

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I	I	I	I	I	I	* DELAY *		I	* DELAY *		I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-C	I	110.1	I 73.4	I	13.1	I 0.12	I	13.1	I 0.12	I
I	B-A	I	260.1	I 173.4	I	50.9	I 0.20	I	51.0	I 0.20	I
I	C-A	I	326.2	I 217.5	I		I	I		I	I
I	C-B	I	134.9	I 89.9	I	18.7	I 0.14	I	18.7	I 0.14	I
I	A-B	I	294.6	I 196.4	I		I	I		I	I
I	A-C	I	188.6	I 125.7	I		I	I		I	I
I	ALL	I	1314.5	I 876.3	I	82.8	I 0.06	I	82.8	I 0.06	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
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 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

==== end of file =====

 GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 7.25 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 32.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	NO (0)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 82.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 132.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	5.00 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	2.90 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	3.00 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	3.00 M.	I
I	- LENGTH OF FLARED SECTION	I	1 VEHs	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00	0.00	0.00	0.00	0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	592.49	0.22	0.22	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: Inglewhite Road/Chipping Lane Base

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45					0.22	0.22	3.3		0.15
B-C	1.52	8.37	0.182		0.90	0.91	13.6		0.25
B-A	3.67	7.65	0.480						
C-A	2.79				0.19	0.19	2.9		0.15
C-B	1.32	8.10	0.163						
A-B	3.87								
A-C	4.29								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00					0.22	0.15	2.4		0.12
B-C	1.24	9.36	0.133		0.91	0.59	9.3		0.20
B-A	3.00	8.16	0.367						
C-A	2.28				0.19	0.15	2.3		0.14
C-B	1.08	8.43	0.128						
A-B	3.16								
A-C	3.51								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15					0.15	0.12	1.8		0.11
B-C	1.04	9.95	0.105		0.59	0.42	6.6		0.17
B-A	2.51	8.52	0.295						
C-A	1.91				0.15	0.12	1.8		0.13
C-B	0.90	8.66	0.104						
A-B	2.65								
A-C	2.94								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.4
17.15	0.6 *
17.30	0.9 *
17.45	0.9 *
18.00	0.6 *
18.15	0.4

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.2
17.45	0.2
18.00	0.1
18.15	0.1

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

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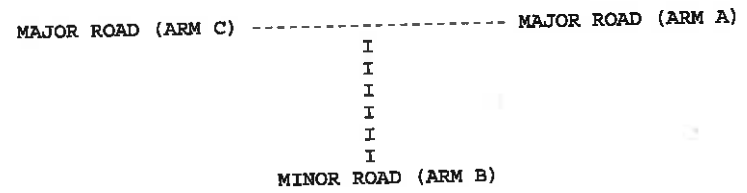
Run with file:-
"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\Dec 14\Full Application-106 Dwellings\ODTAB\
2025 Baseline Flows\Chipping Lane and Inglewhite Rd 2025 Baseline Flows-AM .vpi"
(drive-on-the-left) at 15:26:42 on Tuesday, 2 December 2014

RUN INFORMATION

RUN TITLE : Inglewhite Road/Chipping Lane 2025 Baseline Flows-AM
LOCATION : Longridge
DATE : 02/12/14
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Arm A
ARM B IS Arm B
ARM C IS Arm C

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		* QUEUEING *		* INCLUSIVE QUEUEING *		I
I	I	I	I	I	* DELAY *		* DELAY *		I
I	I	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	I	I
I	B-C	I 92.2	I 61.5	I 11.0	I 0.12	I 11.0	I 0.12	I	I
I	B-A	I 290.4	I 193.6	I 54.1	I 0.19	I 54.2	I 0.19	I	I
I	C-A	I 228.5	I 152.3	I	I	I	I	I	I
I	C-B	I 74.3	I 49.6	I 9.4	I 0.13	I 9.4	I 0.13	I	I
I	A-B	I 330.3	I 220.2	I	I	I	I	I	I
I	A-C	I 158.3	I 105.5	I	I	I	I	I	I
I	ALL	I 1174.1	I 782.7	I 74.5	I 0.06	I 74.6	I 0.06	I	I

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*****END OF RUN*****

==== end of file =====

 GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 7.25 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 32.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	NO (0)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 82.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 132.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	5.00 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	2.90 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	3.00 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	3.00 M.	I
I	- LENGTH OF FLARED SECTION	I	1 VEHS	I

 .SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00	0.00	0.00	0.00	0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	592.49	0.22	0.22	0.22	0.22	I

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: Inglewhite Road/Chipping Lane Base

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	0.75	7.95	0.095		0.10	0.10	1.6		0.14
B-A	4.29	8.44	0.509		1.00	1.02	15.2		0.24
C-A	2.15								
C-B	0.88	8.26	0.107		0.12	0.12	1.8		0.14
A-B	4.33								
A-C	3.12								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	0.61	8.99	0.068		0.10	0.07	1.1		0.12
B-A	3.51	8.83	0.397		1.02	0.67	10.5		0.19
C-A	1.75								
C-B	0.72	8.55	0.084		0.12	0.09	1.4		0.13
A-B	3.54								
A-C	2.55								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	0.51	9.60	0.054		0.07	0.06	0.9		0.11
B-A	2.94	9.11	0.322		0.67	0.48	7.5		0.16
C-A	1.47								
C-B	0.60	8.77	0.069		0.09	0.07	1.1		0.12
A-B	2.96								
A-C	2.13								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.1
18.00	0.1
18.15	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.5
17.15	0.6 *
17.30	1.0 *
17.45	1.0 *
18.00	0.7 *
18.15	0.5

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.1
17.30	0.1
17.45	0.1
18.00	0.1
18.15	0.1

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Run with file:-

"N:\Vectos Job Data\2013\VN30277 Longridge\Picady\March 15\363 Dwellings\2025 Assessment Flows\
Chipping Lane and Inglewhite Rd 2025 Assessment Flows-AM .vpi"
(drive-on-the-left) at 11:18:47 on Wednesday, 11 March 2015

RUN INFORMATION

RUN TITLE : Inglewhite Road/Chipping Lane 2025 Assessment Flows-AM
LOCATION : Longridge
DATE : 11/03/15
CLIENT : Barratt Homes
ENUMERATOR : Hannah [HANNAH-ZOO]
JOB NUMBER : VN30277
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)

I
I
I
I
I
I

MINOR ROAD (ARM B)

ARM A IS Inglewhite Road E
ARM B IS Inglewhite Road W
ARM C IS Chipping Lane

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I	I	I	I	I	I	* DELAY *		I	* DELAY *		I
I	I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-C	I	115.6	I 77.1	I	14.8	I 0.13	I	14.8	I 0.13	I
I	B-A	I	290.4	I 193.6	I	63.5	I 0.22	I	63.6	I 0.22	I
I	C-A	I	351.0	I 234.0	I		I	I	I	I	I
I	C-B	I	141.8	I 94.5	I	20.3	I 0.14	I	20.3	I 0.14	I
I	A-B	I	330.3	I 220.2	I		I	I	I	I	I
I	A-C	I	202.3	I 134.9	I		I	I	I	I	I
I	ALL	I	1431.5	I 954.3	I	98.6	I 0.07	I	98.6	I 0.07	I

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*****END OF RUN*****

===== end of file =====

 GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 7.25 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 32.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	NO (0)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 82.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 132.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C)	I
I	- LANE 2 WIDTH	I	(WB-A)	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	5.00 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	2.90 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	3.00 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	3.00 M.	I
I	- LENGTH OF FLARED SECTION	I	1 VEHS	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00	0.00		0.00		I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00	0.00		0.00		0.00		0.00		I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	592.49	0.22		0.22		I

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: Inglewhite Road/Chipping Lane Ass

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-C	1.58	7.62	0.207		0.26	0.26	3.9		0.17
B-A	4.11	7.46	0.551		1.18	1.20	17.9		0.30
C-A	2.99								
C-B	1.34	7.93	0.169		0.20	0.20	3.0		0.15
A-B	4.33								
A-C	4.62								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-C	1.29	8.89	0.145		0.26	0.17	2.6		0.13
B-A	3.36	8.02	0.418		1.20	0.74	11.7		0.22
C-A	2.44								
C-B	1.09	8.29	0.132		0.20	0.15	2.4		0.14
A-B	3.54								
A-C	3.78								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-C	1.08	9.62	0.112		0.17	0.13	2.0		0.12
B-A	2.81	8.41	0.334		0.74	0.51	8.0		0.18
C-A	2.05								
C-B	0.92	8.55	0.107		0.15	0.12	1.9		0.13
A-B	2.96								
A-C	3.16								

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.1

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.5
17.15	0.7
17.30	1.2
17.45	1.2
18.00	0.7
18.15	0.5

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

Appendix 14

ARCADY Outputs – Inglewhite Road/Sainsbury's Access

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (min)	RFC	LOS	Queue (PCU)	Delay (min)	RFC	LOS
Future Years - 2016 Assessment								
Inglewhite Rd (SB)	1.75	0.23	0.64	B	1.36	0.21	0.58	B
Sainsburys Access	0.19	0.15	0.16	A	0.81	0.21	0.45	B
Inglewhite Rd (NB)	1.09	0.16	0.53	A	3.12	0.33	0.77	C
Future Years - 2016 Baseline								
Inglewhite Rd (SB)	1.03	0.17	0.51	A	1.01	0.18	0.51	B
Sainsburys Access	0.17	0.13	0.15	A	0.75	0.19	0.43	B
Inglewhite Rd (NB)	0.92	0.14	0.48	A	1.81	0.22	0.65	B
Future Years - 2025 Assessment								
Inglewhite Rd (SB)	2.32	0.28	0.70	C	1.82	0.26	0.65	C
Sainsburys Access	0.24	0.16	0.19	A	1.09	0.25	0.53	B
Inglewhite Rd (NB)	1.38	0.18	0.58	B	5.11	0.50	0.85	D
Future Years - 2025 Baseline								
Inglewhite Rd (SB)	1.32	0.19	0.57	B	1.33	0.21	0.57	B
Sainsburys Access	0.21	0.14	0.17	A	0.99	0.22	0.50	B
Inglewhite Rd (NB)	1.15	0.16	0.54	A	2.63	0.29	0.73	C

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

"D1 - 2016 Baseline, AM" model duration: 07:45 - 09:15
 "D2 - 2016 Baseline, PM" model duration: 16:45 - 18:15
 "D3 - 2025 Baseline, AM" model duration: 07:45 - 09:15
 "D4 - 2025 Baseline, PM" model duration: 16:45 - 18:15
 "D5 - 2016 Assessment, AM" model duration: 07:45 - 09:15
 "D6 - 2016 Assessment, PM" model duration: 16:45 - 18:15
 "D7 - 2025 Assessment, AM" model duration: 07:45 - 09:15
 "D8 - 2025 Assessment, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 10/03/2015 16:00:59

File summary

Title	Inglewhite Road / Sainsburys Access
Location	Longridge
Site Number	
Date	03/02/2014
Version	
Status	(new file)
Identifier	VN30277
Client	
Jobnumber	VN30277
Enumerator	Workstation\Workstation1
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75			N/A	0.85	0.60	20.00

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Inglewhite Rd (SB)	3.00	3.00	3.00	0.00	8.00	6.00	0.00	
Sainsburys Access	3.00	3.00	4.50	0.50	9.00	4.00	0.00	
Inglewhite Rd (NB)	3.00	3.00	3.00	0.00	13.50	13.50	0.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Inglewhite Rd (SB)		(calculated)	(calculated)	0.505	771.061
Sainsburys Access		(calculated)	(calculated)	0.511	704.715
Inglewhite Rd (NB)		(calculated)	(calculated)	0.526	815.646

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Inglewhite Rd (SB)	ONE HOUR	✓	341.00	100.000
Sainsburys Access	ONE HOUR	✓	69.00	100.000
Inglewhite Rd (NB)	ONE HOUR	✓	352.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Inglewhite Rd / Sainsburys Access (for whole period)

		To		
		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
From	Inglewhite Rd (SB)	0.000	19.000	322.000
	Sainsburys Access	18.000	0.000	51.000
	Inglewhite Rd (NB)	291.000	61.000	0.000



Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	256.72	64.18	254.66	230.94	45.59	0.00	748.06	704.13	0.343	0.00	0.52	0.121	A
Sainsburys Access	51.95	12.99	51.56	59.78	240.47	0.00	581.77	364.78	0.089	0.00	0.10	0.113	A
Inglewhite Rd (NB)	265.00	66.25	263.07	278.58	13.45	0.00	808.57	765.56	0.328	0.00	0.48	0.110	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	306.55	76.64	305.85	277.25	54.73	0.00	743.45	704.13	0.412	0.52	0.69	0.137	A
Sainsburys Access	62.03	15.51	61.92	71.77	288.81	0.00	557.06	364.78	0.111	0.10	0.12	0.121	A
Inglewhite Rd (NB)	316.44	79.11	315.82	334.58	16.15	0.00	807.14	765.56	0.392	0.48	0.64	0.122	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	375.45	93.86	374.15	339.26	66.97	0.00	737.27	704.13	0.509	0.69	1.02	0.165	A
Sainsburys Access	75.97	18.99	75.80	87.82	353.30	0.00	524.08	364.78	0.145	0.12	0.17	0.134	A
Inglewhite Rd (NB)	387.56	96.89	386.46	409.33	19.77	0.00	805.24	765.56	0.481	0.64	0.91	0.143	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	375.45	93.86	375.41	340.19	67.16	0.00	737.18	704.13	0.509	1.02	1.03	0.166	A
Sainsburys Access	75.97	18.99	75.97	88.07	354.49	0.00	523.48	364.78	0.145	0.17	0.17	0.134	A
Inglewhite Rd (NB)	387.56	96.89	387.53	410.64	19.82	0.00	805.21	765.56	0.481	0.91	0.92	0.144	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	306.55	76.64	307.81	278.71	55.02	0.00	743.30	704.13	0.412	1.03	0.71	0.138	A
Sainsburys Access	62.03	15.51	62.20	72.17	290.66	0.00	556.11	364.78	0.112	0.17	0.13	0.122	A
Inglewhite Rd (NB)	316.44	79.11	317.51	336.63	16.23	0.00	807.11	765.56	0.392	0.92	0.65	0.123	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	11.08	0.74	0.138	A	A
Sainsburys Access	1.95	0.13	0.122	A	A
Inglewhite Rd (NB)	10.12	0.67	0.123	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	8.17	0.54	0.123	A	A
Sainsburys Access	1.52	0.10	0.114	A	A
Inglewhite Rd (NB)	7.59	0.51	0.111	A	A

Future Years - 2016 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D2 - 2016 Baseline, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

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
Future Years	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	Relations
2016 Baseline, PM	2016 Baseline	PM		ONE HOUR	16:45	18:15	90	15			✓	✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
1	Inglewhite Rd / Sainsburys Access	Mini-roundabout	A,B,C	0.20	B

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Inglewhite Rd (SB)	ONE HOUR	✓	311.00	100.000
Sainsburys Access	ONE HOUR	✓	217.00	100.000
Inglewhite Rd (NB)	ONE HOUR	✓	455.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Inglewhite Rd / Sainsburys Access - (16:45-17:00)

		To		
		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
From	Inglewhite Rd (SB)	0.000	45.000	266.000
	Sainsburys Access	74.000	0.000	143.000
	Inglewhite Rd (NB)	285.000	170.000	0.000

Turning Proportions (PCU) - Inglewhite Rd / Sainsburys Access - (16:45-17:00)

		To		
		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
From	Inglewhite Rd (SB)	0.00	0.14	0.86
	Sainsburys Access	0.34	0.00	0.66
	Inglewhite Rd (NB)	0.63	0.37	0.00

Turning Counts / Proportions (PCU/hr) - Inglewhite Rd / Sainsburys Access - (17:00-17:15)

		To		
		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
From	Inglewhite Rd (SB)	0.000	45.000	266.000
	Sainsburys Access	74.000	0.000	143.000
	Inglewhite Rd (NB)	285.000	170.000	0.000

Turning Proportions (PCU) - Inglewhite Rd / Sainsburys Access - (17:00-17:15)

		To		
		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
From	Inglewhite Rd (SB)	0.00	0.14	0.86
	Sainsburys Access	0.34	0.00	0.66
	Inglewhite Rd (NB)	0.63	0.37	0.00

Turning Counts / Proportions (PCU/hr) - Inglewhite Rd / Sainsburys Access - (17:15-17:30)

		To		
		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
From	Inglewhite Rd (SB)	0.000	45.000	266.000
	Sainsburys Access	74.000	0.000	143.000
	Inglewhite Rd (NB)	285.000	170.000	0.000

Vehicle Mix

Average PCU Per Vehicle - Inglewhite Rd / Sainsburys Access - (16:45-17:00)

		To		
From		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
	Inglewhite Rd (SB)	1.000	1.000	1.000
	Sainsburys Access	1.000	1.000	1.000
	Inglewhite Rd (NB)	1.000	1.000	1.000

Heavy Vehicle Percentages - Inglewhite Rd / Sainsburys Access - (16:45-17:00)

		To		
From		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
	Inglewhite Rd (SB)	0.0	0.0	0.0
	Sainsburys Access	0.0	0.0	0.0
	Inglewhite Rd (NB)	0.0	0.0	0.0

Average PCU Per Vehicle - Inglewhite Rd / Sainsburys Access - (17:00-17:15)

		To		
From		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
	Inglewhite Rd (SB)	1.000	1.000	1.000
	Sainsburys Access	1.000	1.000	1.000
	Inglewhite Rd (NB)	1.000	1.000	1.000

Heavy Vehicle Percentages - Inglewhite Rd / Sainsburys Access - (17:00-17:15)

		To		
From		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
	Inglewhite Rd (SB)	0.0	0.0	0.0
	Sainsburys Access	0.0	0.0	0.0
	Inglewhite Rd (NB)	0.0	0.0	0.0

Average PCU Per Vehicle - Inglewhite Rd / Sainsburys Access - (17:15-17:30)

		To		
From		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
	Inglewhite Rd (SB)	1.000	1.000	1.000
	Sainsburys Access	1.000	1.000	1.000
	Inglewhite Rd (NB)	1.000	1.000	1.000

Heavy Vehicle Percentages - Inglewhite Rd / Sainsburys Access - (17:15-17:30)

		To		
From		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
	Inglewhite Rd (SB)	0.0	0.0	0.0
	Sainsburys Access	0.0	0.0	0.0
	Inglewhite Rd (NB)	0.0	0.0	0.0

Average PCU Per Vehicle - Inglewhite Rd / Sainsburys Access - (17:30-17:45)

		To		
From		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
	Inglewhite Rd (SB)	1.000	1.000	1.000
	Sainsburys Access	1.000	1.000	1.000
	Inglewhite Rd (NB)	1.000	1.000	1.000

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	234.14	58.53	232.18	267.87	126.85	0.00	707.06	631.80	0.331	0.00	0.49	0.126	A
Sainsburys Access	163.37	40.84	161.90	160.45	198.59	0.00	603.18	428.43	0.271	0.00	0.37	0.136	A
Inglewhite Rd (NB)	342.55	85.64	339.51	305.28	55.21	0.00	786.58	738.74	0.435	0.00	0.76	0.133	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	279.58	69.90	278.88	321.76	152.35	0.00	694.20	631.80	0.403	0.49	0.66	0.144	A
Sainsburys Access	195.08	48.77	194.56	192.70	238.53	0.00	582.76	428.43	0.335	0.37	0.50	0.154	A
Inglewhite Rd (NB)	409.04	102.26	407.76	366.74	66.35	0.00	780.72	738.74	0.524	0.76	1.08	0.160	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	342.42	85.60	341.07	393.19	186.13	0.00	677.15	631.80	0.506	0.66	1.00	0.178	B
Sainsburys Access	238.92	59.73	237.95	235.49	291.72	0.00	555.57	428.43	0.430	0.50	0.74	0.188	B
Inglewhite Rd (NB)	500.96	125.24	498.18	448.53	81.14	0.00	772.93	738.74	0.648	1.08	1.77	0.216	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	342.42	85.60	342.37	395.17	187.12	0.00	676.65	631.80	0.506	1.00	1.01	0.179	B
Sainsburys Access	238.92	59.73	238.89	236.66	292.83	0.00	555.00	428.43	0.430	0.74	0.75	0.190	B
Inglewhite Rd (NB)	500.96	125.24	500.83	450.25	81.46	0.00	772.77	738.74	0.648	1.77	1.81	0.220	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	279.58	69.90	280.89	324.76	153.84	0.00	693.44	631.80	0.403	1.01	0.69	0.146	A
Sainsburys Access	195.08	48.77	196.02	194.49	240.24	0.00	581.89	428.43	0.335	0.75	0.51	0.156	A
Inglewhite Rd (NB)	409.04	102.26	411.76	369.42	66.85	0.00	780.46	738.74	0.524	1.81	1.13	0.164	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	10.69	0.71	0.146	A	A
Sainsburys Access	7.97	0.53	0.156	A	A
Inglewhite Rd (NB)	17.74	1.18	0.164	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	7.76	0.52	0.127	A	A
Sainsburys Access	5.83	0.39	0.137	A	A
Inglewhite Rd (NB)	12.20	0.81	0.136	A	A

Future Years - 2025 Baseline, 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
Future Years	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	Relations
2025 Baseline, AM	2025 Baseline	AM		ONE HOUR	07:45	09:15	90	15			✓	✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
1	Inglewhite Rd / Sainsburys Access	Mini-roundabout	A,B,C	0.17	B

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Inglewhite Rd (SB)	ONE HOUR	✓	381.00	100.000
Sainsburys Access	ONE HOUR	✓	79.00	100.000
Inglewhite Rd (NB)	ONE HOUR	✓	393.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Inglewhite Rd / Sainsburys Access (for whole period)

		To		
		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
From	Inglewhite Rd (SB)	0.000	22.000	359.000
	Sainsburys Access	21.000	0.000	58.000
	Inglewhite Rd (NB)	324.000	69.000	0.000

Turning Proportions (PCU) - Inglewhite Rd / Sainsburys Access (for whole period)

		To		
		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
From	Inglewhite Rd (SB)	0.00	0.06	0.94
	Sainsburys Access	0.27	0.00	0.73
	Inglewhite Rd (NB)	0.82	0.18	0.00

Vehicle Mix

Average PCU Per Vehicle - Inglewhite Rd / Sainsburys Access (for whole period)

		To		
		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
From	Inglewhite Rd (SB)	1.000	1.000	1.000
	Sainsburys Access	1.000	1.000	1.000
	Inglewhite Rd (NB)	1.000	1.000	1.000

Heavy Vehicle Percentages - Inglewhite Rd / Sainsburys Access (for whole period)

		To		
		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
From	Inglewhite Rd (SB)	0.0	0.0	0.0
	Sainsburys Access	0.0	0.0	0.0
	Inglewhite Rd (NB)	0.0	0.0	0.0

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	419.49	104.87	419.42	379.81	75.96	0.00	732.74	703.34	0.573	1.30	1.32	0.191	B
Sainsburys Access	86.98	21.75	86.97	100.18	395.20	0.00	502.66	365.88	0.173	0.21	0.21	0.144	A
Inglewhite Rd (NB)	432.70	108.18	432.65	459.05	23.12	0.00	803.48	764.45	0.539	1.14	1.15	0.162	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	342.51	85.63	344.28	311.40	62.28	0.00	739.64	703.34	0.463	1.32	0.88	0.152	A
Sainsburys Access	71.02	17.75	71.24	82.16	324.40	0.00	538.86	365.88	0.132	0.21	0.15	0.128	A
Inglewhite Rd (NB)	353.30	88.32	354.74	376.70	18.94	0.00	805.68	764.45	0.439	1.15	0.79	0.134	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	286.84	71.71	287.81	260.46	52.09	0.00	744.78	703.34	0.385	0.88	0.63	0.132	A
Sainsburys Access	59.48	14.87	59.61	68.71	271.19	0.00	566.06	365.88	0.105	0.15	0.12	0.119	A
Inglewhite Rd (NB)	295.87	73.97	296.70	314.96	15.85	0.00	807.30	764.45	0.366	0.79	0.59	0.118	A

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	8.85	0.59	0.130	A	A
Sainsburys Access	1.68	0.11	0.118	A	A
Inglewhite Rd (NB)	8.22	0.55	0.116	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	12.26	0.82	0.150	A	A
Sainsburys Access	2.20	0.15	0.128	A	A
Inglewhite Rd (NB)	11.18	0.75	0.132	A	A

Demand Set Details

Name	Scenario Name	Time Period 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	Relations
2025 Baseline, FM	2025 Baseline	FM		ONE HOUR	16:45	18:15	90	15			✓	✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
1	Inglewhite Rd / Sainsburys Access	Mini-roundabout	A,B,C	0.25	C

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Arm	Name	Description
Inglewhite Rd (SB)	A	Inglewhite Rd (SB)	
Sainsburys Access	B	Sainsburys Access	
Inglewhite Rd (NB)	C	Inglewhite Rd (NB)	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Inglewhite Rd (SB)	0.00	99999.00		0.00
Sainsburys Access	0.00	99999.00		0.00
Inglewhite Rd (NB)	0.00	99999.00		0.00

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Inglewhite Rd (SB)	3.00	3.00	3.00	0.00	8.00	6.00	0.00	
Sainsburys Access	3.00	3.00	4.50	0.50	9.00	4.00	0.00	
Inglewhite Rd (NB)	3.00	3.00	3.00	0.00	13.50	13.50	0.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Inglewhite Rd (SB)		(calculated)	(calculated)	0.505	771.061
Sainsburys Access		(calculated)	(calculated)	0.511	704.715
Inglewhite Rd (NB)		(calculated)	(calculated)	0.526	815.646

Heavy Vehicle Percentages - Inglewhite Rd / Sainsburys Access (for whole period)

From	To			
		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
	Inglewhite Rd (SB)	0.0	0.0	0.0
	Sainsburys Access	0.0	0.0	0.0
Inglewhite Rd (NB)	0.0	0.0	0.0	

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queuing Delay (PCU-min)	Average Queuing Delay (min)	Rate Of Queuing Delay (PCU-min/min)	Inclusive Total Queuing Delay (PCU-min)	Inclusive Average Queuing Delay (min)
Inglewhite Rd (SB)	0.57	0.21	1.33	B	318.41	477.62	81.54	0.17	0.91	81.56	0.17
Sainsburys Access	0.50	0.22	0.99	B	224.82	337.22	61.26	0.18	0.68	61.27	0.18
Inglewhite Rd (NB)	0.73	0.29	2.63	C	467.98	701.98	146.52	0.21	1.63	146.55	0.21

Main Results for each time segment
Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	261.24	65.31	258.89	298.94	143.13	0.00	698.85	630.69	0.374	0.00	0.59	0.136	A
Sainsburys Access	184.45	46.11	182.66	181.18	220.84	0.00	591.81	429.66	0.312	0.00	0.45	0.146	A
Inglewhite Rd (NB)	383.95	95.99	380.18	341.62	61.88	0.00	783.07	739.03	0.490	0.00	0.94	0.148	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	311.95	77.99	311.01	359.11	171.91	0.00	684.32	630.69	0.456	0.59	0.82	0.160	A
Sainsburys Access	220.25	55.06	219.55	217.63	265.30	0.00	569.07	429.66	0.387	0.45	0.62	0.171	B
Inglewhite Rd (NB)	458.48	114.62	456.65	410.47	74.38	0.00	776.49	739.03	0.590	0.94	1.40	0.186	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	11.88	0.79	0.160	A	A
Sainsburys Access	8.98	0.60	0.171	B	B
Inglewhite Rd (NB)	19.98	1.33	0.186	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	18.55	1.24	0.209	B	B
Sainsburys Access	13.87	0.92	0.221	B	B
Inglewhite Rd (NB)	35.00	2.33	0.278	C	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	19.83	1.32	0.212	B	B
Sainsburys Access	14.76	0.98	0.223	B	B
Inglewhite Rd (NB)	39.03	2.60	0.290	C	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	13.44	0.90	0.163	A	A
Sainsburys Access	10.11	0.67	0.174	B	B
Inglewhite Rd (NB)	23.74	1.58	0.194	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	9.42	0.63	0.138	A	A
Sainsburys Access	7.15	0.48	0.148	A	A
Inglewhite Rd (NB)	15.38	1.03	0.152	A	A

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Inglewhite Rd (SB)	3.00	3.00	3.00	0.00	8.00	6.00	0.00	
Sainsburys Access	3.00	3.00	4.50	0.50	9.00	4.00	0.00	
Inglewhite Rd (NB)	3.00	3.00	3.00	0.00	13.50	13.50	0.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Inglewhite Rd (SB)		(calculated)	(calculated)	0.505	771.061
Sainsburys Access		(calculated)	(calculated)	0.511	704.715
Inglewhite Rd (NB)		(calculated)	(calculated)	0.526	815.646

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Inglewhite Rd (SB)	ONE HOUR	✓	429.00	100.000
Sainsburys Access	ONE HOUR	✓	69.00	100.000
Inglewhite Rd (NB)	ONE HOUR	✓	384.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Inglewhite Rd / Sainsburys Access (for whole period)

		To		
		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
From	Inglewhite Rd (SB)	0.000	19.000	410.000
	Sainsburys Access	18.000	0.000	51.000
	Inglewhite Rd (NB)	323.000	61.000	0.000

Main Results for each time segment
Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	322.97	80.74	319.98	254.76	45.57	0.00	748.07	709.63	0.432	0.00	0.75	0.139	A
Sainsburys Access	51.95	12.99	51.53	59.75	305.81	0.00	548.36	357.97	0.095	0.00	0.10	0.121	A
Inglewhite Rd (NB)	289.10	72.27	286.90	343.90	13.44	0.00	808.57	766.49	0.358	0.00	0.55	0.115	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	385.66	96.42	384.43	305.89	54.72	0.00	743.45	709.63	0.519	0.75	1.05	0.167	A
Sainsburys Access	62.03	15.51	61.90	71.75	367.41	0.00	516.87	357.97	0.120	0.10	0.14	0.132	A
Inglewhite Rd (NB)	345.21	86.30	344.46	413.16	16.15	0.00	807.15	766.49	0.428	0.55	0.74	0.129	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	472.34	118.08	469.69	374.23	66.94	0.00	737.29	709.63	0.641	1.05	1.72	0.222	B
Sainsburys Access	75.97	18.99	75.76	87.74	448.89	0.00	475.21	357.97	0.160	0.14	0.19	0.150	A
Inglewhite Rd (NB)	422.79	105.70	421.41	504.89	19.76	0.00	805.24	766.49	0.525	0.74	1.08	0.156	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	472.34	118.08	472.21	375.41	67.16	0.00	737.18	709.63	0.641	1.72	1.75	0.226	B
Sainsburys Access	75.97	18.99	75.96	88.07	451.29	0.00	473.98	357.97	0.160	0.19	0.19	0.151	A
Inglewhite Rd (NB)	422.79	105.70	422.75	507.44	19.82	0.00	805.22	766.49	0.525	1.08	1.09	0.157	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	385.66	96.42	388.24	307.73	55.05	0.00	743.29	709.63	0.519	1.75	1.10	0.170	B
Sainsburys Access	62.03	15.51	62.23	72.25	371.05	0.00	515.01	357.97	0.120	0.19	0.14	0.133	A
Inglewhite Rd (NB)	345.21	86.30	346.55	417.05	16.24	0.00	807.10	766.49	0.428	1.09	0.76	0.131	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	17.39	1.16	0.170	B	B
Sainsburys Access	2.13	0.14	0.133	A	A
Inglewhite Rd (NB)	11.79	0.79	0.131	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	12.03	0.80	0.142	A	A
Sainsburys Access	1.63	0.11	0.121	A	A
Inglewhite Rd (NB)	8.69	0.58	0.116	A	A

Future Years - 2016 Assessment, 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
Future Years	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
2016 Assessment, PM	2016 Assessment	PM		ONE HOUR	16:45	18:15	90	15			✓	✓	

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
1	Inglewhite Rd / Sainsburys Access	Mini-roundabout	A,B,C	0.27	C

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Inglewhite Rd (SB)	ONE HOUR	✓	357.00	100.000
Sainsburys Access	ONE HOUR	✓	217.00	100.000
Inglewhite Rd (NB)	ONE HOUR	✓	537.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Inglewhite Rd / Sainsburys Access (for whole period)

		To		
		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
From	Inglewhite Rd (SB)	0.000	45.000	312.000
	Sainsburys Access	74.000	0.000	143.000
	Inglewhite Rd (NB)	367.000	170.000	0.000

Turning Proportions (PCU) - Inglewhite Rd / Sainsburys Access (for whole period)

		To		
		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
From	Inglewhite Rd (SB)	0.00	0.13	0.87
	Sainsburys Access	0.34	0.00	0.66
	Inglewhite Rd (NB)	0.68	0.32	0.00

Vehicle Mix

Average PCU Per Vehicle - Inglewhite Rd / Sainsburys Access (for whole period)

		To		
		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
From	Inglewhite Rd (SB)	1.000	1.000	1.000
	Sainsburys Access	1.000	1.000	1.000
	Inglewhite Rd (NB)	1.000	1.000	1.000

Heavy Vehicle Percentages - Inglewhite Rd / Sainsburys Access (for whole period)

		To		
		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
From	Inglewhite Rd (SB)	0.0	0.0	0.0
	Sainsburys Access	0.0	0.0	0.0
	Inglewhite Rd (NB)	0.0	0.0	0.0

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	393.06	98.27	392.97	485.22	187.03	0.00	676.70	652.63	0.581	1.34	1.36	0.211	B
Sainsburys Access	238.92	59.73	238.88	236.56	343.44	0.00	529.13	413.10	0.452	0.80	0.81	0.207	B
Inglewhite Rd (NB)	591.25	147.81	590.78	500.85	81.46	0.00	772.77	741.49	0.765	3.00	3.12	0.327	C

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	320.94	80.23	322.87	400.76	154.65	0.00	693.03	652.63	0.463	1.36	0.88	0.163	A
Sainsburys Access	195.08	48.77	196.16	195.35	282.17	0.00	560.45	413.10	0.348	0.81	0.54	0.165	A
Inglewhite Rd (NB)	482.75	120.69	488.52	411.44	66.89	0.00	780.44	741.49	0.619	3.12	1.68	0.209	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	268.77	67.19	269.79	333.84	128.74	0.00	706.11	652.63	0.381	0.88	0.62	0.138	A
Sainsburys Access	163.37	40.84	163.97	162.75	235.78	0.00	584.17	413.10	0.280	0.54	0.39	0.143	A
Inglewhite Rd (NB)	404.28	101.07	406.66	343.84	55.91	0.00	786.21	741.49	0.514	1.68	1.08	0.159	A

Queueing Delay Results for each time segment
Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	8.65	0.58	0.135	A	A
Sainsburys Access	5.48	0.37	0.141	A	A
Inglewhite Rd (NB)	14.63	0.98	0.154	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	12.19	0.81	0.160	A	A
Sainsburys Access	7.60	0.51	0.163	A	A
Inglewhite Rd (NB)	22.26	1.48	0.198	B	B

Demand Set Details

Name	Scenario Name	Time Period 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
2025 Assessment, AM	2025 Assessment	AM		ONE HOUR	07:45	09:15	90	15			✓	✓	

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
1	Inglewhite Rd / Sainsburys Access	Mini-roundabout	A,B,C	0.22	B

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Arm	Name	Description
Inglewhite Rd (SB)	A	Inglewhite Rd (SB)	
Sainsburys Access	B	Sainsburys Access	
Inglewhite Rd (NB)	C	Inglewhite Rd (NB)	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Inglewhite Rd (SB)	0.00	99999.00		0.00
Sainsburys Access	0.00	99999.00		0.00
Inglewhite Rd (NB)	0.00	99999.00		0.00

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Inglewhite Rd (SB)	3.00	3.00	3.00	0.00	8.00	6.00	0.00	
Sainsburys Access	3.00	3.00	4.50	0.50	9.00	4.00	0.00	
Inglewhite Rd (NB)	3.00	3.00	3.00	0.00	13.50	13.50	0.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Inglewhite Rd (SB)		(calculated)	(calculated)	0.505	771.061
Sainsburys Access		(calculated)	(calculated)	0.511	704.715
Inglewhite Rd (NB)		(calculated)	(calculated)	0.526	815.646

Heavy Vehicle Percentages - Inglewhite Rd / Sainsburys Access (for whole period)

		To		
From		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
	Inglewhite Rd (SB)	0.0	0.0	0.0
	Sainsburys Access	0.0	0.0	0.0
	Inglewhite Rd (NB)	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queuing Delay (PCU-min)	Average Queuing Delay (min)	Rate Of Queuing Delay (PCU-min/min)	Inclusive Total Queuing Delay (PCU-min)	Inclusive Average Queuing Delay (min)
Inglewhite Rd (SB)	0.70	0.28	2.32	C	430.36	645.54	132.60	0.21	1.47	132.63	0.21
Sainsburys Access	0.19	0.16	0.24	A	72.49	108.74	15.66	0.14	0.17	15.66	0.14
Inglewhite Rd (NB)	0.58	0.18	1.38	B	389.99	584.98	86.68	0.15	0.96	86.70	0.15

Main Results for each time segment
Main results: (07:45-08:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	353.09	88.27	349.55	281.52	51.53	0.00	745.06	708.37	0.474	0.00	0.88	0.150	A
Sainsburys Access	59.48	14.87	58.98	67.92	333.16	0.00	534.38	359.54	0.111	0.00	0.12	0.126	A
Inglewhite Rd (NB)	319.96	79.99	317.37	376.46	15.68	0.00	807.39	765.34	0.396	0.00	0.65	0.122	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	421.62	105.41	420.00	338.07	61.87	0.00	739.84	708.37	0.570	0.88	1.29	0.187	B
Sainsburys Access	71.02	17.75	70.86	81.58	400.30	0.00	500.05	359.54	0.142	0.12	0.16	0.140	A
Inglewhite Rd (NB)	382.07	95.52	381.11	452.32	18.84	0.00	805.73	765.34	0.474	0.65	0.89	0.141	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	18.43	1.23	0.187	B	B
Sainsburys Access	2.40	0.16	0.140	A	A
Inglewhite Rd (NB)	12.85	0.86	0.141	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	31.16	2.08	0.267	C	B
Sainsburys Access	3.39	0.23	0.163	A	A
Inglewhite Rd (NB)	19.37	1.29	0.177	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	34.39	2.29	0.276	C	B
Sainsburys Access	3.52	0.23	0.164	A	A
Inglewhite Rd (NB)	20.53	1.37	0.179	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	21.71	1.45	0.193	B	B
Sainsburys Access	2.60	0.17	0.141	A	A
Inglewhite Rd (NB)	14.34	0.96	0.143	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	14.38	0.96	0.155	A	A
Sainsburys Access	1.95	0.13	0.127	A	A
Inglewhite Rd (NB)	10.30	0.69	0.124	A	A

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Inglewhite Rd (SB)	3.00	3.00	3.00	0.00	8.00	6.00	0.00	
Sainsburys Access	3.00	3.00	4.50	0.50	9.00	4.00	0.00	
Inglewhite Rd (NB)	3.00	3.00	3.00	0.00	13.50	13.50	0.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Inglewhite Rd (SB)		(calculated)	(calculated)	0.505	771.061
Sainsburys Access		(calculated)	(calculated)	0.511	704.715
Inglewhite Rd (NB)		(calculated)	(calculated)	0.526	815.646

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Inglewhite Rd (SB)	ONE HOUR	✓	393.00	100.000
Sainsburys Access	ONE HOUR	✓	245.00	100.000
Inglewhite Rd (NB)	ONE HOUR	✓	592.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Inglewhite Rd / Sainsburys Access (for whole period)

		To		
		Inglewhite Rd (SB)	Sainsburys Access	Inglewhite Rd (NB)
From	Inglewhite Rd (SB)	0.000	51.000	342.000
	Sainsburys Access	83.000	0.000	162.000
	Inglewhite Rd (NB)	400.000	192.000	0.000

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	295.87	73.97	292.98	359.52	142.88	0.00	698.97	649.72	0.423	0.00	0.72	0.147	A
Sainsburys Access	184.45	46.11	182.58	180.90	254.96	0.00	574.36	415.64	0.321	0.00	0.47	0.152	A
Inglewhite Rd (NB)	445.69	111.42	440.54	375.69	61.86	0.00	783.09	741.53	0.569	0.00	1.29	0.173	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	353.30	88.32	352.02	431.80	171.58	0.00	684.50	649.72	0.516	0.72	1.04	0.180	B
Sainsburys Access	220.25	55.06	219.48	217.26	306.34	0.00	548.09	415.64	0.402	0.47	0.66	0.182	B
Inglewhite Rd (NB)	532.20	133.05	529.02	451.46	74.35	0.00	776.51	741.53	0.685	1.29	2.08	0.239	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	432.70	108.18	429.78	524.05	207.95	0.00	666.14	649.72	0.650	1.04	1.77	0.251	C
Sainsburys Access	269.75	67.44	268.10	263.72	374.01	0.00	513.50	415.64	0.525	0.66	1.07	0.243	B
Inglewhite Rd (NB)	651.80	162.95	641.18	551.28	90.83	0.00	767.84	741.53	0.849	2.08	4.74	0.440	D

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	432.70	108.18	432.52	530.77	210.92	0.00	664.65	649.72	0.651	1.77	1.82	0.258	C
Sainsburys Access	269.75	67.44	269.67	267.04	376.39	0.00	512.28	415.64	0.527	1.07	1.09	0.247	B
Inglewhite Rd (NB)	651.80	162.95	650.33	554.70	91.36	0.00	767.56	741.53	0.849	4.74	5.11	0.497	D

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	353.30	88.32	356.18	442.36	176.26	0.00	682.13	649.72	0.518	1.82	1.10	0.186	B
Sainsburys Access	220.25	55.06	221.86	222.48	309.95	0.00	546.24	415.64	0.403	1.09	0.69	0.186	B
Inglewhite Rd (NB)	532.20	133.05	543.46	456.66	75.16	0.00	776.08	741.53	0.686	5.11	2.29	0.269	C

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	17.43	1.16	0.186	B	B
Sainsburys Access	10.83	0.72	0.186	B	B
Inglewhite Rd (NB)	38.26	2.55	0.269	C	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	11.69	0.78	0.150	A	A
Sainsburys Access	7.50	0.50	0.155	A	A
Inglewhite Rd (NB)	21.58	1.44	0.182	B	B

Junctions 8
ARCADY 8 - Roundabout Module
Version: 8.0.1.305 [25 May 2012] © Copyright TRL Limited, 2015
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Filename: (new file)
Path:
Report generation date: 17/03/2015 16:03:42

Summary of junction performance

	AM			
	Queue (PCU)	Delay (min)	RFC	LOS
Inglewhite Road/ Berry Road - 2014 Surveyed				
Inglewhite Rd (SB)	0.52	0.07	0.34	A
Berry Lane	0.45	0.06	0.31	A
Inglewhite Rd (NB)	1.25	0.23	0.56	B
Inglewhite Road/ Berry Road - 2016 Assessment				
Inglewhite Rd (SB)	0.85	0.09	0.46	A
Berry Lane	0.53	0.07	0.35	A
Inglewhite Rd (NB)	2.16	0.34	0.69	C
Inglewhite Road/ Berry Road - 2016 Baseline				
Inglewhite Rd (SB)	0.62	0.08	0.38	A
Berry Lane	0.49	0.06	0.33	A
Inglewhite Rd (NB)	1.76	0.29	0.64	C
Inglewhite Road/ Berry Road - 2025 Assessment				
Inglewhite Rd (SB)	1.03	0.10	0.51	A
Berry Lane	0.65	0.07	0.39	A
Inglewhite Rd (NB)	3.52	0.51	0.79	D
Inglewhite Road/ Berry Road - 2025 Baseline				
Inglewhite Rd (SB)	0.75	0.08	0.43	A
Berry Lane	0.60	0.07	0.38	A
Inglewhite Rd (NB)	2.69	0.41	0.74	C

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

"D1 - 2016 Baseline, AM" model duration: 07:45 - 09:15
 "D3 - 2025 Baseline, AM" model duration: 07:45 - 09:15
 "D5 - 2016 Assessment, AM" model duration: 07:45 - 09:15
 "D7 - 2025 Assessment, AM" model duration: 07:45 - 09:15
 "D8 - 2014 Surveyed, AM" model duration: 07:45 - 09:15

Run using Junctions 8.0.1.305 at 17/03/2015 16:03:41

File summary

File Description

Title	Inglewhite Road / Berry Lane
Location	Longridge
Site Number	
Date	03/02/2014
Version	
Status	(new file)
Identifier	VN30277
Client	
Jobnumber	VN30277
Enumerator	Workstation\Workstation1
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75			N/A	0.85	0.60	20.00

Units

Slope / Intercept / Capacity

Arm Intercept Adjustments

Name	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
Inglewhite Rd (SB)	Direct		500.00	
Berry Lane	Direct	Queue Surveys	1000.00	
Inglewhite Rd (NB)	Direct		-115.00	

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Inglewhite Rd (SB)		(calculated)	(calculated)	0.529	1316.061
Berry Lane		(calculated)	(calculated)	0.503	1576.333
Inglewhite Rd (NB)		(calculated)	(calculated)	0.551	700.196

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Inglewhite Rd (SB)	ONE HOUR	✓	437.00	100.000
Berry Lane	ONE HOUR	✓	426.00	100.000
Inglewhite Rd (NB)	ONE HOUR	✓	334.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Inglewhite Rd / Berry Lane (for whole period)

		To		
		A	B	C
From	A	0.000	160.000	277.000
	B	212.000	0.000	214.000
	C	233.000	101.000	0.000

Turning Proportions (PCU) - Inglewhite Rd / Berry Lane (for whole period)

		To		
		A	B	C
From	A	0.00	0.37	0.63
	B	0.50	0.00	0.50
	C	0.70	0.30	0.00

Vehicle Mix

Average PCU Per Vehicle - Inglewhite Rd / Berry Lane (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 - Inglewhite Rd / Berry Lane (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000

Rd (SB)	329.00	82.25	329.41	336.12	76.44	0.00	1275.61	1255.62	0.258	0.45	0.35	0.063	A
Berry Lane	320.72	80.18	321.04	197.05	208.80	0.00	1471.38	1176.27	0.218	0.36	0.28	0.052	A
Inglewhite Rd (NB)	251.45	62.88	252.79	370.07	159.76	0.00	612.18	377.72	0.411	1.05	0.71	0.168	B

Queueing Delay Results for each time segment

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	5.06	0.34	0.063	A	A
Berry Lane	4.08	0.27	0.052	A	A
Inglewhite Rd (NB)	9.70	0.65	0.164	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	6.57	0.44	0.068	A	A
Berry Lane	5.27	0.35	0.056	A	A
Inglewhite Rd (NB)	14.20	0.95	0.202	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	9.02	0.60	0.077	A	A
Berry Lane	7.20	0.48	0.063	A	A
Inglewhite Rd (NB)	23.82	1.59	0.286	C	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	9.24	0.62	0.077	A	A
Berry Lane	7.34	0.49	0.063	A	A
Inglewhite Rd (NB)	26.11	1.74	0.293	C	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	6.92	0.46	0.069	A	A
Berry Lane	5.50	0.37	0.056	A	A
Inglewhite Rd (NB)	16.61	1.11	0.207	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	5.33	0.38	0.063	A	A
Berry Lane	4.26	0.28	0.052	A	A
Inglewhite Rd (NB)	11.10	0.74	0.168	B	B

Inglewhite Road/ Berry Road - 2025 Baseline, 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
Inglewhite Road/ Berry Road	ARCADY		✓				100.000	100.000	

Demand Set Details

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Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Inglewhite Rd (SB)	ONE HOUR	✓	489.00	100.000
Berry Lane	ONE HOUR	✓	480.00	100.000
Inglewhite Rd (NB)	ONE HOUR	✓	373.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Inglewhite Rd / Berry Lane (for whole period)

	To		
	A	B	C
From A	0.000	178.000	311.000
From B	238.000	0.000	242.000
From C	259.000	114.000	0.000

Turning Proportions (PCU) - Inglewhite Rd / Berry Lane (for whole period)

	To		
	A	B	C
From A	0.00	0.36	0.64
From B	0.50	0.00	0.50
From C	0.69	0.31	0.00

Vehicle Mix

Average PCU Per Vehicle - Inglewhite Rd / Berry Lane (for whole period)

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

Heavy Vehicle Percentages - Inglewhite Rd / Berry Lane (for whole period)

	To		
	A	B	C
From A	0.000	0.000	0.000
From B	0.000	0.000	0.000
From C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queuing Delay (PCU-min)	Average Queuing Delay (min)	Rate Of Queuing Delay (PCU-min/min)	Inclusive Total Queuing Delay (PCU-min)	Inclusive Average Queuing Delay (min)
Inglewhite Rd (SB)	0.43	0.08	0.75	A	448.71	673.07	50.50	0.08	0.56	50.51	0.08
Berry Lane	0.38	0.07	0.60	A	440.46	660.88	40.57	0.06	0.45	40.58	0.06
Inglewhite	0.74	0.41	2.69	C	342.27	513.41	141.84	0.28	1.58	141.88	0.28

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	7.81	0.52	0.073	A	A
Berry Lane	6.31	0.42	0.060	A	A
Inglewhite Rd (NB)	18.54	1.24	0.239	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	10.96	0.73	0.084	A	A
Berry Lane	8.80	0.59	0.068	A	A
Inglewhite Rd (NB)	34.65	2.31	0.386	C	C

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	11.27	0.75	0.084	A	A
Berry Lane	9.01	0.60	0.069	A	A
Inglewhite Rd (NB)	39.75	2.65	0.409	C	C

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	8.27	0.55	0.073	A	A
Berry Lane	6.80	0.44	0.060	A	A
Inglewhite Rd (NB)	22.74	1.52	0.253	C	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	6.27	0.42	0.067	A	A
Berry Lane	5.04	0.34	0.055	A	A
Inglewhite Rd (NB)	14.13	0.94	0.190	B	B

Inglewhite Road/ Berry Road - 2016 Assessment, 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
Inglewhite Road/ Berry Road	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
2016 Assessment, AM	2016 Assessment	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
Inglewhite Rd / Berry Lane	Mini-roundabout	A,B,C	0.15	A

Berry Lane	ONE HOUR	✓	438.00	100.000
Inglewhite Rd (NB)	ONE HOUR	✓	355.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Inglewhite Rd / Berry Lane (for whole period)

		To		
		A	B	C
From	A	0.000	189.000	336.000
	B	222.000	0.000	214.000
	C	254.000	101.000	0.000

Turning Proportions (PCU) - Inglewhite Rd / Berry Lane (for whole period)

		To		
		A	B	C
From	A	0.00	0.36	0.64
	B	0.51	0.00	0.49
	C	0.72	0.28	0.00

Vehicle Mix

Average PCU Per Vehicle - Inglewhite Rd / Berry Lane (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 - Inglewhite Rd / Berry Lane (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

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queuing Delay (PCU-min)	Average Queuing Delay (min)	Rate Of Queuing Delay (PCU-min/min)	Inclusive Total Queuing Delay (PCU-min)	Inclusive Average Queuing Delay (min)
Inglewhite Rd (SB)	0.46	0.09	0.65	A	481.75	722.62	56.20	0.08	0.62	56.21	0.08
Berry Lane	0.35	0.07	0.53	A	400.08	600.12	35.75	0.06	0.40	35.75	0.06
Inglewhite Rd (NB)	0.69	0.34	2.16	C	325.75	488.63	119.78	0.25	1.33	119.81	0.25

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	395.25	98.81	393.46	355.57	75.16	0.00	1276.29	1260.10	0.310	0.00	0.45	0.068	A
Berry Lane	328.24	82.06	327.08	216.81	251.82	0.00	1448.76	1170.98	0.228	0.00	0.29	0.053	A
Inglewhite Rd (NB)	267.26	66.82	264.19	412.36	166.54	0.00	608.45	371.74	0.439	0.00	0.77	0.173	B

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

Name	Total Demand	Junction Arrivals	Entry Flow	Exit Flow	Circulating	Pedestrian Demand	Capacity	Saturation Capacity	RFC	Start Queue	End Queue	Delay	LOS
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	(PCU-min)	min/min)	Vehicle (min)	Service	Service
Inglewhite Rd (SB)	12.67	0.84	0.088	A	A
Berry Lane	7.87	0.52	0.066	A	A
Inglewhite Rd (NB)	32.02	2.13	0.342	C	C

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	9.18	0.61	0.076	A	A
Berry Lane	5.83	0.38	0.058	A	A
Inglewhite Rd (NB)	19.44	1.30	0.228	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	6.91	0.46	0.068	A	A
Berry Lane	4.48	0.30	0.054	A	A
Inglewhite Rd (NB)	12.56	0.84	0.178	B	B

Inglewhite Road/ Berry Road - 2025 Assessment, 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
Inglewhite Road/ Berry Road	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
2025 Assessment, AM	2025 Assessment	AM		ONE HOUR	07:45	08:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
Inglewhite Rd / Berry Lane	Mini-roundabout	A,B,C	0.20	B

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
Inglewhite Rd (SB)	Inglewhite Rd (SB)	
Berry Lane	Berry Lane	
Inglewhite Rd (NB)	Inglewhite Rd (NB)	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Inglewhite Rd (SB)	0.00	99999.00		0.00

From	A	0.00	0.36	0.64
	B	0.51	0.00	0.49
	C	0.71	0.29	0.00

Vehicle Mix

Average PCU Per Vehicle - Inglewhite Rd / Berry Lane (for whole period)

From	To		
	A	B	C
	1.000	1.000	1.000
	1.000	1.000	1.000

Heavy Vehicle Percentages - Inglewhite Rd / Berry Lane (for whole period)

From	To		
	A	B	C
	0.000	0.000	0.000
	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queuing Delay (PCU-min)	Average Queuing Delay (min)	Rate Of Queuing Delay (PCU-min/min)	Inclusive Total Queuing Delay (PCU-min)	Inclusive Average Queuing Delay (min)
Inglewhite Rd (SB)	0.51	0.10	1.03	A	529.47	794.20	86.72	0.08	0.74	66.73	0.08
Berry Lane	0.39	0.07	0.65	A	449.63	674.45	43.12	0.06	0.48	43.12	0.06
Inglewhite Rd (NB)	0.79	0.51	3.52	D	362.46	543.69	173.27	0.32	1.93	173.33	0.32

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	434.40	108.60	432.33	394.82	84.71	0.00	1271.24	1258.97	0.342	0.00	0.52	0.071	A
Berry Lane	366.90	92.22	367.52	239.81	277.23	0.00	1436.98	1170.54	0.257	0.00	0.34	0.056	A
Inglewhite Rd (NB)	297.38	74.34	293.52	458.74	186.01	0.00	597.72	373.83	0.498	0.00	0.96	0.195	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	518.71	129.68	518.01	473.73	101.83	0.00	1262.18	1258.97	0.411	0.52	0.69	0.081	A
Berry Lane	440.50	110.12	440.07	287.67	332.17	0.00	1409.37	1170.54	0.313	0.34	0.45	0.062	A
Inglewhite Rd (NB)	355.10	86.77	352.63	549.51	222.73	0.00	577.50	373.83	0.615	0.96	1.53	0.264	C

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	635.29	158.82	633.98	576.99	123.46	0.00	1250.73	1258.97	0.508	0.69	1.02	0.097	A
Berry Lane	539.50	134.88	538.74	350.90	406.54	0.00	1371.99	1170.54	0.393	0.45	0.64	0.072	A
Inglewhite Rd (NB)	434.90	108.73	427.78	672.61	272.67	0.00	549.99	373.83	0.791	1.53	3.31	0.465	D

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

Name	Total Demand	Junction Arrivals	Entry Flow	Exit Flow	Circulating	Pedestrian Demand	Capacity	Saturation Capacity	RFC	Start Queue	End Queue	Delay	LOS
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(SB)	8.02	0.53	0.072	A	A
Berry Lane	5.29	0.35	0.056	A	A
Inglewhite Rd (NB)	16.13	1.08	0.204	B	B

Inglewhite Road/ Berry Road - 2014 Surveyed, 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
Inglewhite Road/ Berry Road	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
2014 Surveyed, AM	2014 Surveyed	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
Inglewhite Rd / Berry Lane	Mini-roundabout	A,B,C	0.11	A

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
Inglewhite Rd (SB)	Inglewhite Rd (SB)	
Berry Lane	Berry Lane	
Inglewhite Rd (NB)	Inglewhite Rd (NB)	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Inglewhite Rd (SB)	0.00	99999.00		0.00
Berry Lane	0.00	99999.00		0.00
Inglewhite Rd (NB)	0.00	99999.00		0.00

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Inglewhite Rd (SB)	3.50	3.50	3.50	0.00	10.00	3.50	0.00	
Berry Lane	3.50	2.40	4.50	2.50	10.00	3.80	0.00	
Inglewhite Rd (NB)	3.20	3.20	3.20	0.00	16.00	14.50	0.00	

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

Pedestrian Crossings

Name	Crossing Type
Inglewhite Rd (SB)	None
Berry Lane	None
Inglewhite Rd (NB)	None

B	0.000	0.000	0.000
C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queuing Delay (PCU-min)	Average Queuing Delay (min)	Rate Of Queuing Delay (PCU-min/min)	Inclusive Total Queuing Delay (PCU-min)	Inclusive Average Queuing Delay (min)
Inglewhite Rd (SB)	0.34	0.07	0.52	A	359.71	539.56	35.91	0.07	0.40	35.91	0.07
Berry Lane	0.31	0.06	0.45	A	369.80	554.70	30.88	0.06	0.34	30.88	0.06
Inglewhite Rd (NB)	0.56	0.23	1.25	B	271.61	407.42	76.64	0.19	0.65	76.66	0.19

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	295.12	73.78	293.92	294.64	72.30	0.00	1277.80	1248.57	0.231	0.00	0.30	0.061	A
Berry Lane	303.40	75.85	302.37	174.28	191.95	0.00	1479.85	1166.48	0.205	0.00	0.26	0.051	A
Inglewhite Rd (NB)	222.84	55.71	220.63	348.01	146.31	0.00	819.60	389.26	0.360	0.00	0.55	0.150	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	352.40	88.10	352.07	353.47	86.91	0.00	1270.07	1248.57	0.277	0.30	0.38	0.065	A
Berry Lane	362.29	90.57	362.00	209.06	229.92	0.00	1460.76	1166.48	0.248	0.26	0.33	0.055	A
Inglewhite Rd (NB)	266.10	66.52	265.22	416.76	175.16	0.00	803.70	389.26	0.441	0.55	0.77	0.177	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	431.60	107.90	431.06	432.34	106.20	0.00	1259.87	1248.56	0.343	0.38	0.52	0.072	A
Berry Lane	443.71	110.93	443.24	255.75	281.51	0.00	1434.83	1166.48	0.309	0.33	0.45	0.060	A
Inglewhite Rd (NB)	325.90	81.48	324.07	510.28	214.47	0.00	582.04	389.26	0.560	0.77	1.23	0.231	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	431.60	107.90	431.59	433.75	106.77	0.00	1259.56	1248.56	0.343	0.52	0.52	0.072	A
Berry Lane	443.71	110.93	443.71	256.51	281.86	0.00	1434.66	1166.48	0.309	0.45	0.45	0.061	A
Inglewhite Rd (NB)	325.90	81.48	325.82	510.87	214.70	0.00	581.92	389.26	0.560	1.23	1.25	0.234	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	352.40	88.10	352.93	355.82	87.79	0.00	1269.61	1248.57	0.278	0.52	0.39	0.066	A
Berry Lane	362.29	90.57	362.75	210.23	230.49	0.00	1460.48	1166.48	0.248	0.45	0.33	0.055	A
Inglewhite Rd (NB)	266.10	66.52	267.88	417.71	175.52	0.00	603.50	389.26	0.441	1.25	0.80	0.180	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite													

Junctions 8
ARCADY 8 - Roundabout Module
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Report generation date: 17/03/2015 16:04:50

Summary of junction performance

	PM			
	Queue (PCU)	Delay (min)	RFC	LOS
Inglewhite Road/ Berry Road - 2014 Surveyed				
Inglewhite Rd (SB)	2.49	0.35	0.72	C
Berry Lane	1.64	0.21	0.63	B
Inglewhite Rd (NB)	1.90	0.23	0.66	B
Inglewhite Road/ Berry Road - 2016 Assessment				
Inglewhite Rd (SB)	7.26	0.86	0.90	F
Berry Lane	2.76	0.32	0.74	C
Inglewhite Rd (NB)	4.13	0.43	0.82	D
Inglewhite Road/ Berry Road - 2016 Baseline				
Inglewhite Rd (SB)	4.13	0.53	0.82	D
Berry Lane	2.12	0.26	0.69	C
Inglewhite Rd (NB)	2.46	0.28	0.72	C
Inglewhite Road/ Berry Road - 2025 Assessment				
Inglewhite Rd (SB)	21.75	2.14	1.03	F
Berry Lane	4.74	0.50	0.84	D
Inglewhite Rd (NB)	9.70	0.93	0.93	F
Inglewhite Road/ Berry Road - 2025 Baseline				
Inglewhite Rd (SB)	10.10	1.17	0.94	F
Berry Lane	3.44	0.38	0.78	C
Inglewhite Rd (NB)	4.49	0.47	0.83	D

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

"D2 - 2016 Baseline, PM" model duration: 16:45 - 18:15
 "D4 - 2025 Baseline, PM" model duration: 16:45 - 18:15
 "D6 - 2016 Assessment, PM" model duration: 16:45 - 18:15
 "D8 - 2025 Assessment, PM" model duration: 16:45 - 18:15
 "D9 - 2014 Surveyed, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.1.305 at 17/03/2015 16:04:49

File summary

File Description

Title	Inglewhite Road / Berry Lane
Location	Longridge
Site Number	
Data	03/02/2014
Version	
Status	(new file)
Identifier	VN30277
Client	
Jobnumber	VN30277
Enumerator	Workstation\Workstation1
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75			N/A	0.85	0.60	20.00

Units

Slope / Intercept / Capacity

Arm Intercept Adjustments

Name	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
Inglewhite Rd (SB)	Direct		-90.00	
Berry Lane	Direct	Queue Surveys	270.00	
Inglewhite Rd (NB)	Direct	Queue Surveys	85.00	

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Inglewhite Rd (SB)		(calculated)	(calculated)	0.529	726.061
Berry Lane		(calculated)	(calculated)	0.503	846.333
Inglewhite Rd (NB)		(calculated)	(calculated)	0.551	900.196

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Inglewhite Rd (SB)	ONE HOUR	✓	446.00	100.000
Berry Lane	ONE HOUR	✓	457.00	100.000
Inglewhite Rd (NB)	ONE HOUR	✓	488.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Inglewhite Rd / Berry Lane (for whole period)

		To		
		A	B	C
From	A	0.000	243.000	203.000
	B	250.000	0.000	207.000
	C	271.000	217.000	0.000

Turning Proportions (PCU) - Inglewhite Rd / Berry Lane (for whole period)

		To		
		A	B	C
From	A	0.00	0.54	0.46
	B	0.55	0.00	0.45
	C	0.56	0.44	0.00

Vehicle Mix

Average PCU Per Vehicle - Inglewhite Rd / Berry Lane (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 - Inglewhite Rd / Berry Lane (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000

Rd (SB)	335.77	83.94	338.84	394.17	184.20	0.00	638.18	565.09	0.525	1.90	1.14	0.202	B
Berry Lane	344.05	86.01	345.69	348.81	154.23	0.00	768.81	717.05	0.448	1.23	0.82	0.142	A
Inglewhite Rd (NB)	367.39	91.85	369.26	310.81	189.11	0.00	796.02	684.10	0.462	1.34	0.87	0.141	A

Queueing Delay Results for each time segment

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	15.00	1.00	0.192	B	B
Berry Lane	11.31	0.75	0.139	A	A
Inglewhite Rd (NB)	11.96	0.80	0.137	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	24.11	1.61	0.264	C	B
Berry Lane	16.70	1.11	0.173	B	B
Inglewhite Rd (NB)	18.08	1.21	0.176	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	49.51	3.30	0.478	D	C
Berry Lane	28.56	1.90	0.250	C	B
Inglewhite Rd (NB)	32.72	2.16	0.271	C	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	60.19	4.01	0.533	D	C
Berry Lane	31.42	2.09	0.259	C	B
Inglewhite Rd (NB)	36.46	2.43	0.282	C	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	31.63	2.11	0.294	C	B
Berry Lane	19.55	1.30	0.179	B	B
Inglewhite Rd (NB)	21.31	1.42	0.183	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	18.06	1.20	0.202	B	B
Berry Lane	12.85	0.86	0.142	A	A
Inglewhite Rd (NB)	13.62	0.91	0.141	A	A

Inglewhite Road/ Berry Road - 2025 Baseline, 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
Inglewhite Road/ Berry Road	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Flow	Capacity	Flow	Capacity	Flow	Capacity	Flow	Capacity	Flow	Capacity

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Inglewhite Rd (SB)	ONE HOUR	✓	500.00	100.000
Berry Lane	ONE HOUR	✓	515.00	100.000
Inglewhite Rd (NB)	ONE HOUR	✓	551.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Inglewhite Rd / Berry Lane (for whole period)

		To		
		A	B	C
From	A	0.000	273.000	227.000
	B	280.000	0.000	235.000
	C	305.000	246.000	0.000

Turning Proportions (PCU) - Inglewhite Rd / Berry Lane (for whole period)

		To		
		A	B	C
From	A	0.00	0.55	0.45
	B	0.54	0.00	0.48
	C	0.55	0.45	0.00

Vehicle Mix

Average PCU Per Vehicle - Inglewhite Rd / Berry Lane (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 - Inglewhite Rd / Berry Lane (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

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queuing Delay (PCU-min)	Average Queuing Delay (min)	Rate Of Queuing Delay (PCU-min/min)	Inclusive Total Queuing Delay (PCU-min)	Inclusive Average Queuing Delay (min)
Inglewhite Rd (SB)	0.94	1.17	10.10	F	458.81	688.21	373.98	0.54	4.16	374.10	0.54
Berry Lane	0.78	0.38	3.44	C	472.57	708.86	175.56	0.25	1.95	175.61	0.25
Inglewhite	0.83	0.47	4.49	D	505.61	758.41	210.42	0.28	2.34	210.47	0.28

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	35.07	2.34	0.354	C	C
Berry Lane	22.44	1.50	0.209	B	B
Inglewhite Rd (NB)	25.08	1.67	0.220	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	91.82	6.12	0.841	F	D
Berry Lane	43.23	2.88	0.349	C	C
Inglewhite Rd (NB)	53.85	3.59	0.416	C	C

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	138.01	9.20	1.172	F	E
Berry Lane	50.42	3.36	0.379	C	C
Inglewhite Rd (NB)	65.44	4.36	0.468	D	C

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	64.06	4.27	0.537	D	C
Berry Lane	28.32	1.89	0.229	B	B
Inglewhite Rd (NB)	32.41	2.16	0.245	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	25.31	1.69	0.251	C	B
Berry Lane	16.82	1.12	0.164	A	A
Inglewhite Rd (NB)	18.20	1.21	0.166	A	A

Inglewhite Road/ Berry Road - 2016 Assessment, 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
Inglewhite Road/ Berry Road	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
2016 Assessment, PM	2016 Assessment	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
Inglewhite Rd / Berry Lane	Mini-roundabout	A,B,C	0.54	D

Berry Lane	ONE HOUR	✓	484.00	100,000
Inglewhite Rd (NB)	ONE HOUR	✓	543.00	100,000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Inglewhite Rd / Berry Lane (for whole period)

From	To		
	A	B	C
	0.000	258.000	234.000
	277.000	0.000	207.000
C	326.000	217.000	0.000

Turning Proportions (PCU) - Inglewhite Rd / Berry Lane (for whole period)

From	To		
	A	B	C
	0.00	0.52	0.48
	0.57	0.00	0.43
C	0.80	0.40	0.00

Vehicle Mix

Average PCU Per Vehicle - Inglewhite Rd / Berry Lane (for whole period)

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

Heavy Vehicle Percentages - Inglewhite Rd / Berry Lane (for whole period)

From	To		
	A	B	C
	0.000	0.000	0.000
	0.000	0.000	0.000
C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queuing Delay (PCU-min)	Average Queuing Delay (min)	Rate Of Queuing Delay (PCU-min/min)	Inclusive Total Queuing Delay (PCU-min)	Inclusive Average Queuing Delay (min)
Inglewhite Rd (SB)	0.90	0.86	7.26	F	451.47	677.20	298.22	0.44	3.31	298.31	0.44
Berry Lane	0.74	0.32	2.76	C	444.13	666.19	147.87	0.22	1.64	147.91	0.22
Inglewhite Rd (NB)	0.82	0.43	4.13	D	498.27	747.40	197.90	0.26	2.20	197.94	0.26

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	370.40	92.60	365.10	449.35	161.68	0.00	640.51	582.84	0.578	0.00	1.33	0.214	B
Berry Lane	364.38	91.10	360.78	353.13	173.65	0.00	758.05	707.00	0.480	0.00	0.91	0.149	A
Inglewhite Rd (NB)	408.90	102.20	404.58	327.94	206.47	0.00	786.46	677.29	0.520	0.00	1.06	0.155	A

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

Name	Total Demand	Junction Arrivals	Entry Flow	Exit Flow	Circulating	Pedestrian Demand	Capacity	Saturation Capacity	RFC	Start Queue	End Queue	Delay	LOS
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	(PCU-min)	min/min)	Vehicle (min)	Service	Service
Inglewhite Rd (SB)	102.42	6.83	0.865	F	D
Berry Lane	40.74	2.72	0.322	C	B
Inglewhite Rd (NB)	60.36	4.02	0.435	D	C

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	48.48	3.23	0.410	C	C
Berry Lane	23.89	1.59	0.206	B	B
Inglewhite Rd (NB)	30.54	2.04	0.234	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Inglewhite Rd (SB)	22.94	1.53	0.232	B	B
Berry Lane	14.88	0.99	0.155	A	A
Inglewhite Rd (NB)	17.54	1.17	0.182	A	A

Inglewhite Road/ Berry Road - 2025 Assessment, 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
Inglewhite Road/ Berry Road	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
2025 Assessment, PM	2025 Assessment	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
Inglewhite Rd / Berry Lane	Mini-roundabout	A,B,C	1.19	F

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
Inglewhite Rd (SB)	Inglewhite Rd (SB)	
Berry Lane	Berry Lane	
Inglewhite Rd (NB)	Inglewhite Rd (NB)	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Inglewhite Rd (SB)	0.00	99999.00		0.00

From	A	0.00	0.53	0.47
	B	0.57	0.00	0.43
	C	0.58	0.41	0.00

Vehicle Mix

Average PCU Per Vehicle - Inglewhite Rd / Berry Lane (for whole period)

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

Heavy Vehicle Percentages - Inglewhite Rd / Berry Lane (for whole period)

From	To			
		A	B	C
	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

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queuing Delay (PCU-min)	Average Queuing Delay (min)	Rate Of Queuing Delay (PCU-min/min)	Inclusive Total Queuing Delay (PCU-min)	Inclusive Average Queuing Delay (min)
Inglewhite Rd (SB)	1.03	2.14	21.75	F	501.02	751.53	701.04	0.93	7.79	701.23	0.93
Berry Lane	0.84	0.50	4.74	D	497.35	746.02	224.86	0.30	2.50	224.92	0.30
Inglewhite Rd (NB)	0.93	0.93	9.70	F	556.08	834.11	361.16	0.43	4.01	361.24	0.43

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	411.06	102.76	403.89	496.21	182.94	0.00	829.26	580.19	0.653	0.00	1.79	0.259	C
Berry Lane	408.05	102.01	403.40	395.98	190.85	0.00	750.40	708.53	0.544	0.00	1.16	0.171	B
Inglewhite Rd (NB)	456.23	114.06	450.66	365.75	228.49	0.00	774.32	679.11	0.589	0.00	1.39	0.182	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	490.84	122.71	483.61	595.29	219.35	0.00	809.99	580.19	0.905	1.79	3.60	0.450	D
Berry Lane	487.25	121.81	484.26	474.44	228.52	0.00	731.47	708.53	0.666	1.16	1.91	0.240	B
Inglewhite Rd (NB)	544.78	136.20	540.34	438.48	274.30	0.00	749.09	679.11	0.727	1.39	2.50	0.281	C

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	601.16	150.29	558.24	715.83	261.95	0.00	587.45	580.19	1.023	3.60	14.33	1.256	F
Berry Lane	596.75	149.19	586.99	556.41	263.78	0.00	713.74	708.53	0.836	1.91	4.35	0.442	D
Inglewhite Rd (NB)	667.22	166.80	645.30	518.29	332.48	0.00	717.03	679.11	0.931	2.50	7.98	0.686	E

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

Name	Total Demand	Junction Arrivals	Entry Flow	Exit Flow	Circulating	Pedestrian Demand	Capacity	Saturation Capacity	RFC	Start Queue	End Queue	Delay	LOS
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(SB)	35.05	2.34	0.316	C	B
Berry Lane	19.73	1.32	0.182	B	B
Inglewhite Rd (NB)	23.89	1.59	0.197	B	B

Inglewhite Road/ Berry Road - 2014 Surveyed, 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
Inglewhite Road/ Berry Road	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
2014 Surveyed, PM	2014 Surveyed	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
Inglewhite Rd / Berry Lane	Mini-roundabout	A,B,C	0.26	C

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Name	Description
Inglewhite Rd (SB)	Inglewhite Rd (SB)	
Berry Lane	Berry Lane	
Inglewhite Rd (NB)	Inglewhite Rd (NB)	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Inglewhite Rd (SB)	0.00	99999.00		0.00
Berry Lane	0.00	99999.00		0.00
Inglewhite Rd (NB)	0.00	99999.00		0.00

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 80m (%)	Kerbed central island
Inglewhite Rd (SB)	3.50	3.50	3.50	0.00	10.00	3.50	0.00	
Berry Lane	3.50	2.40	4.50	2.50	10.00	3.80	0.00	
Inglewhite Rd (NB)	3.20	3.20	3.20	0.00	16.00	14.50	0.00	

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

Pedestrian Crossings

Name	Crossing Type
Inglewhite Rd (SB)	None
Berry Lane	None
Inglewhite Rd (NB)	None

B	0.000	0.000	0.000
C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queuing Delay (PCU-min)	Average Queuing Delay (min)	Rate Of Queuing Delay (PCU-min/min)	Inclusive Total Queuing Delay (PCU-min)	Inclusive Average Queuing Delay (min)
Inglewhite Rd (SB)	0.72	0.35	2.49	C	363.38	545.06	135.41	0.25	1.50	135.45	0.25
Berry Lane	0.63	0.21	1.84	B	390.91	586.36	98.08	0.17	1.08	98.10	0.17
Inglewhite Rd (NB)	0.68	0.23	1.90	B	421.19	631.78	109.79	0.17	1.22	108.81	0.17

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	298.13	74.53	294.75	352.31	156.75	0.00	843.11	558.55	0.464	0.00	0.85	0.171	B
Berry Lane	320.72	80.18	317.97	321.24	130.25	0.00	780.86	722.26	0.411	0.00	0.69	0.129	A
Inglewhite Rd (NB)	345.56	86.39	342.62	281.77	186.45	0.00	808.50	691.91	0.427	0.00	0.74	0.128	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	358.00	89.00	354.28	422.99	188.17	0.00	626.49	558.55	0.566	0.85	1.28	0.219	B
Berry Lane	382.97	95.74	381.81	385.89	156.58	0.00	767.64	722.26	0.499	0.69	0.98	0.155	A
Inglewhite Rd (NB)	412.63	103.16	411.29	338.50	199.87	0.00	780.09	691.91	0.522	0.74	1.07	0.158	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	436.00	109.00	431.49	516.64	229.76	0.00	604.48	558.55	0.721	1.28	2.40	0.338	C
Berry Lane	469.03	117.28	468.50	470.57	190.68	0.00	750.49	722.26	0.625	0.98	1.61	0.209	B
Inglewhite Rd (NB)	505.37	126.34	502.20	412.99	244.20	0.00	765.67	691.91	0.660	1.07	1.86	0.225	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	436.00	109.00	435.64	519.53	231.14	0.00	603.75	558.55	0.722	2.40	2.49	0.355	C
Berry Lane	469.03	117.26	468.91	474.26	192.52	0.00	749.56	722.26	0.626	1.61	1.64	0.214	B
Inglewhite Rd (NB)	505.37	126.34	505.20	415.96	245.46	0.00	764.97	691.91	0.661	1.86	1.90	0.231	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite Rd (SB)	356.00	89.00	360.52	427.32	190.22	0.00	625.41	558.55	0.589	2.49	1.38	0.230	B
Berry Lane	382.97	95.74	385.45	391.42	159.32	0.00	786.25	722.26	0.500	1.64	1.02	0.159	A
Inglewhite Rd (NB)	412.63	103.16	415.77	343.00	201.77	0.00	789.04	691.91	0.523	1.90	1.12	0.162	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Inglewhite													

Appendix 16

ARCADY Outputs – Berry Lane/Calder Avenue

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (min)	RFC	LOS	Queue (PCU)	Delay (min)	RFC	LOS
Future Years - 2016 Assessment								
Berry Lane (SB)	0.50	0.11	0.33	A	1.71	0.21	0.63	B
Calder Avenue	0.44	0.14	0.31	A	0.45	0.16	0.31	A
Berry Lane (NB)	0.97	0.15	0.50	A	1.14	0.16	0.54	A
Future Years - 2016 Baseline								
Berry Lane (SB)	0.41	0.11	0.29	A	1.55	0.20	0.61	B
Calder Avenue	0.42	0.13	0.30	A	0.44	0.15	0.31	A
Berry Lane (NB)	0.92	0.14	0.48	A	0.99	0.15	0.50	A
Future Years - 2025 Assessment								
Berry Lane (SB)	0.58	0.12	0.37	A	2.43	0.27	0.71	C
Calder Avenue	0.54	0.15	0.35	A	0.58	0.18	0.37	B
Berry Lane (NB)	1.26	0.17	0.56	B	1.52	0.19	0.61	B
Future Years - 2025 Baseline								
Berry Lane (SB)	0.49	0.11	0.33	A	2.21	0.25	0.69	B
Calder Avenue	0.52	0.14	0.34	A	0.56	0.17	0.36	B
Berry Lane (NB)	1.19	0.16	0.55	A	1.31	0.17	0.57	B

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

"D1 - 2016 Baseline, AM" model duration: 07:45 - 09:15
 "D2 - 2016 Baseline, PM" model duration: 16:45 - 18:15
 "D3 - 2025 Baseline, AM" model duration: 07:45 - 09:15
 "D4 - 2025 Baseline, PM" model duration: 16:45 - 18:15
 "D5 - 2016 Assessment, AM" model duration: 07:45 - 09:15
 "D6 - 2016 Assessment, PM" model duration: 16:45 - 18:15
 "D7 - 2025 Assessment, AM" model duration: 07:45 - 09:15
 "D8 - 2025 Assessment, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 10/03/2015 16:40:40

File summary

Title	Inglewhite Road / Berry Lane
Location	Longridge
Site Number	
Date	03/02/2014
Version	
Status	(new file)
Identifier	VN30277
Client	
Jobnumber	VN30277
Enumerator	Workstation\Workstation1
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75			N/A	0.85	0.60	20.00

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Berry Lane (SB)	3.00	3.00	3.00	0.00	7.00	5.50	0.00	
Calder Avenue	3.00	3.00	3.00	0.00	7.00	6.00	0.00	
Berry Lane (NB)	3.50	3.50	3.50	0.00	10.00	12.00	0.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Berry Lane (SB)		(calculated)	(calculated)	0.504	813.537
Calder Avenue		(calculated)	(calculated)	0.505	749.761
Berry Lane (NB)		(calculated)	(calculated)	0.540	891.064

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Berry Lane (SB)	ONE HOUR	✓	213.00	100.000
Calder Avenue	ONE HOUR	✓	177.00	100.000
Berry Lane (NB)	ONE HOUR	✓	356.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Berry Lane / Calder Avenue (for whole period)

		To		
		Berry Lane (SB)	Calder Avenue	Berry Lane (NB)
From	Berry Lane (SB)	0.000	36.000	177.000
	Calder Avenue	127.000	0.000	50.000
	Berry Lane (NB)	326.000	30.000	0.000

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Berry Lane (SB)	160.36	40.09	159.37	338.65	22.43	0.00	802.22	782.60	0.200	0.00	0.25	0.093	A
Calder Avenue	133.25	33.31	132.29	49.36	132.43	0.00	682.95	421.65	0.195	0.00	0.24	0.109	A
Berry Lane (NB)	268.02	67.00	266.16	169.80	94.92	0.00	839.85	727.82	0.319	0.00	0.46	0.104	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Berry Lane (SB)	191.48	47.87	191.23	406.47	26.92	0.00	799.96	782.60	0.239	0.25	0.31	0.099	A
Calder Avenue	159.12	39.78	158.85	59.24	158.91	0.00	669.59	421.65	0.238	0.24	0.31	0.117	A
Berry Lane (NB)	320.04	80.01	319.41	203.78	113.97	0.00	829.57	727.82	0.386	0.46	0.62	0.117	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Berry Lane (SB)	234.52	58.63	234.11	497.38	32.93	0.00	796.92	782.60	0.294	0.31	0.41	0.107	A
Calder Avenue	194.88	48.72	194.43	72.50	194.55	0.00	651.61	421.65	0.299	0.31	0.42	0.131	A
Berry Lane (NB)	391.96	97.99	390.81	249.47	139.51	0.00	815.79	727.82	0.480	0.62	0.91	0.141	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Berry Lane (SB)	234.52	58.63	234.51	498.73	33.03	0.00	796.88	782.60	0.294	0.41	0.41	0.107	A
Calder Avenue	194.88	48.72	194.87	72.66	194.87	0.00	651.44	421.65	0.299	0.42	0.42	0.131	A
Berry Lane (NB)	391.96	97.99	391.93	249.92	139.82	0.00	815.62	727.82	0.481	0.91	0.92	0.142	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Berry Lane (SB)	6.21	0.41	0.107	A	A
Calder Avenue	6.35	0.42	0.131	A	A
Berry Lane (NB)	13.71	0.91	0.142	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Berry Lane (SB)	4.87	0.32	0.099	A	A
Calder Avenue	4.85	0.32	0.118	A	A
Berry Lane (NB)	9.86	0.66	0.118	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Berry Lane (SB)	3.85	0.26	0.094	A	A
Calder Avenue	3.76	0.25	0.109	A	A
Berry Lane (NB)	7.29	0.49	0.105	A	A

Future Years - 2016 Baseline, 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
Future Years	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	Relations
2016 Baseline, PM	2016 Baseline	PM		ONE HOUR	16:45	18:15	90	15			✓	✓		

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Berry Lane (SB)	ONE HOUR	✓	438.00	100.000
Calder Avenue	ONE HOUR	✓	159.00	100.000
Berry Lane (NB)	ONE HOUR	✓	376.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Berry Lane / Calder Avenue (for whole period)

		To		
		Berry Lane (SB)	Calder Avenue	Berry Lane (NB)
From	Berry Lane (SB)	0.000	113.000	325.000
	Calder Avenue	107.000	0.000	52.000
	Berry Lane (NB)	329.000	47.000	0.000

Turning Proportions (PCU) - Berry Lane / Calder Avenue (for whole period)

		To		
		Berry Lane (SB)	Calder Avenue	Berry Lane (NB)
From	Berry Lane (SB)	0.00	0.26	0.74
	Calder Avenue	0.67	0.00	0.33
	Berry Lane (NB)	0.88	0.13	0.00

Vehicle Mix

Average PCU Per Vehicle - Berry Lane / Calder Avenue (for whole period)

		To		
		Berry Lane (SB)	Calder Avenue	Berry Lane (NB)
From	Berry Lane (SB)	1.000	1.000	1.000
	Calder Avenue	1.000	1.000	1.000
	Berry Lane (NB)	1.000	1.000	1.000

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Berry Lane (SB)	482.25	120.56	480.00	478.59	51.59	0.00	787.51	767.94	0.612	0.97	1.53	0.194	B
Calder Avenue	175.06	43.77	174.54	175.43	356.17	0.00	570.06	462.27	0.307	0.31	0.44	0.152	A
Berry Lane (NB)	413.98	103.50	412.72	413.25	117.46	0.00	827.69	723.21	0.500	0.67	0.98	0.144	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Berry Lane (SB)	482.25	120.56	482.15	480.00	51.74	0.00	787.44	767.94	0.612	1.53	1.55	0.196	B
Calder Avenue	175.06	43.77	175.05	176.13	357.76	0.00	569.26	462.27	0.308	0.44	0.44	0.152	A
Berry Lane (NB)	413.98	103.50	413.95	415.01	117.80	0.00	827.50	723.21	0.500	0.98	0.99	0.145	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Berry Lane (SB)	393.75	98.44	395.94	393.37	42.41	0.00	792.15	767.94	0.497	1.55	1.01	0.152	A
Calder Avenue	142.94	35.73	143.44	144.56	293.79	0.00	601.53	462.27	0.238	0.44	0.32	0.131	A
Berry Lane (NB)	338.02	84.50	339.25	340.70	96.53	0.00	838.98	723.21	0.403	0.99	0.68	0.120	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Berry Lane (SB)	329.75	82.44	330.91	329.07	35.47	0.00	795.64	767.94	0.414	1.01	0.72	0.129	A
Calder Avenue	119.70	29.93	120.01	120.84	245.54	0.00	625.88	462.27	0.191	0.32	0.24	0.119	A
Berry Lane (NB)	283.07	70.77	283.78	284.78	80.76	0.00	847.49	723.21	0.334	0.68	0.51	0.107	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Berry Lane (SB)	11.14	0.74	0.129	A	A
Calder Avenue	3.67	0.24	0.119	A	A
Berry Lane (NB)	7.81	0.52	0.107	A	A

Future Years - 2025 Baseline, 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
Future Years	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	Relations
2025 Baseline, AM	2025 Baseline	AM		ONE HOUR	07:45	09:15	90	15			✓	✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
1	Berry Lane / Calder Avenue	Mini-roundabout	A,B,C	0.14	A

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Arm	Name	Description
Berry Lane (SB)	A	Berry Lane (SB)	
Calder Avenue	B	Calder Avenue	
Berry Lane (NB)	C	Berry Lane (NB)	

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Berry Lane / Calder Avenue (for whole period)

		To		
		Berry Lane (SB)	Calder Avenue	Berry Lane (NB)
From	Berry Lane (SB)	0.000	40.000	197.000
	Calder Avenue	143.000	0.000	56.000
	Berry Lane (NB)	367.000	33.000	0.000

Turning Proportions (PCU) - Berry Lane / Calder Avenue (for whole period)

		To		
		Berry Lane (SB)	Calder Avenue	Berry Lane (NB)
From	Berry Lane (SB)	0.00	0.17	0.83
	Calder Avenue	0.72	0.00	0.28
	Berry Lane (NB)	0.92	0.08	0.00

Vehicle Mix

Average PCU Per Vehicle - Berry Lane / Calder Avenue (for whole period)

		To		
		Berry Lane (SB)	Calder Avenue	Berry Lane (NB)
From	Berry Lane (SB)	1.000	1.000	1.000
	Calder Avenue	1.000	1.000	1.000
	Berry Lane (NB)	1.000	1.000	1.000

Heavy Vehicle Percentages - Berry Lane / Calder Avenue (for whole period)

		To		
		Berry Lane (SB)	Calder Avenue	Berry Lane (NB)
From	Berry Lane (SB)	0.0	0.0	0.0
	Calder Avenue	0.0	0.0	0.0
	Berry Lane (NB)	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
Berry Lane (SB)	0.33	0.11	0.49	A	217.48	326.21	33.83	0.10	0.38	33.83	0.10
Calder Avenue	0.34	0.14	0.52	A	182.61	273.91	34.87	0.13	0.39	34.87	0.13
Berry Lane (NB)	0.55	0.16	1.19	A	367.05	550.57	74.99	0.14	0.83	75.00	0.14

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Berry Lane (SB)	213.06	53.26	213.53	460.35	29.80	0.00	798.51	783.26	0.267	0.49	0.37	0.103	A
Calder Avenue	178.90	44.72	179.46	65.84	177.49	0.00	660.21	421.28	0.271	0.52	0.38	0.125	A
Berry Lane (NB)	359.59	89.90	361.19	227.99	128.96	0.00	821.48	727.72	0.438	1.19	0.79	0.131	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Berry Lane (SB)	178.43	44.61	178.74	385.00	24.92	0.00	800.97	783.26	0.223	0.37	0.29	0.096	A
Calder Avenue	149.82	37.45	150.17	55.08	148.57	0.00	674.80	421.28	0.222	0.38	0.29	0.114	A
Berry Lane (NB)	301.14	75.29	302.01	190.83	107.91	0.00	832.84	727.72	0.362	0.79	0.57	0.113	A

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Berry Lane (SB)	4.13	0.28	0.096	A	A
Calder Avenue	4.09	0.27	0.114	A	A
Berry Lane (NB)	8.06	0.54	0.112	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Berry Lane (SB)	5.30	0.35	0.102	A	A
Calder Avenue	5.38	0.36	0.124	A	A
Berry Lane (NB)	11.14	0.74	0.129	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Berry Lane (SB)	7.07	0.47	0.112	A	A
Calder Avenue	7.46	0.50	0.142	A	A
Berry Lane (NB)	16.86	1.12	0.162	A	A

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
1	Berry Lane / Calder Avenue	Mini-roundabout	A,B,C	0.21	B

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Name	Arm	Name	Description
Berry Lane (SB)	A	Berry Lane (SB)	
Calder Avenue	B	Calder Avenue	
Berry Lane (NB)	C	Berry Lane (NB)	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Berry Lane (SB)	0.00	99999.00		0.00
Calder Avenue	0.00	99999.00		0.00
Berry Lane (NB)	0.00	99999.00		0.00

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Berry Lane (SB)	3.00	3.00	3.00	0.00	7.00	5.50	0.00	
Calder Avenue	3.00	3.00	3.00	0.00	7.00	6.00	0.00	
Berry Lane (NB)	3.50	3.50	3.50	0.00	10.00	12.00	0.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Berry Lane (SB)		(calculated)	(calculated)	0.504	813.537
Calder Avenue		(calculated)	(calculated)	0.505	749.761
Berry Lane (NB)		(calculated)	(calculated)	0.540	891.064

The slope and intercept shown above include any corrections and adjustments.

Heavy Vehicle Percentages - Berry Lane / Calder Avenue (for whole period)

From	To		
	Berry Lane (SB)	Calder Avenue	Berry Lane (NB)
Berry Lane (SB)	0.0	0.0	0.0
Calder Avenue	0.0	0.0	0.0
Berry Lane (NB)	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
Berry Lane (SB)	0.69	0.25	2.21	B	453.30	679.95	128.00	0.19	1.42	128.03	0.19
Calder Avenue	0.36	0.17	0.56	B	165.17	247.76	36.54	0.15	0.41	36.54	0.15
Berry Lane (NB)	0.57	0.17	1.31	B	389.07	583.60	81.68	0.14	0.91	81.69	0.14

Main Results for each time segment
Main results: (16:45-17:00)

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Berry Lane (SB)	371.91	92.98	368.44	367.54	39.60	0.00	793.56	767.94	0.469	0.00	0.87	0.140	A
Calder Avenue	135.51	33.88	134.39	135.07	272.98	0.00	612.04	462.71	0.221	0.00	0.28	0.125	A
Berry Lane (NB)	319.21	79.80	316.80	317.02	90.34	0.00	842.32	723.24	0.379	0.00	0.60	0.114	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Berry Lane (SB)	444.10	111.02	442.55	441.24	47.53	0.00	789.56	767.94	0.562	0.87	1.25	0.172	B
Calder Avenue	161.82	40.45	161.43	162.20	327.88	0.00	584.34	462.71	0.277	0.28	0.38	0.142	A
Berry Lane (NB)	381.17	95.29	380.25	380.79	108.52	0.00	832.51	723.24	0.458	0.60	0.83	0.132	A

Queueing Delay Results for each time segment

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Berry Lane (SB)	12.33	0.82	0.140	A	A
Calder Avenue	4.06	0.27	0.125	A	A
Berry Lane (NB)	8.68	0.58	0.114	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Berry Lane (SB)	17.97	1.20	0.172	B	B
Calder Avenue	5.52	0.37	0.142	A	A
Berry Lane (NB)	12.07	0.80	0.132	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Berry Lane (SB)	29.96	2.00	0.242	B	B
Calder Avenue	8.05	0.54	0.171	B	B
Berry Lane (NB)	18.46	1.23	0.168	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Berry Lane (SB)	32.79	2.19	0.249	B	B
Calder Avenue	8.42	0.56	0.172	B	B
Berry Lane (NB)	19.52	1.30	0.170	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Berry Lane (SB)	20.93	1.40	0.177	B	B
Calder Avenue	6.04	0.40	0.143	A	A
Berry Lane (NB)	13.40	0.89	0.134	A	A

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Berry Lane (SB)	0.00	99999.00		0.00
Calder Avenue	0.00	99999.00		0.00
Berry Lane (NB)	0.00	99999.00		0.00

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Berry Lane (SB)	3.00	3.00	3.00	0.00	7.00	5.50	0.00	
Calder Avenue	3.00	3.00	3.00	0.00	7.00	6.00	0.00	
Berry Lane (NB)	3.50	3.50	3.50	0.00	10.00	12.00	0.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Berry Lane (SB)		(calculated)	(calculated)	0.504	813.537
Calder Avenue		(calculated)	(calculated)	0.505	749.761
Berry Lane (NB)		(calculated)	(calculated)	0.540	891.064

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Berry Lane (SB)	ONE HOUR	✓	242.00	100.000
Calder Avenue	ONE HOUR	✓	177.00	100.000
Berry Lane (NB)	ONE HOUR	✓	367.00	100.000

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Berry Lane (SB)	182.19	45.55	181.02	346.84	22.43	0.00	802.22	783.40	0.227	0.00	0.29	0.096	A
Calder Avenue	133.25	33.31	132.27	49.36	154.10	0.00	672.02	413.31	0.198	0.00	0.25	0.111	A
Berry Lane (NB)	276.30	69.07	274.36	191.46	94.91	0.00	839.85	731.05	0.329	0.00	0.49	0.106	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Berry Lane (SB)	217.55	54.39	217.24	416.31	26.91	0.00	799.96	783.40	0.272	0.29	0.37	0.103	A
Calder Avenue	159.12	39.78	158.83	59.23	184.92	0.00	656.46	413.31	0.242	0.25	0.32	0.120	A
Berry Lane (NB)	329.93	82.48	329.26	229.79	113.96	0.00	829.57	731.05	0.398	0.49	0.65	0.120	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Berry Lane (SB)	266.45	66.61	265.94	509.38	32.93	0.00	796.93	783.40	0.334	0.37	0.50	0.113	A
Calder Avenue	194.88	48.72	194.40	72.49	226.38	0.00	635.55	413.31	0.307	0.32	0.44	0.136	A
Berry Lane (NB)	404.07	101.02	402.83	281.29	139.49	0.00	815.80	731.05	0.495	0.65	0.96	0.145	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (min)	LOS
Berry Lane (SB)	266.45	66.61	266.44	510.83	33.03	0.00	796.88	783.40	0.334	0.50	0.50	0.113	A
Calder Avenue	194.88	48.72	194.87	72.66	226.80	0.00	635.33	413.31	0.307	0.44	0.44	0.136	A
Berry Lane (NB)	404.07	101.02	404.04	281.85	139.82	0.00	815.62	731.05	0.495	0.96	0.97	0.146	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Berry Lane (SB)	7.48	0.50	0.113	A	A
Calder Avenue	6.58	0.44	0.136	A	A
Berry Lane (NB)	14.54	0.97	0.146	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Berry Lane (SB)	5.79	0.39	0.103	A	A
Calder Avenue	4.98	0.33	0.121	A	A
Berry Lane (NB)	10.38	0.69	0.121	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
Berry Lane (SB)	4.54	0.30	0.097	A	A
Calder Avenue	3.84	0.26	0.112	A	A
Berry Lane (NB)	7.64	0.51	0.107	A	A

Future Years - 2016 Assessment, 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
Future Years	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
2016 Assessment, PM	2016 Assessment	PM		ONE HOUR	16:45	18:15	90	15			✓	✓	

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Berry Lane (SB)	ONE HOUR	✓	454.00	100.000
Calder Avenue	ONE HOUR	✓	159.00	100.000
Berry Lane (NB)	ONE HOUR	✓	403.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Berry Lane / Calder Avenue (for whole period)

		To		
		Berry Lane (SB)	Calder Avenue	Berry Lane (NB)
From	Berry Lane (SB)	0.000	113.000	341.000
	Calder Avenue	107.000	0.000	52.000
	Berry Lane (NB)	356.000	47.000	0.000

Turning Proportions (PCU) - Berry Lane / Calder Avenue (for whole period)

		To		
		Berry Lane (SB)	Calder Avenue	Berry Lane (NB)
From	Berry Lane (SB)	0.00	0.25	0.75
	Calder Avenue	0.67	0.00	0.33
	Berry Lane (NB)	0.88	0.12	0.00

Vehicle Mix

Average PCU Per Vehicle - Berry Lane / Calder Avenue (for whole period)

		To		
		Berry Lane (SB)	Calder Avenue	Berry Lane (NB)
From	Berry Lane (SB)	1.000	1.000	1.000
	Calder Avenue	1.000	1.000	1.000
	Berry Lane (NB)	1.000	1.000	1.000