

Junctions 8

PICADY 8 - Priority Intersection Module

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Path: A:\Project_008_02 Clitheroe DTPC\5 July 2014\PICADY
Report generation date: 09/07/2014 10:00:40

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
A1 - 2017 Base Flows plus Scen 1 Dev						
Stream B-A-C	0.40	11.92	0.29	0.22	11.60	0.18
Stream C-A	-	-	-	-	-	-
Stream C-B	0.01	5.84	0.01	0.02	6.53	0.02
Stream A-B	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-
A1 - 2017 Base Flows plus Scen 3 Dev						
Stream B-A-C	0.46	12.36	0.32	0.22	11.58	0.18
Stream C-A	-	-	-	-	-	-
Stream C-B	0.01	5.80	0.01	0.03	6.57	0.03
Stream A-B	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-
A1 - 2019 Base Flows plus Scen 3 Dev						
Stream B-A-C	0.46	12.44	0.32	0.22	11.72	0.18
Stream C-A	-	-	-	-	-	-
Stream C-B	0.01	5.81	0.01	0.03	6.60	0.03
Stream A-B	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-

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

"D3 - 2017 Base Flows plus Scen 1 Dev, AM" model duration: 08:00 - 09:30

"D4 - 2017 Base Flows plus Scen 1 Dev, PM" model duration: 17:00 - 18:30

"D5 - 2017 Base Flows plus Scen 3 Dev, AM" model duration: 08:00 - 09:30

"D6 - 2017 Base Flows plus Scen 3 Dev, PM" model duration: 17:00 - 18:30

"D7 - 2019 Base Flows plus Scen 3 Dev, AM" model duration: 08:00 - 09:30

"D8 - 2019 Base Flows plus Scen 3 Dev, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.2.316 at 09/07/2014 10:00:36

File summary

File Description

Title	clitheroe
Location	
Site Number	
Date	06/10/2012
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	Administrator
Description	

Analysis Options

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

Units

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

(Default Analysis Set) - 2017 Base Flows plus Scen 1 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2017 Base Flows plus Scen 1 Dev, AM	2017 Base Flows plus Scen 1 Dev	AM		ONE HOUR	08:00	09:30	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		11.65	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Waddington Road E		Major
B	Site Access		Minor
C	Waddington Road W		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	6.40		0.00	✓	3.00	100.00		

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	2.50										65	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	504.431	0.090	0.228	0.144	0.326
1	B-C	631.574	0.095	0.240	-	-
1	C-B	686.890	0.262	0.262	-	-

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 (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	225.00	100.000
B	ONE HOUR	✓	110.00	100.000
C	ONE HOUR	✓	245.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	169.39	169.39		
08:00-08:15	B	82.81	82.81		
08:00-08:15	C	184.45	184.45		
08:15-08:30	A	202.27	202.27		
08:15-08:30	B	98.89	98.89		
08:15-08:30	C	220.25	220.25		
08:30-08:45	A	247.73	247.73		
08:30-08:45	B	121.11	121.11		
08:30-08:45	C	269.75	269.75		
08:45-09:00	A	247.73	247.73		
08:45-09:00	B	121.11	121.11		
08:45-09:00	C	269.75	269.75		
09:00-09:15	A	202.27	202.27		
09:00-09:15	B	98.89	98.89		
09:00-09:15	C	220.25	220.25		
09:15-09:30	A	169.39	169.39		
09:15-09:30	B	82.81	82.81		
09:15-09:30	C	184.45	184.45		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	41.000	184.000
	B	102.000	0.000	8.000
	C	240.000	5.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.18	0.82
	B	0.93	0.00	0.07
	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	0.000	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 (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-hr)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-hr/min)	Inclusive Total Queueing Delay (PCU-hr)	Inclusive Average Queueing Delay (s)
B-AC	0.29	11.92	0.40	B	100.94	151.41	0.45	10.73	0.01	0.45	10.73
C-A	-	-	-	-	220.23	330.34	-	-	-	-	-
C-B	0.01	5.84	0.01	A	4.59	6.88	0.01	5.71	0.00	0.01	5.71
A-B	-	-	-	-	37.62	56.43	-	-	-	-	-
A-C	-	-	-	-	168.84	253.26	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	82.81	20.70	81.93	0.00	451.28	0.184	0.00	0.22	9.724	A
C-A	180.68	45.17	180.68	0.00	-	-	-	-	-	-
C-B	3.76	0.94	3.74	0.00	642.59	0.006	0.00	0.01	5.634	A
A-B	30.87	7.72	30.87	0.00	-	-	-	-	-	-
A-C	138.52	34.63	138.52	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	98.89	24.72	98.63	0.00	439.46	0.225	0.22	0.29	10.562	B
C-A	215.76	53.94	215.76	0.00	-	-	-	-	-	-
C-B	4.49	1.12	4.49	0.00	633.99	0.007	0.01	0.01	5.718	A
A-B	36.86	9.21	36.86	0.00	-	-	-	-	-	-
A-C	165.41	41.35	165.41	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	121.11	30.28	120.68	0.00	423.12	0.286	0.29	0.39	11.886	B
C-A	264.24	66.06	264.24	0.00	-	-	-	-	-	-
C-B	5.51	1.38	5.50	0.00	622.11	0.009	0.01	0.01	5.837	A
A-B	45.14	11.29	45.14	0.00	-	-	-	-	-	-
A-C	202.59	50.65	202.59	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	121.11	30.28	121.10	0.00	423.12	0.286	0.39	0.40	11.919	B
C-A	264.24	66.06	264.24	0.00	-	-	-	-	-	-
C-B	5.51	1.38	5.50	0.00	622.11	0.009	0.01	0.01	5.837	A
A-B	45.14	11.29	45.14	0.00	-	-	-	-	-	-
A-C	202.59	50.65	202.59	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	98.89	24.72	99.30	0.00	439.46	0.225	0.40	0.29	10.595	B
C-A	215.76	53.94	215.76	0.00	-	-	-	-	-	-
C-B	4.49	1.12	4.50	0.00	633.99	0.007	0.01	0.01	5.720	A
A-B	36.86	9.21	36.86	0.00	-	-	-	-	-	-
A-C	165.41	41.35	165.41	0.00	-	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	82.81	20.70	83.08	0.00	451.27	0.184	0.29	0.23	9.786	A
C-A	180.68	45.17	180.68	0.00	-	-	-	-	-	-
C-B	3.76	0.94	3.77	0.00	642.59	0.006	0.01	0.01	5.637	A
A-B	30.87	7.72	30.87	0.00	-	-	-	-	-	-
A-C	138.52	34.63	138.52	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment**Queueing Delay results: (08:00-08:15)**

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.05	0.00	9.724	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	5.634	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.07	0.00	10.562	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	5.718	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.10	0.01	11.886	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	5.837	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.10	0.01	11.919	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	5.837	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.08	0.01	10.595	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	5.720	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.06	0.00	9.786	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	5.637	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2017 Base Flows plus Scen 1 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2017 Base Flows plus Scen 1 Dev, PM	2017 Base Flows plus Scen 1 Dev	PM		ONE HOUR	17:00	18:30	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		10.78	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Waddington Road E		Major
B	Site Access		Minor
C	Waddington Road W		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	6.40		0.00	✓	3.00	100.00		

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	2.50										65	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	504.431	0.090	0.228	0.144	0.326
1	B-C	631.574	0.095	0.240	-	-
1	C-B	686.890	0.262	0.262	-	-

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 (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	425.00	100.000
B	ONE HOUR	✓	62.00	100.000
C	ONE HOUR	✓	309.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	319.96	319.96		
17:00-17:15	B	46.68	46.68		
17:00-17:15	C	232.63	232.63		
17:15-17:30	A	382.07	382.07		
17:15-17:30	B	55.74	55.74		
17:15-17:30	C	277.78	277.78		
17:30-17:45	A	467.93	467.93		
17:30-17:45	B	68.26	68.26		
17:30-17:45	C	340.22	340.22		
17:45-18:00	A	467.93	467.93		
17:45-18:00	B	68.26	68.26		
17:45-18:00	C	340.22	340.22		
18:00-18:15	A	382.07	382.07		
18:00-18:15	B	55.74	55.74		
18:00-18:15	C	277.78	277.78		
18:15-18:30	A	319.96	319.96		
18:15-18:30	B	46.68	46.68		
18:15-18:30	C	232.63	232.63		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	95.000	330.000
	B	53.000	0.000	9.000
	C	297.000	12.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.22	0.78
	B	0.85	0.00	0.15
	C	0.96	0.04	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 (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-hr)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-hr/min)	Inclusive Total Queueing Delay (PCU-hr)	Inclusive Average Queueing Delay (s)
B-AC	0.18	11.60	0.22	B	56.89	85.34	0.25	10.48	0.00	0.25	10.48
C-A	-	-	-	-	272.53	408.80	-	-	-	-	-
C-B	0.02	6.53	0.02	A	11.01	16.52	0.03	6.26	0.00	0.03	6.26
A-B	-	-	-	-	87.17	130.76	-	-	-	-	-
A-C	-	-	-	-	302.81	454.22	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	46.68	11.67	46.19	0.00	423.52	0.110	0.00	0.12	9.528	A
C-A	223.60	55.90	223.60	0.00	-	-	-	-	-	-
C-B	9.03	2.26	8.97	0.00	603.22	0.015	0.00	0.02	6.058	A
A-B	71.52	17.88	71.52	0.00	-	-	-	-	-	-
A-C	248.44	62.11	248.44	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	55.74	13.93	55.60	0.00	404.72	0.138	0.12	0.16	10.307	B
C-A	267.00	66.75	267.00	0.00	-	-	-	-	-	-
C-B	10.79	2.70	10.77	0.00	586.98	0.018	0.02	0.02	6.247	A
A-B	85.40	21.35	85.40	0.00	-	-	-	-	-	-
A-C	296.66	74.17	296.66	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	68.26	17.07	68.03	0.00	378.65	0.180	0.16	0.22	11.589	B
C-A	327.00	81.75	327.00	0.00	-	-	-	-	-	-
C-B	13.21	3.30	13.19	0.00	564.52	0.023	0.02	0.02	6.529	A
A-B	104.60	26.15	104.60	0.00	-	-	-	-	-	-
A-C	363.34	90.83	363.34	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	68.26	17.07	68.26	0.00	378.65	0.180	0.22	0.22	11.597	B
C-A	327.00	81.75	327.00	0.00	-	-	-	-	-	-
C-B	13.21	3.30	13.21	0.00	564.52	0.023	0.02	0.02	6.529	A
A-B	104.60	26.15	104.60	0.00	-	-	-	-	-	-
A-C	363.34	90.83	363.34	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	55.74	13.93	55.96	0.00	404.70	0.138	0.22	0.16	10.329	B
C-A	267.00	66.75	267.00	0.00	-	-	-	-	-	-
C-B	10.79	2.70	10.81	0.00	586.98	0.018	0.02	0.02	6.247	A
A-B	85.40	21.35	85.40	0.00	-	-	-	-	-	-
A-C	296.66	74.17	296.66	0.00	-	-	-	-	-	-

Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	46.68	11.67	46.82	0.00	423.50	0.110	0.16	0.13	9.560	A
C-A	223.60	55.90	223.60	0.00	-	-	-	-	-	-
C-B	9.03	2.26	9.05	0.00	603.22	0.015	0.02	0.02	6.060	A
A-B	71.52	17.88	71.52	0.00	-	-	-	-	-	-
A-C	248.44	62.11	248.44	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment**Queueing Delay results: (17:00-17:15)**

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.03	0.00	9.528	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	6.058	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.04	0.00	10.307	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	6.247	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.05	0.00	11.589	B	B
C-A	-	-	-	-	-
C-B	0.01	0.00	6.529	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.05	0.00	11.597	B	B
C-A	-	-	-	-	-
C-B	0.01	0.00	6.529	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.04	0.00	10.329	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	6.247	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:15-18:30)

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.03	0.00	9.560	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	6.060	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2017 Base Flows plus Scen 3 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2017 Base Flows plus Scen 3 Dev, AM	2017 Base Flows plus Scen 3 Dev	AM		ONE HOUR	08:00	09:30	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		12.15	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Waddington Road E		Major
B	Site Access		Minor
C	Waddington Road W		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	6.40		0.00	✓	3.00	100.00		

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	2.50										65	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	504.431	0.090	0.228	0.144	0.326
1	B-C	631.574	0.095	0.240	-	-
1	C-B	686.890	0.262	0.262	-	-

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 (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	215.00	100.000
B	ONE HOUR	✓	122.00	100.000
C	ONE HOUR	✓	242.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	161.86	161.86		
08:00-08:15	B	91.85	91.85		
08:00-08:15	C	182.19	182.19		
08:15-08:30	A	193.28	193.28		
08:15-08:30	B	109.68	109.68		
08:15-08:30	C	217.55	217.55		
08:30-08:45	A	236.72	236.72		
08:30-08:45	B	134.32	134.32		
08:30-08:45	C	266.45	266.45		
08:45-09:00	A	236.72	236.72		
08:45-09:00	B	134.32	134.32		
08:45-09:00	C	266.45	266.45		
09:00-09:15	A	193.28	193.28		
09:00-09:15	B	109.68	109.68		
09:00-09:15	C	217.55	217.55		
09:15-09:30	A	161.86	161.86		
09:15-09:30	B	91.85	91.85		
09:15-09:30	C	182.19	182.19		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	35.000	180.000
	B	113.000	0.000	9.000
	C	238.000	4.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.16	0.84
	B	0.93	0.00	0.07
	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	0.000	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 (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-hr)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-hr/min)	Inclusive Total Queueing Delay (PCU-hr)	Inclusive Average Queueing Delay (s)
B-AC	0.32	12.36	0.46	B	111.95	167.92	0.51	11.04	0.01	0.51	11.04
C-A	-	-	-	-	218.39	327.59	-	-	-	-	-
C-B	0.01	5.80	0.01	A	3.67	5.51	0.01	5.68	0.00	0.01	5.68
A-B	-	-	-	-	32.12	48.17	-	-	-	-	-
A-C	-	-	-	-	165.17	247.76	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	91.85	22.96	90.84	0.00	452.94	0.203	0.00	0.25	9.919	A
C-A	179.18	44.79	179.18	0.00	-	-	-	-	-	-
C-B	3.01	0.75	2.99	0.00	644.56	0.005	0.00	0.00	5.610	A
A-B	26.35	6.59	26.35	0.00	-	-	-	-	-	-
A-C	135.51	33.88	135.51	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	109.68	27.42	109.38	0.00	441.44	0.248	0.25	0.33	10.831	B
C-A	213.96	53.49	213.96	0.00	-	-	-	-	-	-
C-B	3.60	0.90	3.59	0.00	636.35	0.006	0.00	0.01	5.688	A
A-B	31.46	7.87	31.46	0.00	-	-	-	-	-	-
A-C	161.82	40.45	161.82	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	134.32	33.58	133.82	0.00	425.52	0.316	0.33	0.45	12.318	B
C-A	262.04	65.51	262.04	0.00	-	-	-	-	-	-
C-B	4.40	1.10	4.40	0.00	624.99	0.007	0.01	0.01	5.800	A
A-B	38.54	9.63	38.54	0.00	-	-	-	-	-	-
A-C	198.18	49.55	198.18	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	134.32	33.58	134.31	0.00	425.52	0.316	0.45	0.46	12.359	B
C-A	262.04	65.51	262.04	0.00	-	-	-	-	-	-
C-B	4.40	1.10	4.40	0.00	624.99	0.007	0.01	0.01	5.800	A
A-B	38.54	9.63	38.54	0.00	-	-	-	-	-	-
A-C	198.18	49.55	198.18	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	109.68	27.42	110.16	0.00	441.44	0.248	0.46	0.34	10.882	B
C-A	213.96	53.49	213.96	0.00	-	-	-	-	-	-
C-B	3.60	0.90	3.60	0.00	636.35	0.006	0.01	0.01	5.691	A
A-B	31.46	7.87	31.46	0.00	-	-	-	-	-	-
A-C	161.82	40.45	161.82	0.00	-	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	91.85	22.96	92.16	0.00	452.94	0.203	0.34	0.26	9.988	A
C-A	179.18	44.79	179.18	0.00	-	-	-	-	-	-
C-B	3.01	0.75	3.02	0.00	644.56	0.005	0.01	0.00	5.610	A
A-B	26.35	6.59	26.35	0.00	-	-	-	-	-	-
A-C	135.51	33.88	135.51	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment**Queueing Delay results: (08:00-08:15)**

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.06	0.00	9.919	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	5.610	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.08	0.01	10.831	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	5.688	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.11	0.01	12.318	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	5.800	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.11	0.01	12.359	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	5.800	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.09	0.01	10.882	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	5.691	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.07	0.00	9.988	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	5.610	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2017 Base Flows plus Scen 3 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2017 Base Flows plus Scen 3 Dev, PM	2017 Base Flows plus Scen 3 Dev	PM		ONE HOUR	17:00	18:30	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		10.71	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Waddington Road E		Major
B	Site Access		Minor
C	Waddington Road W		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	6.40		0.00	✓	3.00	100.00		

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	2.50										65	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	504.431	0.090	0.228	0.144	0.326
1	B-C	631.574	0.095	0.240	-	-
1	C-B	686.890	0.262	0.262	-	-

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 (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	433.00	100.000
B	ONE HOUR	✓	62.00	100.000
C	ONE HOUR	✓	304.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	325.99	325.99		
17:00-17:15	B	46.68	46.68		
17:00-17:15	C	228.87	228.87		
17:15-17:30	A	389.26	389.26		
17:15-17:30	B	55.74	55.74		
17:15-17:30	C	273.29	273.29		
17:30-17:45	A	476.74	476.74		
17:30-17:45	B	68.26	68.26		
17:30-17:45	C	334.71	334.71		
17:45-18:00	A	476.74	476.74		
17:45-18:00	B	68.26	68.26		
17:45-18:00	C	334.71	334.71		
18:00-18:15	A	389.26	389.26		
18:00-18:15	B	55.74	55.74		
18:00-18:15	C	273.29	273.29		
18:15-18:30	A	325.99	325.99		
18:15-18:30	B	46.68	46.68		
18:15-18:30	C	228.87	228.87		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	107.000	326.000
	B	53.000	0.000	9.000
	C	291.000	13.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.25	0.75
	B	0.85	0.00	0.15
	C	0.96	0.04	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 (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-hr)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-hr/min)	Inclusive Total Queueing Delay (PCU-hr)	Inclusive Average Queueing Delay (s)
B-AC	0.18	11.58	0.22	B	56.89	85.34	0.25	10.47	0.00	0.25	10.47
C-A	-	-	-	-	267.03	400.54	-	-	-	-	-
C-B	0.03	6.57	0.03	A	11.93	17.89	0.03	6.30	0.00	0.03	6.30
A-B	-	-	-	-	98.19	147.28	-	-	-	-	-
A-C	-	-	-	-	299.14	448.71	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	46.68	11.67	46.19	0.00	423.76	0.110	0.00	0.12	9.522	A
C-A	219.08	54.77	219.08	0.00	-	-	-	-	-	-
C-B	9.79	2.45	9.72	0.00	601.64	0.016	0.00	0.02	6.081	A
A-B	80.56	20.14	80.56	0.00	-	-	-	-	-	-
A-C	245.43	61.36	245.43	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	55.74	13.93	55.60	0.00	405.01	0.138	0.12	0.16	10.298	B
C-A	261.60	65.40	261.60	0.00	-	-	-	-	-	-
C-B	11.69	2.92	11.67	0.00	585.10	0.020	0.02	0.02	6.277	A
A-B	96.19	24.05	96.19	0.00	-	-	-	-	-	-
A-C	293.07	73.27	293.07	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	68.26	17.07	68.03	0.00	379.01	0.180	0.16	0.22	11.576	B
C-A	320.40	80.10	320.40	0.00	-	-	-	-	-	-
C-B	14.31	3.58	14.29	0.00	562.22	0.025	0.02	0.03	6.569	A
A-B	117.81	29.45	117.81	0.00	-	-	-	-	-	-
A-C	358.93	89.73	358.93	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	68.26	17.07	68.26	0.00	379.01	0.180	0.22	0.22	11.584	B
C-A	320.40	80.10	320.40	0.00	-	-	-	-	-	-
C-B	14.31	3.58	14.31	0.00	562.22	0.025	0.03	0.03	6.569	A
A-B	117.81	29.45	117.81	0.00	-	-	-	-	-	-
A-C	358.93	89.73	358.93	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	55.74	13.93	55.96	0.00	405.00	0.138	0.22	0.16	10.320	B
C-A	261.60	65.40	261.60	0.00	-	-	-	-	-	-
C-B	11.69	2.92	11.71	0.00	585.10	0.020	0.03	0.02	6.277	A
A-B	96.19	24.05	96.19	0.00	-	-	-	-	-	-
A-C	293.07	73.27	293.07	0.00	-	-	-	-	-	-

Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	46.68	11.67	46.82	0.00	423.74	0.110	0.16	0.13	9.554	A
C-A	219.08	54.77	219.08	0.00	-	-	-	-	-	-
C-B	9.79	2.45	9.80	0.00	601.64	0.016	0.02	0.02	6.082	A
A-B	80.56	20.14	80.56	0.00	-	-	-	-	-	-
A-C	245.43	61.36	245.43	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment**Queueing Delay results: (17:00-17:15)**

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.03	0.00	9.522	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	6.081	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.04	0.00	10.298	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	6.277	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.05	0.00	11.576	B	B
C-A	-	-	-	-	-
C-B	0.01	0.00	6.569	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.05	0.00	11.584	B	B
C-A	-	-	-	-	-
C-B	0.01	0.00	6.569	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.04	0.00	10.320	B	B
C-A	-	-	-	-	-
C-B	0.01	0.00	6.277	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:15-18:30)

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.03	0.00	9.554	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	6.082	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2019 Base Flows plus Scen 3 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2019 Base Flows plus Scen 3 Dev, AM	2019 Base Flows plus Scen 3 Dev	AM		ONE HOUR	08:00	09:30	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		12.23	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Waddington Road E		Major
B	Site Access		Minor
C	Waddington Road W		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	6.40		0.00	✓	3.00	100.00		

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	2.50										65	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	504.431	0.090	0.228	0.144	0.326
1	B-C	631.574	0.095	0.240	-	-
1	C-B	686.890	0.262	0.262	-	-

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 (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	219.00	100.000
B	ONE HOUR	✓	122.00	100.000
C	ONE HOUR	✓	248.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	164.87	164.87		
08:00-08:15	B	91.85	91.85		
08:00-08:15	C	186.71	186.71		
08:15-08:30	A	196.88	196.88		
08:15-08:30	B	109.68	109.68		
08:15-08:30	C	222.95	222.95		
08:30-08:45	A	241.12	241.12		
08:30-08:45	B	134.32	134.32		
08:30-08:45	C	273.05	273.05		
08:45-09:00	A	241.12	241.12		
08:45-09:00	B	134.32	134.32		
08:45-09:00	C	273.05	273.05		
09:00-09:15	A	196.88	196.88		
09:00-09:15	B	109.68	109.68		
09:00-09:15	C	222.95	222.95		
09:15-09:30	A	164.87	164.87		
09:15-09:30	B	91.85	91.85		
09:15-09:30	C	186.71	186.71		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	35.000	184.000
	B	113.000	0.000	9.000
	C	244.000	4.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.16	0.84
	B	0.93	0.00	0.07
	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	0.000	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 (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-hr)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-hr/min)	Inclusive Total Queueing Delay (PCU-hr)	Inclusive Average Queueing Delay (s)
B-AC	0.32	12.44	0.46	B	111.95	167.92	0.52	11.10	0.01	0.52	11.10
C-A	-	-	-	-	223.90	335.85	-	-	-	-	-
C-B	0.01	5.81	0.01	A	3.67	5.51	0.01	5.69	0.00	0.01	5.69
A-B	-	-	-	-	32.12	48.17	-	-	-	-	-
A-C	-	-	-	-	168.84	253.26	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	91.85	22.96	90.84	0.00	451.63	0.203	0.00	0.25	9.950	A
C-A	183.70	45.92	183.70	0.00	-	-	-	-	-	-
C-B	3.01	0.75	2.99	0.00	643.77	0.005	0.00	0.00	5.617	A
A-B	26.35	6.59	26.35	0.00	-	-	-	-	-	-
A-C	138.52	34.63	138.52	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	109.68	27.42	109.37	0.00	439.87	0.249	0.25	0.33	10.883	B
C-A	219.35	54.84	219.35	0.00	-	-	-	-	-	-
C-B	3.60	0.90	3.59	0.00	635.41	0.006	0.00	0.01	5.697	A
A-B	31.46	7.87	31.46	0.00	-	-	-	-	-	-
A-C	165.41	41.35	165.41	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	134.32	33.58	133.81	0.00	423.59	0.317	0.33	0.46	12.400	B
C-A	268.65	67.16	268.65	0.00	-	-	-	-	-	-
C-B	4.40	1.10	4.40	0.00	623.83	0.007	0.01	0.01	5.811	A
A-B	38.54	9.63	38.54	0.00	-	-	-	-	-	-
A-C	202.59	50.65	202.59	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	134.32	33.58	134.31	0.00	423.59	0.317	0.46	0.46	12.442	B
C-A	268.65	67.16	268.65	0.00	-	-	-	-	-	-
C-B	4.40	1.10	4.40	0.00	623.83	0.007	0.01	0.01	5.811	A
A-B	38.54	9.63	38.54	0.00	-	-	-	-	-	-
A-C	202.59	50.65	202.59	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	109.68	27.42	110.17	0.00	439.86	0.249	0.46	0.34	10.935	B
C-A	219.35	54.84	219.35	0.00	-	-	-	-	-	-
C-B	3.60	0.90	3.60	0.00	635.41	0.006	0.01	0.01	5.699	A
A-B	31.46	7.87	31.46	0.00	-	-	-	-	-	-
A-C	165.41	41.35	165.41	0.00	-	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	91.85	22.96	92.16	0.00	451.62	0.203	0.34	0.26	10.023	B
C-A	183.70	45.92	183.70	0.00	-	-	-	-	-	-
C-B	3.01	0.75	3.02	0.00	643.77	0.005	0.01	0.00	5.619	A
A-B	26.35	6.59	26.35	0.00	-	-	-	-	-	-
A-C	138.52	34.63	138.52	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment**Queueing Delay results: (08:00-08:15)**

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.06	0.00	9.950	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	5.617	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.08	0.01	10.883	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	5.697	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.11	0.01	12.400	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	5.811	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.11	0.01	12.442	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	5.811	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.09	0.01	10.935	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	5.699	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.07	0.00	10.023	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	5.619	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2019 Base Flows plus Scen 3 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2019 Base Flows plus Scen 3 Dev, PM	2019 Base Flows plus Scen 3 Dev	PM		ONE HOUR	17:00	18:30	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		10.83	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Waddington Road E		Major
B	Site Access		Minor
C	Waddington Road W		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	6.40		0.00	✓	3.00	100.00		

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	2.50										65	65

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	504.431	0.090	0.228	0.144	0.326
1	B-C	631.574	0.095	0.240	-	-
1	C-B	686.890	0.262	0.262	-	-

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 (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	442.00	100.000
B	ONE HOUR	✓	62.00	100.000
C	ONE HOUR	✓	312.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	332.76	332.76		
17:00-17:15	B	46.68	46.68		
17:00-17:15	C	234.89	234.89		
17:15-17:30	A	397.35	397.35		
17:15-17:30	B	55.74	55.74		
17:15-17:30	C	280.48	280.48		
17:30-17:45	A	486.65	486.65		
17:30-17:45	B	68.26	68.26		
17:30-17:45	C	343.52	343.52		
17:45-18:00	A	486.65	486.65		
17:45-18:00	B	68.26	68.26		
17:45-18:00	C	343.52	343.52		
18:00-18:15	A	397.35	397.35		
18:00-18:15	B	55.74	55.74		
18:00-18:15	C	280.48	280.48		
18:15-18:30	A	332.76	332.76		
18:15-18:30	B	46.68	46.68		
18:15-18:30	C	234.89	234.89		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	107.000	335.000
	B	53.000	0.000	9.000
	C	299.000	13.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.24	0.76
	B	0.85	0.00	0.15
	C	0.96	0.04	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 (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-hr)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-hr/min)	Inclusive Total Queueing Delay (PCU-hr)	Inclusive Average Queueing Delay (s)
B-AC	0.18	11.72	0.22	B	56.89	85.34	0.25	10.57	0.00	0.25	10.57
C-A	-	-	-	-	274.37	411.55	-	-	-	-	-
C-B	0.03	6.60	0.03	A	11.93	17.89	0.03	6.32	0.00	0.03	6.32
A-B	-	-	-	-	98.19	147.28	-	-	-	-	-
A-C	-	-	-	-	307.40	461.10	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	46.68	11.67	46.18	0.00	421.39	0.111	0.00	0.12	9.582	A
C-A	225.10	56.28	225.10	0.00	-	-	-	-	-	-
C-B	9.79	2.45	9.72	0.00	599.87	0.016	0.00	0.02	6.100	A
A-B	80.56	20.14	80.56	0.00	-	-	-	-	-	-
A-C	252.21	63.05	252.21	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	55.74	13.93	55.59	0.00	402.17	0.139	0.12	0.16	10.383	B
C-A	268.79	67.20	268.79	0.00	-	-	-	-	-	-
C-B	11.69	2.92	11.67	0.00	582.98	0.020	0.02	0.02	6.300	A
A-B	96.19	24.05	96.19	0.00	-	-	-	-	-	-
A-C	301.16	75.29	301.16	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	68.26	17.07	68.02	0.00	375.52	0.182	0.16	0.22	11.697	B
C-A	329.21	82.30	329.21	0.00	-	-	-	-	-	-
C-B	14.31	3.58	14.29	0.00	559.63	0.026	0.02	0.03	6.600	A
A-B	117.81	29.45	117.81	0.00	-	-	-	-	-	-
A-C	368.84	92.21	368.84	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	68.26	17.07	68.26	0.00	375.51	0.182	0.22	0.22	11.716	B
C-A	329.21	82.30	329.21	0.00	-	-	-	-	-	-
C-B	14.31	3.58	14.31	0.00	559.63	0.026	0.03	0.03	6.600	A
A-B	117.81	29.45	117.81	0.00	-	-	-	-	-	-
A-C	368.84	92.21	368.84	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	55.74	13.93	55.97	0.00	402.15	0.139	0.22	0.16	10.407	B
C-A	268.79	67.20	268.79	0.00	-	-	-	-	-	-
C-B	11.69	2.92	11.71	0.00	582.98	0.020	0.03	0.02	6.303	A
A-B	96.19	24.05	96.19	0.00	-	-	-	-	-	-
A-C	301.16	75.29	301.16	0.00	-	-	-	-	-	-

Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	46.68	11.67	46.82	0.00	421.37	0.111	0.16	0.13	9.617	A
C-A	225.10	56.28	225.10	0.00	-	-	-	-	-	-
C-B	9.79	2.45	9.80	0.00	599.87	0.016	0.02	0.02	6.102	A
A-B	80.56	20.14	80.56	0.00	-	-	-	-	-	-
A-C	252.21	63.05	252.21	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment**Queueing Delay results: (17:00-17:15)**

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.03	0.00	9.582	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	6.100	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.04	0.00	10.383	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	6.300	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.05	0.00	11.697	B	B
C-A	-	-	-	-	-
C-B	0.01	0.00	6.600	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.05	0.00	11.716	B	B
C-A	-	-	-	-	-
C-B	0.01	0.00	6.600	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.04	0.00	10.407	B	B
C-A	-	-	-	-	-
C-B	0.01	0.00	6.303	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:15-18:30)

Stream	Queueing Total Delay (PCU-hr)	Queueing Rate Of Delay (PCU-hr/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.03	0.00	9.617	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	6.102	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-