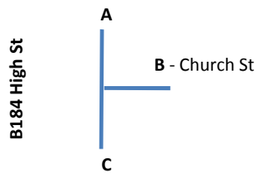
Appendix P

J5 - B184 High Street / Church Street – Junction Assessment Data

5 - B184 High Street / Church Street



AM Peak 0800-0900

Background Traffic 2012 count

	A	B	C
A	0	0	252
B	337	0	167
C	353	0	0

Tempro 12-18

	A	B	C
A	1.038	1.038	1.038
B	1.038	1.038	1.038
C	1.038	1.038	1.038

Background 2018

	A	B	C
A	0	0	262
B	350	0	173
C	366	0	0

Committed Development

	A	B	C
A	0	0	25
B	14	0	0
C	25	0	0

Background + Committed

	A	B	C
A	0	0	287
B	364	0	173
C	391	0	0

Development

	A	B	C
A	0	0	0
B	36	0	0
C	0	0	0

Background + Committed + Development

	A	B	C
A	0	0	287
B	400	0	173
C	391	0	0

PM Peak 1700-1800

Background Traffic 2012 count

	A	B	C
A	0	0	328
B	240	0	151
C	215	0	0

Tempro 12-18

	A	B	C
A	1.055	1.055	1.055
B	1.055	1.055	1.055
C	1.055	1.055	1.055

Background 2018

	A	B	C
A	0	0	346
B	253	0	159
C	227	0	0

Committed Development

	A	B	C
A	0	0	74
B	14	0	0
C	41	0	0

Background + Committed

	A	B	C
A	0	0	420
B	267	0	159
C	268	0	0

Development

	A	B	C
A	0	0	0
B	34	0	0
C	0	0	0

Background + Committed + Development

	A	B	C
A	0	0	420
B	301	0	159
C	268	0	0

AM Peak 0800-0900

Tempro 12-26

	A	B	C
A	1.069	1.069	1.069
B	1.069	1.069	1.069
C	1.069	1.069	1.069

Background 2026

	A	B	C
A	0	0	269
B	360	0	179
C	377	0	0

Committed Development

	A	B	C
A	0	0	25
B	14	0	0
C	25	0	0

Background + Committed

	A	B	C
A	0	0	294
B	374	0	179
C	402	0	0

Development

	A	B	C
A	0	0	0
B	36	0	0
C	0	0	0

Background + Committed + Development

	A	B	C
A	0	0	294
B	410	0	179
C	402	0	0

PM Peak 1700-1800

Tempro 12-26

	A	B	C
A	1.113	1.113	1.113
B	1.113	1.113	1.113
C	1.113	1.113	1.113

Background 2026

	A	B	C
A	0	0	365
B	267	0	168
C	239	0	0

Committed Development

	A	B	C
A	0	0	74
B	14	0	0
C	41	0	0

Background + Committed

	A	B	C
A	0	0	439
B	281	0	168
C	280	0	0

Development

	A	B	C
A	0	0	0
B	34	0	0
C	0	0	0

Background + Committed + Development

	A	B	C
A	0	0	439
B	314	0	168
C	280	0	0

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

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

Filename: High St _ Church St.arc8
Path: S:\JPP\JPP Schemes R\R6694PP - Saffron Walden\Reports\TA\Junction Modelling\J5-High St _ Church Street
Report generation date: 02/12/2013 12:41:31

Summary of junction performance

	AM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	A1 - 2018-Back + Comm				
Stream B-AC	59.55	395.98	1.21	F	395.98
Stream C-AB	0.00	0.00	0.00	A	
Stream C-A	-	-	-	-	
Stream A-B	-	-	-	-	
Stream A-C	-	-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - 2018-Back + Comm, AM " model duration: 07:45 - 09:15
"D2 - 2018-Back + Comm + Dev, AM" model duration: 07:45 - 09:15
"D3 - 2018-Back + Comm, PM" model duration: 16:45 - 18:15
"D4 - 2018-Back + Comm + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 02/12/2013 12:41:30

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	18/11/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

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

Units

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

(Default Analysis Set) - 2018-Back + Comm, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Us Relatio
2018-Back + Comm, AM	2018-Back + Comm	AM		ONE HOUR	07:45	09:15	90	15				✓	

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
J5 - High Street / Church Street	T-Junction	Two-way	A,B,C		395.98	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	High St (N)		Major
B	Church St		Minor
C	High St (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.72		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										18	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	589.124	0.104	0.263	0.165	0.375
1	B-C	760.204	0.113	0.285	-	-
1	C-B	643.457	0.242	0.242	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	287.00	100.000
B	ONE HOUR	✓	537.00	100.000
C	ONE HOUR	✓	391.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	287.000
	B	364.000	0.000	173.000
	C	391.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.68	0.00	0.32
	C	1.00	0.00	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	1.21	395.98	59.55	F	492.76	739.14	2547.65	206.81	28.31	2575.53	209.07
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	358.79	538.18	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	263.36	395.03	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	404.28	101.07	393.32	0.00	536.90	0.753	0.00	2.74	23.570	C
C-AB	0.00	0.00	0.00	0.00	591.28	0.000	0.00	0.00	0.000	A
C-A	294.37	73.59	294.37	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	216.07	54.02	216.07	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	482.75	120.69	464.07	0.00	517.47	0.933	2.74	7.41	53.900	F
C-AB	0.00	0.00	0.00	0.00	581.15	0.000	0.00	0.00	0.000	A
C-A	351.50	87.88	351.50	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	258.01	64.50	258.01	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	591.25	147.81	484.65	0.00	490.38	1.206	7.41	34.06	173.358	F
C-AB	0.00	0.00	0.00	0.00	567.14	0.000	0.00	0.00	0.000	A
C-A	430.50	107.62	430.50	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	315.99	79.00	315.99	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	591.25	147.81	489.27	0.00	490.38	1.206	34.06	59.55	354.226	F
C-AB	0.00	0.00	0.00	0.00	567.14	0.000	0.00	0.00	0.000	A
C-A	430.50	107.62	430.50	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	315.99	79.00	315.99	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	482.75	120.69	508.93	0.00	517.47	0.933	59.55	53.01	395.982	F
C-AB	0.00	0.00	0.00	0.00	581.15	0.000	0.00	0.00	0.000	A
C-A	351.50	87.88	351.50	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	258.01	64.50	258.01	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	404.28	101.07	526.96	0.00	536.90	0.753	53.01	22.34	262.487	F
C-AB	0.00	0.00	0.00	0.00	591.28	0.000	0.00	0.00	0.000	A
C-A	294.37	73.59	294.37	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	216.07	54.02	216.07	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	35.03	2.34	23.570	C	C
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	85.76	5.72	53.900	F	D
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	315.04	21.00	173.358	F	F
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	702.46	46.83	354.226	F	F
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	844.24	56.28	395.982	F	F
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	565.13	37.68	262.487	F	F
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2018-Back + Comm + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relatio
2018-Back + Comm + Dev, AM	2018-Back + Comm + Dev	AM		ONE HOUR	07:45	09:15	90	15				✓	

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
J5 - High Street / Church Street	T-Junction	Two-way	A,B,C		599.51	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	High St (N)		Major
B	Church St		Minor
C	High St (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.72		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										18	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	589.124	0.104	0.263	0.165	0.375
1	B-C	760.204	0.113	0.285	-	-
1	C-B	643.457	0.242	0.242	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	287.00	100.000
B	ONE HOUR	✓	573.00	100.000
C	ONE HOUR	✓	391.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	287.000
	B	400.000	0.000	173.000
	C	391.000	0.000	0.000

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

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

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	1.30	599.51	85.72	F	525.79	788.69	4006.17	304.77	44.51	4221.05	321.12
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	358.79	538.18	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	263.36	395.03	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	431.38	107.85	417.03	0.00	533.22	0.809	0.00	3.59	28.271	D
C-AB	0.00	0.00	0.00	0.00	591.28	0.000	0.00	0.00	0.000	A
C-A	294.37	73.59	294.37	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	216.07	54.02	216.07	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	515.12	128.78	482.48	0.00	513.70	1.003	3.59	11.75	75.545	F
C-AB	0.00	0.00	0.00	0.00	581.15	0.000	0.00	0.00	0.000	A
C-A	351.50	87.88	351.50	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	258.01	64.50	258.01	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	630.88	157.72	483.95	0.00	486.49	1.297	11.75	48.48	241.686	F
C-AB	0.00	0.00	0.00	0.00	567.14	0.000	0.00	0.00	0.000	A
C-A	430.50	107.62	430.50	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	315.99	79.00	315.99	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	630.88	157.72	486.03	0.00	486.49	1.297	48.48	84.70	497.059	F
C-AB	0.00	0.00	0.00	0.00	567.14	0.000	0.00	0.00	0.000	A
C-A	430.50	107.62	430.50	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	315.99	79.00	315.99	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	515.12	128.78	511.01	0.00	513.70	1.003	84.70	85.72	599.513	F
C-AB	0.00	0.00	0.00	0.00	581.15	0.000	0.00	0.00	0.000	A
C-A	351.50	87.88	351.50	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	258.01	64.50	258.01	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	431.38	107.85	527.07	0.00	533.22	0.809	85.72	61.80	505.562	F
C-AB	0.00	0.00	0.00	0.00	591.28	0.000	0.00	0.00	0.000	A
C-A	294.37	73.59	294.37	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	216.07	54.02	216.07	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	44.15	2.94	28.271	D	C
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	124.92	8.33	75.545	F	E
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	453.57	30.24	241.686	F	F
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	998.99	66.60	497.059	F	F
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1278.14	85.21	599.513	F	F
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1106.41	73.76	505.562	F	F
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2018-Back + Comm, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Us Relatio
2018-Back + Comm, PM	2018-Back + Comm	PM		ONE HOUR	16:45	18:15	90	15				✓	

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
J5 - High Street / Church Street	T-Junction	Two-way	A,B,C		103.71	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	High St (N)		Major
B	Church St		Minor
C	High St (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.72		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										18	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	589.124	0.104	0.263	0.165	0.375
1	B-C	760.204	0.113	0.285	-	-
1	C-B	643.457	0.242	0.242	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	420.00	100.000
B	ONE HOUR	✓	426.00	100.000
C	ONE HOUR	✓	268.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	420.000
	B	267.000	0.000	159.000
	C	268.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.63	0.00	0.37
	C	1.00	0.00	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.98	103.71	12.99	F	390.91	586.36	443.34	45.37	4.93	443.48	45.38
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	245.92	368.88	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	385.40	578.10	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	320.72	80.18	314.89	0.00	531.07	0.604	0.00	1.46	16.251	C
C-AB	0.00	0.00	0.00	0.00	567.09	0.000	0.00	0.00	0.000	A
C-A	201.76	50.44	201.76	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	316.20	79.05	316.20	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	382.97	95.74	377.85	0.00	509.03	0.752	1.46	2.74	26.413	D
C-AB	0.00	0.00	0.00	0.00	552.27	0.000	0.00	0.00	0.000	A
C-A	240.93	60.23	240.93	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	377.57	94.39	377.57	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	469.03	117.26	441.26	0.00	478.37	0.980	2.74	9.68	68.652	F
C-AB	0.00	0.00	0.00	0.00	531.78	0.000	0.00	0.00	0.000	A
C-A	295.07	73.77	295.07	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	462.43	115.61	462.43	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	469.03	117.26	455.78	0.00	478.37	0.980	9.68	12.99	103.714	F
C-AB	0.00	0.00	0.00	0.00	531.78	0.000	0.00	0.00	0.000	A
C-A	295.07	73.77	295.07	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	462.43	115.61	462.43	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	382.97	95.74	421.07	0.00	509.03	0.752	12.99	3.47	50.520	F
C-AB	0.00	0.00	0.00	0.00	552.27	0.000	0.00	0.00	0.000	A
C-A	240.93	60.23	240.93	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	377.57	94.39	377.57	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	320.72	80.18	328.22	0.00	531.07	0.604	3.47	1.59	18.343	C
C-AB	0.00	0.00	0.00	0.00	567.09	0.000	0.00	0.00	0.000	A
C-A	201.76	50.44	201.76	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	316.20	79.05	316.20	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	19.79	1.32	16.251	C	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	36.48	2.43	26.413	D	C
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	104.01	6.93	68.652	F	E
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	171.77	11.45	103.714	F	F
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	84.88	5.66	50.520	F	D
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	26.41	1.76	18.343	C	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2018-Back + Comm + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relatio
2018-Back + Comm + Dev, PM	2018-Back + Comm + Dev	PM		ONE HOUR	16:45	18:15	90	15				✓	

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
J5 - High Street / Church Street	T-Junction	Two-way	A,B,C		182.99	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	High St (N)		Major
B	Church St		Minor
C	High St (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.72		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										18	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	589.124	0.104	0.263	0.165	0.375
1	B-C	760.204	0.113	0.285	-	-
1	C-B	643.457	0.242	0.242	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	420.00	100.000
B	ONE HOUR	✓	460.00	100.000
C	ONE HOUR	✓	268.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	420.000
	B	301.000	0.000	159.000
	C	268.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.65	0.00	0.35
	C	1.00	0.00	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	1.07	182.99	26.57	F	422.10	633.16	865.89	82.05	9.62	866.13	82.08
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	245.92	368.88	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	385.40	578.10	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	346.31	86.58	339.07	0.00	526.27	0.658	0.00	1.81	18.586	C
C-AB	0.00	0.00	0.00	0.00	567.09	0.000	0.00	0.00	0.000	A
C-A	201.76	50.44	201.76	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	316.20	79.05	316.20	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	413.53	103.38	405.52	0.00	504.16	0.820	1.81	3.81	33.919	D
C-AB	0.00	0.00	0.00	0.00	552.27	0.000	0.00	0.00	0.000	A
C-A	240.93	60.23	240.93	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	377.57	94.39	377.57	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	506.47	126.62	454.96	0.00	473.40	1.070	3.81	16.69	101.691	F
C-AB	0.00	0.00	0.00	0.00	531.78	0.000	0.00	0.00	0.000	A
C-A	295.07	73.77	295.07	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	462.43	115.61	462.43	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	506.47	126.62	466.94	0.00	473.40	1.070	16.69	26.57	182.992	F
C-AB	0.00	0.00	0.00	0.00	531.78	0.000	0.00	0.00	0.000	A
C-A	295.07	73.77	295.07	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	462.43	115.61	462.43	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	413.53	103.38	488.17	0.00	504.16	0.820	26.57	7.92	138.959	F
C-AB	0.00	0.00	0.00	0.00	552.27	0.000	0.00	0.00	0.000	A
C-A	240.93	60.23	240.93	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	377.57	94.39	377.57	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	346.31	86.58	369.76	0.00	526.27	0.658	7.92	2.05	25.913	D
C-AB	0.00	0.00	0.00	0.00	567.09	0.000	0.00	0.00	0.000	A
C-A	201.76	50.44	201.76	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	316.20	79.05	316.20	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	24.17	1.61	18.586	C	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	48.90	3.26	33.919	D	C
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	162.96	10.86	101.691	F	F
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	325.80	21.72	182.992	F	F
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	262.75	17.52	138.959	F	F
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

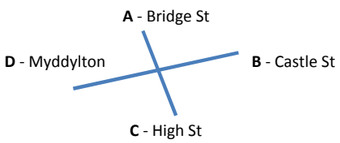
Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	41.31	2.75	25.913	D	C
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Appendix Q

J6 - Bridge Street / Castle Street / High Street / Myddylton Place – Junction Assessment Data

6 - Bridge St / Castle St / High St / Myddylton Pl



AM Peak 0800-0900

Background Traffic 2012 count

	A	B	C	D
A	0	169	246	0
B	0	0	0	0
C	624	65	0	7
D	2	1	0	0

Tempro 12-18

	A	B	C	D
A	1.038	1.038	1.038	1.038
B	1.038	1.038	1.038	1.038
C	1.038	1.038	1.038	1.038
D	1.038	1.038	1.038	1.038

Background 2018

	A	B	C	D
A	0	175	255	0
B	0	0	0	0
C	648	67	0	7
D	2	1	0	0

Committed Development

	A	B	C	D
A	0	0	25	0
B	0	0	0	0
C	34	1	0	0
D	0	0	0	0

Background + Committed

	A	B	C	D
A	0	175	280	0
B	0	0	0	0
C	682	68	0	7
D	2	1	0	0

Development

	A	B	C	D
A	0	26	0	0
B	0	0	0	0
C	36	0	0	0
D	0	0	0	0

Background + Committed + Development

	A	B	C	D
A	0	201	280	0
B	0	0	0	0
C	717	68	0	7
D	2	1	0	0

PM Peak 1700-1800

Background Traffic 2012 count

	A	B	C	D
A	0	317	330	1
B	0	0	0	0
C	369	80	0	4
D	0	0	1	0

Tempro 12-18

	A	B	C	D
A	1.055	1.055	1.055	1.055
B	1.055	1.055	1.055	1.055
C	1.055	1.055	1.055	1.055
D	1.055	1.055	1.055	1.055

Background 2018

	A	B	C	D
A	0	334	348	1
B	0	0	0	0
C	389	84	0	4
D	0	0	1	0

Committed Development

	A	B	C	D
A	0	0	74	0
B	0	0	0	0
C	41	6	0	0
D	0	0	0	0

Background + Committed

	A	B	C	D
A	0	334	422	1
B	0	0	0	0
C	430	90	0	4
D	0	0	1	0

Development

	A	B	C	D
A	0	34	0	0
B	0	0	0	0
C	34	0	0	0
D	0	0	0	0

Background + Committed + Development

	A	B	C	D
A	0	368	422	1
B	0	0	0	0
C	464	90	0	4
D	0	0	1	0

AM Peak 0800-0900

Tempro 12-26

	A	B	C	D
A	1.069	1.069	1.069	1.069
B	1.069	1.069	1.069	1.069
C	1.069	1.069	1.069	1.069
D	1.069	1.069	1.069	1.069

Background 2026

	A	B	C	D
A	0	181	263	0
B	0	0	0	0
C	667	69	0	7
D	2	1	0	0

Committed Development

	A	B	C	D
A	0	0	25	0
B	0	0	0	0
C	34	1	0	0
D	0	0	0	0

Background + Committed

	A	B	C	D
A	0	181	288	0
B	0	0	0	0
C	701	70	0	7
D	2	1	0	0

Development

	A	B	C	D
A	0	26	0	0
B	0	0	0	0
C	36	0	0	0
D	0	0	0	0

Background + Committed + Development

	A	B	C	D
A	0	207	288	0
B	0	0	0	0
C	737	70	0	7
D	2	1	0	0

PM Peak 1700-1800

Tempro 12-26

	A	B	C	D
A	1.113	1.113	1.113	1.113
B	1.113	1.113	1.113	1.113
C	1.113	1.113	1.113	1.113
D	1.113	1.113	1.113	1.113

Background 2026

	A	B	C	D
A	0	353	367	1
B	0	0	0	0
C	411	89	0	4
D	0	0	1	0

Committed Development

	A	B	C	D
A	0	0	74	0
B	0	0	0	0
C	41	6	0	0
D	0	0	0	0

Background + Committed

	A	B	C	D
A	0	353	441	1
B	0	0	0	0
C	452	95	0	4
D	0	0	1	0

Development

	A	B	C	D
A	0	34	0	0
B	0	0	0	0
C	34	0	0	0
D	0	0	0	0

Background + Committed + Development

	A	B	C	D
A	0	386	441	1
B	0	0	0	0
C	486	95	0	4
D	0	0	1	0

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

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

Filename: J6-High St _ Castle St.arc8
Path: S:\JPP\JPP Schemes R\R6694PP - Saffron Walden\Reports\TA\Junction Modelling\J6-High St _ Castle St
Report generation date: 02/12/2013 13:50:57

» (Default Analysis Set) - 2018-Back + Comm, AM
» (Default Analysis Set) - 2018-Back + Comm + Dev, AM
» (Default Analysis Set) - 2018-Back + Comm, PM
» (Default Analysis Set) - 2018-Back + Comm + Dev, PM

Summary of junction performance

	AM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
A1 - 2018-Back + Comm					
Stream B-ACD	0.00	0.00	0.00	A	4.75
Stream A-BCD	0.00	0.00	0.00	A	
Stream A-B	-	-	-	-	
Stream A-C	-	-	-	-	
Stream D-ABC	0.00	0.00	0.00	A	
Stream C-ABD	0.88	4.75	0.26	A	
Stream C-D	-	-	-	-	
Stream C-A	-	-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - 2018-Back + Comm, AM " model duration: 07:45 - 09:15
"D2 - 2018-Back + Comm + Dev, AM" model duration: 07:45 - 09:15
"D3 - 2018-Back + Comm, PM" model duration: 16:45 - 18:15
"D4 - 2018-Back + Comm + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 02/12/2013 13:50:55

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	18/11/2013
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

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

Units

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

(Default Analysis Set) - 2018-Back + Comm, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2018-Back + Comm, AM	2018-Back + Comm	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	Two-way	A,B,C,D		4.75	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bridge Street		Major
B	Castle Street		Minor
C	High Street		Major
D	Myddylton Place		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.07		0.00		2.20	50.00	✓	0.00
C	6.07		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.20										10	10
D	One lane	2.24										5	5

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	602.919	-	-	-	-	-	-	0.233	0.333	0.233	-	-	-
1	B-A	446.942	0.081	0.205	0.205	-	-	-	0.129	0.293	-	0.205	0.205	0.103
1	B-C	579.754	0.089	0.224	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	446.942	0.081	0.205	0.205	-	-	-	0.129	0.293	0.129	-	-	-
1	B-D, offside lane	446.942	0.081	0.205	0.205	-	-	-	0.129	0.293	0.129	-	-	-
1	C-B	602.919	0.233	0.233	0.333	-	-	-	-	-	-	-	-	-
1	D-A	579.370	-	-	-	-	-	-	0.224	-	0.089	-	-	-
1	D-B, nearside lane	445.182	0.129	0.129	0.292	-	-	-	0.204	0.204	0.081	-	-	-
1	D-B, offside lane	445.182	0.129	0.129	0.292	-	-	-	0.204	0.204	0.081	-	-	-
1	D-C	445.182	-	0.129	0.292	0.102	0.204	0.204	0.204	0.204	0.081	-	-	-

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

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	455.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	757.00	100.000
D	ONE HOUR	✓	3.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	175.000	280.000	0.000
	B	0.000	0.000	0.000	0.000
	C	682.000	68.000	0.000	7.000
	D	2.000	1.000	0.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.38	0.62	0.00
	B	0.25	0.25	0.25	0.25
	C	0.90	0.09	0.00	0.01
	D	0.67	0.33	0.00	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	160.58	240.87	-	-	-	-	-
A-C	-	-	-	-	256.93	385.40	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.26	4.75	0.88	A	188.96	283.44	52.36	11.08	0.58	52.36	11.08
C-D	-	-	-	-	5.14	7.71	-	-	-	-	-
C-A	-	-	-	-	500.54	750.81	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	346.11	0.000	0.00	0.00	0.000	A
A-BCD	0.00	0.00	0.00	0.00	465.08	0.000	0.00	0.00	0.000	A
A-B	131.75	32.94	131.75	0.00	-	-	-	-	-	-
A-C	210.80	52.70	210.80	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	320.72	0.000	0.00	0.00	0.000	A
C-ABD	118.73	29.68	117.38	0.00	884.79	0.134	0.00	0.34	4.691	A
C-D	4.58	1.15	4.58	0.00	-	-	-	-	-	-
C-A	446.60	111.65	446.60	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	319.99	0.000	0.00	0.00	0.000	A
A-BCD	0.00	0.00	0.00	0.00	437.96	0.000	0.00	0.00	0.000	A
A-B	157.32	39.33	157.32	0.00	-	-	-	-	-	-
A-C	251.71	62.93	251.71	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	290.20	0.000	0.00	0.00	0.000	A
C-ABD	172.76	43.19	172.07	0.00	948.78	0.182	0.34	0.51	4.645	A
C-D	5.16	1.29	5.16	0.00	-	-	-	-	-	-
C-A	502.61	125.65	502.61	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	283.41	0.000	0.00	0.00	0.000	A
A-BCD	0.00	0.00	0.00	0.00	400.79	0.000	0.00	0.00	0.000	A
A-B	192.68	48.17	192.68	0.00	-	-	-	-	-	-
A-C	308.29	77.07	308.29	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	247.59	0.000	0.00	0.00	0.000	A
C-ABD	274.06	68.51	272.60	0.00	1036.56	0.264	0.51	0.87	4.728	A
C-D	5.68	1.42	5.68	0.00	-	-	-	-	-	-
C-A	553.73	138.43	553.73	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	283.19	0.000	0.00	0.00	0.000	A
A-BCD	0.00	0.00	0.00	0.00	400.43	0.000	0.00	0.00	0.000	A
A-B	192.68	48.17	192.68	0.00	-	-	-	-	-	-
A-C	308.29	77.07	308.29	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	247.28	0.000	0.00	0.00	0.000	A
C-ABD	274.88	68.72	274.83	0.00	1037.41	0.265	0.87	0.88	4.747	A
C-D	5.68	1.42	5.68	0.00	-	-	-	-	-	-
C-A	552.92	138.23	552.92	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	319.66	0.000	0.00	0.00	0.000	A
A-BCD	0.00	0.00	0.00	0.00	437.41	0.000	0.00	0.00	0.000	A
A-B	157.32	39.33	157.32	0.00	-	-	-	-	-	-
A-C	251.71	62.93	251.71	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	289.74	0.000	0.00	0.00	0.000	A
C-ABD	173.59	43.40	175.00	0.00	950.02	0.183	0.88	0.53	4.669	A
C-D	5.15	1.29	5.15	0.00	-	-	-	-	-	-
C-A	501.79	125.45	501.79	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	345.74	0.000	0.00	0.00	0.000	A
A-BCD	0.00	0.00	0.00	0.00	464.51	0.000	0.00	0.00	0.000	A
A-B	131.75	32.94	131.75	0.00	-	-	-	-	-	-
A-C	210.80	52.70	210.80	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	320.29	0.000	0.00	0.00	0.000	A
C-ABD	119.76	29.94	120.48	0.00	885.70	0.135	0.53	0.35	4.719	A
C-D	4.57	1.14	4.57	0.00	-	-	-	-	-	-
C-A	445.58	111.39	445.58	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	4.94	0.33	4.691	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	7.65	0.51	4.645	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	13.11	0.87	4.728	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	13.40	0.89	4.747	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	8.01	0.53	4.669	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	5.25	0.35	4.719	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2018-Back + Comm + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2018-Back + Comm + Dev, AM	2018-Back + Comm + Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	Two-way	A,B,C,D		4.73	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bridge Street		Major
B	Castle Street		Minor
C	High Street		Major
D	Myddylton Place		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.07		0.00		2.20	50.00	✓	0.00
C	6.07		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.20										10	10
D	One lane	2.24										5	5

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	602.919	-	-	-	-	-	-	0.233	0.333	0.233	-	-	-
1	B-A	446.942	0.081	0.205	0.205	-	-	-	0.129	0.293	-	0.205	0.205	0.103
1	B-C	579.754	0.089	0.224	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	446.942	0.081	0.205	0.205	-	-	-	0.129	0.293	0.129	-	-	-
1	B-D, offside lane	446.942	0.081	0.205	0.205	-	-	-	0.129	0.293	0.129	-	-	-
1	C-B	602.919	0.233	0.233	0.333	-	-	-	-	-	-	-	-	-
1	D-A	579.370	-	-	-	-	-	-	0.224	-	0.089	-	-	-
1	D-B, nearside lane	445.182	0.129	0.129	0.292	-	-	-	0.204	0.204	0.081	-	-	-
1	D-B, offside lane	445.182	0.129	0.129	0.292	-	-	-	0.204	0.204	0.081	-	-	-
1	D-C	445.182	-	0.129	0.292	0.102	0.204	0.204	0.204	0.204	0.081	-	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	481.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	792.00	100.000
D	ONE HOUR	✓	3.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	201.000	280.000	0.000
	B	0.000	0.000	0.000	0.000
	C	717.000	68.000	0.000	7.000
	D	2.000	1.000	0.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.42	0.58	0.00
	B	0.25	0.25	0.25	0.25
	C	0.91	0.09	0.00	0.01
	D	0.67	0.33	0.00	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	184.44	276.66	-	-	-	-	-
A-C	-	-	-	-	256.93	385.40	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.28	4.73	0.97	A	200.53	300.79	56.70	11.31	0.63	56.71	11.31
C-D	-	-	-	-	5.09	7.63	-	-	-	-	-
C-A	-	-	-	-	521.14	781.70	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	341.28	0.000	0.00	0.00	0.000	A
A-BCD	0.00	0.00	0.00	0.00	458.95	0.000	0.00	0.00	0.000	A
A-B	151.32	37.83	151.32	0.00	-	-	-	-	-	-
A-C	210.80	52.70	210.80	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	313.49	0.000	0.00	0.00	0.000	A
C-ABD	123.77	30.94	122.36	0.00	899.04	0.138	0.00	0.35	4.635	A
C-D	4.57	1.14	4.57	0.00	-	-	-	-	-	-
C-A	467.93	116.98	467.93	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	314.12	0.000	0.00	0.00	0.000	A
A-BCD	0.00	0.00	0.00	0.00	430.62	0.000	0.00	0.00	0.000	A
A-B	180.69	45.17	180.69	0.00	-	-	-	-	-	-
A-C	251.71	62.93	251.71	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	281.45	0.000	0.00	0.00	0.000	A
C-ABD	182.30	45.58	181.52	0.00	966.89	0.189	0.35	0.54	4.595	A
C-D	5.12	1.28	5.12	0.00	-	-	-	-	-	-
C-A	524.57	131.14	524.57	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	276.02	0.000	0.00	0.00	0.000	A
A-BCD	0.00	0.00	0.00	0.00	391.78	0.000	0.00	0.00	0.000	A
A-B	221.31	55.33	221.31	0.00	-	-	-	-	-	-
A-C	308.29	77.07	308.29	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	236.61	0.000	0.00	0.00	0.000	A
C-ABD	293.99	73.50	292.34	0.00	1059.75	0.277	0.54	0.96	4.708	A
C-D	5.59	1.40	5.59	0.00	-	-	-	-	-	-
C-A	572.43	143.11	572.43	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	275.77	0.000	0.00	0.00	0.000	A
A-BCD	0.00	0.00	0.00	0.00	391.37	0.000	0.00	0.00	0.000	A
A-B	221.31	55.33	221.31	0.00	-	-	-	-	-	-
A-C	308.29	77.07	308.29	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	236.26	0.000	0.00	0.00	0.000	A
C-ABD	294.95	73.74	294.90	0.00	1060.73	0.278	0.96	0.97	4.728	A
C-D	5.58	1.39	5.58	0.00	-	-	-	-	-	-
C-A	571.48	142.87	571.48	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	313.75	0.000	0.00	0.00	0.000	A
A-BCD	0.00	0.00	0.00	0.00	430.00	0.000	0.00	0.00	0.000	A
A-B	180.69	45.17	180.69	0.00	-	-	-	-	-	-
A-C	251.71	62.93	251.71	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	280.93	0.000	0.00	0.00	0.000	A
C-ABD	183.27	45.82	184.88	0.00	968.31	0.189	0.97	0.57	4.619	A
C-D	5.11	1.28	5.11	0.00	-	-	-	-	-	-
C-A	523.61	130.90	523.61	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	340.89	0.000	0.00	0.00	0.000	A
A-BCD	0.00	0.00	0.00	0.00	458.34	0.000	0.00	0.00	0.000	A
A-B	151.32	37.83	151.32	0.00	-	-	-	-	-	-
A-C	210.80	52.70	210.80	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	313.03	0.000	0.00	0.00	0.000	A
C-ABD	124.90	31.23	125.70	0.00	900.04	0.139	0.57	0.37	4.663	A
C-D	4.56	1.14	4.56	0.00	-	-	-	-	-	-
C-A	466.80	116.70	466.80	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	5.16	0.34	4.635	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	8.22	0.55	4.595	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	14.40	0.96	4.708	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	14.74	0.98	4.728	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	8.63	0.58	4.619	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	5.56	0.37	4.663	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2018-Back + Comm, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2018-Back + Comm, PM	2018-Back + Comm	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	Two-way	A,B,C,D		6.92	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bridge Street		Major
B	Castle Street		Minor
C	High Street		Major
D	Myddylton Place		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.07		0.00		2.20	50.00	✓	0.00
C	6.07		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.20										10	10
D	One lane	2.24										5	5

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	602.919	-	-	-	-	-	-	0.233	0.333	0.233	-	-	-
1	B-A	446.942	0.081	0.205	0.205	-	-	-	0.129	0.293	-	0.205	0.205	0.103
1	B-C	579.754	0.089	0.224	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	446.942	0.081	0.205	0.205	-	-	-	0.129	0.293	0.129	-	-	-
1	B-D, offside lane	446.942	0.081	0.205	0.205	-	-	-	0.129	0.293	0.129	-	-	-
1	C-B	602.919	0.233	0.233	0.333	-	-	-	-	-	-	-	-	-
1	D-A	579.370	-	-	-	-	-	-	0.224	-	0.089	-	-	-
1	D-B, nearside lane	445.182	0.129	0.129	0.292	-	-	-	0.204	0.204	0.081	-	-	-
1	D-B, offside lane	445.182	0.129	0.129	0.292	-	-	-	0.204	0.204	0.081	-	-	-
1	D-C	445.182	-	0.129	0.292	0.102	0.204	0.204	0.204	0.204	0.081	-	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	757.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	524.00	100.000
D	ONE HOUR	✓	1.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	334.000	422.000	1.000
	B	0.000	0.000	0.000	0.000
	C	430.000	90.000	0.000	4.000
	D	0.000	0.000	1.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.44	0.56	0.00
	B	0.25	0.25	0.25	0.25
	C	0.82	0.17	0.00	0.01
	D	0.00	0.00	1.00	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.00	4.08	0.00	A	2.55	3.83	0.25	3.89	0.00	0.25	3.89
A-B	-	-	-	-	305.76	458.64	-	-	-	-	-
A-C	-	-	-	-	386.32	579.48	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.33	6.96	0.98	A	184.25	276.37	57.40	12.46	0.64	57.40	12.46
C-D	-	-	-	-	2.73	4.10	-	-	-	-	-
C-A	-	-	-	-	293.85	440.78	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	331.15	0.000	0.00	0.00	0.000	A
A-BCD	1.74	0.43	1.73	0.00	885.06	0.002	0.00	0.00	4.075	A
A-B	251.02	62.75	251.02	0.00	-	-	-	-	-	-
A-C	317.15	79.29	317.15	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	335.55	0.000	0.00	0.00	0.000	A
C-ABD	124.34	31.08	122.88	0.00	710.34	0.175	0.00	0.36	6.125	A
C-D	2.49	0.62	2.49	0.00	-	-	-	-	-	-
C-A	267.67	66.92	267.67	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	302.28	0.000	0.00	0.00	0.000	A
A-BCD	2.39	0.60	2.39	0.00	934.76	0.003	0.00	0.00	3.860	A
A-B	299.60	74.90	299.60	0.00	-	-	-	-	-	-
A-C	378.53	94.63	378.53	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	307.38	0.000	0.00	0.00	0.000	A
C-ABD	170.22	42.56	169.49	0.00	736.32	0.231	0.36	0.55	6.364	A
C-D	2.77	0.69	2.77	0.00	-	-	-	-	-	-
C-A	298.07	74.52	298.07	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	262.01	0.000	0.00	0.00	0.000	A
A-BCD	3.52	0.88	3.52	0.00	999.45	0.004	0.00	0.00	3.613	A
A-B	366.67	91.67	366.67	0.00	-	-	-	-	-	-
A-C	463.28	115.82	463.28	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	267.68	0.000	0.00	0.00	0.000	A
C-ABD	256.86	64.22	255.19	0.00	777.57	0.330	0.55	0.96	6.921	A
C-D	2.95	0.74	2.95	0.00	-	-	-	-	-	-
C-A	317.12	79.28	317.12	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	261.73	0.000	0.00	0.00	0.000	A
A-BCD	3.53	0.88	3.53	0.00	999.19	0.004	0.00	0.00	3.617	A
A-B	366.67	91.67	366.67	0.00	-	-	-	-	-	-
A-C	463.28	115.82	463.28	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	267.32	0.000	0.00	0.00	0.000	A
C-ABD	257.70	64.42	257.64	0.00	778.50	0.331	0.96	0.98	6.960	A
C-D	2.94	0.74	2.94	0.00	-	-	-	-	-	-
C-A	316.29	79.07	316.29	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	301.87	0.000	0.00	0.00	0.000	A
A-BCD	2.40	0.60	2.40	0.00	934.34	0.003	0.00	0.00	3.864	A
A-B	299.60	74.90	299.60	0.00	-	-	-	-	-	-
A-C	378.53	94.63	378.53	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	306.86	0.000	0.00	0.00	0.000	A
C-ABD	171.09	42.77	172.72	0.00	737.59	0.232	0.98	0.57	6.416	A
C-D	2.76	0.69	2.76	0.00	-	-	-	-	-	-
C-A	297.21	74.30	297.21	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	330.72	0.000	0.00	0.00	0.000	A
A-BCD	1.75	0.44	1.75	0.00	884.61	0.002	0.00	0.00	4.078	A
A-B	251.01	62.75	251.01	0.00	-	-	-	-	-	-
A-C	317.15	79.29	317.15	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	335.09	0.000	0.00	0.00	0.000	A
C-ABD	125.28	31.32	126.05	0.00	711.21	0.176	0.57	0.38	6.175	A
C-D	2.48	0.62	2.48	0.00	-	-	-	-	-	-
C-A	266.73	66.68	266.73	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.03	0.00	4.075	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	5.36	0.36	6.125	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.04	0.00	3.860	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	8.25	0.55	6.364	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.05	0.00	3.613	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	14.51	0.97	6.921	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.05	0.00	3.617	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	14.90	0.99	6.960	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.04	0.00	3.864	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	8.68	0.58	6.416	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.03	0.00	4.078	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	5.70	0.38	6.175	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2018-Back + Comm + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2018-Back + Comm + Dev, PM	2018-Back + Comm + Dev	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	Two-way	A,B,C,D		6.91	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Bridge Street		Major
B	Castle Street		Minor
C	High Street		Major
D	Myddylton Place		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.07		0.00		2.20	50.00	✓	0.00
C	6.07		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.20										10	10
D	One lane	2.24										5	5

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	602.919	-	-	-	-	-	-	0.233	0.333	0.233	-	-	-
1	B-A	446.942	0.081	0.205	0.205	-	-	-	0.129	0.293	-	0.205	0.205	0.103
1	B-C	579.754	0.089	0.224	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	446.942	0.081	0.205	0.205	-	-	-	0.129	0.293	0.129	-	-	-
1	B-D, offside lane	446.942	0.081	0.205	0.205	-	-	-	0.129	0.293	0.129	-	-	-
1	C-B	602.919	0.233	0.233	0.333	-	-	-	-	-	-	-	-	-
1	D-A	579.370	-	-	-	-	-	-	0.224	-	0.089	-	-	-
1	D-B, nearside lane	445.182	0.129	0.129	0.292	-	-	-	0.204	0.204	0.081	-	-	-
1	D-B, offside lane	445.182	0.129	0.129	0.292	-	-	-	0.204	0.204	0.081	-	-	-
1	D-C	445.182	-	0.129	0.292	0.102	0.204	0.204	0.204	0.204	0.081	-	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	791.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	558.00	100.000
D	ONE HOUR	✓	1.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	368.000	422.000	1.000
	B	0.000	0.000	0.000	0.000
	C	464.000	90.000	0.000	4.000
	D	0.000	0.000	1.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.47	0.53	0.00
	B	0.25	0.25	0.25	0.25
	C	0.83	0.16	0.00	0.01
	D	0.00	0.00	1.00	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.00	4.03	0.00	A	2.66	4.00	0.26	3.84	0.00	0.26	3.84
A-B	-	-	-	-	336.87	505.30	-	-	-	-	-
A-C	-	-	-	-	386.30	579.45	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.35	6.95	1.10	A	197.46	296.18	63.62	12.89	0.71	63.63	12.89
C-D	-	-	-	-	2.69	4.03	-	-	-	-	-
C-A	-	-	-	-	311.89	467.83	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	325.94	0.000	0.00	0.00	0.000	A
A-BCD	1.80	0.45	1.79	0.00	895.80	0.002	0.00	0.00	4.026	A
A-B	276.56	69.14	276.56	0.00	-	-	-	-	-	-
A-C	317.14	79.29	317.14	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	327.86	0.000	0.00	0.00	0.000	A
C-ABD	130.44	32.61	128.87	0.00	724.06	0.180	0.00	0.39	6.047	A
C-D	2.48	0.62	2.48	0.00	-	-	-	-	-	-
C-A	287.18	71.80	287.18	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	295.94	0.000	0.00	0.00	0.000	A
A-BCD	2.49	0.62	2.49	0.00	946.95	0.003	0.00	0.00	3.810	A
A-B	330.08	82.52	330.08	0.00	-	-	-	-	-	-
A-C	378.52	94.63	378.52	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	297.99	0.000	0.00	0.00	0.000	A
C-ABD	182.86	45.71	182.01	0.00	755.58	0.242	0.39	0.60	6.291	A
C-D	2.72	0.68	2.72	0.00	-	-	-	-	-	-
C-A	316.05	79.01	316.05	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	254.04	0.000	0.00	0.00	0.000	A
A-BCD	3.69	0.92	3.69	0.00	1013.21	0.004	0.00	0.00	3.565	A
A-B	403.97	100.99	403.97	0.00	-	-	-	-	-	-
A-C	463.25	115.81	463.25	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	255.75	0.000	0.00	0.00	0.000	A
C-ABD	277.48	69.37	275.55	0.00	799.85	0.347	0.60	1.08	6.900	A
C-D	2.88	0.72	2.88	0.00	-	-	-	-	-	-
C-A	334.01	83.50	334.01	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	253.72	0.000	0.00	0.00	0.000	A
A-BCD	3.70	0.92	3.70	0.00	1012.92	0.004	0.00	0.00	3.566	A
A-B	403.97	100.99	403.97	0.00	-	-	-	-	-	-
A-C	463.24	115.81	463.24	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	255.34	0.000	0.00	0.00	0.000	A
C-ABD	278.51	69.63	278.44	0.00	800.95	0.348	1.08	1.10	6.949	A
C-D	2.87	0.72	2.87	0.00	-	-	-	-	-	-
C-A	332.99	83.25	332.99	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	295.48	0.000	0.00	0.00	0.000	A
A-BCD	2.50	0.62	2.50	0.00	946.47	0.003	0.00	0.00	3.815	A
A-B	330.08	82.52	330.08	0.00	-	-	-	-	-	-
A-C	378.52	94.63	378.52	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	297.39	0.000	0.00	0.00	0.000	A
C-ABD	183.94	45.99	185.82	0.00	757.14	0.243	1.10	0.63	6.350	A
C-D	2.72	0.68	2.72	0.00	-	-	-	-	-	-
C-A	314.97	78.74	314.97	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	325.47	0.000	0.00	0.00	0.000	A
A-BCD	1.81	0.45	1.81	0.00	895.32	0.002	0.00	0.00	4.028	A
A-B	276.56	69.14	276.56	0.00	-	-	-	-	-	-
A-C	317.14	79.29	317.14	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	327.34	0.000	0.00	0.00	0.000	A
C-ABD	131.51	32.88	132.41	0.00	725.08	0.181	0.63	0.41	6.099	A
C-D	2.47	0.62	2.47	0.00	-	-	-	-	-	-
C-A	286.11	71.53	286.11	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.03	0.00	4.026	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	5.75	0.38	6.047	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.04	0.00	3.810	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	9.09	0.61	6.291	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.06	0.00	3.565	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	16.28	1.09	6.900	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.06	0.00	3.566	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	16.76	1.12	6.949	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.04	0.00	3.815	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	9.60	0.64	6.350	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.03	0.00	4.028	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	6.14	0.41	6.099	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-