0.101	0.255	-	-
1	C-B	649.248	0.202	0.202	-	-

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	✓	1137.00	100.000
B	ONE HOUR	✓	87.00	100.000
C	ONE HOUR	✓	1086.00	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	1022.14	1022.24	N/A	N/A
17:00-17:15	B	78.21	78.21	N/A	N/A
17:00-17:15	C	976.29	976.46	N/A	N/A
17:15-17:30	A	1251.86	1251.98	N/A	N/A
17:15-17:30	B	95.79	95.79	N/A	N/A
17:15-17:30	C	1195.71	1195.91	N/A	N/A
17:30-17:45	A	1251.86	1251.98	N/A	N/A
17:30-17:45	B	95.79	95.79	N/A	N/A
17:30-17:45	C	1195.71	1195.91	N/A	N/A

17:45-18:00	**A**	1022.14	1022.24	N/A	N/A
17:45-18:00	**B**	78.21	78.21	N/A	N/A
17:45-18:00	**C**	976.29	976.46	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	180.000	957.000
	B	47.000	0.000	40.000
	C	1086.000	0.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.16	0.84
	B	0.54	0.00	0.46
	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	0.029	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	0.09	7.82	0.10	A	40.00	40.00	4.85	7.28	0.05	6.41	6.98
B-A	0.18	15.66	0.22	C	47.00	47.00	10.28	13.12	0.11	12.85	11.91
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	-	-	-	-	1086.00	1086.00	-	-	-	-	-
A-B	-	-	-	-	180.00	180.00	-	-	-	-	-
A-C	-	-	-	-	957.00	957.00	-	-	-	-	-

(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

	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		11.32	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4095 W		Major
B	Fringford Road		Minor
C	A4095 E		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

	carriageway (m)	reserve	(m)	turn bay	(m)	Right Turn (m)		Queue (PCU)
C	10.50	✓	3.20		2.20	130.00	✓	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	9.70	6.60	5.20	4.90		3.00	250	250

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	730.018	0.100	0.252	0.159	0.360
1	B-C	899.028	0.111	0.280	-	-
1	C-B	649.248	0.202	0.202	-	-

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	✓	1113.00	100.000
B	ONE HOUR	✓	196.00	100.000
C	ONE HOUR	✓	948.00	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	1000.56	1000.81	N/A	N/A
07:45-08:00	B	176.20	176.25	N/A	N/A
07:45-08:00	C	852.23	852.50	N/A	N/A
08:00-08:15	A	1225.44	1225.74	N/A	N/A
08:00-08:15	B	215.80	215.86	N/A	N/A
08:00-08:15	C	1043.77	1044.09	N/A	N/A
08:15-08:30	A	1225.44	1225.74	N/A	N/A
08:15-08:30	B	215.80	215.86	N/A	N/A
08:15-08:30	C	1043.77	1044.09	N/A	N/A
08:30-08:45	A	1000.56	1000.81	N/A	N/A
08:30-08:45	B	176.20	176.25	N/A	N/A
08:30-08:45	C	852.23	852.50	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	80.000	1033.000
	B	49.000	0.000	147.000
	C	948.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.25	0.00	0.75
	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	0.034	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	0.30	9.50	0.42	A	147.00	147.00	20.74	8.47	0.23	26.78	7.94
B-A	0.20	16.80	0.25	C	49.00	49.00	11.54	14.13	0.13	14.46	12.86
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	-	-	-	-	948.00	948.00	-	-	-	-	-
A-B	-	-	-	-	80.00	80.00	-	-	-	-	-
A-C	-	-	-	-	1033.00	1033.00	-	-	-	-	-

(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

							(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		12.75	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4095 W		Major
B	Fringford Road		Minor
C	A4095 E		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	10.50	✓	3.20		2.20	130.00	✓	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	9.70	6.60	5.20	4.90		3.00	250	250

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	809.544	0.111	0.280	0.176	0.400
1	B-C	815.829	0.101	0.254	-	-
1	C-B	649.248	0.202	0.202	-	-

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	✓	1163.00	100.000
B	ONE HOUR	✓	89.00	100.000
C	ONE HOUR	✓	1111.00	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**	1045.51	1045.61	N/A	N/A
17:00-17:15	**B**	80.01	80.01	N/A	N/A
17:00-17:15	**C**	998.77	998.94	N/A	N/A
17:15-17:30	**A**	1280.49	1280.61	N/A	N/A
17:15-17:30	**B**	97.99	97.99	N/A	N/A
17:15-17:30	**C**	1223.23	1223.44	N/A	N/A
17:30-17:45	**A**	1280.49	1280.61	N/A	N/A
17:30-17:45	**B**	97.99	97.99	N/A	N/A
17:30-17:45	**C**	1223.23	1223.44	N/A	N/A
17:45-18:00	**A**	1045.51	1045.61	N/A	N/A
17:45-18:00	**B**	80.01	80.01	N/A	N/A
17:45-18:00	**C**	998.77	998.94	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	184.000	979.000
	B	49.000	0.000	40.000

	C	1111.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.16	0.84
	B	0.55	0.00	0.45
	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	0.029	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	0.09	7.99	0.10	A	40.00	40.00	4.94	7.42	0.05	6.52	7.10

B-A	0.20	16.63	0.25	C	49.00	49.00	11.25	13.77	0.12	13.98	12.43
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	-	-	-	-	1111.00	1111.00	-	-	-	-	-
A-B	-	-	-	-	184.00	184.00	-	-	-	-	-
A-C	-	-	-	-	979.00	979.00	-	-	-	-	-

(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		14.90	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4095 W		Major
B	Fringford Road		Minor
C	A4095 E		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	10.50	✓	3.20		2.20	130.00	✓	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	9.70	6.60	5.20	4.90		3.00	250	250

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	729.735	0.100	0.252	0.159	0.360
1	B-C	899.324	0.111	0.280	-	-
1	C-B	649.248	0.202	0.202	-	-

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	✓	1255.00	100.000
B	ONE HOUR	✓	221.00	100.000
C	ONE HOUR	✓	1070.00	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**	1128.22	1128.50	N/A	N/A
07:45-08:00	**B**	198.67	198.73	N/A	N/A
07:45-08:00	**C**	961.91	962.21	N/A	N/A
08:00-08:15	**A**	1381.78	1382.12	N/A	N/A
08:00-08:15	**B**	243.33	243.39	N/A	N/A
08:00-08:15	**C**	1178.09	1178.46	N/A	N/A
08:15-08:30	**A**	1381.78	1382.12	N/A	N/A
08:15-08:30	**B**	243.33	243.39	N/A	N/A
08:15-08:30	**C**	1178.09	1178.46	N/A	N/A
08:30-08:45	**A**	1128.22	1128.50	N/A	N/A
08:30-08:45	**B**	198.67	198.73	N/A	N/A
08:30-08:45	**C**	961.91	962.21	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	90.000	1165.000
	B	55.000	0.000	166.000
	C	1070.000	0.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.07	0.93
	B	0.25	0.00	0.75

	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	0.034	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	0.37	11.78	0.59	B	166.00	166.00	27.87	10.07	0.31	35.31	9.27
B-A	0.29	24.31	0.40	C	55.00	55.00	17.37	18.95	0.19	21.09	16.72
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	-	-	-	-	1070.00	1070.00	-	-	-	-	-
A-B	-	-	-	-	90.00	90.00	-	-	-	-	-
A-C	-	-	-	-	1165.00	1165.00	-	-	-	-	-

(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		18.88	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4095 W		Major
B	Fringford Road		Minor
C	A4095 E		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	10.50	✓	3.20		2.20	130.00	✓	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	9.70	6.60	5.20	4.90		3.00	250	250

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

		(Veh/hr)	A-B	A-C	C-A	C-B
1	B-A	808.044	0.110	0.279	0.176	0.399
1	B-C	817.399	0.101	0.255	-	-
1	C-B	649.248	0.202	0.202	-	-

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	✓	1327.00	100.000
B	ONE HOUR	✓	101.00	100.000
C	ONE HOUR	✓	1268.00	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**	1192.95	1193.06	N/A	N/A
17:00-17:15	**B**	90.80	90.80	N/A	N/A
17:00-17:15	**C**	1139.91	1140.10	N/A	N/A

17:15-17:30	**A**	1461.05	1461.20	N/A	N/A
17:15-17:30	**B**	111.20	111.21	N/A	N/A
17:15-17:30	**C**	1396.09	1396.33	N/A	N/A
17:30-17:45	**A**	1461.05	1461.20	N/A	N/A
17:30-17:45	**B**	111.20	111.21	N/A	N/A
17:30-17:45	**C**	1396.09	1396.33	N/A	N/A
17:45-18:00	**A**	1192.95	1193.06	N/A	N/A
17:45-18:00	**B**	90.80	90.80	N/A	N/A
17:45-18:00	**C**	1139.91	1140.10	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	210.000	1117.000
	B	55.000	0.000	46.000
	C	1268.000	0.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.16	0.84
	B	0.54	0.00	0.46
	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	0.029	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	0.11	9.23	0.13	A	46.00	46.00	6.40	8.35	0.07	8.33	7.89
B-A	0.31	26.94	0.44	D	55.00	55.00	18.47	20.15	0.21	22.05	17.48
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	-	-	-	-	1268.00	1268.00	-	-	-	-	-
A-B	-	-	-	-	210.00	210.00	-	-	-	-	-
A-C	-	-	-	-	1117.00	1117.00	-	-	-	-	-

(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		9.70	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4095 W		Major
B	Fringford Road		Minor
C	A4095 E		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	10.50	✓	3.20		2.20	130.00	✓	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	9.70	6.60	5.20	4.90		3.00	250	250

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	723.496	0.099	0.250	0.157	0.357
1	B-C	905.851	0.112	0.282	-	-
1	C-B	649.248	0.202	0.202	-	-

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	✓	993.00	100.000
B	ONE HOUR	✓	203.00	100.000
C	ONE HOUR	✓	838.00	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	892.69	892.91	N/A	N/A
07:45-08:00	B	182.49	182.54	N/A	N/A
07:45-08:00	C	753.34	753.58	N/A	N/A
08:00-08:15	A	1093.31	1093.58	N/A	N/A
08:00-08:15	B	223.51	223.56	N/A	N/A
08:00-08:15	C	922.66	922.94	N/A	N/A
08:15-08:30	A	1093.31	1093.58	N/A	N/A
08:15-08:30	B	223.51	223.56	N/A	N/A

08:15-08:30	**C**	922.66	922.94	N/A	N/A
08:30-08:45	**A**	892.69	892.91	N/A	N/A
08:30-08:45	**B**	182.49	182.54	N/A	N/A
08:30-08:45	**C**	753.34	753.58	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	80.000	913.000
	B	43.000	0.000	160.000
	C	838.000	0.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.08	0.92
	B	0.21	0.00	0.79
	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	0.034	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	0.30	8.72	0.42	A	160.00	160.00	21.02	7.88	0.23	27.32	7.44
B-A	0.15	13.32	0.17	B	43.00	43.00	8.37	11.68	0.09	10.71	10.86
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	-	-	-	-	838.00	838.00	-	-	-	-	-
A-B	-	-	-	-	80.00	80.00	-	-	-	-	-
A-C	-	-	-	-	913.00	913.00	-	-	-	-	-

(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		10.08	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4095 W		Major
B	Fringford Road		Minor
C	A4095 E		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	10.50	✓	3.20		2.20	130.00	✓	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	9.70	6.60	5.20	4.90		3.00	250	250

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	774.950	0.106	0.268	0.168	0.383
1	B-C	852.021	0.105	0.265	-	-
1	C-B	649.248	0.202	0.202	-	-

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

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	✓	1065.00	100.000
B	ONE HOUR	✓	100.00	100.000
C	ONE HOUR	✓	994.00	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	957.41	957.51	N/A	N/A
17:00-17:15	B	89.90	89.90	N/A	N/A
17:00-17:15	C	893.59	893.74	N/A	N/A
17:15-17:30	A	1172.59	1172.71	N/A	N/A
17:15-17:30	B	110.10	110.11	N/A	N/A
17:15-17:30	C	1094.41	1094.60	N/A	N/A
17:30-17:45	A	1172.59	1172.71	N/A	N/A
17:30-17:45	B	110.10	110.11	N/A	N/A
17:30-17:45	C	1094.41	1094.60	N/A	N/A
17:45-18:00	A	957.41	957.51	N/A	N/A
17:45-18:00	B	89.90	89.90	N/A	N/A
17:45-18:00	C	893.59	893.74	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	189.000	876.000
	B	43.000	0.000	57.000
	C	994.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.18	0.82
	B	0.43	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	1.000
	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	0.11	7.36	0.13	A	57.00	57.00	6.54	6.88	0.07	8.65	6.61
B-A	0.15	13.69	0.18	B	43.00	43.00	8.48	11.83	0.09	10.76	10.90
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	-	-	-	-	994.00	994.00	-	-	-	-	-
A-B	-	-	-	-	189.00	189.00	-	-	-	-	-
A-C	-	-	-	-	876.00	876.00	-	-	-	-	-

(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 Peri	Description	Traffic Prof	Model Start Time	Model Finish Time	Model Time	Time Segment	Results For	Single Time Segm	Locked	Run Automati	Use Relation	Relationship

	Name	od Nam e		ile Typ e	(HH:m m)	(HH:m m)	Peri od Leng th (min)	Lengt h (min)	Centr al Hour Only	ent Only		cally	ship	
Foreca st - commit ted 2021, AM	Foreca st - commit ted 2021	AM		ONE HOU R	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		10.77	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4095 W		Major
B	Fringford Road		Minor
C	A4095 E		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	10.50	✓	3.20		2.20	130.00	✓	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

	Type	(m)	(m)	(m)	way (m)	(m)	(m)	(m)	(m)	Length	(PCU)	(m)	(m)
B	One lane plus flare				10.00	9.70	6.60	5.20	4.90		3.00	250	250

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	724.368	0.099	0.250	0.157	0.358
1	B-C	904.939	0.112	0.282	-	-
1	C-B	649.248	0.202	0.202	-	-

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	✓	1064.00	100.000
B	ONE HOUR	✓	216.00	100.000
C	ONE HOUR	✓	899.00	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	956.51	956.75	N/A	N/A
07:45-08:00	B	194.18	194.23	N/A	N/A
07:45-08:00	C	808.18	808.43	N/A	N/A
08:00-08:15	A	1171.49	1171.78	N/A	N/A
08:00-08:15	B	237.82	237.88	N/A	N/A
08:00-08:15	C	989.82	990.12	N/A	N/A
08:15-08:30	A	1171.49	1171.78	N/A	N/A
08:15-08:30	B	237.82	237.88	N/A	N/A
08:15-08:30	C	989.82	990.12	N/A	N/A
08:30-08:45	A	956.51	956.75	N/A	N/A
08:30-08:45	B	194.18	194.23	N/A	N/A
08:30-08:45	C	808.18	808.43	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	85.000	979.000

	B	47.000	0.000	169.000
	C	899.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.22	0.00	0.78
	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	0.034	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	0.33	9.54	0.49	A	169.00	169.00	23.93	8.49	0.27	30.87	7.96
B-A	0.18	15.20	0.22	C	47.00	47.00	10.21	13.03	0.11	12.91	11.97
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	-	-	-	-	899.00	899.00	-	-	-	-	-
A-B	-	-	-	-	85.00	85.00	-	-	-	-	-
A-C	-	-	-	-	979.00	979.00	-	-	-	-	-

(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													

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		11.73	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4095 W		Major
B	Fringford Road		Minor
C	A4095 E		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	10.50	✓	3.20		2.20	130.00	✓	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	9.70	6.60	5.20	4.90		3.00	250	250

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	776.244	0.106	0.268	0.169	0.383
1	B-C	850.667	0.105	0.265	-	-
1	C-B	649.248	0.202	0.202	-	-

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	✓	1161.00	100.000
B	ONE HOUR	✓	108.00	100.000
C	ONE HOUR	✓	1086.00	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	1043.72	1043.82	N/A	N/A
17:00-17:15	B	97.09	97.09	N/A	N/A
17:00-17:15	C	976.29	976.46	N/A	N/A
17:15-17:30	A	1278.28	1278.41	N/A	N/A
17:15-17:30	B	118.91	118.91	N/A	N/A
17:15-17:30	C	1195.71	1195.91	N/A	N/A
17:30-17:45	A	1278.28	1278.41	N/A	N/A
17:30-17:45	B	118.91	118.91	N/A	N/A
17:30-17:45	C	1195.71	1195.91	N/A	N/A
17:45-18:00	A	1043.72	1043.82	N/A	N/A
17:45-18:00	B	97.09	97.09	N/A	N/A
17:45-18:00	C	976.29	976.46	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	204.000	957.000
	B	47.000	0.000	61.000
	C	1086.000	0.000	0.000

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

		To		
From		A	B	C

	A	0.00	0.18	0.82
	B	0.44	0.00	0.56
	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	0.029	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	0.13	7.94	0.15	A	61.00	61.00	7.46	7.34	0.08	9.81	7.01
B-A	0.19	16.64	0.24	C	47.00	47.00	10.87	13.87	0.12	13.56	12.57
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	-	-	-	-	1086.00	1086.00	-	-	-	-	-
A-B	-	-	-	-	204.00	204.00	-	-	-	-	-

A-C	-	-	-	-	957.00	957.00	-	-	-	-	-

(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

(untitled)	T-Junction	Two-way	A,B,C		11.80	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4095 W		Major
B	Fringford Road		Minor
C	A4095 E		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	10.50	✓	3.20		2.20	130.00	✓	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	9.70	6.60	5.20	4.90		3.00	250	250

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	724.250	0.099	0.250	0.157	0.358
1	B-C	905.062	0.112	0.282	-	-
1	C-B	649.248	0.202	0.202	-	-

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	✓	1122.00	100.000
B	ONE HOUR	✓	226.00	100.000
C	ONE HOUR	✓	948.00	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	1008.65	1008.91	N/A	N/A
07:45-08:00	B	203.17	203.22	N/A	N/A

07:45-08:00	**C**	852.23	852.50	N/A	N/A
08:00-08:15	**A**	1235.35	1235.65	N/A	N/A
08:00-08:15	**B**	248.83	248.89	N/A	N/A
08:00-08:15	**C**	1043.77	1044.09	N/A	N/A
08:15-08:30	**A**	1235.35	1235.65	N/A	N/A
08:15-08:30	**B**	248.83	248.89	N/A	N/A
08:15-08:30	**C**	1043.77	1044.09	N/A	N/A
08:30-08:45	**A**	1008.65	1008.91	N/A	N/A
08:30-08:45	**B**	203.17	203.22	N/A	N/A
08:30-08:45	**C**	852.23	852.50	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	89.000	1033.000
	B	49.000	0.000	177.000
	C	948.000	0.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.08	0.92
	B	0.22	0.00	0.78
	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	0.034	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	0.36	10.33	0.55	B	177.00	177.00	26.75	9.07	0.30	34.28	8.44
B-A	0.20	17.10	0.25	C	49.00	49.00	11.71	14.34	0.13	14.67	13.05
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	-	-	-	-	948.00	948.00	-	-	-	-	-
A-B	-	-	-	-	89.00	89.00	-	-	-	-	-
A-C	-	-	-	-	1033.00	1033.00	-	-	-	-	-

(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		12.39	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4095 W		Major
B	Fringford Road		Minor
C	A4095 E		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	10.50	✓	3.20		2.20	130.00	✓	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	9.70	6.60	5.20	4.90		3.00	250	250

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	778.809	0.106	0.269	0.169	0.384
1	B-C	847.984	0.105	0.264	-	-

1	C-B	649.248	0.202	0.202	-	-

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	✓	1187.00	100.000
B	ONE HOUR	✓	110.00	100.000
C	ONE HOUR	✓	1111.00	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**	1067.09	1067.20	N/A	N/A
17:00-17:15	**B**	98.89	98.89	N/A	N/A
17:00-17:15	**C**	998.77	998.94	N/A	N/A
17:15-17:30	**A**	1306.91	1307.04	N/A	N/A
17:15-17:30	**B**	121.11	121.12	N/A	N/A
17:15-17:30	**C**	1223.23	1223.44	N/A	N/A

17:30-17:45	**A**	1306.91	1307.04	N/A	N/A
17:30-17:45	**B**	121.11	121.12	N/A	N/A
17:30-17:45	**C**	1223.23	1223.44	N/A	N/A
17:45-18:00	**A**	1067.09	1067.20	N/A	N/A
17:45-18:00	**B**	98.89	98.89	N/A	N/A
17:45-18:00	**C**	998.77	998.94	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	208.000	979.000
	B	49.000	0.000	61.000
	C	1111.000	0.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.18	0.82
	B	0.45	0.00	0.55
	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	0.029	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	0.13	8.13	0.15	A	61.00	61.00	7.61	7.49	0.08	9.99	7.14
B-A	0.21	17.69	0.26	C	49.00	49.00	11.90	14.57	0.13	14.76	13.13
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	-	-	-	-	1111.00	1111.00	-	-	-	-	-
A-B	-	-	-	-	208.00	208.00	-	-	-	-	-
A-C	-	-	-	-	979.00	979.00	-	-	-	-	-

(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	

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		15.72	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4095 W		Major

B	Fringford Road		Minor
C	A4095 E		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	10.50	✓	3.20		2.20	130.00	✓	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	9.70	6.60	5.20	4.90		3.00	250	250

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	724.599	0.099	0.250	0.158	0.358
1	B-C	904.697	0.112	0.282	-	-
1	C-B	649.248	0.202	0.202	-	-

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	✓	1264.00	100.000
B	ONE HOUR	✓	251.00	100.000
C	ONE HOUR	✓	1070.00	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	1136.31	1136.59	N/A	N/A
07:45-08:00	B	225.64	225.70	N/A	N/A
07:45-08:00	C	961.91	962.21	N/A	N/A
08:00-08:15	A	1391.69	1392.03	N/A	N/A
08:00-08:15	B	276.36	276.42	N/A	N/A
08:00-08:15	C	1178.09	1178.46	N/A	N/A
08:15-08:30	A	1391.69	1392.03	N/A	N/A
08:15-08:30	B	276.36	276.42	N/A	N/A
08:15-08:30	C	1178.09	1178.46	N/A	N/A

08:30-08:45	**A**	1136.31	1136.59	N/A	N/A
08:30-08:45	**B**	225.64	225.70	N/A	N/A
08:30-08:45	**C**	961.91	962.21	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	99.000	1165.000
	B	55.000	0.000	196.000
	C	1070.000	0.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.08	0.92
	B	0.22	0.00	0.78
	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	0.034	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	0.44	13.13	0.78	B	196.00	196.00	35.87	10.98	0.40	45.01	10.01
B-A	0.30	24.92	0.41	C	55.00	55.00	17.72	19.33	0.20	21.48	17.03
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	-	-	-	-	1070.00	1070.00	-	-	-	-	-
A-B	-	-	-	-	99.00	99.00	-	-	-	-	-
A-C	-	-	-	-	1165.00	1165.00	-	-	-	-	-

(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		18.31	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4095 W		Major
B	Fringford Road		Minor
C	A4095 E		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	10.50	✓	3.20		2.20	130.00	✓	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	9.70	6.60	5.20	4.90		3.00	250	250

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	780.149	0.107	0.270	0.170	0.385
1	B-C	846.582	0.104	0.264	-	-
1	C-B	649.248	0.202	0.202	-	-

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 Varies	Vehicle Mix Varies	Vehicle Mix Varies	Vehicle Mix Source	PCU Factor for a	Default Turning	Estimate from entry/exit	Turning Proportions Vary Over	Turning Proportions Vary Over	Turning Proportions Vary Over

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	✓	1351.00	100.000
B	ONE HOUR	✓	122.00	100.000
C	ONE HOUR	✓	1268.00	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	1214.52	1214.64	N/A	N/A
17:00-17:15	B	109.68	109.68	N/A	N/A
17:00-17:15	C	1139.91	1140.10	N/A	N/A
17:15-17:30	A	1487.48	1487.63	N/A	N/A
17:15-17:30	B	134.32	134.33	N/A	N/A
17:15-17:30	C	1396.09	1396.33	N/A	N/A
17:30-17:45	A	1487.48	1487.63	N/A	N/A
17:30-17:45	B	134.32	134.33	N/A	N/A
17:30-17:45	C	1396.09	1396.33	N/A	N/A
17:45-18:00	A	1214.52	1214.64	N/A	N/A
17:45-18:00	B	109.68	109.68	N/A	N/A
17:45-18:00	C	1139.91	1140.10	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	234.000	1117.000
	B	55.000	0.000	67.000
	C	1268.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.17	0.83
	B	0.45	0.00	0.55
	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	0.029	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	0.16	9.53	0.19	A	67.00	67.00	9.52	8.52	0.11	12.31	8.01
B-A	0.33	29.00	0.48	D	55.00	55.00	19.68	21.47	0.22	23.42	18.56
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	-	-	-	-	1268.00	1268.00	-	-	-	-	-
A-B	-	-	-	-	234.00	234.00	-	-	-	-	-
A-C	-	-	-	-	1117.00	1117.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.1.305 [25 May 2012]

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: (new file)
Path:
Report generation date: 05/07/2013 15:43:13

File summary

File Description

Title	Junction 07
Location	A4095 / Fringford Road
Site Number	
Date	10/06/2013
Version	
Status	TA
Identifier	
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) - 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		10.45	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4095 W		Major
B	Fringford Road		Minor
C	A4095 E		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	10.50	✓	3.20		2.20	130.00	✓	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	9.70	6.60	5.20	4.90		3.00	250	250

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	710.234	0.097	0.245	0.154	0.351
1	B-C	919.726	0.113	0.287	-	-
1	C-B	649.248	0.202	0.202	-	-

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	✓	1047.00	100.000
B	ONE HOUR	✓	234.00	100.000
C	ONE HOUR	✓	1040.00	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	941.23	941.80	N/A	N/A
07:45-08:00	B	210.36	210.42	N/A	N/A

07:45-08:00	**C**	934.94	935.34	N/A	N/A
08:00-08:15	**A**	1152.77	1153.47	N/A	N/A
08:00-08:15	**B**	257.64	257.71	N/A	N/A
08:00-08:15	**C**	1145.06	1145.55	N/A	N/A
08:15-08:30	**A**	1152.77	1153.47	N/A	N/A
08:15-08:30	**B**	257.64	257.71	N/A	N/A
08:15-08:30	**C**	1145.06	1145.55	N/A	N/A
08:30-08:45	**A**	941.23	941.80	N/A	N/A
08:30-08:45	**B**	210.36	210.42	N/A	N/A
08:30-08:45	**C**	934.94	935.34	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	122.000	925.000
	B	29.000	0.000	205.000
	C	1040.000	0.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.12	0.88
	B	0.12	0.00	0.88
	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	1.001	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	0.049	0.062
	B	0.141	0.000	0.012
	C	0.043	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	0.38	9.78	0.61	A	205.00	205.00	29.55	8.65	0.33	38.00	8.08
B-A	0.12	15.23	0.13	C	29.00	29.00	6.33	13.10	0.07	8.02	12.05
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	-	-	-	-	1040.00	1040.00	-	-	-	-	-
A-B	-	-	-	-	122.00	122.00	-	-	-	-	-
A-C	-	-	-	-	925.00	925.00	-	-	-	-	-

(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		12.67	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type

A	A4095 W		Major
B	Fringford Road		Minor
C	A4095 E		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	10.50	✓	3.20		2.20	130.00	✓	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	9.70	6.60	5.20	4.90		3.00	250	250

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	748.736	0.102	0.259	0.163	0.370
1	B-C	879.446	0.108	0.274	-	-
1	C-B	649.248	0.202	0.202	-	-

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	✓	838.00	100.000
B	ONE HOUR	✓	320.00	100.000
C	ONE HOUR	✓	1135.00	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	753.34	753.45	N/A	N/A
17:00-17:15	B	287.67	287.68	N/A	N/A
17:00-17:15	C	1020.34	1020.34	N/A	N/A
17:15-17:30	A	922.66	922.79	N/A	N/A
17:15-17:30	B	352.33	352.34	N/A	N/A
17:15-17:30	C	1249.66	1249.66	N/A	N/A
17:30-17:45	A	922.66	922.79	N/A	N/A
17:30-17:45	B	352.33	352.34	N/A	N/A
17:30-17:45	C	1249.66	1249.66	N/A	N/A

17:45-18:00	**A**	753.34	753.45	N/A	N/A
17:45-18:00	**B**	287.67	287.68	N/A	N/A
17:45-18:00	**C**	1020.34	1020.34	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	99.000	739.000
	B	104.000	0.000	216.000
	C	1135.000	0.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.12	0.88
	B	0.33	0.00	0.68
	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	0.037	0.011
	B	0.009	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.41	10.40	0.68	B	216.00	216.00	32.78	9.11	0.36	42.04	8.48
B-A	0.36	17.37	0.54	C	104.00	104.00	24.92	14.37	0.28	31.08	13.03
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	-	-	-	-	1135.00	1135.00	-	-	-	-	-
A-B	-	-	-	-	99.00	99.00	-	-	-	-	-
A-C	-	-	-	-	739.00	739.00	-	-	-	-	-

(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		11.25	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4095 W		Major
B	Fringford Road		Minor
C	A4095 E		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

	carriageway (m)	reserve	(m)	turn bay	(m)	Right Turn (m)		Queue (PCU)
C	10.50	✓	3.20		2.20	130.00	✓	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	9.70	6.60	5.20	4.90		3.00	250	250

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	708.104	0.097	0.245	0.154	0.350
1	B-C	921.954	0.114	0.287	-	-
1	C-B	649.248	0.202	0.202	-	-

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	✓	1056.00	100.000
B	ONE HOUR	✓	264.00	100.000
C	ONE HOUR	✓	1040.00	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	949.32	949.90	N/A	N/A
07:45-08:00	B	237.33	237.39	N/A	N/A
07:45-08:00	C	934.94	935.34	N/A	N/A
08:00-08:15	A	1162.68	1163.38	N/A	N/A
08:00-08:15	B	290.67	290.75	N/A	N/A
08:00-08:15	C	1145.06	1145.55	N/A	N/A
08:15-08:30	A	1162.68	1163.38	N/A	N/A
08:15-08:30	B	290.67	290.75	N/A	N/A
08:15-08:30	C	1145.06	1145.55	N/A	N/A
08:30-08:45	A	949.32	949.90	N/A	N/A
08:30-08:45	B	237.33	237.39	N/A	N/A
08:30-08:45	C	934.94	935.34	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	131.000	925.000
	B	29.000	0.000	235.000
	C	1040.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.11	0.00	0.89
	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	1.001	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	0.049	0.062
	B	0.141	0.000	0.012
	C	0.043	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	0.44	10.73	0.76	B	235.00	235.00	36.55	9.33	0.41	46.64	8.65
B-A	0.12	15.46	0.14	C	29.00	29.00	6.41	13.25	0.07	8.10	12.18
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	-	-	-	-	1040.00	1040.00	-	-	-	-	-
A-B	-	-	-	-	131.00	131.00	-	-	-	-	-
A-C	-	-	-	-	925.00	925.00	-	-	-	-	-

(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

							(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		13.21	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4095 W		Major
B	Fringford Road		Minor
C	A4095 E		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	10.50	✓	3.20		2.20	130.00	✓	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	9.70	6.60	5.20	4.90		3.00	250	250

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	743.737	0.102	0.257	0.162	0.367
1	B-C	884.675	0.109	0.276	-	-
1	C-B	649.248	0.202	0.202	-	-

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	✓	862.00	100.000
B	ONE HOUR	✓	341.00	100.000
C	ONE HOUR	✓	1135.00	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**	774.92	775.03	N/A	N/A
17:00-17:15	**B**	306.55	306.56	N/A	N/A
17:00-17:15	**C**	1020.34	1020.34	N/A	N/A
17:15-17:30	**A**	949.08	949.22	N/A	N/A
17:15-17:30	**B**	375.45	375.46	N/A	N/A
17:15-17:30	**C**	1249.66	1249.66	N/A	N/A
17:30-17:45	**A**	949.08	949.22	N/A	N/A
17:30-17:45	**B**	375.45	375.46	N/A	N/A
17:30-17:45	**C**	1249.66	1249.66	N/A	N/A
17:45-18:00	**A**	774.92	775.03	N/A	N/A
17:45-18:00	**B**	306.55	306.56	N/A	N/A
17:45-18:00	**C**	1020.34	1020.34	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	123.000	739.000
	B	104.000	0.000	237.000

	C	1135.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.14	0.86
	B	0.30	0.00	0.70
	C	1.00	0.00	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	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	0.037	0.011
	B	0.009	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.45	11.15	0.80	B	237.00	237.00	38.04	9.63	0.42	48.47	8.92

B-A	0.36	17.90	0.56	C	104.00	104.00	25.52	14.72	0.28	31.77	13.32
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	-	-	-	-	1135.00	1135.00	-	-	-	-	-
A-B	-	-	-	-	123.00	123.00	-	-	-	-	-
A-C	-	-	-	-	739.00	739.00	-	-	-	-	-

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.1.305 [25 May 2012]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: (new file)
Path:
Report generation date: 05/07/2013 09:14:06

File summary

File Description

Title	Junction 08
Location	A4095 / A4421 / Buckingham Road
Site Number	
Date	10/06/2013
Version	
Status	TA
Identifier	
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 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				4.11	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4421	
2	Skimmingdish Lane	
3	Buckingham Road	
4	A4095	

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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.35	8.00	30.00	39.00	50.00	40.00	
2	4.15	9.20	38.00	16.00	50.00	45.00	
3	4.30	9.10	45.00	17.50	50.00	35.00	
4	4.25	8.50	30.00	22.30	50.00	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)	0.704	2222.610
2		(calculated)	(calculated)	0.681	2181.214
3		(calculated)	(calculated)	0.721	2329.100
4		(calculated)	(calculated)	0.702	2184.780

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	✓	728.00	100.000
2	ONE HOUR	✓	564.00	100.000
3	ONE HOUR	✓	466.00	100.000

4	ONE HOUR	✓	956.00	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	654.46	654.83	N/A	N/A
07:45-08:00	2	507.02	507.37	N/A	N/A
07:45-08:00	3	418.92	419.00	N/A	N/A
07:45-08:00	4	859.42	859.77	N/A	N/A
08:00-08:15	1	801.54	802.00	N/A	N/A
08:00-08:15	2	620.98	621.39	N/A	N/A
08:00-08:15	3	513.08	513.16	N/A	N/A
08:00-08:15	4	1052.58	1052.99	N/A	N/A
08:15-08:30	1	801.54	802.00	N/A	N/A
08:15-08:30	2	620.98	621.39	N/A	N/A
08:15-08:30	3	513.08	513.16	N/A	N/A
08:15-08:30	4	1052.58	1052.99	N/A	N/A
08:30-08:45	1	654.46	654.83	N/A	N/A
08:30-08:45	2	507.02	507.37	N/A	N/A
08:30-08:45	3	418.92	419.00	N/A	N/A
08:30-08:45	4	859.42	859.77	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	395.000	185.000	147.000
	2	192.000	1.000	22.000	349.000
	3	244.000	59.000	0.000	163.000
	4	130.000	712.000	113.000	1.000

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

		To			
		1	**2**	**3**	**4**
From	**1**	0.00	0.54	0.25	0.20
	2	0.34	0.00	0.04	0.62
	3	0.52	0.13	0.00	0.35
	4	0.14	0.74	0.12	0.00

Vehicle Mix

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

		To			
		1	**2**	**3**	**4**
From	**1**	1.000	1.001	1.000	1.001
	2	1.001	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	0.071	0.032	0.054
	2	0.109	0.000	0.000	0.049
	3	0.025	0.000	0.000	0.012
	4	0.046	0.045	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	0.52	4.91	1.09	A	728.00	728.00	51.54	4.25	0.57	65.18	3.90
2	0.34	2.94	0.51	A	564.00	564.00	25.92	2.76	0.29	34.26	2.65
3	0.29	2.84	0.40	A	466.00	466.00	20.62	2.65	0.23	27.17	2.54
4	0.58	4.82	1.40	A	956.00	956.00	66.70	4.19	0.74	84.64	3.86

(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	Descript	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				4.52	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4421	
2	Skimmingdish Lane	
3	Buckingham Road	
4	A4095	

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	5.35	8.00	30.00	39.00	50.00	40.00	
2	4.15	9.20	38.00	16.00	50.00	45.00	
3	4.30	9.10	45.00	17.50	50.00	35.00	
4	4.25	8.50	30.00	22.30	50.00	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)	0.704	2222.610
2		(calculated)	(calculated)	0.681	2181.214
3		(calculated)	(calculated)	0.721	2329.100
4		(calculated)	(calculated)	0.702	2184.780

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	✓	542.00	100.000
2	ONE HOUR	✓	1111.00	100.000
3	ONE HOUR	✓	425.00	100.000
4	ONE HOUR	✓	709.00	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	487.25	487.43	N/A	N/A
17:00-17:15	2	998.77	999.02	N/A	N/A
17:00-17:15	3	382.07	382.12	N/A	N/A
17:00-17:15	4	637.38	637.51	N/A	N/A
17:15-17:30	1	596.75	596.97	N/A	N/A
17:15-17:30	2	1223.23	1223.55	N/A	N/A
17:15-17:30	3	467.93	468.00	N/A	N/A
17:15-17:30	4	780.62	780.79	N/A	N/A
17:30-17:45	1	596.75	596.97	N/A	N/A
17:30-17:45	2	1223.23	1223.55	N/A	N/A
17:30-17:45	3	467.93	468.00	N/A	N/A
17:30-17:45	4	780.62	780.79	N/A	N/A
17:45-18:00	1	487.25	487.43	N/A	N/A

17:45-18:00	**2**	998.77	999.02	N/A	N/A
17:45-18:00	**3**	382.07	382.12	N/A	N/A
17:45-18:00	**4**	637.38	637.51	N/A	N/A

Turning Proportions

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

		To			
		1	**2**	**3**	**4**
From	**1**	4.000	221.000	181.000	136.000
	2	401.000	0.000	38.000	672.000
	3	255.000	20.000	0.000	150.000
	4	176.000	415.000	115.000	3.000

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

		To			
		1	**2**	**3**	**4**
From	**1**	0.01	0.41	0.33	0.25
	2	0.36	0.00	0.03	0.60
	3	0.60	0.05	0.00	0.35
	4	0.25	0.59	0.16	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	1.000	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	0.054	0.000	0.059
	2	0.050	0.000	0.000	0.013
	3	0.020	0.000	0.000	0.007
	4	0.040	0.017	0.009	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	0.33	3.01	0.50	A	542.00	542.00	25.35	2.81	0.28	33.39	2.69
2	0.66	5.73	1.93	A	1111.00	1111.00	89.23	4.82	0.99	111.62	4.38
3	0.34	4.02	0.52	A	425.00	425.00	25.30	3.57	0.28	32.41	3.32
4	0.47	4.10	0.88	A	709.00	709.00	43.28	3.66	0.48	55.66	3.42

(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				4.35	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description

1	A4421	
2	Skimmingdish Lane	
3	Buckingham Road	
4	A4095	

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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.35	8.00	30.00	39.00	50.00	40.00	
2	4.15	9.20	38.00	16.00	50.00	45.00	
3	4.30	9.10	45.00	17.50	50.00	35.00	
4	4.25	8.50	30.00	22.30	50.00	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)	0.704	2222.610

2		(calculated)	(calculated)	0.681	2181.214
3		(calculated)	(calculated)	0.721	2329.100
4		(calculated)	(calculated)	0.702	2184.780

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	✓	752.00	100.000
2	ONE HOUR	✓	583.00	100.000
3	ONE HOUR	✓	481.00	100.000
4	ONE HOUR	✓	988.00	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	676.03	676.42	N/A	N/A
07:45-08:00	2	524.11	524.46	N/A	N/A
07:45-08:00	3	432.41	432.48	N/A	N/A
07:45-08:00	4	888.19	888.54	N/A	N/A

08:00-08:15	**1**	827.97	828.44	N/A	N/A
08:00-08:15	**2**	641.89	642.33	N/A	N/A
08:00-08:15	**3**	529.59	529.68	N/A	N/A
08:00-08:15	**4**	1087.81	1088.24	N/A	N/A
08:15-08:30	**1**	827.97	828.44	N/A	N/A
08:15-08:30	**2**	641.89	642.33	N/A	N/A
08:15-08:30	**3**	529.59	529.68	N/A	N/A
08:15-08:30	**4**	1087.81	1088.24	N/A	N/A
08:30-08:45	**1**	676.03	676.42	N/A	N/A
08:30-08:45	**2**	524.11	524.46	N/A	N/A
08:30-08:45	**3**	432.41	432.48	N/A	N/A
08:30-08:45	**4**	888.19	888.54	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	408.000	191.000	152.000
	2	198.000	1.000	23.000	361.000
	3	252.000	61.000	0.000	168.000
	4	134.000	736.000	117.000	1.000

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

		To			
		1	**2**	**3**	**4**
From	**1**	0.00	0.54	0.25	0.20
	2	0.34	0.00	0.04	0.62
	3	0.52	0.13	0.00	0.35

	4	0.14	0.74	0.12	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.001	1.000	1.001
	2	1.001	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	0.071	0.032	0.054
	2	0.109	0.000	0.000	0.049
	3	0.025	0.000	0.000	0.012
	4	0.046	0.045	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	0.55	5.27	1.20	A	752.00	752.00	56.40	4.50	0.63	70.89	4.11
2	0.35	3.02	0.54	A	583.00	583.00	27.42	2.82	0.30	36.16	2.70
3	0.30	2.92	0.43	A	481.00	481.00	21.80	2.72	0.24	28.67	2.60
4	0.61	5.14	1.54	A	988.00	988.00	72.75	4.42	0.81	91.81	4.05

(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

(untitled)	Roundabout	1,2,3,4				4.84	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4421	
2	Skimmingdish Lane	
3	Buckingham Road	
4	A4095	

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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.35	8.00	30.00	39.00	50.00	40.00	
2	4.15	9.20	38.00	16.00	50.00	45.00	
3	4.30	9.10	45.00	17.50	50.00	35.00	
4	4.25	8.50	30.00	22.30	50.00	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)	0.704	2222.610
2		(calculated)	(calculated)	0.681	2181.214
3		(calculated)	(calculated)	0.721	2329.100
4		(calculated)	(calculated)	0.702	2184.780

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	✓	1149.00	100.000
3	ONE HOUR	✓	440.00	100.000
4	ONE HOUR	✓	733.00	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	504.51	N/A	N/A
17:00-17:15	2	1032.93	1033.20	N/A	N/A
17:00-17:15	3	395.55	395.61	N/A	N/A
17:00-17:15	4	658.95	659.09	N/A	N/A
17:15-17:30	1	617.67	617.90	N/A	N/A
17:15-17:30	2	1265.07	1265.40	N/A	N/A
17:15-17:30	3	484.45	484.52	N/A	N/A
17:15-17:30	4	807.05	807.22	N/A	N/A
17:30-17:45	1	617.67	617.90	N/A	N/A
17:30-17:45	2	1265.07	1265.40	N/A	N/A
17:30-17:45	3	484.45	484.52	N/A	N/A
17:30-17:45	4	807.05	807.22	N/A	N/A
17:45-18:00	1	504.33	504.51	N/A	N/A
17:45-18:00	2	1032.93	1033.20	N/A	N/A
17:45-18:00	3	395.55	395.61	N/A	N/A
17:45-18:00	4	658.95	659.09	N/A	N/A

Turning Proportions

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

		To			
		1	2	3	4
From	1	4.000	229.000	187.000	141.000
	2	415.000	0.000	39.000	695.000

	3	264.000	21.000	0.000	155.000
	4	182.000	429.000	119.000	3.000

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

		To			
		1	2	3	4
From	1	0.01	0.41	0.33	0.25
	2	0.36	0.00	0.03	0.60
	3	0.60	0.05	0.00	0.35
	4	0.25	0.59	0.16	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	1.000	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	0.054	0.000	0.059
	2	0.050	0.000	0.000	0.013
	3	0.020	0.000	0.000	0.007
	4	0.040	0.017	0.009	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	0.35	3.10	0.53	A	561.00	561.00	26.93	2.88	0.30	35.39	2.75
2	0.69	6.26	2.18	A	1149.00	1149.00	99.02	5.17	1.10	122.95	4.66
3	0.36	4.25	0.57	A	440.00	440.00	27.48	3.75	0.31	35.03	3.47
4	0.49	4.32	0.96	A	733.00	733.00	46.75	3.83	0.52	59.86	3.56

(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

		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				5.03	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4421	
2	Skimmingdish Lane	
3	Buckingham Road	
4	A4095	

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	5.35	8.00	30.00	39.00	50.00	40.00	
2	4.15	9.20	38.00	16.00	50.00	45.00	
3	4.30	9.10	45.00	17.50	50.00	35.00	
4	4.25	8.50	30.00	22.30	50.00	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)	0.704	2222.610
2		(calculated)	(calculated)	0.681	2181.214
3		(calculated)	(calculated)	0.721	2329.100
4		(calculated)	(calculated)	0.702	2184.780

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	✓	625.00	100.000
3	ONE HOUR	✓	516.00	100.000
4	ONE HOUR	✓	1059.00	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	725.48	725.89	N/A	N/A
07:45-08:00	2	561.86	562.24	N/A	N/A
07:45-08:00	3	463.87	463.95	N/A	N/A
07:45-08:00	4	952.02	952.40	N/A	N/A
08:00-08:15	1	888.52	889.04	N/A	N/A
08:00-08:15	2	688.14	688.60	N/A	N/A
08:00-08:15	3	568.13	568.22	N/A	N/A
08:00-08:15	4	1165.98	1166.44	N/A	N/A
08:15-08:30	1	888.52	889.04	N/A	N/A
08:15-08:30	2	688.14	688.60	N/A	N/A
08:15-08:30	3	568.13	568.22	N/A	N/A
08:15-08:30	4	1165.98	1166.44	N/A	N/A
08:30-08:45	1	725.48	725.89	N/A	N/A
08:30-08:45	2	561.86	562.24	N/A	N/A
08:30-08:45	3	463.87	463.95	N/A	N/A

08:30-08:45	**4**	952.02	952.40	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	438.000	205.000	163.000
	2	213.000	1.000	24.000	387.000
	3	270.000	65.000	0.000	181.000
	4	144.000	789.000	125.000	1.000

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

		To			
		1	**2**	**3**	**4**
From	**1**	0.00	0.54	0.25	0.20
	2	0.34	0.00	0.04	0.62
	3	0.52	0.13	0.00	0.35
	4	0.14	0.75	0.12	0.00

Vehicle Mix

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

		To			
		1	**2**	**3**	**4**
From	**1**	1.000	1.001	1.000	1.001
	2	1.001	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	0.071	0.032	0.054
	2	0.109	0.000	0.000	0.049
	3	0.025	0.000	0.000	0.012
	4	0.046	0.045	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	0.61	6.29	1.54	A	807.00	807.00	69.82	5.19	0.78	86.46	4.67
2	0.38	3.21	0.61	A	625.00	625.00	31.00	2.98	0.34	40.68	2.84
3	0.33	3.12	0.49	A	516.00	516.00	24.78	2.88	0.28	32.41	2.74
4	0.66	6.07	1.95	A	1059.00	1059.00	89.13	5.05	0.99	110.92	4.57

(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				6.10	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4421	
2	Skimmingdish Lane	
3	Buckingham Road	

4	A4095	

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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.35	8.00	30.00	39.00	50.00	40.00	
2	4.15	9.20	38.00	16.00	50.00	45.00	
3	4.30	9.10	45.00	17.50	50.00	35.00	
4	4.25	8.50	30.00	22.30	50.00	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)	0.704	2222.610
2		(calculated)	(calculated)	0.681	2181.214
3		(calculated)	(calculated)	0.721	2329.100
4		(calculated)	(calculated)	0.702	2184.780

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	✓	614.00	100.000
2	ONE HOUR	✓	1256.00	100.000
3	ONE HOUR	✓	481.00	100.000
4	ONE HOUR	✓	801.00	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	551.97	552.18	N/A	N/A
17:00-17:15	2	1129.12	1129.41	N/A	N/A
17:00-17:15	3	432.41	432.47	N/A	N/A
17:00-17:15	4	720.08	720.24	N/A	N/A
17:15-17:30	1	676.03	676.28	N/A	N/A
17:15-17:30	2	1382.88	1383.24	N/A	N/A
17:15-17:30	3	529.59	529.67	N/A	N/A

17:15-17:30	**4**	881.92	882.11	N/A	N/A
17:30-17:45	**1**	676.03	676.28	N/A	N/A
17:30-17:45	**2**	1382.88	1383.24	N/A	N/A
17:30-17:45	**3**	529.59	529.67	N/A	N/A
17:30-17:45	**4**	881.92	882.11	N/A	N/A
17:45-18:00	**1**	551.97	552.18	N/A	N/A
17:45-18:00	**2**	1129.12	1129.41	N/A	N/A
17:45-18:00	**3**	432.41	432.47	N/A	N/A
17:45-18:00	**4**	720.08	720.24	N/A	N/A

Turning Proportions

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

		To			
		1	**2**	**3**	**4**
From	**1**	5.000	250.000	205.000	154.000
	2	453.000	0.000	43.000	760.000
	3	288.000	23.000	0.000	170.000
	4	199.000	469.000	130.000	3.000

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

		To			
		1	**2**	**3**	**4**
From	**1**	0.01	0.41	0.33	0.25
	2	0.36	0.00	0.03	0.61
	3	0.60	0.05	0.00	0.35
	4	0.25	0.59	0.16	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	1.000	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	0.054	0.000	0.059
	2	0.050	0.000	0.000	0.013
	3	0.020	0.000	0.000	0.007
	4	0.040	0.017	0.009	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	0.39	3.39	0.63	A	614.00	614.00	31.84	3.11	0.35	41.53	2.95
2	0.76	8.45	3.19	A	1256.00	1256.00	136.84	6.54	1.52	165.74	5.75
3	0.43	5.08	0.74	A	481.00	481.00	34.80	4.34	0.39	43.69	3.96
4	0.55	5.08	1.24	A	801.00	801.00	58.44	4.38	0.65	73.81	4.02

(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				5.79	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4421	
2	Skimmingdish Lane	
3	Buckingham Road	
4	A4095	

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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.35	8.00	30.00	39.00	50.00	40.00	
2	4.15	9.20	38.00	16.00	50.00	45.00	
3	4.30	9.10	45.00	17.50	50.00	35.00	
4	4.25	8.50	30.00	22.30	50.00	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)	0.704	2222.610
2		(calculated)	(calculated)	0.681	2181.214
3		(calculated)	(calculated)	0.721	2329.100
4		(calculated)	(calculated)	0.702	2184.780

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	✓	851.00	100.000
2	ONE HOUR	✓	660.00	100.000
3	ONE HOUR	✓	545.00	100.000
4	ONE HOUR	✓	1118.00	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**	765.03	765.47	N/A	N/A
07:45-08:00	**2**	593.33	593.73	N/A	N/A
07:45-08:00	**3**	489.94	490.03	N/A	N/A
07:45-08:00	**4**	1005.06	1005.46	N/A	N/A
08:00-08:15	**1**	936.97	937.51	N/A	N/A
08:00-08:15	**2**	726.67	727.16	N/A	N/A
08:00-08:15	**3**	600.06	600.16	N/A	N/A
08:00-08:15	**4**	1230.94	1231.43	N/A	N/A
08:15-08:30	**1**	936.97	937.51	N/A	N/A
08:15-08:30	**2**	726.67	727.16	N/A	N/A
08:15-08:30	**3**	600.06	600.16	N/A	N/A
08:15-08:30	**4**	1230.94	1231.43	N/A	N/A
08:30-08:45	**1**	765.03	765.47	N/A	N/A
08:30-08:45	**2**	593.33	593.73	N/A	N/A
08:30-08:45	**3**	489.94	490.03	N/A	N/A
08:30-08:45	**4**	1005.06	1005.46	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	462.000	216.000	172.000
	2	225.000	1.000	26.000	408.000
	3	285.000	69.000	0.000	191.000
	4	152.000	833.000	132.000	1.000

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

		To			
		1	2	3	4
From	1	0.00	0.54	0.25	0.20
	2	0.34	0.00	0.04	0.62
	3	0.52	0.13	0.00	0.35
	4	0.14	0.75	0.12	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.001	1.000	1.001
	2	1.001	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	0.071	0.032	0.054
	2	0.109	0.000	0.000	0.049
	3	0.025	0.000	0.000	0.012
	4	0.046	0.045	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	0.66	7.47	1.92	A	851.00	851.00	84.39	5.95	0.94	103.00	5.28
2	0.41	3.39	0.68	A	660.00	660.00	34.29	3.12	0.38	44.80	2.96
3	0.36	3.31	0.55	A	545.00	545.00	27.51	3.03	0.31	35.82	2.86
4	0.71	7.14	2.41	A	1118.00	1118.00	106.96	5.74	1.19	131.32	5.12

(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

							)							
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				6.57	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4421	
2	Skimmingdish Lane	
3	Buckingham Road	
4	A4095	

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	5.35	8.00	30.00	39.00	50.00	40.00	
2	4.15	9.20	38.00	16.00	50.00	45.00	
3	4.30	9.10	45.00	17.50	50.00	35.00	
4	4.25	8.50	30.00	22.30	50.00	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)	0.704	2222.610
2		(calculated)	(calculated)	0.681	2181.214
3		(calculated)	(calculated)	0.721	2329.100
4		(calculated)	(calculated)	0.702	2184.780

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	✓	627.00	100.000
2	ONE HOUR	✓	1285.00	100.000
3	ONE HOUR	✓	492.00	100.000
4	ONE HOUR	✓	820.00	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	563.66	563.87	N/A	N/A
17:00-17:15	2	1155.19	1155.49	N/A	N/A
17:00-17:15	3	442.30	442.36	N/A	N/A
17:00-17:15	4	737.16	737.32	N/A	N/A
17:15-17:30	1	690.34	690.59	N/A	N/A
17:15-17:30	2	1414.81	1415.18	N/A	N/A
17:15-17:30	3	541.70	541.78	N/A	N/A
17:15-17:30	4	902.84	903.03	N/A	N/A
17:30-17:45	1	690.34	690.59	N/A	N/A
17:30-17:45	2	1414.81	1415.18	N/A	N/A
17:30-17:45	3	541.70	541.78	N/A	N/A
17:30-17:45	4	902.84	903.03	N/A	N/A
17:45-18:00	1	563.66	563.87	N/A	N/A
17:45-18:00	2	1155.19	1155.49	N/A	N/A
17:45-18:00	3	442.30	442.36	N/A	N/A

17:45-18:00	**4**	737.16	737.32	N/A	N/A

Turning Proportions

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

		To			
		1	**2**	**3**	**4**
From	**1**	5.000	256.000	209.000	157.000
	2	464.000	0.000	44.000	777.000
	3	295.000	23.000	0.000	174.000
	4	204.000	480.000	133.000	3.000

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

		To			
		1	**2**	**3**	**4**
From	**1**	0.01	0.41	0.33	0.25
	2	0.36	0.00	0.03	0.60
	3	0.60	0.05	0.00	0.35
	4	0.25	0.59	0.16	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	1.000	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	0.054	0.000	0.059
	2	0.050	0.000	0.000	0.013
	3	0.020	0.000	0.000	0.007
	4	0.040	0.017	0.009	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	0.40	3.47	0.66	A	627.00	627.00	33.19	3.18	0.37	43.21	3.00
2	0.79	9.32	3.58	A	1285.00	1285.00	150.62	7.03	1.67	181.03	6.14
3	0.45	5.36	0.80	A	492.00	492.00	37.17	4.53	0.41	46.45	4.12
4	0.57	5.34	1.33	A	820.00	820.00	62.33	4.56	0.69	78.39	4.17

(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.)

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				9.52	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description

1	A4421	
2	Skimmingdish Lane	
3	Buckingham Road	
4	A4095	

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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.35	8.00	30.00	39.00	50.00	40.00	
2	4.15	9.20	38.00	16.00	50.00	45.00	
3	4.30	9.10	45.00	17.50	50.00	35.00	
4	4.25	8.50	30.00	22.30	50.00	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)	0.704	2222.610

2		(calculated)	(calculated)	0.681	2181.214
3		(calculated)	(calculated)	0.721	2329.100
4		(calculated)	(calculated)	0.702	2184.780

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	✓	960.00	100.000
2	ONE HOUR	✓	743.00	100.000
3	ONE HOUR	✓	615.00	100.000
4	ONE HOUR	✓	1261.00	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	863.02	863.52	N/A	N/A
07:45-08:00	2	667.94	668.39	N/A	N/A
07:45-08:00	3	552.87	552.97	N/A	N/A
07:45-08:00	4	1133.61	1134.06	N/A	N/A

08:00-08:15	**1**	1056.98	1057.59	N/A	N/A
08:00-08:15	**2**	818.06	818.61	N/A	N/A
08:00-08:15	**3**	677.13	677.24	N/A	N/A
08:00-08:15	**4**	1388.39	1388.94	N/A	N/A
08:15-08:30	**1**	1056.98	1057.59	N/A	N/A
08:15-08:30	**2**	818.06	818.61	N/A	N/A
08:15-08:30	**3**	677.13	677.24	N/A	N/A
08:15-08:30	**4**	1388.39	1388.94	N/A	N/A
08:30-08:45	**1**	863.02	863.52	N/A	N/A
08:30-08:45	**2**	667.94	668.39	N/A	N/A
08:30-08:45	**3**	552.87	552.97	N/A	N/A
08:30-08:45	**4**	1133.61	1134.06	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	521.000	244.000	194.000
	2	253.000	1.000	29.000	460.000
	3	322.000	78.000	0.000	215.000
	4	172.000	939.000	149.000	1.000

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

		To			
		1	**2**	**3**	**4**
From	**1**	0.00	0.54	0.25	0.20
	2	0.34	0.00	0.04	0.62
	3	0.52	0.13	0.00	0.35

	4	0.14	0.74	0.12	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.001	1.000	1.001
	2	1.001	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	0.071	0.032	0.054
	2	0.109	0.000	0.000	0.049
	3	0.025	0.000	0.000	0.012
	4	0.046	0.045	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	0.80	13.76	3.91	B	960.00	960.00	150.39	9.40	1.67	175.03	7.95
2	0.47	3.91	0.88	A	743.00	743.00	43.57	3.52	0.48	56.28	3.30
3	0.42	3.87	0.73	A	615.00	615.00	35.47	3.46	0.39	45.58	3.23
4	0.83	12.34	4.62	B	1261.00	1261.00	182.44	8.68	2.03	214.47	7.41

(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				13.99	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4421	
2	Skimmingdish Lane	
3	Buckingham Road	
4	A4095	

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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.35	8.00	30.00	39.00	50.00	40.00	
2	4.15	9.20	38.00	16.00	50.00	45.00	
3	4.30	9.10	45.00	17.50	50.00	35.00	
4	4.25	8.50	30.00	22.30	50.00	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)	0.704	2222.610
2		(calculated)	(calculated)	0.681	2181.214
3		(calculated)	(calculated)	0.721	2329.100
4		(calculated)	(calculated)	0.702	2184.780

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	✓	716.00	100.000
2	ONE HOUR	✓	1467.00	100.000
3	ONE HOUR	✓	561.00	100.000

4	ONE HOUR	✓	936.00	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	643.67	643.91	N/A	N/A
17:00-17:15	2	1318.80	1319.14	N/A	N/A
17:00-17:15	3	504.33	504.40	N/A	N/A
17:00-17:15	4	841.44	841.62	N/A	N/A
17:15-17:30	1	788.33	788.62	N/A	N/A
17:15-17:30	2	1615.20	1615.62	N/A	N/A
17:15-17:30	3	617.67	617.76	N/A	N/A
17:15-17:30	4	1030.56	1030.78	N/A	N/A
17:30-17:45	1	788.33	788.62	N/A	N/A
17:30-17:45	2	1615.20	1615.62	N/A	N/A
17:30-17:45	3	617.67	617.76	N/A	N/A
17:30-17:45	4	1030.56	1030.78	N/A	N/A
17:45-18:00	1	643.67	643.91	N/A	N/A
17:45-18:00	2	1318.80	1319.14	N/A	N/A
17:45-18:00	3	504.33	504.40	N/A	N/A
17:45-18:00	4	841.44	841.62	N/A	N/A

Turning Proportions

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

	To				
From		1	2	3	4

	1	5.000	292.000	239.000	180.000
	2	530.000	0.000	50.000	887.000
	3	337.000	26.000	0.000	198.000
	4	232.000	548.000	152.000	4.000

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

		To			
		1	**2**	**3**	**4**
From	**1**	0.01	0.41	0.33	0.25
	2	0.36	0.00	0.03	0.60
	3	0.60	0.05	0.00	0.35
	4	0.25	0.59	0.16	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	1.000	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	0.054	0.000	0.059
	2	0.050	0.000	0.000	0.013
	3	0.020	0.000	0.000	0.007
	4	0.040	0.017	0.009	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	4.15	0.90	A	716.00	716.00	44.03	3.69	0.49	56.49	3.44
2	0.93	24.97	10.52	C	1467.00	1467.00	347.66	14.22	3.86	390.21	11.59
3	0.58	8.18	1.38	A	561.00	561.00	59.11	6.32	0.66	71.34	5.54
4	0.69	7.80	2.20	A	936.00	936.00	95.94	6.15	1.07	116.95	5.45

(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				4.53	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4421	
2	Skimmingdish Lane	
3	Buckingham Road	
4	A4095	

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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.35	8.00	30.00	39.00	50.00	40.00	
2	4.15	9.20	38.00	16.00	50.00	45.00	
3	4.30	9.10	45.00	17.50	50.00	35.00	
4	4.25	8.50	30.00	22.30	50.00	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)	0.704	2222.610
2		(calculated)	(calculated)	0.681	2181.214
3		(calculated)	(calculated)	0.721	2329.100
4		(calculated)	(calculated)	0.702	2184.780

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

	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	✓	752.00	100.000
2	ONE HOUR	✓	593.00	100.000
3	ONE HOUR	✓	481.00	100.000
4	ONE HOUR	✓	1017.00	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	676.03	676.42	N/A	N/A
07:45-08:00	2	533.09	533.46	N/A	N/A
07:45-08:00	3	432.41	432.48	N/A	N/A
07:45-08:00	4	914.26	914.62	N/A	N/A
08:00-08:15	1	827.97	828.44	N/A	N/A
08:00-08:15	2	652.91	653.35	N/A	N/A
08:00-08:15	3	529.59	529.68	N/A	N/A
08:00-08:15	4	1119.74	1120.18	N/A	N/A
08:15-08:30	1	827.97	828.44	N/A	N/A
08:15-08:30	2	652.91	653.35	N/A	N/A
08:15-08:30	3	529.59	529.68	N/A	N/A
08:15-08:30	4	1119.74	1120.18	N/A	N/A

08:30-08:45	**1**	676.03	676.42	N/A	N/A
08:30-08:45	**2**	533.09	533.46	N/A	N/A
08:30-08:45	**3**	432.41	432.48	N/A	N/A
08:30-08:45	**4**	914.26	914.62	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	408.000	191.000	152.000
	2	208.000	1.000	23.000	361.000
	3	252.000	61.000	0.000	168.000
	4	134.000	758.000	124.000	1.000

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

		To			
		1	**2**	**3**	**4**
From	**1**	0.00	0.54	0.25	0.20
	2	0.35	0.00	0.04	0.61
	3	0.52	0.13	0.00	0.35
	4	0.13	0.75	0.12	0.00

Vehicle Mix

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

		To			
		1	**2**	**3**	**4**
From	**1**	1.000	1.001	1.000	1.001
	2	1.001	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	0.071	0.032	0.054
	2	0.109	0.000	0.000	0.049
	3	0.025	0.000	0.000	0.012
	4	0.046	0.045	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	0.56	5.45	1.24	A	752.00	752.00	57.96	4.62	0.64	72.65	4.21
2	0.36	3.06	0.55	A	593.00	593.00	28.23	2.86	0.31	37.18	2.73
3	0.30	2.94	0.43	A	481.00	481.00	21.92	2.73	0.24	28.82	2.61
4	0.63	5.45	1.68	A	1017.00	1017.00	78.52	4.63	0.87	98.60	4.23

(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				5.07	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4421	
2	Skimmingdish Lane	
3	Buckingham Road	
4	A4095	

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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.35	8.00	30.00	39.00	50.00	40.00	
2	4.15	9.20	38.00	16.00	50.00	45.00	
3	4.30	9.10	45.00	17.50	50.00	35.00	
4	4.25	8.50	30.00	22.30	50.00	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)	0.704	2222.610
2		(calculated)	(calculated)	0.681	2181.214
3		(calculated)	(calculated)	0.721	2329.100
4		(calculated)	(calculated)	0.702	2184.780

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	✓	1173.00	100.000
3	ONE HOUR	✓	440.00	100.000
4	ONE HOUR	✓	754.00	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	504.51	N/A	N/A
17:00-17:15	2	1054.50	1054.78	N/A	N/A

17:00-17:15	**3**	395.55	395.61	N/A	N/A
17:00-17:15	**4**	677.83	677.97	N/A	N/A
17:15-17:30	**1**	617.67	617.90	N/A	N/A
17:15-17:30	**2**	1291.50	1291.84	N/A	N/A
17:15-17:30	**3**	484.45	484.52	N/A	N/A
17:15-17:30	**4**	830.17	830.35	N/A	N/A
17:30-17:45	**1**	617.67	617.90	N/A	N/A
17:30-17:45	**2**	1291.50	1291.84	N/A	N/A
17:30-17:45	**3**	484.45	484.52	N/A	N/A
17:30-17:45	**4**	830.17	830.35	N/A	N/A
17:45-18:00	**1**	504.33	504.51	N/A	N/A
17:45-18:00	**2**	1054.50	1054.78	N/A	N/A
17:45-18:00	**3**	395.55	395.61	N/A	N/A
17:45-18:00	**4**	677.83	677.97	N/A	N/A

Turning Proportions

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

		To			
		1	**2**	**3**	**4**
From	**1**	4.000	229.000	187.000	141.000
	2	439.000	0.000	39.000	695.000
	3	264.000	21.000	0.000	155.000
	4	182.000	445.000	124.000	3.000

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

		To			
		1	**2**	**3**	**4**
From	**1**	0.01	0.41	0.33	0.25

	2	0.37	0.00	0.03	0.59
	3	0.60	0.05	0.00	0.35
	4	0.24	0.59	0.16	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	1.000	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	0.054	0.000	0.059
	2	0.050	0.000	0.000	0.013
	3	0.020	0.000	0.000	0.007
	4	0.040	0.017	0.009	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	0.35	3.14	0.54	A	561.00	561.00	27.27	2.92	0.30	35.78	2.78
2	0.70	6.60	2.34	A	1173.00	1173.00	105.49	5.40	1.17	130.39	4.85
3	0.37	4.35	0.58	A	440.00	440.00	28.01	3.82	0.31	35.63	3.53

4	0.51	4.55	1.04	A	754.00	754.00	50.19	3.99	0.56	63.99	3.70

(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				5.27	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4421	
2	Skimmingdish Lane	
3	Buckingham Road	
4	A4095	

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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.35	8.00	30.00	39.00	50.00	40.00	
2	4.15	9.20	38.00	16.00	50.00	45.00	
3	4.30	9.10	45.00	17.50	50.00	35.00	

4	4.25	8.50	30.00	22.30	50.00	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)	0.704	2222.610
2		(calculated)	(calculated)	0.681	2181.214
3		(calculated)	(calculated)	0.721	2329.100
4		(calculated)	(calculated)	0.702	2184.780

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	✓	634.00	100.000
3	ONE HOUR	✓	516.00	100.000
4	ONE HOUR	✓	1089.00	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**	725.48	725.89	N/A	N/A
07:45-08:00	**2**	569.95	570.34	N/A	N/A
07:45-08:00	**3**	463.87	463.95	N/A	N/A
07:45-08:00	**4**	978.99	979.38	N/A	N/A
08:00-08:15	**1**	888.52	889.04	N/A	N/A
08:00-08:15	**2**	698.05	698.52	N/A	N/A
08:00-08:15	**3**	568.13	568.22	N/A	N/A
08:00-08:15	**4**	1199.01	1199.49	N/A	N/A
08:15-08:30	**1**	888.52	889.04	N/A	N/A
08:15-08:30	**2**	698.05	698.52	N/A	N/A
08:15-08:30	**3**	568.13	568.22	N/A	N/A
08:15-08:30	**4**	1199.01	1199.49	N/A	N/A
08:30-08:45	**1**	725.48	725.89	N/A	N/A
08:30-08:45	**2**	569.95	570.34	N/A	N/A
08:30-08:45	**3**	463.87	463.95	N/A	N/A
08:30-08:45	**4**	978.99	979.38	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	438.000	205.000	163.000
	2	222.000	1.000	24.000	387.000
	3	270.000	65.000	0.000	181.000
	4	144.000	812.000	132.000	1.000

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

		To			
		1	2	3	4
From	1	0.00	0.54	0.25	0.20
	2	0.35	0.00	0.04	0.61
	3	0.52	0.13	0.00	0.35
	4	0.13	0.75	0.12	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.001	1.000	1.001
	2	1.001	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	0.071	0.032	0.054
	2	0.109	0.000	0.000	0.049

	3	0.025	0.000	0.000	0.012
	4	0.046	0.045	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	0.62	6.55	1.60	A	807.00	807.00	72.16	5.37	0.80	89.05	4.81
2	0.39	3.26	0.63	A	634.00	634.00	31.82	3.01	0.35	41.71	2.87
3	0.33	3.14	0.49	A	516.00	516.00	24.91	2.90	0.28	32.57	2.75
4	0.68	6.51	2.14	A	1089.00	1089.00	96.88	5.34	1.08	119.86	4.80

(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

(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				6.49	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4421	
2	Skimmingdish Lane	
3	Buckingham Road	
4	A4095	

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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.35	8.00	30.00	39.00	50.00	40.00	
2	4.15	9.20	38.00	16.00	50.00	45.00	
3	4.30	9.10	45.00	17.50	50.00	35.00	
4	4.25	8.50	30.00	22.30	50.00	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)	0.704	2222.610
2		(calculated)	(calculated)	0.681	2181.214
3		(calculated)	(calculated)	0.721	2329.100
4		(calculated)	(calculated)	0.702	2184.780

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	✓	614.00	100.000
2	ONE HOUR	✓	1281.00	100.000
3	ONE HOUR	✓	481.00	100.000
4	ONE HOUR	✓	822.00	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	551.97	552.18	N/A	N/A
17:00-17:15	2	1151.59	1151.90	N/A	N/A
17:00-17:15	3	432.41	432.47	N/A	N/A
17:00-17:15	4	738.96	739.12	N/A	N/A
17:15-17:30	1	676.03	676.28	N/A	N/A
17:15-17:30	2	1410.41	1410.78	N/A	N/A
17:15-17:30	3	529.59	529.67	N/A	N/A
17:15-17:30	4	905.04	905.23	N/A	N/A
17:30-17:45	1	676.03	676.28	N/A	N/A
17:30-17:45	2	1410.41	1410.78	N/A	N/A

17:30-17:45	**3**	529.59	529.67	N/A	N/A
17:30-17:45	**4**	905.04	905.23	N/A	N/A
17:45-18:00	**1**	551.97	552.18	N/A	N/A
17:45-18:00	**2**	1151.59	1151.90	N/A	N/A
17:45-18:00	**3**	432.41	432.47	N/A	N/A
17:45-18:00	**4**	738.96	739.12	N/A	N/A

Turning Proportions

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

		To			
		1	**2**	**3**	**4**
From	**1**	5.000	250.000	205.000	154.000
	2	478.000	0.000	43.000	760.000
	3	288.000	23.000	0.000	170.000
	4	199.000	485.000	135.000	3.000

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

		To			
		1	**2**	**3**	**4**
From	**1**	0.01	0.41	0.33	0.25
	2	0.37	0.00	0.03	0.59
	3	0.60	0.05	0.00	0.35
	4	0.24	0.59	0.16	0.00

Vehicle Mix

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

		To			
From		**1**	**2**	**3**	**4**

	1	1.000	1.001	1.000	1.001
	2	1.001	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	0.054	0.000	0.059
	2	0.050	0.000	0.000	0.013
	3	0.020	0.000	0.000	0.007
	4	0.040	0.017	0.009	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	0.39	3.44	0.64	A	614.00	614.00	32.26	3.15	0.36	42.03	2.98
2	0.78	9.12	3.50	A	1281.00	1281.00	147.82	6.92	1.64	177.96	6.06
3	0.43	5.23	0.76	A	481.00	481.00	35.61	4.44	0.40	44.60	4.04
4	0.58	5.41	1.35	A	822.00	822.00	63.07	4.60	0.70	79.24	4.20

(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				6.12	A

Junction Network Options

Driving Side	Lighting

Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4421	
2	Skimmingdish Lane	
3	Buckingham Road	
4	A4095	

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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.35	8.00	30.00	39.00	50.00	40.00	
2	4.15	9.20	38.00	16.00	50.00	45.00	
3	4.30	9.10	45.00	17.50	50.00	35.00	
4	4.25	8.50	30.00	22.30	50.00	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)	0.704	2222.610
2		(calculated)	(calculated)	0.681	2181.214
3		(calculated)	(calculated)	0.721	2329.100
4		(calculated)	(calculated)	0.702	2184.780

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	✓	851.00	100.000
2	ONE HOUR	✓	669.00	100.000
3	ONE HOUR	✓	545.00	100.000
4	ONE HOUR	✓	1147.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time	Arm	Direct Demand Entry	DirectDemandEntryFlowInPCU	Direct Demand Exit	Direct Demand

Segment		Flow (Veh/hr)	(PCU/hr)	Flow (Veh/hr)	Pedestrian Flow (Ped/hr)
07:45-08:00	1	765.03	765.47	N/A	N/A
07:45-08:00	2	601.42	601.83	N/A	N/A
07:45-08:00	3	489.94	490.03	N/A	N/A
07:45-08:00	4	1031.13	1031.54	N/A	N/A
08:00-08:15	1	936.97	937.51	N/A	N/A
08:00-08:15	2	736.58	737.08	N/A	N/A
08:00-08:15	3	600.06	600.16	N/A	N/A
08:00-08:15	4	1262.87	1263.37	N/A	N/A
08:15-08:30	1	936.97	937.51	N/A	N/A
08:15-08:30	2	736.58	737.08	N/A	N/A
08:15-08:30	3	600.06	600.16	N/A	N/A
08:15-08:30	4	1262.87	1263.37	N/A	N/A
08:30-08:45	1	765.03	765.47	N/A	N/A
08:30-08:45	2	601.42	601.83	N/A	N/A
08:30-08:45	3	489.94	490.03	N/A	N/A
08:30-08:45	4	1031.13	1031.54	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	462.000	216.000	172.000
	2	234.000	1.000	26.000	408.000
	3	285.000	69.000	0.000	191.000
	4	152.000	855.000	139.000	1.000

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

		To			
		1	2	3	4
From	1	0.00	0.54	0.25	0.20
	2	0.35	0.00	0.04	0.61
	3	0.52	0.13	0.00	0.35
	4	0.13	0.75	0.12	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.001	1.000	1.001
	2	1.001	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	0.071	0.032	0.054
	2	0.109	0.000	0.000	0.049
	3	0.025	0.000	0.000	0.012
	4	0.046	0.045	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	7.84	2.01	A	851.00	851.00	87.59	6.18	0.97	106.48	5.45
2	0.41	3.44	0.70	A	669.00	669.00	35.18	3.16	0.39	45.92	2.99
3	0.36	3.33	0.55	A	545.00	545.00	27.67	3.05	0.31	36.00	2.88
4	0.73	7.73	2.67	A	1147.00	1147.00	116.77	6.11	1.30	142.42	5.41

(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

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				7.01	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4421	
2	Skimmingdish Lane	
3	Buckingham Road	
4	A4095	

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	E - Entry	I' - Effective flare	R - Entry	D - Inscribed circle	PHI - Conflict	Exit

	half-width (m)	width (m)	length (m)	radius (m)	diameter (m)	(entry) angle (deg)	Only
1	5.35	8.00	30.00	39.00	50.00	40.00	
2	4.15	9.20	38.00	16.00	50.00	45.00	
3	4.30	9.10	45.00	17.50	50.00	35.00	
4	4.25	8.50	30.00	22.30	50.00	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)	0.704	2222.610
2		(calculated)	(calculated)	0.681	2181.214
3		(calculated)	(calculated)	0.721	2329.100
4		(calculated)	(calculated)	0.702	2184.780

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	✓	627.00	100.000
2	ONE HOUR	✓	1309.00	100.000
3	ONE HOUR	✓	492.00	100.000
4	ONE HOUR	✓	841.00	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	563.66	563.87	N/A	N/A
17:00-17:15	2	1176.76	1177.07	N/A	N/A
17:00-17:15	3	442.30	442.36	N/A	N/A
17:00-17:15	4	756.04	756.20	N/A	N/A
17:15-17:30	1	690.34	690.59	N/A	N/A
17:15-17:30	2	1441.24	1441.62	N/A	N/A
17:15-17:30	3	541.70	541.78	N/A	N/A
17:15-17:30	4	925.96	926.15	N/A	N/A
17:30-17:45	1	690.34	690.59	N/A	N/A
17:30-17:45	2	1441.24	1441.62	N/A	N/A
17:30-17:45	3	541.70	541.78	N/A	N/A
17:30-17:45	4	925.96	926.15	N/A	N/A
17:45-18:00	1	563.66	563.87	N/A	N/A
17:45-18:00	2	1176.76	1177.07	N/A	N/A
17:45-18:00	3	442.30	442.36	N/A	N/A

17:45-18:00	**4**	756.04	756.20	N/A	N/A

Turning Proportions

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

		To			
		1	**2**	**3**	**4**
From	**1**	5.000	256.000	209.000	157.000
	2	488.000	0.000	44.000	777.000
	3	295.000	23.000	0.000	174.000
	4	204.000	496.000	138.000	3.000

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

		To			
		1	**2**	**3**	**4**
From	**1**	0.01	0.41	0.33	0.25
	2	0.37	0.00	0.03	0.59
	3	0.60	0.05	0.00	0.35
	4	0.24	0.59	0.16	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	1.000	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	0.054	0.000	0.059
	2	0.050	0.000	0.000	0.013
	3	0.020	0.000	0.000	0.007
	4	0.040	0.017	0.009	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	0.40	3.53	0.67	A	627.00	627.00	33.64	3.22	0.37	43.74	3.04
2	0.80	10.09	3.94	B	1309.00	1309.00	162.94	7.47	1.81	194.62	6.48
3	0.45	5.52	0.82	A	492.00	492.00	38.04	4.64	0.42	47.42	4.20
4	0.59	5.70	1.45	A	841.00	841.00	67.32	4.80	0.75	84.21	4.36

(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.)

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				10.51	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description

1	A4421	
2	Skimmingdish Lane	
3	Buckingham Road	
4	A4095	

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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.35	8.00	30.00	39.00	50.00	40.00	
2	4.15	9.20	38.00	16.00	50.00	45.00	
3	4.30	9.10	45.00	17.50	50.00	35.00	
4	4.25	8.50	30.00	22.30	50.00	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)	0.704	2222.610

2		(calculated)	(calculated)	0.681	2181.214
3		(calculated)	(calculated)	0.721	2329.100
4		(calculated)	(calculated)	0.702	2184.780

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	✓	959.45	100.000
2	ONE HOUR	✓	752.49	100.000
3	ONE HOUR	✓	614.89	100.000
4	ONE HOUR	✓	1289.49	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**	862.52	863.02	N/A	N/A
07:45-08:00	**2**	676.47	676.93	N/A	N/A
07:45-08:00	**3**	552.78	552.87	N/A	N/A
07:45-08:00	**4**	1159.22	1159.68	N/A	N/A

08:00-08:15	**1**	1056.37	1056.98	N/A	N/A
08:00-08:15	**2**	828.51	829.07	N/A	N/A
08:00-08:15	**3**	677.01	677.13	N/A	N/A
08:00-08:15	**4**	1419.75	1420.32	N/A	N/A
08:15-08:30	**1**	1056.37	1056.98	N/A	N/A
08:15-08:30	**2**	828.51	829.07	N/A	N/A
08:15-08:30	**3**	677.01	677.13	N/A	N/A
08:15-08:30	**4**	1419.75	1420.32	N/A	N/A
08:30-08:45	**1**	862.52	863.02	N/A	N/A
08:30-08:45	**2**	676.47	676.93	N/A	N/A
08:30-08:45	**3**	552.78	552.87	N/A	N/A
08:30-08:45	**4**	1159.22	1159.68	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	520.630	243.922	193.895
	2	262.714	1.000	29.000	459.775
	3	321.920	78.000	0.000	214.974
	4	171.921	960.568	156.000	1.000

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

		To			
		1	**2**	**3**	**4**
From	**1**	0.00	0.54	0.25	0.20
	2	0.35	0.00	0.04	0.61
	3	0.52	0.13	0.00	0.35

	4	0.13	0.74	0.12	0.00

Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.001	1.000	1.001
	2	1.001	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	0.071	0.032	0.054
	2	0.109	0.000	0.000	0.049
	3	0.025	0.000	0.000	0.012
	4	0.046	0.045	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	0.82	14.94	4.23	B	959.44	959.44	159.38	9.97	1.77	184.43	8.38
2	0.48	3.98	0.91	A	752.49	752.49	44.76	3.57	0.50	57.73	3.34
3	0.42	3.90	0.73	A	614.90	614.90	35.70	3.48	0.40	45.84	3.25
4	0.85	14.17	5.39	B	1289.48	1289.48	206.17	9.59	2.29	239.94	8.11

(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				16.30	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4421	
2	Skimmingdish Lane	
3	Buckingham Road	
4	A4095	

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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.35	8.00	30.00	39.00	50.00	40.00	
2	4.15	9.20	38.00	16.00	50.00	45.00	
3	4.30	9.10	45.00	17.50	50.00	35.00	
4	4.25	8.50	30.00	22.30	50.00	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)	0.704	2222.610
2		(calculated)	(calculated)	0.681	2181.214
3		(calculated)	(calculated)	0.721	2329.100
4		(calculated)	(calculated)	0.702	2184.780

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	✓	716.00	100.000
2	ONE HOUR	✓	1491.00	100.000
3	ONE HOUR	✓	561.00	100.000

4	ONE HOUR	✓	957.00	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	643.67	643.91	N/A	N/A
17:00-17:15	2	1340.38	1340.73	N/A	N/A
17:00-17:15	3	504.33	504.40	N/A	N/A
17:00-17:15	4	860.32	860.51	N/A	N/A
17:15-17:30	1	788.33	788.62	N/A	N/A
17:15-17:30	2	1641.62	1642.05	N/A	N/A
17:15-17:30	3	617.67	617.76	N/A	N/A
17:15-17:30	4	1053.68	1053.90	N/A	N/A
17:30-17:45	1	788.33	788.62	N/A	N/A
17:30-17:45	2	1641.62	1642.05	N/A	N/A
17:30-17:45	3	617.67	617.76	N/A	N/A
17:30-17:45	4	1053.68	1053.90	N/A	N/A
17:45-18:00	1	643.67	643.91	N/A	N/A
17:45-18:00	2	1340.38	1340.73	N/A	N/A
17:45-18:00	3	504.33	504.40	N/A	N/A
17:45-18:00	4	860.32	860.51	N/A	N/A

Turning Proportions

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

	To				
From		1	2	3	4

	1	5.000	292.000	239.000	180.000
	2	554.000	0.000	50.000	887.000
	3	337.000	26.000	0.000	198.000
	4	232.000	564.000	157.000	4.000

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

		To			
		1	2	3	4
From	1	0.01	0.41	0.33	0.25
	2	0.37	0.00	0.03	0.59
	3	0.60	0.05	0.00	0.35
	4	0.24	0.59	0.16	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	1.000	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	0.054	0.000	0.059
	2	0.050	0.000	0.000	0.013
	3	0.020	0.000	0.000	0.007
	4	0.040	0.017	0.009	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	4.23	0.92	A	716.00	716.00	44.73	3.75	0.50	57.30	3.49
2	0.94	30.01	12.83	D	1491.00	1491.00	402.55	16.20	4.47	446.99	13.07
3	0.59	8.51	1.44	A	561.00	561.00	60.95	6.52	0.68	73.35	5.70
4	0.71	8.55	2.46	A	957.00	957.00	105.32	6.60	1.17	127.43	5.80

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.1.305 [25 May 2012]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: (new file)
Path:
Report generation date: 05/07/2013 15:45:20

File summary

File Description

Title	Junction 08
Location	A4095 / A4421 / Buckingham Road
Site Number	
Date	10/06/2013
Version	
Status	TA
Identifier	
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) - 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				6.85	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4421	
2	Skimmingdish Lane	
3	Buckingham Road	
4	A4095	

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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.35	8.00	30.00	39.00	50.00	40.00	
2	4.15	9.20	38.00	16.00	50.00	45.00	
3	4.30	9.10	45.00	17.50	50.00	35.00	
4	4.25	8.50	30.00	22.30	50.00	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)	0.704	2222.610
2		(calculated)	(calculated)	0.681	2181.214
3		(calculated)	(calculated)	0.721	2329.100
4		(calculated)	(calculated)	0.702	2184.780

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	✓	796.00	100.000
2	ONE HOUR	✓	609.00	100.000
3	ONE HOUR	✓	533.00	100.000

4	ONE HOUR	✓	1259.00	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	715.59	715.93	N/A	N/A
07:45-08:00	2	547.48	547.78	N/A	N/A
07:45-08:00	3	479.16	479.33	N/A	N/A
07:45-08:00	4	1131.82	1132.50	N/A	N/A
08:00-08:15	1	876.41	876.83	N/A	N/A
08:00-08:15	2	670.52	670.90	N/A	N/A
08:00-08:15	3	586.84	587.06	N/A	N/A
08:00-08:15	4	1386.18	1387.02	N/A	N/A
08:15-08:30	1	876.41	876.83	N/A	N/A
08:15-08:30	2	670.52	670.90	N/A	N/A
08:15-08:30	3	586.84	587.06	N/A	N/A
08:15-08:30	4	1386.18	1387.02	N/A	N/A
08:30-08:45	1	715.59	715.93	N/A	N/A
08:30-08:45	2	547.48	547.78	N/A	N/A
08:30-08:45	3	479.16	479.33	N/A	N/A
08:30-08:45	4	1131.82	1132.50	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	185.000	293.000	318.000
	2	143.000	0.000	4.000	462.000
	3	359.000	35.000	0.000	139.000
	4	177.000	995.000	87.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.23	0.37	0.40
	2	0.23	0.00	0.01	0.76
	3	0.67	0.07	0.00	0.26
	4	0.14	0.79	0.07	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	1.000
	2	1.001	1.000	1.000	1.001
	3	1.000	1.000	1.000	1.001
	4	1.002	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.087	0.035	0.037
	2	0.060	0.000	0.016	0.055
	3	0.034	0.005	0.000	0.054
	4	0.172	0.042	0.043	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	7.51	1.80	A	796.00	796.00	79.19	5.97	0.88	96.62	5.29
2	0.40	3.65	0.68	A	609.00	609.00	33.71	3.32	0.37	43.77	3.13
3	0.37	3.57	0.58	A	533.00	533.00	28.68	3.23	0.32	37.11	3.03
4	0.78	9.38	3.54	A	1259.00	1259.00	148.54	7.08	1.65	178.37	6.18

(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	Descript	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				17.04	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4421	
2	Skimmingdish Lane	
3	Buckingham Road	
4	A4095	

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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.35	8.00	30.00	39.00	50.00	40.00	
2	4.15	9.20	38.00	16.00	50.00	45.00	
3	4.30	9.10	45.00	17.50	50.00	35.00	
4	4.25	8.50	30.00	22.30	50.00	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)	0.704	2222.610
2		(calculated)	(calculated)	0.681	2181.214
3		(calculated)	(calculated)	0.721	2329.100
4		(calculated)	(calculated)	0.702	2184.780

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	✓	991.00	100.000
2	ONE HOUR	✓	1368.00	100.000
3	ONE HOUR	✓	807.00	100.000
4	ONE HOUR	✓	421.00	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	890.89	890.94	N/A	N/A
17:00-17:15	2	1229.80	1230.13	N/A	N/A
17:00-17:15	3	725.48	725.52	N/A	N/A
17:00-17:15	4	378.47	378.54	N/A	N/A
17:15-17:30	1	1091.11	1091.17	N/A	N/A
17:15-17:30	2	1506.20	1506.59	N/A	N/A
17:15-17:30	3	888.52	888.58	N/A	N/A
17:15-17:30	4	463.53	463.62	N/A	N/A
17:30-17:45	1	1091.11	1091.17	N/A	N/A
17:30-17:45	2	1506.20	1506.59	N/A	N/A
17:30-17:45	3	888.52	888.58	N/A	N/A
17:30-17:45	4	463.53	463.62	N/A	N/A
17:45-18:00	1	890.89	890.94	N/A	N/A
17:45-18:00	2	1229.80	1230.13	N/A	N/A
17:45-18:00	3	725.48	725.52	N/A	N/A

17:45-18:00	**4**	378.47	378.54	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	318.000	343.000	330.000
	2	351.000	0.000	41.000	976.000
	3	178.000	202.000	0.000	427.000
	4	98.000	275.000	48.000	0.000

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

		To			
		1	**2**	**3**	**4**
From	**1**	0.00	0.32	0.35	0.33
	2	0.26	0.00	0.03	0.71
	3	0.22	0.25	0.00	0.53
	4	0.23	0.65	0.11	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	1.001	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.009	0.005	0.003
	2	0.039	0.000	0.000	0.023
	3	0.030	0.000	0.000	0.000
	4	0.050	0.012	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	0.60	4.97	1.49	A	991.00	991.00	70.65	4.28	0.79	89.31	3.93
2	0.92	24.66	9.70	C	1368.01	1368.01	322.34	14.14	3.58	361.90	11.53
3	0.87	26.22	6.10	D	807.00	807.00	196.92	14.64	2.19	219.09	11.83
4	0.29	3.11	0.40	A	421.00	421.00	20.30	2.89	0.23	26.71	2.77

(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.)

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				7.40	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4421	

2	Skimmingdish Lane	
3	Buckingham Road	
4	A4095	

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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.35	8.00	30.00	39.00	50.00	40.00	
2	4.15	9.20	38.00	16.00	50.00	45.00	
3	4.30	9.10	45.00	17.50	50.00	35.00	
4	4.25	8.50	30.00	22.30	50.00	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)	0.704	2222.610
2		(calculated)	(calculated)	0.681	2181.214

3		(calculated)	(calculated)	0.721	2329.100
4		(calculated)	(calculated)	0.702	2184.780

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	✓	796.00	100.000
2	ONE HOUR	✓	619.00	100.000
3	ONE HOUR	✓	533.00	100.000
4	ONE HOUR	✓	1288.00	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	715.59	715.93	N/A	N/A
07:45-08:00	2	556.47	556.78	N/A	N/A
07:45-08:00	3	479.16	479.33	N/A	N/A
07:45-08:00	4	1157.89	1158.58	N/A	N/A
08:00-08:15	1	876.41	876.83	N/A	N/A

08:00-08:15	**2**	681.53	681.91	N/A	N/A
08:00-08:15	**3**	586.84	587.06	N/A	N/A
08:00-08:15	**4**	1418.11	1418.96	N/A	N/A
08:15-08:30	**1**	876.41	876.83	N/A	N/A
08:15-08:30	**2**	681.53	681.91	N/A	N/A
08:15-08:30	**3**	586.84	587.06	N/A	N/A
08:15-08:30	**4**	1418.11	1418.96	N/A	N/A
08:30-08:45	**1**	715.59	715.93	N/A	N/A
08:30-08:45	**2**	556.47	556.78	N/A	N/A
08:30-08:45	**3**	479.16	479.33	N/A	N/A
08:30-08:45	**4**	1157.89	1158.58	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	185.000	293.000	318.000
	2	153.000	0.000	4.000	462.000
	3	359.000	35.000	0.000	139.000
	4	177.000	1017.000	94.000	0.000

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

		To			
		1	**2**	**3**	**4**
From	**1**	0.00	0.23	0.37	0.40
	2	0.25	0.00	0.01	0.75
	3	0.67	0.07	0.00	0.26
	4	0.14	0.79	0.07	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	1.000
	2	1.001	1.000	1.000	1.001
	3	1.000	1.000	1.000	1.001
	4	1.002	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.087	0.035	0.037
	2	0.060	0.000	0.016	0.055
	3	0.034	0.005	0.000	0.054
	4	0.172	0.042	0.043	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	0.66	7.87	1.89	A	796.00	796.00	82.18	6.19	0.91	99.87	5.47
2	0.41	3.71	0.70	A	619.00	619.00	34.75	3.37	0.39	45.06	3.17
3	0.37	3.59	0.58	A	533.00	533.00	28.88	3.25	0.32	37.33	3.05
4	0.81	10.46	4.02	B	1288.00	1288.00	164.72	7.67	1.83	196.14	6.64

(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				19.70	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4421	
2	Skimmingdish Lane	
3	Buckingham Road	
4	A4095	

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)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	5.35	8.00	30.00	39.00	50.00	40.00	
2	4.15	9.20	38.00	16.00	50.00	45.00	
3	4.30	9.10	45.00	17.50	50.00	35.00	
4	4.25	8.50	30.00	22.30	50.00	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)	0.704	2222.610
2		(calculated)	(calculated)	0.681	2181.214
3		(calculated)	(calculated)	0.721	2329.100
4		(calculated)	(calculated)	0.702	2184.780

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	✓	991.00	100.000
2	ONE HOUR	✓	1392.00	100.000
3	ONE HOUR	✓	807.00	100.000
4	ONE HOUR	✓	442.00	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	890.89	890.94	N/A	N/A
17:00-17:15	2	1251.38	1251.71	N/A	N/A
17:00-17:15	3	725.48	725.52	N/A	N/A
17:00-17:15	4	397.35	397.42	N/A	N/A
17:15-17:30	1	1091.11	1091.17	N/A	N/A
17:15-17:30	2	1532.62	1533.03	N/A	N/A
17:15-17:30	3	888.52	888.58	N/A	N/A
17:15-17:30	4	486.65	486.74	N/A	N/A
17:30-17:45	1	1091.11	1091.17	N/A	N/A
17:30-17:45	2	1532.62	1533.03	N/A	N/A
17:30-17:45	3	888.52	888.58	N/A	N/A
17:30-17:45	4	486.65	486.74	N/A	N/A
17:45-18:00	1	890.89	890.94	N/A	N/A
17:45-18:00	2	1251.38	1251.71	N/A	N/A
17:45-18:00	3	725.48	725.52	N/A	N/A
17:45-18:00	4	397.35	397.42	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	318.000	343.000	330.000
	2	375.000	0.000	41.000	976.000
	3	178.000	202.000	0.000	427.000
	4	98.000	291.000	53.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.32	0.35	0.33
	2	0.27	0.00	0.03	0.70
	3	0.22	0.25	0.00	0.53
	4	0.22	0.66	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	1.001	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.009	0.005	0.003
	2	0.039	0.000	0.000	0.023
	3	0.030	0.000	0.000	0.000
	4	0.050	0.012	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	0.61	5.08	1.53	A	991.00	991.00	71.97	4.36	0.80	90.80	3.99
2	0.94	29.69	11.85	D	1391.99	1391.99	373.82	16.11	4.15	415.17	13.00
3	0.89	29.43	6.82	D	807.00	807.00	212.90	15.83	2.37	235.44	12.72
4	0.30	3.22	0.43	A	442.00	442.00	21.99	2.99	0.24	28.85	2.85

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.1.305 [25 May 2012]

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: (new file)
Path:
Report generation date: 05/07/2013 09:43:39

File summary

File Description

Title	jUNCTION 09
Location	A4421 / Skimmingdish Lane
Site Number	
Date	10/06/2013
Version	
Status	TA
Identifier	
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	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		8.96	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4421 S		Major
B	Skimmingdish Lane		Minor
C	A4421 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	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.20	4.50	3.90	3.50		1.00	17	70

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	583.760	0.100	0.252	0.159	0.361
1	B-C	642.425	0.092	0.234	-	-
1	C-B	689.785	0.251	0.251	-	-

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	✓	567.00	100.000
B	ONE HOUR	✓	45.00	100.000
C	ONE HOUR	✓	699.00	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	509.72	509.85	N/A	N/A
07:45-08:00	B	40.45	40.47	N/A	N/A

07:45-08:00	**C**	628.39	628.58	N/A	N/A
08:00-08:15	**A**	624.28	624.43	N/A	N/A
08:00-08:15	**B**	49.55	49.57	N/A	N/A
08:00-08:15	**C**	769.61	769.85	N/A	N/A
08:15-08:30	**A**	624.28	624.43	N/A	N/A
08:15-08:30	**B**	49.55	49.57	N/A	N/A
08:15-08:30	**C**	769.61	769.85	N/A	N/A
08:30-08:45	**A**	509.72	509.85	N/A	N/A
08:30-08:45	**B**	40.45	40.47	N/A	N/A
08:30-08:45	**C**	628.39	628.58	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	29.000	538.000
	B	33.000	0.000	12.000
	C	689.000	10.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.05	0.95
	B	0.73	0.00	0.27
	C	0.99	0.01	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	0.03	7.63	0.03	A	12.00	12.00	1.47	7.34	0.02	1.98	7.19
B-A	0.12	13.32	0.13	B	33.00	33.00	6.64	12.06	0.07	8.64	11.42
C-AB	0.03	3.86	0.04	A	25.12	25.12	1.94	4.63	0.02	2.52	4.63
C-A	-	-	-	-	673.88	673.88	-	-	-	-	-
A-B	-	-	-	-	29.00	29.00	-	-	-	-	-
A-C	-	-	-	-	538.00	538.00	-	-	-	-	-

(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		11.00	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type

A	A4421 S		Major
B	Skimmingdish Lane		Minor
C	A4421 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	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.20	4.50	3.90	3.50		1.00	17	70

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	577.028	0.099	0.249	0.157	0.356
1	B-C	651.118	0.094	0.237	-	-
1	C-B	689.785	0.251	0.251	-	-

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	✓	835.00	100.000
B	ONE HOUR	✓	33.00	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)
17:00-17:15	A	750.65	750.71	N/A	N/A
17:00-17:15	B	29.67	29.67	N/A	N/A
17:00-17:15	C	466.57	466.65	N/A	N/A
17:15-17:30	A	919.35	919.43	N/A	N/A
17:15-17:30	B	36.33	36.33	N/A	N/A
17:15-17:30	C	571.43	571.53	N/A	N/A
17:30-17:45	A	919.35	919.43	N/A	N/A
17:30-17:45	B	36.33	36.33	N/A	N/A
17:30-17:45	C	571.43	571.53	N/A	N/A

17:45-18:00	**A**	750.65	750.71	N/A	N/A
17:45-18:00	**B**	29.67	29.67	N/A	N/A
17:45-18:00	**C**	466.57	466.65	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	80.000	755.000
	B	23.000	0.000	10.000
	C	515.000	4.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.10	0.90
	B	0.70	0.00	0.30
	C	0.99	0.01	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	0.03	8.50	0.03	A	10.00	10.00	1.34	8.06	0.01	1.80	7.83
B-A	0.09	14.68	0.10	B	23.00	23.00	5.03	13.13	0.06	6.51	12.33
C-AB	0.01	4.44	0.01	A	9.09	9.09	0.72	4.78	0.01	0.94	4.79
C-A	-	-	-	-	509.91	509.91	-	-	-	-	-
A-B	-	-	-	-	80.00	80.00	-	-	-	-	-
A-C	-	-	-	-	755.00	755.00	-	-	-	-	-

(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

(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 2016, AM	Base 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		9.21	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4421 S		Major
B	Skimmingdish Lane		Minor
C	A4421 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	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.20	4.50	3.90	3.50		1.00	17	70

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	584.831	0.100	0.253	0.159	0.361
1	B-C	641.042	0.092	0.233	-	-
1	C-B	689.785	0.251	0.251	-	-

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	✓	586.00	100.000
B	ONE HOUR	✓	46.00	100.000
C	ONE HOUR	✓	722.00	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	526.80	526.93	N/A	N/A
07:45-08:00	B	41.35	41.37	N/A	N/A
07:45-08:00	C	649.06	649.26	N/A	N/A
08:00-08:15	A	645.20	645.36	N/A	N/A
08:00-08:15	B	50.65	50.67	N/A	N/A
08:00-08:15	C	794.94	795.18	N/A	N/A
08:15-08:30	A	645.20	645.36	N/A	N/A
08:15-08:30	B	50.65	50.67	N/A	N/A
08:15-08:30	C	794.94	795.18	N/A	N/A
08:30-08:45	A	526.80	526.93	N/A	N/A
08:30-08:45	B	41.35	41.37	N/A	N/A
08:30-08:45	C	649.06	649.26	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	30.000	556.000
	B	34.000	0.000	12.000
	C	712.000	10.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.74	0.00	0.26
	C	0.99	0.01	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	0.03	7.74	0.03	A	12.00	12.00	1.49	7.43	0.02	2.00	7.27
B-A	0.13	13.82	0.14	B	34.00	34.00	7.05	12.44	0.08	9.15	11.74
C-AB	0.03	3.83	0.04	A	25.82	25.82	1.98	4.61	0.02	2.58	4.60
C-A	-	-	-	-	696.18	696.18	-	-	-	-	-
A-B	-	-	-	-	30.00	30.00	-	-	-	-	-
A-C	-	-	-	-	556.00	556.00	-	-	-	-	-

(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

Base 2016, PM	Base 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		11.46	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4421 S		Major
B	Skimmingdish Lane		Minor
C	A4421 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	200.00	✓	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	6.20	4.50	3.90	3.50		1.00	17	70

	flare												

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	578.674	0.099	0.250	0.157	0.357
1	B-C	648.992	0.093	0.236	-	-
1	C-B	689.785	0.251	0.251	-	-

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	✓	864.00	100.000
B	ONE HOUR	✓	34.00	100.000

C	ONE HOUR	✓	537.00	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	776.72	776.78	N/A	N/A
17:00-17:15	B	30.57	30.57	N/A	N/A
17:00-17:15	C	482.75	482.83	N/A	N/A
17:15-17:30	A	951.28	951.36	N/A	N/A
17:15-17:30	B	37.43	37.44	N/A	N/A
17:15-17:30	C	591.25	591.35	N/A	N/A
17:30-17:45	A	951.28	951.36	N/A	N/A
17:30-17:45	B	37.43	37.44	N/A	N/A
17:30-17:45	C	591.25	591.35	N/A	N/A
17:45-18:00	A	776.72	776.78	N/A	N/A
17:45-18:00	B	30.57	30.57	N/A	N/A
17:45-18:00	C	482.75	482.83	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	83.000	781.000
	B	24.000	0.000	10.000
	C	533.000	4.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.71	0.00	0.29
	C	0.99	0.01	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	0.03	8.69	0.03	A	10.00	10.00	1.37	8.22	0.02	1.83	7.97
B-A	0.10	15.37	0.11	C	24.00	24.00	5.45	13.63	0.06	7.02	12.76
C-AB	0.01	4.41	0.01	A	9.37	9.37	0.74	4.76	0.01	0.97	4.77

C-A	-	-	-	-	527.63	527.63	-	-	-	-	-
A-B	-	-	-	-	83.00	83.00	-	-	-	-	-
A-C	-	-	-	-	781.00	781.00	-	-	-	-	-

(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

(untitled)	T-Junction	Two-way	A,B,C		9.49	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4421 S		Major
B	Skimmingdish Lane		Minor
C	A4421 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	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.20	4.50	3.90	3.50		1.00	17	70

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	584.992	0.100	0.253	0.159	0.361
1	B-C	640.835	0.092	0.233	-	-
1	C-B	689.785	0.251	0.251	-	-

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	✓	628.00	100.000
B	ONE HOUR	✓	50.00	100.000
C	ONE HOUR	✓	775.00	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	564.56	564.70	N/A	N/A
07:45-08:00	B	44.95	44.97	N/A	N/A

07:45-08:00	**C**	696.71	696.92	N/A	N/A
08:00-08:15	**A**	691.44	691.61	N/A	N/A
08:00-08:15	**B**	55.05	55.08	N/A	N/A
08:00-08:15	**C**	853.29	853.55	N/A	N/A
08:15-08:30	**A**	691.44	691.61	N/A	N/A
08:15-08:30	**B**	55.05	55.08	N/A	N/A
08:15-08:30	**C**	853.29	853.55	N/A	N/A
08:30-08:45	**A**	564.56	564.70	N/A	N/A
08:30-08:45	**B**	44.95	44.97	N/A	N/A
08:30-08:45	**C**	696.71	696.92	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	32.000	596.000
	B	37.000	0.000	13.000
	C	764.000	11.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.05	0.95
	B	0.74	0.00	0.26
	C	0.99	0.01	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	0.03	7.99	0.03	A	13.00	13.00	1.66	7.64	0.02	2.22	7.46
B-A	0.15	15.23	0.17	C	37.00	37.00	8.32	13.50	0.09	10.72	12.63
C-AB	0.04	3.77	0.06	A	33.73	33.73	2.62	4.67	0.03	3.31	4.65
C-A	-	-	-	-	741.27	741.27	-	-	-	-	-
A-B	-	-	-	-	32.00	32.00	-	-	-	-	-
A-C	-	-	-	-	596.00	596.00	-	-	-	-	-

(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		12.46	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type

A	A4421 S		Major
B	Skimmingdish Lane		Minor
C	A4421 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	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.20	4.50	3.90	3.50		1.00	17	70

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	578.087	0.099	0.250	0.157	0.357
1	B-C	649.750	0.094	0.236	-	-
1	C-B	689.785	0.251	0.251	-	-

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	✓	944.00	100.000
B	ONE HOUR	✓	37.00	100.000
C	ONE HOUR	✓	587.00	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	848.64	848.71	N/A	N/A
17:00-17:15	B	33.26	33.26	N/A	N/A
17:00-17:15	C	527.70	527.79	N/A	N/A
17:15-17:30	A	1039.36	1039.45	N/A	N/A
17:15-17:30	B	40.74	40.74	N/A	N/A
17:15-17:30	C	646.30	646.41	N/A	N/A
17:30-17:45	A	1039.36	1039.45	N/A	N/A
17:30-17:45	B	40.74	40.74	N/A	N/A
17:30-17:45	C	646.30	646.41	N/A	N/A

17:45-18:00	**A**	848.64	848.71	N/A	N/A
17:45-18:00	**B**	33.26	33.26	N/A	N/A
17:45-18:00	**C**	527.70	527.79	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	90.000	854.000
	B	26.000	0.000	11.000
	C	582.000	5.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.10	0.90
	B	0.70	0.00	0.30
	C	0.99	0.01	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	0.03	9.19	0.03	A	11.00	11.00	1.58	8.63	0.02	2.10	8.33
B-A	0.12	17.82	0.14	C	26.00	26.00	6.68	15.42	0.07	8.50	14.25
C-AB	0.02	4.35	0.02	A	12.75	12.75	1.03	4.83	0.01	1.33	4.83
C-A	-	-	-	-	574.25	574.25	-	-	-	-	-
A-B	-	-	-	-	90.00	90.00	-	-	-	-	-
A-C	-	-	-	-	854.00	854.00	-	-	-	-	-

(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

	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		9.87	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4421 S		Major
B	Skimmingdish Lane		Minor
C	A4421 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

	carriageway (m)	reserve	(m)	turn bay	(m)	Right Turn (m)		Queue (PCU)
C	7.40		0.00		2.20	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.20	4.50	3.90	3.50		1.00	17	70

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	584.225	0.100	0.253	0.159	0.361
1	B-C	641.825	0.092	0.234	-	-
1	C-B	689.785	0.251	0.251	-	-

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	✓	663.00	100.000
B	ONE HOUR	✓	53.00	100.000
C	ONE HOUR	✓	818.00	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	596.02	596.17	N/A	N/A
07:45-08:00	B	47.65	47.67	N/A	N/A
07:45-08:00	C	735.37	735.59	N/A	N/A
08:00-08:15	A	729.98	730.16	N/A	N/A
08:00-08:15	B	58.35	58.38	N/A	N/A
08:00-08:15	C	900.63	900.91	N/A	N/A
08:15-08:30	A	729.98	730.16	N/A	N/A
08:15-08:30	B	58.35	58.38	N/A	N/A
08:15-08:30	C	900.63	900.91	N/A	N/A
08:30-08:45	A	596.02	596.17	N/A	N/A
08:30-08:45	B	47.65	47.67	N/A	N/A
08:30-08:45	C	735.37	735.59	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	34.000	629.000
	B	39.000	0.000	14.000
	C	806.000	12.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.74	0.00	0.26
	C	0.99	0.01	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	0.03	8.20	0.03	A	14.00	14.00	1.82	7.81	0.02	2.44	7.61
B-A	0.17	16.61	0.20	C	39.00	39.00	9.43	14.51	0.10	12.07	13.49
C-AB	0.05	3.73	0.07	A	39.05	39.05	3.10	4.76	0.03	3.88	4.73
C-A	-	-	-	-	778.95	778.95	-	-	-	-	-
A-B	-	-	-	-	34.00	34.00	-	-	-	-	-
A-C	-	-	-	-	629.00	629.00	-	-	-	-	-

(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

							(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		12.95	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4421 S		Major
B	Skimmingdish Lane		Minor
C	A4421 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	200.00	✓	0.00

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

Minor Arm Geometry

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

B	One lane plus flare				10.00	6.20	4.50	3.90	3.50		1.00	17	70

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	576.167	0.099	0.249	0.157	0.356
1	B-C	652.230	0.094	0.237	-	-
1	C-B	689.785	0.251	0.251	-	-

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	✓	966.00	100.000
B	ONE HOUR	✓	39.00	100.000
C	ONE HOUR	✓	601.00	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**	868.41	868.49	N/A	N/A
17:00-17:15	**B**	35.06	35.06	N/A	N/A
17:00-17:15	**C**	540.29	540.38	N/A	N/A
17:15-17:30	**A**	1063.59	1063.67	N/A	N/A
17:15-17:30	**B**	42.94	42.94	N/A	N/A
17:15-17:30	**C**	661.71	661.83	N/A	N/A
17:30-17:45	**A**	1063.59	1063.67	N/A	N/A
17:30-17:45	**B**	42.94	42.94	N/A	N/A
17:30-17:45	**C**	661.71	661.83	N/A	N/A
17:45-18:00	**A**	868.41	868.49	N/A	N/A
17:45-18:00	**B**	35.06	35.06	N/A	N/A
17:45-18:00	**C**	540.29	540.38	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	93.000	873.000
	B	27.000	0.000	12.000

	C	596.000	5.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.69	0.00	0.31
	C	0.99	0.01	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	0.03	9.33	0.03	A	12.00	12.00	1.75	8.73	0.02	2.32	8.42

B-A	0.13	18.73	0.15	C	27.00	27.00	7.23	16.07	0.08	9.17	14.80
C-AB	0.02	4.33	0.02	A	13.07	13.07	1.05	4.82	0.01	1.35	4.82
C-A	-	-	-	-	587.93	587.93	-	-	-	-	-
A-B	-	-	-	-	93.00	93.00	-	-	-	-	-
A-C	-	-	-	-	873.00	873.00	-	-	-	-	-

(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		11.22	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4421 S		Major
B	Skimmingdish Lane		Minor
C	A4421 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	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.20	4.50	3.90	3.50		1.00	17	70

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	583.760	0.100	0.252	0.159	0.361
1	B-C	642.425	0.092	0.234	-	-
1	C-B	689.785	0.251	0.251	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	748.00	100.000
B	ONE HOUR	✓	60.00	100.000
C	ONE HOUR	✓	922.00	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**	672.44	672.60	N/A	N/A
07:45-08:00	**B**	53.94	53.96	N/A	N/A
07:45-08:00	**C**	828.86	829.11	N/A	N/A
08:00-08:15	**A**	823.56	823.77	N/A	N/A
08:00-08:15	**B**	66.06	66.09	N/A	N/A
08:00-08:15	**C**	1015.14	1015.45	N/A	N/A
08:15-08:30	**A**	823.56	823.77	N/A	N/A
08:15-08:30	**B**	66.06	66.09	N/A	N/A
08:15-08:30	**C**	1015.14	1015.45	N/A	N/A
08:30-08:45	**A**	672.44	672.60	N/A	N/A
08:30-08:45	**B**	53.94	53.96	N/A	N/A
08:30-08:45	**C**	828.86	829.11	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	38.000	710.000
	B	44.000	0.000	16.000
	C	909.000	13.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.05	0.95
	B	0.73	0.00	0.27

	C	0.99	0.01	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	0.04	8.84	0.04	A	16.00	16.00	2.22	8.31	0.02	2.95	8.04
B-A	0.22	21.22	0.28	C	44.00	44.00	13.00	17.72	0.14	16.29	16.14
C-AB	0.06	3.49	0.09	A	52.02	52.02	4.20	4.84	0.05	5.12	4.79
C-A	-	-	-	-	869.98	869.98	-	-	-	-	-
A-B	-	-	-	-	38.00	38.00	-	-	-	-	-
A-C	-	-	-	-	710.00	710.00	-	-	-	-	-

(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		16.76	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4421 S		Major
B	Skimmingdish Lane		Minor
C	A4421 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	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.20	4.50	3.90	3.50		1.00	17	70

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

		(Veh/hr)	A-B	A-C	C-A	C-B
1	B-A	577.158	0.099	0.250	0.157	0.356
1	B-C	650.950	0.094	0.237	-	-
1	C-B	689.785	0.251	0.251	-	-

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	✓	1103.00	100.000
B	ONE HOUR	✓	43.00	100.000
C	ONE HOUR	✓	685.00	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	991.57	991.66	N/A	N/A
17:00-17:15	B	38.66	38.66	N/A	N/A
17:00-17:15	C	615.80	615.91	N/A	N/A

17:15-17:30	**A**	1214.43	1214.53	N/A	N/A
17:15-17:30	**B**	47.34	47.34	N/A	N/A
17:15-17:30	**C**	754.20	754.33	N/A	N/A
17:30-17:45	**A**	1214.43	1214.53	N/A	N/A
17:30-17:45	**B**	47.34	47.34	N/A	N/A
17:30-17:45	**C**	754.20	754.33	N/A	N/A
17:45-18:00	**A**	991.57	991.66	N/A	N/A
17:45-18:00	**B**	38.66	38.66	N/A	N/A
17:45-18:00	**C**	615.80	615.91	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	106.000	997.000
	B	30.000	0.000	13.000
	C	680.000	5.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.10	0.90
	B	0.70	0.00	0.30
	C	0.99	0.01	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	0.04	10.46	0.04	B	13.00	13.00	2.08	9.62	0.02	2.74	9.18
B-A	0.19	25.83	0.23	D	30.00	30.00	10.41	20.82	0.12	12.84	18.66
C-AB	0.02	4.22	0.02	A	15.17	15.17	1.20	4.76	0.01	1.53	4.75
C-A	-	-	-	-	669.83	669.83	-	-	-	-	-
A-B	-	-	-	-	106.00	106.00	-	-	-	-	-
A-C	-	-	-	-	997.00	997.00	-	-	-	-	-

(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		8.65	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4421 S		Major
B	Skimmingdish Lane		Minor
C	A4421 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	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.20	4.50	3.90	3.50		1.00	17	70

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	566.800	0.097	0.245	0.154	0.350
1	B-C	664.325	0.096	0.242	-	-
1	C-B	689.785	0.251	0.251	-	-

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	✓	596.00	100.000
B	ONE HOUR	✓	53.00	100.000
C	ONE HOUR	✓	725.00	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	535.79	535.92	N/A	N/A
07:45-08:00	B	47.65	47.67	N/A	N/A
07:45-08:00	C	651.76	651.96	N/A	N/A
08:00-08:15	A	656.21	656.37	N/A	N/A
08:00-08:15	B	58.35	58.38	N/A	N/A
08:00-08:15	C	798.24	798.49	N/A	N/A
08:15-08:30	A	656.21	656.37	N/A	N/A
08:15-08:30	B	58.35	58.38	N/A	N/A

08:15-08:30	**C**	798.24	798.49	N/A	N/A
08:30-08:45	**A**	535.79	535.92	N/A	N/A
08:30-08:45	**B**	47.65	47.67	N/A	N/A
08:30-08:45	**C**	651.76	651.96	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	556.000
	B	34.000	0.000	19.000
	C	712.000	13.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.07	0.93
	B	0.64	0.00	0.36
	C	0.98	0.02	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	0.04	7.61	0.04	A	19.00	19.00	2.31	7.29	0.03	3.11	7.13
B-A	0.13	14.45	0.15	B	34.00	34.00	7.35	12.98	0.08	9.54	12.23
C-AB	0.04	3.86	0.06	A	37.16	37.16	3.06	4.95	0.03	3.87	4.91
C-A	-	-	-	-	687.84	687.84	-	-	-	-	-
A-B	-	-	-	-	40.00	40.00	-	-	-	-	-
A-C	-	-	-	-	556.00	556.00	-	-	-	-	-

(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		9.61	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4421 S		Major
B	Skimmingdish Lane		Minor
C	A4421 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	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.20	4.50	3.90	3.50		1.00	17	70

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	561.956	0.096	0.243	0.153	0.347
1	B-C	670.579	0.097	0.244	-	-
1	C-B	689.785	0.251	0.251	-	-

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

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	✓	888.00	100.000
B	ONE HOUR	✓	39.00	100.000
C	ONE HOUR	✓	545.00	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	798.29	798.36	N/A	N/A
17:00-17:15	B	35.06	35.06	N/A	N/A
17:00-17:15	C	489.94	490.03	N/A	N/A
17:15-17:30	A	977.71	977.79	N/A	N/A
17:15-17:30	B	42.94	42.94	N/A	N/A
17:15-17:30	C	600.06	600.16	N/A	N/A
17:30-17:45	A	977.71	977.79	N/A	N/A
17:30-17:45	B	42.94	42.94	N/A	N/A
17:30-17:45	C	600.06	600.16	N/A	N/A
17:45-18:00	A	798.29	798.36	N/A	N/A
17:45-18:00	B	35.06	35.06	N/A	N/A
17:45-18:00	C	489.94	490.03	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	107.000	781.000
	B	24.000	0.000	15.000
	C	533.000	12.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.62	0.00	0.38
	C	0.98	0.02	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	0.04	8.57	0.04	A	15.00	15.00	2.02	8.09	0.02	2.70	7.84
B-A	0.11	16.28	0.12	C	24.00	24.00	5.75	14.37	0.06	7.39	13.42
C-AB	0.04	4.52	0.06	A	28.37	28.37	2.76	5.83	0.03	3.53	5.75
C-A	-	-	-	-	516.63	516.63	-	-	-	-	-
A-B	-	-	-	-	107.00	107.00	-	-	-	-	-
A-C	-	-	-	-	781.00	781.00	-	-	-	-	-

(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 Peri	Description	Traffic Prof	Model Start Time	Model Finish Time	Model Time	Time Segment	Results For	Single Time Segm	Locked	Run Automati	Use Relation	Relationship

	Name	od Name		ile Type	(HH:mm)	(HH:mm)	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		9.10	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4421 S		Major
B	Skimmingdish Lane		Minor
C	A4421 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	200.00	✓	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

	Type	(m)	(m)	(m)	way (m)	(m)	(m)	(m)	(m)	Length	(PCU)	(m)	(m)
B	One lane plus flare				10.00	6.20	4.50	3.90	3.50		1.00	17	70

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	568.206	0.097	0.246	0.155	0.351
1	B-C	662.509	0.095	0.241	-	-
1	C-B	689.785	0.251	0.251	-	-

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	✓	638.00	100.000
B	ONE HOUR	✓	57.00	100.000
C	ONE HOUR	✓	778.00	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	573.55	573.69	N/A	N/A
07:45-08:00	B	51.24	51.26	N/A	N/A
07:45-08:00	C	699.41	699.62	N/A	N/A
08:00-08:15	A	702.45	702.62	N/A	N/A
08:00-08:15	B	62.76	62.78	N/A	N/A
08:00-08:15	C	856.59	856.86	N/A	N/A
08:15-08:30	A	702.45	702.62	N/A	N/A
08:15-08:30	B	62.76	62.78	N/A	N/A
08:15-08:30	C	856.59	856.86	N/A	N/A
08:30-08:45	A	573.55	573.69	N/A	N/A
08:30-08:45	B	51.24	51.26	N/A	N/A
08:30-08:45	C	699.41	699.62	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	42.000	596.000

	B	37.000	0.000	20.000
	C	764.000	14.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.65	0.00	0.35
	C	0.98	0.02	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	0.05	7.89	0.05	A	20.00	20.00	2.51	7.52	0.03	3.36	7.33
B-A	0.15	15.92	0.18	C	37.00	37.00	8.67	14.06	0.10	11.16	13.15
C-AB	0.05	3.80	0.08	A	43.09	43.09	3.61	5.03	0.04	4.53	4.98
C-A	-	-	-	-	734.91	734.91	-	-	-	-	-
A-B	-	-	-	-	42.00	42.00	-	-	-	-	-
A-C	-	-	-	-	596.00	596.00	-	-	-	-	-

(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													

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		10.43	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4421 S		Major
B	Skimmingdish Lane		Minor
C	A4421 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	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.20	4.50	3.90	3.50		1.00	17	70

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	562.633	0.096	0.243	0.153	0.347
1	B-C	669.705	0.096	0.244	-	-
1	C-B	689.785	0.251	0.251	-	-

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	✓	969.00	100.000
B	ONE HOUR	✓	42.00	100.000
C	ONE HOUR	✓	594.00	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	871.11	871.19	N/A	N/A
17:00-17:15	B	37.76	37.76	N/A	N/A
17:00-17:15	C	533.99	534.08	N/A	N/A
17:15-17:30	A	1066.89	1066.98	N/A	N/A
17:15-17:30	B	46.24	46.24	N/A	N/A
17:15-17:30	C	654.01	654.12	N/A	N/A
17:30-17:45	A	1066.89	1066.98	N/A	N/A
17:30-17:45	B	46.24	46.24	N/A	N/A
17:30-17:45	C	654.01	654.12	N/A	N/A
17:45-18:00	A	871.11	871.19	N/A	N/A
17:45-18:00	B	37.76	37.76	N/A	N/A
17:45-18:00	C	533.99	534.08	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	115.000	854.000
	B	26.000	0.000	16.000
	C	582.000	12.000	0.000

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

		To		
From		A	B	C

	A	0.00	0.12	0.88
	B	0.62	0.00	0.38
	C	0.98	0.02	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	0.04	9.11	0.04	A	16.00	16.00	2.27	8.53	0.03	3.02	8.22
B-A	0.13	18.90	0.15	C	26.00	26.00	7.04	16.25	0.08	8.94	14.98
C-AB	0.05	4.45	0.07	A	33.30	33.30	3.24	5.84	0.04	4.05	5.76
C-A	-	-	-	-	560.70	560.70	-	-	-	-	-
A-B	-	-	-	-	115.00	115.00	-	-	-	-	-

A-C	-	-	-	-	854.00	854.00	-	-	-	-	-

(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

(untitled)	T-Junction	Two-way	A,B,C		9.28	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4421 S		Major
B	Skimmingdish Lane		Minor
C	A4421 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	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.20	4.50	3.90	3.50		1.00	17	70

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	568.368	0.097	0.246	0.155	0.351
1	B-C	662.300	0.095	0.241	-	-
1	C-B	689.785	0.251	0.251	-	-

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	✓	673.00	100.000
B	ONE HOUR	✓	60.00	100.000
C	ONE HOUR	✓	821.00	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	605.01	605.16	N/A	N/A
07:45-08:00	B	53.94	53.96	N/A	N/A

07:45-08:00	**C**	738.06	738.29	N/A	N/A
08:00-08:15	**A**	740.99	741.17	N/A	N/A
08:00-08:15	**B**	66.06	66.09	N/A	N/A
08:00-08:15	**C**	903.94	904.22	N/A	N/A
08:15-08:30	**A**	740.99	741.17	N/A	N/A
08:15-08:30	**B**	66.06	66.09	N/A	N/A
08:15-08:30	**C**	903.94	904.22	N/A	N/A
08:30-08:45	**A**	605.01	605.16	N/A	N/A
08:30-08:45	**B**	53.94	53.96	N/A	N/A
08:30-08:45	**C**	738.06	738.29	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	44.000	629.000
	B	39.000	0.000	21.000
	C	806.000	15.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.07	0.93
	B	0.65	0.00	0.35
	C	0.98	0.02	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	0.05	8.12	0.05	A	21.00	21.00	2.70	7.71	0.03	3.61	7.49
B-A	0.17	17.36	0.20	C	39.00	39.00	9.82	15.11	0.11	12.55	14.03
C-AB	0.06	3.65	0.09	A	51.67	51.67	4.41	5.12	0.05	5.44	5.07
C-A	-	-	-	-	769.33	769.33	-	-	-	-	-
A-B	-	-	-	-	44.00	44.00	-	-	-	-	-
A-C	-	-	-	-	629.00	629.00	-	-	-	-	-

(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		10.79	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4421 S		Major
B	Skimmingdish Lane		Minor
C	A4421 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	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.20	4.50	3.90	3.50		1.00	17	70

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	564.270	0.097	0.244	0.153	0.349
1	B-C	667.592	0.096	0.243	-	-

1	C-B	689.785	0.251	0.251	-	-

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	✓	990.00	100.000
B	ONE HOUR	✓	43.00	100.000
C	ONE HOUR	✓	608.00	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	889.99	890.07	N/A	N/A
17:00-17:15	B	38.66	38.66	N/A	N/A
17:00-17:15	C	546.58	546.67	N/A	N/A
17:15-17:30	A	1090.01	1090.11	N/A	N/A
17:15-17:30	B	47.34	47.34	N/A	N/A
17:15-17:30	C	669.42	669.53	N/A	N/A

17:30-17:45	**A**	1090.01	1090.11	N/A	N/A
17:30-17:45	**B**	47.34	47.34	N/A	N/A
17:30-17:45	**C**	669.42	669.53	N/A	N/A
17:45-18:00	**A**	889.99	890.07	N/A	N/A
17:45-18:00	**B**	38.66	38.66	N/A	N/A
17:45-18:00	**C**	546.58	546.67	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	117.000	873.000
	B	27.000	0.000	16.000
	C	596.000	12.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.12	0.88
	B	0.63	0.00	0.37
	C	0.98	0.02	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	0.04	9.29	0.05	A	16.00	16.00	2.31	8.67	0.03	3.06	8.35
B-A	0.14	19.74	0.16	C	27.00	27.00	7.58	16.83	0.08	9.58	15.46
C-AB	0.05	4.43	0.07	A	34.22	34.22	3.33	5.84	0.04	4.16	5.76
C-A	-	-	-	-	573.78	573.78	-	-	-	-	-
A-B	-	-	-	-	117.00	117.00	-	-	-	-	-
A-C	-	-	-	-	873.00	873.00	-	-	-	-	-

(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	

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		10.46	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4421 S		Major

B	Skimmingdish Lane		Minor
C	A4421 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	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.20	4.50	3.90	3.50		1.00	17	70

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	569.609	0.097	0.246	0.155	0.352
1	B-C	660.698	0.095	0.240	-	-
1	C-B	689.785	0.251	0.251	-	-

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	✓	758.00	100.000
B	ONE HOUR	✓	67.00	100.000
C	ONE HOUR	✓	925.00	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	681.43	681.59	N/A	N/A
07:45-08:00	B	60.23	60.26	N/A	N/A
07:45-08:00	C	831.56	831.81	N/A	N/A
08:00-08:15	A	834.57	834.78	N/A	N/A
08:00-08:15	B	73.77	73.80	N/A	N/A
08:00-08:15	C	1018.44	1018.76	N/A	N/A
08:15-08:30	A	834.57	834.78	N/A	N/A
08:15-08:30	B	73.77	73.80	N/A	N/A
08:15-08:30	C	1018.44	1018.76	N/A	N/A

08:30-08:45	**A**	681.43	681.59	N/A	N/A
08:30-08:45	**B**	60.23	60.26	N/A	N/A
08:30-08:45	**C**	831.56	831.81	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	710.000
	B	44.000	0.000	23.000
	C	909.000	16.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.06	0.94
	B	0.66	0.00	0.34
	C	0.98	0.02	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	0.034	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	0.06	8.80	0.06	A	23.00	23.00	3.16	8.25	0.04	4.20	7.96
B-A	0.23	22.21	0.29	C	44.00	44.00	13.54	18.46	0.15	16.94	16.78
C-AB	0.08	3.53	0.14	A	69.06	69.06	6.13	5.33	0.07	7.33	5.24
C-A	-	-	-	-	855.94	855.94	-	-	-	-	-
A-B	-	-	-	-	48.00	48.00	-	-	-	-	-
A-C	-	-	-	-	710.00	710.00	-	-	-	-	-

(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		13.17	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4421 S		Major
B	Skimmingdish Lane		Minor
C	A4421 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	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.20	4.50	3.90	3.50		1.00	17	70

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	563.733	0.096	0.244	0.153	0.348
1	B-C	668.285	0.096	0.243	-	-
1	C-B	689.785	0.251	0.251	-	-

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 Varies	Vehicle Mix Varies	Vehicle Mix Varies	Vehicle Mix Source	PCU Factor for a	Default Turning	Estimate from entry/exit	Turning Proportions Vary Over	Turning Proportions Vary Over	Turning Proportions Vary Over

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	✓	1127.00	100.000
B	ONE HOUR	✓	48.00	100.000
C	ONE HOUR	✓	693.00	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	1013.15	1013.24	N/A	N/A
17:00-17:15	B	43.15	43.15	N/A	N/A
17:00-17:15	C	622.99	623.10	N/A	N/A
17:15-17:30	A	1240.85	1240.96	N/A	N/A
17:15-17:30	B	52.85	52.85	N/A	N/A
17:15-17:30	C	763.01	763.14	N/A	N/A
17:30-17:45	A	1240.85	1240.96	N/A	N/A
17:30-17:45	B	52.85	52.85	N/A	N/A
17:30-17:45	C	763.01	763.14	N/A	N/A
17:45-18:00	A	1013.15	1013.24	N/A	N/A
17:45-18:00	B	43.15	43.15	N/A	N/A
17:45-18:00	C	622.99	623.10	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	130.000	997.000
	B	30.000	0.000	18.000
	C	680.000	13.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.12	0.88
	B	0.63	0.00	0.38
	C	0.98	0.02	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	0.05	10.46	0.06	B	18.00	18.00	2.87	9.58	0.03	3.77	9.12
B-A	0.20	27.76	0.25	D	30.00	30.00	11.07	22.13	0.12	13.59	19.75
C-AB	0.06	4.33	0.10	A	44.07	44.07	4.46	6.07	0.05	5.46	5.95
C-A	-	-	-	-	648.93	648.93	-	-	-	-	-
A-B	-	-	-	-	130.00	130.00	-	-	-	-	-
A-C	-	-	-	-	997.00	997.00	-	-	-	-	-

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 15:49:21

File summary

File Description

Title	jUNCTION 09
Location	A4421 / Skimmingdish Lane
Site Number	
Date	10/06/2013
Version	
Status	TA
Identifier	
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) - 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		7.50	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4421 S		Major
B	Skimmingdish Lane		Minor
C	A4421 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	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.20	4.50	3.90	3.50		1.00	17	70

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	511.964	0.088	0.221	0.139	0.316
1	B-C	735.131	0.106	0.267	-	-
1	C-B	689.785	0.251	0.251	-	-

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	✓	677.00	100.000
B	ONE HOUR	✓	113.00	100.000
C	ONE HOUR	✓	855.00	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	608.61	609.04	N/A	N/A
07:45-08:00	B	101.58	101.70	N/A	N/A

07:45-08:00	**C**	768.63	769.02	N/A	N/A
08:00-08:15	**A**	745.39	745.91	N/A	N/A
08:00-08:15	**B**	124.42	124.55	N/A	N/A
08:00-08:15	**C**	941.37	941.86	N/A	N/A
08:15-08:30	**A**	745.39	745.91	N/A	N/A
08:15-08:30	**B**	124.42	124.55	N/A	N/A
08:15-08:30	**C**	941.37	941.86	N/A	N/A
08:30-08:45	**A**	608.61	609.04	N/A	N/A
08:30-08:45	**B**	101.58	101.70	N/A	N/A
08:30-08:45	**C**	768.63	769.02	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	44.000	633.000
	B	39.000	0.000	74.000
	C	753.000	102.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.06	0.94
	B	0.35	0.00	0.65
	C	0.88	0.12	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	1.002
	C	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.075
	B	0.000	0.000	0.169
	C	0.045	0.098	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	8.46	0.19	A	74.00	74.00	9.70	7.86	0.11	12.83	7.56
B-A	0.21	22.87	0.27	C	39.00	39.00	12.49	19.21	0.14	15.73	17.58
C-AB	0.42	5.66	1.61	A	364.18	364.18	72.51	11.95	0.81	87.56	11.46
C-A	-	-	-	-	490.82	490.82	-	-	-	-	-
A-B	-	-	-	-	44.00	44.00	-	-	-	-	-
A-C	-	-	-	-	633.00	633.00	-	-	-	-	-

(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		22.88	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type

A	A4421 S		Major
B	Skimmingdish Lane		Minor
C	A4421 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	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.20	4.50	3.90	3.50		1.00	17	70

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	583.683	0.100	0.252	0.159	0.360
1	B-C	642.525	0.092	0.234	-	-
1	C-B	689.785	0.251	0.251	-	-

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	✓	627.00	100.000
B	ONE HOUR	✓	221.00	100.000
C	ONE HOUR	✓	967.00	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	563.66	563.87	N/A	N/A
17:00-17:15	B	198.67	198.69	N/A	N/A
17:00-17:15	C	869.31	869.33	N/A	N/A
17:15-17:30	A	690.34	690.60	N/A	N/A
17:15-17:30	B	243.33	243.34	N/A	N/A
17:15-17:30	C	1064.69	1064.71	N/A	N/A
17:30-17:45	A	690.34	690.60	N/A	N/A
17:30-17:45	B	243.33	243.34	N/A	N/A
17:30-17:45	C	1064.69	1064.71	N/A	N/A

17:45-18:00	**A**	563.66	563.87	N/A	N/A
17:45-18:00	**B**	198.67	198.69	N/A	N/A
17:45-18:00	**C**	869.31	869.33	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	122.000	505.000
	B	162.000	0.000	59.000
	C	829.000	138.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.19	0.81
	B	0.73	0.00	0.27
	C	0.86	0.14	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	0.000	0.046
	B	0.000	0.000	0.024
	C	0.002	0.004	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	0.34	28.09	0.49	D	59.00	59.00	17.27	17.57	0.19	20.37	15.05
B-A	0.80	72.35	3.31	F	162.00	162.00	114.19	42.29	1.27	130.93	35.23
C-AB	0.60	7.91	3.21	A	555.78	555.78	135.70	14.65	1.51	158.28	13.71
C-A	-	-	-	-	411.22	411.22	-	-	-	-	-
A-B	-	-	-	-	122.00	122.00	-	-	-	-	-
A-C	-	-	-	-	505.00	505.00	-	-	-	-	-

(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		7.65	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4421 S		Major
B	Skimmingdish Lane		Minor
C	A4421 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

	carriageway (m)	reserve	(m)	turn bay	(m)	Right Turn (m)		Queue (PCU)
C	7.40		0.00		2.20	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	6.20	4.50	3.90	3.50		1.00	17	70

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	508.247	0.087	0.220	0.138	0.314
1	B-C	739.931	0.107	0.269	-	-
1	C-B	689.785	0.251	0.251	-	-

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	✓	687.00	100.000
B	ONE HOUR	✓	120.00	100.000
C	ONE HOUR	✓	858.00	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	617.60	618.03	N/A	N/A
07:45-08:00	B	107.88	108.00	N/A	N/A
07:45-08:00	C	771.32	771.72	N/A	N/A
08:00-08:15	A	756.40	756.92	N/A	N/A
08:00-08:15	B	132.12	132.27	N/A	N/A
08:00-08:15	C	944.68	945.16	N/A	N/A
08:15-08:30	A	756.40	756.92	N/A	N/A
08:15-08:30	B	132.12	132.27	N/A	N/A
08:15-08:30	C	944.68	945.16	N/A	N/A
08:30-08:45	A	617.60	618.03	N/A	N/A
08:30-08:45	B	107.88	108.00	N/A	N/A
08:30-08:45	C	771.32	771.72	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	54.000	633.000
	B	39.000	0.000	81.000
	C	753.000	105.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.33	0.00	0.68
	C	0.88	0.12	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	1.002
	C	1.000	1.001	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.075
	B	0.000	0.000	0.169
	C	0.045	0.098	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	8.59	0.21	A	81.00	81.00	10.74	7.96	0.12	14.19	7.63
B-A	0.22	23.43	0.27	C	39.00	39.00	12.75	19.61	0.14	16.03	17.92
C-AB	0.43	5.81	1.70	A	376.35	376.35	76.26	12.16	0.85	91.86	11.64
C-A	-	-	-	-	481.64	481.64	-	-	-	-	-
A-B	-	-	-	-	54.00	54.00	-	-	-	-	-
A-C	-	-	-	-	633.00	633.00	-	-	-	-	-

(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

							(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		25.88	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A4421 S		Major
B	Skimmingdish Lane		Minor
C	A4421 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	200.00	✓	0.00

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

Minor Arm Geometry

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

B	One lane plus flare				10.00	6.20	4.50	3.90	3.50		1.00	17	70

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	580.687	0.099	0.251	0.158	0.359
1	B-C	646.393	0.093	0.235	-	-
1	C-B	689.785	0.251	0.251	-	-

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	✓	652.00	100.000
B	ONE HOUR	✓	226.00	100.000
C	ONE HOUR	✓	974.00	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**	586.13	586.34	N/A	N/A
17:00-17:15	**B**	203.17	203.18	N/A	N/A
17:00-17:15	**C**	875.61	875.63	N/A	N/A
17:15-17:30	**A**	717.87	718.12	N/A	N/A
17:15-17:30	**B**	248.83	248.85	N/A	N/A
17:15-17:30	**C**	1072.39	1072.42	N/A	N/A
17:30-17:45	**A**	717.87	718.12	N/A	N/A
17:30-17:45	**B**	248.83	248.85	N/A	N/A
17:30-17:45	**C**	1072.39	1072.42	N/A	N/A
17:45-18:00	**A**	586.13	586.34	N/A	N/A
17:45-18:00	**B**	203.17	203.18	N/A	N/A
17:45-18:00	**C**	875.61	875.63	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	147.000	505.000
	B	162.000	0.000	64.000

	C	829.000	145.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.23	0.77
	B	0.72	0.00	0.28
	C	0.85	0.15	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	0.000	0.046
	B	0.000	0.000	0.024
	C	0.002	0.004	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	0.42	36.82	0.69	E	64.00	64.00	21.90	20.53	0.24	25.29	17.23

B-A	0.83	83.54	3.80	F	162.00	162.00	125.95	46.65	1.40	143.15	38.52
C-AB	0.64	8.88	3.76	A	590.34	590.34	155.80	15.83	1.73	180.12	14.70
C-A	-	-	-	-	383.65	383.65	-	-	-	-	-
A-B	-	-	-	-	147.00	147.00	-	-	-	-	-
A-C	-	-	-	-	505.00	505.00	-	-	-	-	-

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 09:58:59

File summary

File Description

Title	Junction 10
Location	Fringford Road / Site Access
Site Number	
Date	11/06/2013
Version	
Status	TA
Identifier	J10
Client	
Jobnumber	
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	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		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Site Access		Minor
C	(untitled)	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	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.55										70	105

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	Slope for	Slope for	Slope for

			A-B	A-C	C-A	C-B
1	B-A	527.959	0.096	0.243	0.153	0.347
1	B-C	658.949	0.101	0.255	-	-
1	C-B	718.741	0.278	0.278	-	-

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	✓	81.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	246.00	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**	72.82	72.83	N/A	N/A
07:45-08:00	**B**	0.00	0.00	N/A	N/A
07:45-08:00	**C**	221.15	221.22	N/A	N/A

08:00-08:15	**A**	89.18	89.20	N/A	N/A
08:00-08:15	**B**	0.00	0.00	N/A	N/A
08:00-08:15	**C**	270.85	270.94	N/A	N/A
08:15-08:30	**A**	89.18	89.20	N/A	N/A
08:15-08:30	**B**	0.00	0.00	N/A	N/A
08:15-08:30	**C**	270.85	270.94	N/A	N/A
08:30-08:45	**A**	72.82	72.83	N/A	N/A
08:30-08:45	**B**	0.00	0.00	N/A	N/A
08:30-08:45	**C**	221.15	221.22	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	0.000	81.000
	B	0.000	0.000	0.000
	C	246.000	0.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.00	1.00
	B	0.33	0.33	0.33
	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	0.034	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-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	246.00	246.00	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	81.00	81.00	-	-	-	-	-

(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		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major

B	Site Access		Minor
C	(untitled)	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	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.55										70	105

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527.959	0.096	0.243	0.153	0.347
1	B-C	658.949	0.101	0.255	-	-
1	C-B	718.741	0.278	0.278	-	-

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	✓	209.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	118.00	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	187.89	187.90	N/A	N/A
17:00-17:15	B	0.00	0.00	N/A	N/A
17:00-17:15	C	106.08	106.10	N/A	N/A
17:15-17:30	A	230.11	230.13	N/A	N/A
17:15-17:30	B	0.00	0.00	N/A	N/A
17:15-17:30	C	129.92	129.94	N/A	N/A
17:30-17:45	A	230.11	230.13	N/A	N/A
17:30-17:45	B	0.00	0.00	N/A	N/A
17:30-17:45	C	129.92	129.94	N/A	N/A
17:45-18:00	A	187.89	187.90	N/A	N/A
17:45-18:00	B	0.00	0.00	N/A	N/A

17:45-18:00	**C**	106.08	106.10	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	0.000	209.000
	B	0.000	0.000	0.000
	C	118.000	0.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.00	1.00
	B	0.33	0.33	0.33
	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	0.029	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-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	118.00	118.00	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	209.00	209.00	-	-	-	-	-

(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
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Na	Scena	Tim	Descript	Traff	Model	Model	Mod	Time	Resu	Single	Lock	Run	Use	Relation

me	rio Name	e Period Name	ion	ic Profile Type	Start Time (HH:mm)	Finish Time (HH:mm)	el Time Period Length (min)	Segment Length (min)	Its For Central Hour Only	Time Segment Only	ed	Automatically	Relationship	ship
Base 2016, AM	Base 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		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Site Access		Minor
C	(untitled)	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	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm	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

	Type	(m)	(m)	(m)	way (m)	(m)	(m)	(m)	(m)	Length	(PCU)	(m)	(m)
B	One lane	2.55										70	105

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527.959	0.096	0.243	0.153	0.347
1	B-C	658.949	0.101	0.255	-	-
1	C-B	718.741	0.278	0.278	-	-

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	✓	84.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	254.00	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**	75.51	75.53	N/A	N/A
07:45-08:00	**B**	0.00	0.00	N/A	N/A
07:45-08:00	**C**	228.34	228.41	N/A	N/A
08:00-08:15	**A**	92.49	92.51	N/A	N/A
08:00-08:15	**B**	0.00	0.00	N/A	N/A
08:00-08:15	**C**	279.66	279.75	N/A	N/A
08:15-08:30	**A**	92.49	92.51	N/A	N/A
08:15-08:30	**B**	0.00	0.00	N/A	N/A
08:15-08:30	**C**	279.66	279.75	N/A	N/A
08:30-08:45	**A**	75.51	75.53	N/A	N/A
08:30-08:45	**B**	0.00	0.00	N/A	N/A
08:30-08:45	**C**	228.34	228.41	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	0.000	84.000
	B	0.000	0.000	0.000

	C	254.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	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	0.034	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-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00

C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	254.00	254.00	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	84.00	84.00	-	-	-	-	-

(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
Base 2016, PM	Base 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		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Site Access		Minor
C	(untitled)	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	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.55										70	105

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527.959	0.096	0.243	0.153	0.347
1	B-C	658.949	0.101	0.255	-	-
1	C-B	718.741	0.278	0.278	-	-

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	✓	216.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	122.00	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	194.18	194.19	N/A	N/A

17:00-17:15	**B**	0.00	0.00	N/A	N/A
17:00-17:15	**C**	109.68	109.69	N/A	N/A
17:15-17:30	**A**	237.82	237.83	N/A	N/A
17:15-17:30	**B**	0.00	0.00	N/A	N/A
17:15-17:30	**C**	134.32	134.35	N/A	N/A
17:30-17:45	**A**	237.82	237.83	N/A	N/A
17:30-17:45	**B**	0.00	0.00	N/A	N/A
17:30-17:45	**C**	134.32	134.35	N/A	N/A
17:45-18:00	**A**	194.18	194.19	N/A	N/A
17:45-18:00	**B**	0.00	0.00	N/A	N/A
17:45-18:00	**C**	109.68	109.69	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	0.000	216.000
	B	0.000	0.000	0.000
	C	122.000	0.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.00	1.00
	B	0.33	0.33	0.33
	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	0.029	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-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	122.00	122.00	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	216.00	216.00	-	-	-	-	-

(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
(untitled)	T-Junction	Two-way	A,B,C		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type

A	Fringford Road S		Major
B	Site Access		Minor
C	(untitled)	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	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.55										70	105

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527.959	0.096	0.243	0.153	0.347
1	B-C	658.949	0.101	0.255	-	-
1	C-B	718.741	0.278	0.278	-	-

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	✓	90.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	273.00	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	80.91	80.93	N/A	N/A
07:45-08:00	B	0.00	0.00	N/A	N/A
07:45-08:00	C	245.42	245.50	N/A	N/A
08:00-08:15	A	99.09	99.12	N/A	N/A
08:00-08:15	B	0.00	0.00	N/A	N/A
08:00-08:15	C	300.58	300.67	N/A	N/A
08:15-08:30	A	99.09	99.12	N/A	N/A
08:15-08:30	B	0.00	0.00	N/A	N/A
08:15-08:30	C	300.58	300.67	N/A	N/A

08:30-08:45	**A**	80.91	80.93	N/A	N/A
08:30-08:45	**B**	0.00	0.00	N/A	N/A
08:30-08:45	**C**	245.42	245.50	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	0.000	90.000
	B	0.000	0.000	0.000
	C	273.000	0.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.00	1.00
	B	0.33	0.33	0.33
	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	0.034	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-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	273.00	273.00	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	90.00	90.00	-	-	-	-	-

(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		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Site Access		Minor
C	(untitled)	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	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.55										70	105

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527.959	0.096	0.243	0.153	0.347
1	B-C	658.949	0.101	0.255	-	-
1	C-B	718.741	0.278	0.278	-	-

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	✓	0.00	100.000
C	ONE HOUR	✓	133.00	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	212.16	212.17	N/A	N/A
17:00-17:15	B	0.00	0.00	N/A	N/A
17:00-17:15	C	119.56	119.58	N/A	N/A
17:15-17:30	A	259.84	259.86	N/A	N/A
17:15-17:30	B	0.00	0.00	N/A	N/A
17:15-17:30	C	146.44	146.46	N/A	N/A
17:30-17:45	A	259.84	259.86	N/A	N/A
17:30-17:45	B	0.00	0.00	N/A	N/A
17:30-17:45	C	146.44	146.46	N/A	N/A
17:45-18:00	A	212.16	212.17	N/A	N/A
17:45-18:00	B	0.00	0.00	N/A	N/A
17:45-18:00	C	119.56	119.58	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	0.000	236.000

	B	0.000	0.000	0.000
	C	133.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	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	0.029	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-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	133.00	133.00	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	236.00	236.00	-	-	-	-	-

(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 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 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		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Site Access		Minor
C	(untitled)	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	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.55										70	105

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None

C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527.959	0.096	0.243	0.153	0.347
1	B-C	658.949	0.101	0.255	-	-
1	C-B	718.741	0.278	0.278	-	-

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	✓	95.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	288.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time	Arm	Direct Demand Entry	DirectDemandEntryFlowInPCU	Direct Demand Exit	Direct Demand

Segment		Flow (Veh/hr)	(PCU/hr)	Flow (Veh/hr)	Pedestrian Flow (Ped/hr)
07:45-08:00	A	85.40	85.42	N/A	N/A
07:45-08:00	B	0.00	0.00	N/A	N/A
07:45-08:00	C	258.91	258.99	N/A	N/A
08:00-08:15	A	104.60	104.62	N/A	N/A
08:00-08:15	B	0.00	0.00	N/A	N/A
08:00-08:15	C	317.09	317.19	N/A	N/A
08:15-08:30	A	104.60	104.62	N/A	N/A
08:15-08:30	B	0.00	0.00	N/A	N/A
08:15-08:30	C	317.09	317.19	N/A	N/A
08:30-08:45	A	85.40	85.42	N/A	N/A
08:30-08:45	B	0.00	0.00	N/A	N/A
08:30-08:45	C	258.91	258.99	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	0.000	95.000
	B	0.000	0.000	0.000
	C	288.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	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	0.034	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-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	288.00	288.00	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	95.00	95.00	-	-	-	-	-

(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 (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	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Site Access		Minor
C	(untitled)	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	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.55										70	105

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527.959	0.096	0.243	0.153	0.347
1	B-C	658.949	0.101	0.255	-	-
1	C-B	718.741	0.278	0.278	-	-

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	✓	242.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	137.00	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	217.55	217.57	N/A	N/A
17:00-17:15	B	0.00	0.00	N/A	N/A
17:00-17:15	C	123.16	123.18	N/A	N/A
17:15-17:30	A	266.45	266.46	N/A	N/A
17:15-17:30	B	0.00	0.00	N/A	N/A
17:15-17:30	C	150.84	150.87	N/A	N/A
17:30-17:45	A	266.45	266.46	N/A	N/A

17:30-17:45	**B**	0.00	0.00	N/A	N/A
17:30-17:45	**C**	150.84	150.87	N/A	N/A
17:45-18:00	**A**	217.55	217.57	N/A	N/A
17:45-18:00	**B**	0.00	0.00	N/A	N/A
17:45-18:00	**C**	123.16	123.18	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	0.000	242.000
	B	0.000	0.000	0.000
	C	137.000	0.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.00	1.00
	B	0.33	0.33	0.33
	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	0.029	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-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	137.00	137.00	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	242.00	242.00	-	-	-	-	-

(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	Description	Include In	Use Specific	Specific Demand	Locked	Network Flow	Network Capacity	Reason For

	Model		Report	Demand Set(s)	Set(s)		Scaling Factor (%)	Scaling Factor (%)	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		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Site Access		Minor
C	(untitled)	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	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.55										70	105

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527.959	0.096	0.243	0.153	0.347
1	B-C	658.949	0.101	0.255	-	-
1	C-B	718.741	0.278	0.278	-	-

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

	Time	Turn	Entry		(PCU)					
		✓	✓	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	✓	107.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	325.00	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	96.19	96.21	N/A	N/A
07:45-08:00	B	0.00	0.00	N/A	N/A
07:45-08:00	C	292.17	292.26	N/A	N/A
08:00-08:15	A	117.81	117.84	N/A	N/A
08:00-08:15	B	0.00	0.00	N/A	N/A
08:00-08:15	C	357.83	357.94	N/A	N/A
08:15-08:30	A	117.81	117.84	N/A	N/A
08:15-08:30	B	0.00	0.00	N/A	N/A
08:15-08:30	C	357.83	357.94	N/A	N/A
08:30-08:45	A	96.19	96.21	N/A	N/A
08:30-08:45	B	0.00	0.00	N/A	N/A
08:30-08:45	C	292.17	292.26	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	0.000	107.000
	B	0.000	0.000	0.000
	C	325.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	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	0.034	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-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	325.00	325.00	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	107.00	107.00	-	-	-	-	-

(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 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

		e		e			th (min)	(min)	Only					
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		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Site Access		Minor
C	(untitled)	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	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

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

B	One lane	2.55										70	105

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527.959	0.096	0.243	0.153	0.347
1	B-C	658.949	0.101	0.255	-	-
1	C-B	718.741	0.278	0.278	-	-

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	✓	276.00	100.000

B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	156.00	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**	248.12	248.13	N/A	N/A
17:00-17:15	**B**	0.00	0.00	N/A	N/A
17:00-17:15	**C**	140.24	140.26	N/A	N/A
17:15-17:30	**A**	303.88	303.90	N/A	N/A
17:15-17:30	**B**	0.00	0.00	N/A	N/A
17:15-17:30	**C**	171.76	171.79	N/A	N/A
17:30-17:45	**A**	303.88	303.90	N/A	N/A
17:30-17:45	**B**	0.00	0.00	N/A	N/A
17:30-17:45	**C**	171.76	171.79	N/A	N/A
17:45-18:00	**A**	248.12	248.13	N/A	N/A
17:45-18:00	**B**	0.00	0.00	N/A	N/A
17:45-18:00	**C**	140.24	140.26	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	0.000	276.000
	B	0.000	0.000	0.000
	C	156.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	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	0.029	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-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00

C-A	-	-	-	-	156.00	156.00	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	276.00	276.00	-	-	-	-	-

(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		9.12	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Site Access		Minor
C	(untitled)	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	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.55										70	105

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527.959	0.096	0.243	0.153	0.347
1	B-C	658.949	0.101	0.255	-	-
1	C-B	718.741	0.278	0.278	-	-

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	✓	112.00	100.000
B	ONE HOUR	✓	66.00	100.000
C	ONE HOUR	✓	255.00	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	100.69	100.71	N/A	N/A

07:45-08:00	**B**	59.33	59.36	N/A	N/A
07:45-08:00	**C**	229.24	229.31	N/A	N/A
08:00-08:15	**A**	123.31	123.35	N/A	N/A
08:00-08:15	**B**	72.67	72.71	N/A	N/A
08:00-08:15	**C**	280.76	280.85	N/A	N/A
08:15-08:30	**A**	123.31	123.35	N/A	N/A
08:15-08:30	**B**	72.67	72.71	N/A	N/A
08:15-08:30	**C**	280.76	280.85	N/A	N/A
08:30-08:45	**A**	100.69	100.71	N/A	N/A
08:30-08:45	**B**	59.33	59.36	N/A	N/A
08:30-08:45	**C**	229.24	229.31	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	28.000	84.000
	B	64.000	0.000	2.000
	C	254.000	1.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.25	0.75
	B	0.97	0.00	0.03
	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	0.034	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-AC	0.16	9.22	0.19	A	66.00	66.00	9.75	8.86	0.11	13.15	8.69
C-AB	0.00	4.35	0.00	A	1.40	1.40	0.10	4.34	0.00	0.14	4.37
C-A	-	-	-	-	253.60	253.60	-	-	-	-	-
A-B	-	-	-	-	28.00	28.00	-	-	-	-	-
A-C	-	-	-	-	84.00	84.00	-	-	-	-	-

(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		8.95	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Site Access		Minor
C	(untitled)	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	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.55										70	105

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527.959	0.096	0.243	0.153	0.347
1	B-C	658.949	0.101	0.255	-	-
1	C-B	718.741	0.278	0.278	-	-

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	✓	285.00	100.000
B	ONE HOUR	✓	46.00	100.000
C	ONE HOUR	✓	124.00	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	256.21	256.24	N/A	N/A
17:00-17:15	B	41.35	41.35	N/A	N/A
17:00-17:15	C	111.47	111.49	N/A	N/A
17:15-17:30	A	313.79	313.83	N/A	N/A
17:15-17:30	B	50.65	50.65	N/A	N/A
17:15-17:30	C	136.53	136.55	N/A	N/A
17:30-17:45	A	313.79	313.83	N/A	N/A
17:30-17:45	B	50.65	50.65	N/A	N/A
17:30-17:45	C	136.53	136.55	N/A	N/A

17:45-18:00	**A**	256.21	256.24	N/A	N/A
17:45-18:00	**B**	41.35	41.35	N/A	N/A
17:45-18:00	**C**	111.47	111.49	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	69.000	216.000
	B	45.000	0.000	1.000
	C	122.000	2.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.24	0.76
	B	0.98	0.00	0.02
	C	0.98	0.02	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-AC	0.11	9.15	0.13	A	46.00	46.00	6.75	8.80	0.08	9.11	8.64
C-AB	0.00	5.03	0.00	A	2.40	2.40	0.21	5.18	0.00	0.28	5.17
C-A	-	-	-	-	121.60	121.60	-	-	-	-	-
A-B	-	-	-	-	69.00	69.00	-	-	-	-	-
A-C	-	-	-	-	216.00	216.00	-	-	-	-	-

(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 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		9.23	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Site Access		Minor
C	(untitled)	Fringford Road S	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central	Width of kerbed central reserve	Has right turn bay	Width For Right Turn	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)

		reserve	(m)		(m)			
C	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.55										70	105

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527.959	0.096	0.243	0.153	0.347
1	B-C	658.949	0.101	0.255	-	-
1	C-B	718.741	0.278	0.278	-	-

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	✓	66.00	100.000
C	ONE HOUR	✓	274.00	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	106.08	106.11	N/A	N/A
07:45-08:00	B	59.33	59.36	N/A	N/A
07:45-08:00	C	246.32	246.40	N/A	N/A
08:00-08:15	A	129.92	129.95	N/A	N/A
08:00-08:15	B	72.67	72.71	N/A	N/A
08:00-08:15	C	301.68	301.77	N/A	N/A
08:15-08:30	A	129.92	129.95	N/A	N/A
08:15-08:30	B	72.67	72.71	N/A	N/A
08:15-08:30	C	301.68	301.77	N/A	N/A
08:30-08:45	A	106.08	106.11	N/A	N/A
08:30-08:45	B	59.33	59.36	N/A	N/A
08:30-08:45	C	246.32	246.40	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	28.000	90.000
	B	64.000	0.000	2.000
	C	273.000	1.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.24	0.76
	B	0.97	0.00	0.03
	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	0.034	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-AC	0.16	9.34	0.19	A	66.00	66.00	9.85	8.96	0.11	13.28	8.77
C-AB	0.00	4.30	0.00	A	1.44	1.44	0.10	4.29	0.00	0.14	4.33
C-A	-	-	-	-	272.56	272.56	-	-	-	-	-
A-B	-	-	-	-	28.00	28.00	-	-	-	-	-
A-C	-	-	-	-	90.00	90.00	-	-	-	-	-

(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 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		9.11	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Site Access		Minor
C	(untitled)	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	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

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

B	One lane	2.55										70	105

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527.959	0.096	0.243	0.153	0.347
1	B-C	658.949	0.101	0.255	-	-
1	C-B	718.741	0.278	0.278	-	-

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	✓	305.00	100.000

B	ONE HOUR	✓	46.00	100.000
C	ONE HOUR	✓	135.00	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**	274.19	274.22	N/A	N/A
17:00-17:15	**B**	41.35	41.35	N/A	N/A
17:00-17:15	**C**	121.36	121.38	N/A	N/A
17:15-17:30	**A**	335.81	335.85	N/A	N/A
17:15-17:30	**B**	50.65	50.65	N/A	N/A
17:15-17:30	**C**	148.64	148.66	N/A	N/A
17:30-17:45	**A**	335.81	335.85	N/A	N/A
17:30-17:45	**B**	50.65	50.65	N/A	N/A
17:30-17:45	**C**	148.64	148.66	N/A	N/A
17:45-18:00	**A**	274.19	274.22	N/A	N/A
17:45-18:00	**B**	41.35	41.35	N/A	N/A
17:45-18:00	**C**	121.36	121.38	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	69.000	236.000
	B	45.000	0.000	1.000
	C	133.000	2.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.23	0.77
	B	0.98	0.00	0.02
	C	0.99	0.01	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-AC	0.12	9.32	0.13	A	46.00	46.00	6.86	8.95	0.08	9.25	8.77
C-AB	0.00	5.02	0.00	A	2.45	2.45	0.21	5.17	0.00	0.29	5.16

C-A	-	-	-	-	132.55	132.55	-	-	-	-	-
A-B	-	-	-	-	69.00	69.00	-	-	-	-	-
A-C	-	-	-	-	236.00	236.00	-	-	-	-	-

(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
(untitled)	T-Junction	Two-way	A,B,C		9.32	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Site Access		Minor
C	(untitled)	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	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.55										70	105

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527.959	0.096	0.243	0.153	0.347
1	B-C	658.949	0.101	0.255	-	-
1	C-B	718.741	0.278	0.278	-	-

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	✓	123.00	100.000
B	ONE HOUR	✓	66.00	100.000
C	ONE HOUR	✓	289.00	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	110.57	110.60	N/A	N/A

07:45-08:00	**B**	59.33	59.36	N/A	N/A
07:45-08:00	**C**	259.81	259.89	N/A	N/A
08:00-08:15	**A**	135.43	135.46	N/A	N/A
08:00-08:15	**B**	72.67	72.71	N/A	N/A
08:00-08:15	**C**	318.19	318.29	N/A	N/A
08:15-08:30	**A**	135.43	135.46	N/A	N/A
08:15-08:30	**B**	72.67	72.71	N/A	N/A
08:15-08:30	**C**	318.19	318.29	N/A	N/A
08:30-08:45	**A**	110.57	110.60	N/A	N/A
08:30-08:45	**B**	59.33	59.36	N/A	N/A
08:30-08:45	**C**	259.81	259.89	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	28.000	95.000
	B	64.000	0.000	2.000
	C	288.000	1.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.23	0.77
	B	0.97	0.00	0.03
	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	0.034	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-AC	0.16	9.43	0.19	A	66.00	66.00	9.94	9.04	0.11	13.39	8.85
C-AB	0.00	4.27	0.00	A	1.46	1.46	0.10	4.25	0.00	0.14	4.29
C-A	-	-	-	-	287.54	287.54	-	-	-	-	-
A-B	-	-	-	-	28.00	28.00	-	-	-	-	-
A-C	-	-	-	-	95.00	95.00	-	-	-	-	-

(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		9.16	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Site Access		Minor
C	(untitled)	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	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.55										70	105

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527.959	0.096	0.243	0.153	0.347
1	B-C	658.949	0.101	0.255	-	-
1	C-B	718.741	0.278	0.278	-	-

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	✓	311.00	100.000
B	ONE HOUR	✓	46.00	100.000
C	ONE HOUR	✓	139.00	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	279.58	279.61	N/A	N/A
17:00-17:15	B	41.35	41.35	N/A	N/A
17:00-17:15	C	124.96	124.98	N/A	N/A
17:15-17:30	A	342.42	342.46	N/A	N/A
17:15-17:30	B	50.65	50.65	N/A	N/A
17:15-17:30	C	153.04	153.07	N/A	N/A
17:30-17:45	A	342.42	342.46	N/A	N/A
17:30-17:45	B	50.65	50.65	N/A	N/A
17:30-17:45	C	153.04	153.07	N/A	N/A

17:45-18:00	**A**	279.58	279.61	N/A	N/A
17:45-18:00	**B**	41.35	41.35	N/A	N/A
17:45-18:00	**C**	124.96	124.98	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	69.000	242.000
	B	45.000	0.000	1.000
	C	137.000	2.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.22	0.78
	B	0.98	0.00	0.02
	C	0.99	0.01	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-AC	0.12	9.38	0.13	A	46.00	46.00	6.90	9.00	0.08	9.30	8.81
C-AB	0.00	5.02	0.00	A	2.46	2.46	0.21	5.17	0.00	0.29	5.15
C-A	-	-	-	-	136.54	136.54	-	-	-	-	-
A-B	-	-	-	-	69.00	69.00	-	-	-	-	-
A-C	-	-	-	-	242.00	242.00	-	-	-	-	-

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

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D17 - 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 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		9.54	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Site Access		Minor
C	(untitled)	Fringford Road S	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central	Width of kerbed central reserve	Has right turn bay	Width For Right Turn	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)

		reserve	(m)		(m)			
C	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.55										70	105

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527.959	0.096	0.243	0.153	0.347
1	B-C	658.949	0.101	0.255	-	-
1	C-B	718.741	0.278	0.278	-	-

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	✓	135.00	100.000
B	ONE HOUR	✓	66.00	100.000
C	ONE HOUR	✓	326.00	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	121.36	121.39	N/A	N/A
07:45-08:00	B	59.33	59.36	N/A	N/A
07:45-08:00	C	293.07	293.16	N/A	N/A
08:00-08:15	A	148.64	148.68	N/A	N/A
08:00-08:15	B	72.67	72.71	N/A	N/A
08:00-08:15	C	358.93	359.04	N/A	N/A
08:15-08:30	A	148.64	148.68	N/A	N/A
08:15-08:30	B	72.67	72.71	N/A	N/A
08:15-08:30	C	358.93	359.04	N/A	N/A
08:30-08:45	A	121.36	121.39	N/A	N/A
08:30-08:45	B	59.33	59.36	N/A	N/A
08:30-08:45	C	293.07	293.16	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	28.000	107.000
	B	64.000	0.000	2.000
	C	325.000	1.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.21	0.79
	B	0.97	0.00	0.03
	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	0.034	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-AC	0.16	9.67	0.19	A	66.00	66.00	10.16	9.24	0.11	13.67	9.03
C-AB	0.00	4.18	0.00	A	1.53	1.53	0.11	4.16	0.00	0.14	4.21
C-A	-	-	-	-	324.47	324.47	-	-	-	-	-
A-B	-	-	-	-	28.00	28.00	-	-	-	-	-
A-C	-	-	-	-	107.00	107.00	-	-	-	-	-

(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 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, 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		9.44	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Site Access		Minor
C	(untitled)	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	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

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

B	One lane	2.55										70	105

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527.959	0.096	0.243	0.153	0.347
1	B-C	658.949	0.101	0.255	-	-
1	C-B	718.741	0.278	0.278	-	-

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	✓	345.00	100.000

B	ONE HOUR	✓	46.00	100.000
C	ONE HOUR	✓	158.00	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**	310.15	310.18	N/A	N/A
17:00-17:15	**B**	41.35	41.35	N/A	N/A
17:00-17:15	**C**	142.04	142.06	N/A	N/A
17:15-17:30	**A**	379.85	379.89	N/A	N/A
17:15-17:30	**B**	50.65	50.65	N/A	N/A
17:15-17:30	**C**	173.96	173.99	N/A	N/A
17:30-17:45	**A**	379.85	379.89	N/A	N/A
17:30-17:45	**B**	50.65	50.65	N/A	N/A
17:30-17:45	**C**	173.96	173.99	N/A	N/A
17:45-18:00	**A**	310.15	310.18	N/A	N/A
17:45-18:00	**B**	41.35	41.35	N/A	N/A
17:45-18:00	**C**	142.04	142.06	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	69.000	276.000
	B	45.000	0.000	1.000
	C	156.000	2.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.20	0.80
	B	0.98	0.00	0.02
	C	0.99	0.01	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-AC	0.12	9.69	0.14	A	46.00	46.00	7.10	9.26	0.08	9.55	9.05
C-AB	0.00	5.00	0.00	A	2.54	2.54	0.22	5.15	0.00	0.29	5.13

C-A	-	-	-	-	155.46	155.46	-	-	-	-	-
A-B	-	-	-	-	69.00	69.00	-	-	-	-	-
A-C	-	-	-	-	276.00	276.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.1.305 [25 May 2012]

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: (new file)
Path:
Report generation date: 05/07/2013 15:51:42

File summary

File Description

Title	Junction 10
Location	Fringford Road / Site Access
Site Number	
Date	11/06/2013
Version	
Status	TA
Identifier	J10
Client	
Jobnumber	
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) - 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		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Site Access		Minor
C	(untitled)	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	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.55										70	105

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	Slope for	Slope for	Slope for

			A-B	A-C	C-A	C-B
1	B-A	527.959	0.096	0.243	0.153	0.347
1	B-C	658.949	0.101	0.255	-	-
1	C-B	718.741	0.278	0.278	-	-

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	✓	73.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	19.00	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**	65.63	65.65	N/A	N/A
07:45-08:00	**B**	0.00	0.00	N/A	N/A
07:45-08:00	**C**	17.08	17.13	N/A	N/A

08:00-08:15	**A**	80.37	80.41	N/A	N/A
08:00-08:15	**B**	0.00	0.00	N/A	N/A
08:00-08:15	**C**	20.92	20.98	N/A	N/A
08:15-08:30	**A**	80.37	80.41	N/A	N/A
08:15-08:30	**B**	0.00	0.00	N/A	N/A
08:15-08:30	**C**	20.92	20.98	N/A	N/A
08:30-08:45	**A**	65.63	65.65	N/A	N/A
08:30-08:45	**B**	0.00	0.00	N/A	N/A
08:30-08:45	**C**	17.08	17.13	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	0.000	73.000
	B	0.000	0.000	0.000
	C	19.000	0.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.00	1.00
	B	0.33	0.33	0.33
	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	1.003	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.043
	B	0.000	0.000	0.000
	C	0.269	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	19.00	19.00	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	73.00	73.00	-	-	-	-	-

(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		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Site Access		Minor

C	(untitled)	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	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.55										70	105

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527.959	0.096	0.243	0.153	0.347
1	B-C	658.949	0.101	0.255	-	-
1	C-B	718.741	0.278	0.278	-	-

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	✓	83.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	57.00	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	74.62	74.62	N/A	N/A
17:00-17:15	B	0.00	0.00	N/A	N/A
17:00-17:15	C	51.24	51.24	N/A	N/A
17:15-17:30	A	91.38	91.38	N/A	N/A
17:15-17:30	B	0.00	0.00	N/A	N/A
17:15-17:30	C	62.76	62.76	N/A	N/A
17:30-17:45	A	91.38	91.38	N/A	N/A
17:30-17:45	B	0.00	0.00	N/A	N/A
17:30-17:45	C	62.76	62.76	N/A	N/A
17:45-18:00	A	74.62	74.62	N/A	N/A
17:45-18:00	B	0.00	0.00	N/A	N/A

17:45-18:00	**C**	51.24	51.24	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	0.000	83.000
	B	0.000	0.000	0.000
	C	57.000	0.000	0.000

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

		To		
		A	**B**	**C**
From	**A**	0.00	0.00	1.00
	B	0.33	0.33	0.33
	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	0.000	0.000

	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	57.00	57.00	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	83.00	83.00	-	-	-	-	-

(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		8.28	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Fringford Road S		Major
B	Site Access		Minor
C	(untitled)	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	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.55										70	105

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527.959	0.096	0.243	0.153	0.347
1	B-C	658.949	0.101	0.255	-	-
1	C-B	718.741	0.278	0.278	-	-

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	✓	101.00	100.000
B	ONE HOUR	✓	66.00	100.000
C	ONE HOUR	✓	20.00	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	90.80	90.83	N/A	N/A
07:45-08:00	B	59.33	59.33	N/A	N/A
07:45-08:00	C	17.98	18.03	N/A	N/A
08:00-08:15	A	111.20	111.24	N/A	N/A
08:00-08:15	B	72.67	72.67	N/A	N/A
08:00-08:15	C	22.02	22.08	N/A	N/A
08:15-08:30	A	111.20	111.24	N/A	N/A
08:15-08:30	B	72.67	72.67	N/A	N/A
08:15-08:30	C	22.02	22.08	N/A	N/A
08:30-08:45	A	90.80	90.83	N/A	N/A
08:30-08:45	B	59.33	59.33	N/A	N/A
08:30-08:45	C	17.98	18.03	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	28.000	73.000

	B	64.000	0.000	2.000
	C	19.000	1.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.28	0.72
	B	0.97	0.00	0.03
	C	0.95	0.05	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.003	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.043
	B	0.000	0.000	0.000
	C	0.269	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)

B-AC	0.14	8.32	0.17	A	66.00	66.00	8.90	8.09	0.10	12.09	7.99
C-AB	0.00	5.15	0.00	A	1.03	1.03	0.09	5.20	0.00	0.12	5.18
C-A	-	-	-	-	18.97	18.97	-	-	-	-	-
A-B	-	-	-	-	28.00	28.00	-	-	-	-	-
A-C	-	-	-	-	73.00	73.00	-	-	-	-	-

(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 (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	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	Fringford Road S		Major
B	Site Access		Minor
C	(untitled)	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	6.00		0.00		2.20	250.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.55										70	105

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None

C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	527.959	0.096	0.243	0.153	0.347
1	B-C	658.949	0.101	0.255	-	-
1	C-B	718.741	0.278	0.278	-	-

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	✓	152.00	100.000
B	ONE HOUR	✓	46.00	100.000
C	ONE HOUR	✓	59.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time	Arm	Direct Demand Entry	DirectDemandEntryFlowInPCU	Direct Demand Exit	Direct Demand

Segment		Flow (Veh/hr)	(PCU/hr)	Flow (Veh/hr)	Pedestrian Flow (Ped/hr)
17:00-17:15	A	136.64	136.68	N/A	N/A
17:00-17:15	B	41.35	41.35	N/A	N/A
17:00-17:15	C	53.04	53.18	N/A	N/A
17:15-17:30	A	167.36	167.40	N/A	N/A
17:15-17:30	B	50.65	50.65	N/A	N/A
17:15-17:30	C	64.96	65.13	N/A	N/A
17:30-17:45	A	167.36	167.40	N/A	N/A
17:30-17:45	B	50.65	50.65	N/A	N/A
17:30-17:45	C	64.96	65.13	N/A	N/A
17:45-18:00	A	136.64	136.68	N/A	N/A
17:45-18:00	B	41.35	41.35	N/A	N/A
17:45-18:00	C	53.04	53.18	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	69.000	83.000
	B	45.000	0.000	1.000
	C	57.000	2.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.45	0.55
	B	0.98	0.00	0.02
	C	0.97	0.03	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	1.003	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.045
	B	0.000	0.000	0.000
	C	0.278	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.10	8.19	0.11	A	46.00	46.00	6.11	7.97	0.07	8.32	7.88
C-AB	0.00	5.08	0.00	A	2.17	2.17	0.19	5.21	0.00	0.26	5.19
C-A	-	-	-	-	56.83	56.83	-	-	-	-	-
A-B	-	-	-	-	69.00	69.00	-	-	-	-	-
A-C	-	-	-	-	83.00	83.00	-	-	-	-	-