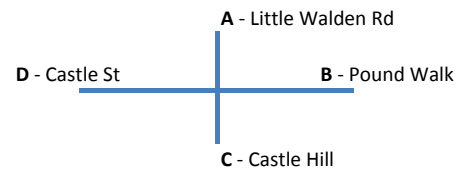


Appendix R
J7 - Little Walden Road / Pound Walk / Castle Hill / Castle Street – Junction
Assessment Data

7 - Little Walden Wd / Pound Walk / Castle Hill / Castle St



AM Peak 0800-0900

Background Traffic 2013 count

	A	B	C	D
A	0	1	397	0
B	0	0	2	0
C	154	1	0	0
D	105	0	180	0

PM Peak 1700-1800

Background Traffic 2013 count

	A	B	C	D
A	0	0	235	0
B	0	0	1	0
C	226	2	0	0
D	174	0	261	0

AM Peak 0800-0900

Background Traffic 2013 count

	A	B	C	D
A	0	0	235	0
B	0	0	1	0
C	226	2	0	0
D	174	0	261	0

PM Peak 1700-1800

Background Traffic 2013 count

	A	B	C	D
A	0	0	235	0
B	0	0	1	0
C	226	2	0	0
D	174	0	261	0

Tempo 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

Tempo 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

Tempo 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

Tempo 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 2018

	A	B	C	D
A	0	1	413	0
B	0	0	2	0
C	160	1	0	0
D	109	0	187	0

Background 2018

	A	B	C	D
A	0	0	248	0
B	0	0	1	0
C	238	2	0	0
D	184	0	275	0

Background 2026

	A	B	C	D
A	0	1	425	0
B	0	0	2	0
C	164	1	0	0
D	112	0	193	0

Background 2026

	A	B	C	D
A	0	0	262	0
B	0	0	1	0
C	251	2	0	0
D	194	0	290	0

Committed Development

	A	B	C	D
A	0	0	3	0
B	0	0	0	0
C	2	0	0	0
D	0	0	6	0

Committed Development

	A	B	C	D
A	0	0	4	0
B	0	0	0	0
C	2	0	0	0
D	0	0	9	0

Committed Development

	A	B	C	D
A	0	0	3	0
B	0	0	0	0
C	2	0	0	0
D	0	0	6	0

Committed Development

	A	B	C	D
A	0	0	4	0
B	0	0	0	0
C	2	0	0	0
D	0	0	9	0

Background + Committed

	A	B	C	D
A	0	1	416	0
B	0	0	2	0
C	162	1	0	0
D	109	0	193	0

Background + Committed

	A	B	C	D
A	0	0	252	0
B	0	0	1	0
C	240	2	0	0
D	184	0	284	0

Background + Committed

	A	B	C	D
A	0	1	428	0
B	0	0	2	0
C	166	1	0	0
D	112	0	199	0

Background + Committed

	A	B	C	D
A	0	0	266	0
B	0	0	1	0
C	253	2	0	0
D	194	0	299	0

Development

	A	B	C	D
A	0	0	5	0
B	0	0	0	0
C	7	0	0	0
D	0	0	26	0

Development

	A	B	C	D
A	0	0	7	0
B	0	0	0	0
C	7	0	0	0
D	0	0	34	0

Development

	A	B	C	D
A	0	0	5	0
B	0	0	0	0
C	7	0	0	0
D	0	0	26	0

Development

	A	B	C	D
A	0	0	7	0
B	0	0	0	0
C	7	0	0	0
D	0	0	34	0

Background + Committed + Development

	A	B	C	D
A	0	1	421	0
B	0	0	2	0
C	169	1	0	0
D	109	0	219	0

Background + Committed + Development

	A	B	C	D
A	0	0	259	0
B	0	0	1	0
C	247	2	0	0
D	184	0	318	0

Background + Committed + Development

	A	B	C	D
A	0	1	433	0
B	0	0	2	0
C	173	1	0	0
D	112	0	225	0

Background + Committed + Development

	A	B	C	D
A	0	0	273	0
B	0	0	1	0
C	260	2	0	0
D	194	0	333	0

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.2.316 [14 Feb 2013] © Copyright TRL Limited, 2013
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Filename: J7-Little Walden_Castle.arc8
 Path: S:\JPP\JPP Schemes R\R6694PP - Saffron Walden\Reports\TA\Junction Modelling\J7-Little Walden_Castle
 Report generation date: 02/12/2013 14:52:02

- » (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				Junction Delay (s)
	Queue (PCU)	Delay (s)	RFC	LOS	
	A1 - 2018 - Back + Comm				
Stream B-ACD	0.00	0.00	0.00	A	13.86
Stream A-B	-	-	-	-	
Stream A-C	-	-	-	-	
Stream A-D	0.00	0.00	0.00	A	
Stream D-AB	0.32	9.78	0.25	A	
Stream D-BC	0.94	16.20	0.49	C	
Stream C-D	-	-	-	-	
Stream C-A	-	-	-	-	
Stream C-B	0.00	7.19	0.00	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 14:52:00

File summary

File Description

Title	J7 - Little Walden / Pound Walk / Castle Hill / Castle Street
Location	
Site Number	
Date	21/11/2013
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		13.86	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major
D	(untitled)		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	7.30		0.00		2.20	0.00		
C	7.30		0.00		2.20	50.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										10	10
D	One lane plus flare				10.00	5.00	3.96	3.96	3.96	✓	1.00	42	22

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	573.963	-	-	-	-	-	-	0.210	0.300	0.210	-	-	-
1	B-A	485.856	0.083	0.211	0.211	-	-	-	0.133	0.301	-	0.211	0.211	0.106
1	B-C	630.232	0.091	0.230	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	485.856	0.083	0.211	0.211	-	-	-	0.133	0.301	0.133	-	-	-
1	B-D, offside lane	485.856	0.083	0.211	0.211	-	-	-	0.133	0.301	0.133	-	-	-
1	C-B	602.919	0.220	0.220	0.315	-	-	-	-	-	-	-	-	-
1	D-A	663.476	-	-	-	-	-	-	0.243	-	0.096	-	-	-
1	D-B, nearside lane	522.205	0.143	0.143	0.324	-	-	-	0.227	0.227	0.090	-	-	-
1	D-B, offside lane	557.152	0.152	0.152	0.346	-	-	-	0.242	0.242	0.096	-	-	-
1	D-C	557.152	-	0.152	0.346	0.121	0.242	0.242	0.242	0.242	0.096	-	-	-

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

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

Minimum values for the following parameters are assumed: 0.083 for slope, 500 for intercept, 0.1 for flare length.

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	✓	417.00	100.000
B	ONE HOUR	✓	2.00	100.000
C	ONE HOUR	✓	163.00	100.000
D	ONE HOUR	✓	302.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	1.000	416.000	0.000
	B	0.000	0.000	2.000	0.000
	C	162.000	1.000	0.000	0.000
	D	109.000	0.000	193.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.00	1.00	0.00
	B	0.00	0.00	1.00	0.00
	C	0.99	0.01	0.00	0.00
	D	0.36	0.00	0.64	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			
From		A	B	C	D
	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-B	-	-	-	-	0.92	1.38	-	-	-	-	-
A-C	-	-	-	-	381.73	572.59	-	-	-	-	-
A-D	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
D-AB	0.25	9.78	0.32	A	100.02	150.03	21.16	8.46	0.24	21.16	8.46
D-BC	0.49	16.20	0.94	C	177.10	265.65	58.47	13.21	0.65	58.48	13.21
C-D	-	-	-	-	0.00	0.00	-	-	-	-	-
C-A	-	-	-	-	148.65	222.98	-	-	-	-	-
C-B	0.00	7.19	0.00	A	0.92	1.38	0.16	6.94	0.00	0.16	6.94

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	423.31	0.000	0.00	0.00	0.000	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	313.19	78.30	313.19	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	548.15	0.000	0.00	0.00	0.000	A
D-AB	82.06	20.52	81.40	0.00	571.28	0.144	0.00	0.17	7.340	A
D-BC	145.30	36.33	143.58	0.00	477.22	0.304	0.00	0.43	10.737	B
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	121.96	30.49	121.96	0.00	-	-	-	-	-	-
C-B	0.75	0.19	0.75	0.00	533.73	0.001	0.00	0.00	6.753	A

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	404.99	0.000	0.00	0.00	0.000	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	373.98	93.49	373.98	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	543.14	0.000	0.00	0.00	0.000	A
D-AB	97.99	24.50	97.78	0.00	541.50	0.181	0.17	0.22	8.110	A
D-BC	173.50	43.38	172.85	0.00	460.10	0.377	0.43	0.59	12.504	B
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	145.63	36.41	145.63	0.00	-	-	-	-	-	-
C-B	0.90	0.22	0.90	0.00	520.30	0.002	0.00	0.00	6.930	A

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	379.52	0.000	0.00	0.00	0.000	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	458.02	114.51	458.02	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	536.21	0.000	0.00	0.00	0.000	A
D-AB	120.01	30.00	119.60	0.00	489.66	0.245	0.22	0.32	9.717	A
D-BC	212.50	53.12	211.16	0.00	434.59	0.489	0.59	0.93	16.016	C
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	178.37	44.59	178.37	0.00	-	-	-	-	-	-
C-B	1.10	0.28	1.10	0.00	501.73	0.002	0.00	0.00	7.190	A

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	379.44	0.000	0.00	0.00	0.000	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	458.02	114.51	458.02	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	536.21	0.000	0.00	0.00	0.000	A
D-AB	120.01	30.00	120.00	0.00	488.18	0.246	0.32	0.32	9.777	A
D-BC	212.50	53.12	212.44	0.00	434.52	0.489	0.93	0.94	16.198	C
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	178.37	44.59	178.37	0.00	-	-	-	-	-	-
C-B	1.10	0.28	1.10	0.00	501.73	0.002	0.00	0.00	7.190	A

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	404.87	0.000	0.00	0.00	0.000	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	373.98	93.49	373.98	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	543.14	0.000	0.00	0.00	0.000	A
D-AB	97.99	24.50	98.39	0.00	539.77	0.182	0.32	0.22	8.163	A
D-BC	173.50	43.38	174.79	0.00	460.10	0.377	0.94	0.62	12.674	B
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	145.63	36.41	145.63	0.00	-	-	-	-	-	-
C-B	0.90	0.22	0.90	0.00	520.30	0.002	0.00	0.00	6.932	A

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	423.16	0.000	0.00	0.00	0.000	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	313.19	78.30	313.19	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	548.15	0.000	0.00	0.00	0.000	A
D-AB	82.06	20.52	82.28	0.00	569.57	0.144	0.22	0.17	7.390	A
D-BC	145.30	36.33	145.99	0.00	477.26	0.304	0.62	0.44	10.892	B
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	121.96	30.49	121.96	0.00	-	-	-	-	-	-
C-B	0.75	0.19	0.75	0.00	533.73	0.001	0.00	0.00	6.753	A

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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	2.41	0.16	7.340	A	A
D-BC	6.12	0.41	10.737	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.02	0.00	6.753	A	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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	3.20	0.21	8.110	A	A
D-BC	8.55	0.57	12.504	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.03	0.00	6.930	A	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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	4.65	0.31	9.717	A	A
D-BC	13.12	0.87	16.016	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.03	0.00	7.190	A	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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	4.83	0.32	9.777	A	A
D-BC	14.03	0.94	16.198	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.03	0.00	7.190	A	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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	3.46	0.23	8.163	A	A
D-BC	9.73	0.65	12.674	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.03	0.00	6.932	A	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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	2.61	0.17	7.390	A	A
D-BC	6.93	0.46	10.892	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.02	0.00	6.753	A	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		16.12	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major
D	(untitled)		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	7.30		0.00		2.20	0.00		
C	7.30		0.00		2.20	50.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										10	10
D	One lane plus flare				10.00	5.00	3.96	3.96	3.96	✓	1.00	42	22

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	573.963	-	-	-	-	-	-	0.210	0.300	0.210	-	-	-
1	B-A	485.856	0.083	0.211	0.211	-	-	-	0.133	0.301	-	0.211	0.211	0.106
1	B-C	630.232	0.091	0.230	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	485.856	0.083	0.211	0.211	-	-	-	0.133	0.301	0.133	-	-	-
1	B-D, offside lane	485.856	0.083	0.211	0.211	-	-	-	0.133	0.301	0.133	-	-	-
1	C-B	602.919	0.220	0.220	0.315	-	-	-	-	-	-	-	-	-
1	D-A	658.909	-	-	-	-	-	-	0.241	-	0.095	-	-	-
1	D-B, nearside lane	518.610	0.142	0.142	0.322	-	-	-	0.225	0.225	0.089	-	-	-
1	D-B, offside lane	560.747	0.153	0.153	0.348	-	-	-	0.244	0.244	0.096	-	-	-
1	D-C	560.747	-	0.153	0.348	0.122	0.244	0.244	0.244	0.244	0.096	-	-	-

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	✓	422.00	100.000
B	ONE HOUR	✓	2.00	100.000
C	ONE HOUR	✓	170.00	100.000
D	ONE HOUR	✓	328.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	1.000	421.000	0.000
	B	0.000	0.000	2.000	0.000
	C	169.000	1.000	0.000	0.000
	D	109.000	0.000	219.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.00	1.00	0.00
	B	0.00	0.00	1.00	0.00
	C	0.99	0.01	0.00	0.00
	D	0.33	0.00	0.67	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-B	-	-	-	-	0.92	1.38	-	-	-	-	-
A-C	-	-	-	-	386.32	579.48	-	-	-	-	-
A-D	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
D-AB	0.27	10.94	0.36	B	100.02	150.03	22.81	9.12	0.25	22.82	9.12
D-BC	0.56	18.75	1.23	C	200.96	301.44	73.49	14.63	0.82	73.50	14.63
C-D	-	-	-	-	0.00	0.00	-	-	-	-	-
C-A	-	-	-	-	155.08	232.62	-	-	-	-	-
C-B	0.00	7.21	0.00	A	0.92	1.38	0.16	6.96	0.00	0.16	6.96

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	421.19	0.000	0.00	0.00	0.000	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	316.95	79.24	316.95	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	547.04	0.000	0.00	0.00	0.000	A
D-AB	82.06	20.52	81.37	0.00	553.85	0.148	0.00	0.17	7.608	A
D-BC	164.87	41.22	162.81	0.00	478.02	0.345	0.00	0.52	11.349	B
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	127.23	31.81	127.23	0.00	-	-	-	-	-	-
C-B	0.75	0.19	0.75	0.00	532.90	0.001	0.00	0.00	6.764	A

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	402.41	0.000	0.00	0.00	0.000	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	378.47	94.62	378.47	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	541.82	0.000	0.00	0.00	0.000	A
D-AB	97.99	24.50	97.75	0.00	517.19	0.189	0.17	0.23	8.579	A
D-BC	196.88	49.22	196.02	0.00	460.04	0.428	0.52	0.73	13.586	B
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	151.93	37.98	151.93	0.00	-	-	-	-	-	-
C-B	0.90	0.22	0.90	0.00	519.31	0.002	0.00	0.00	6.943	A

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	376.27	0.000	0.00	0.00	0.000	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	463.53	115.88	463.53	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	534.59	0.000	0.00	0.00	0.000	A
D-AB	120.01	30.00	119.51	0.00	451.54	0.266	0.23	0.36	10.826	B
D-BC	241.12	60.28	239.23	0.00	432.92	0.557	0.73	1.20	18.399	C
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	186.07	46.52	186.07	0.00	-	-	-	-	-	-
C-B	1.10	0.28	1.10	0.00	500.52	0.002	0.00	0.00	7.207	A

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	376.16	0.000	0.00	0.00	0.000	A
A-B	1.10	0.28	1.10	0.00	-	-	-	-	-	-
A-C	463.53	115.88	463.53	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	534.59	0.000	0.00	0.00	0.000	A
D-AB	120.01	30.00	119.99	0.00	449.12	0.267	0.36	0.36	10.935	B
D-BC	241.12	60.28	241.02	0.00	432.78	0.557	1.20	1.23	18.746	C
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	186.07	46.52	186.07	0.00	-	-	-	-	-	-
C-B	1.10	0.28	1.10	0.00	500.52	0.002	0.00	0.00	7.207	A

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	402.25	0.000	0.00	0.00	0.000	A
A-B	0.90	0.22	0.90	0.00	-	-	-	-	-	-
A-C	378.47	94.62	378.47	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	541.82	0.000	0.00	0.00	0.000	A
D-AB	97.99	24.50	98.48	0.00	514.51	0.190	0.36	0.24	8.663	A
D-BC	196.88	49.22	198.73	0.00	460.00	0.428	1.23	0.77	13.876	B
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	151.93	37.98	151.93	0.00	-	-	-	-	-	-
C-B	0.90	0.22	0.90	0.00	519.31	0.002	0.00	0.00	6.943	A

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	421.02	0.000	0.00	0.00	0.000	A
A-B	0.75	0.19	0.75	0.00	-	-	-	-	-	-
A-C	316.95	79.24	316.95	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	547.04	0.000	0.00	0.00	0.000	A
D-AB	82.06	20.52	82.31	0.00	551.56	0.149	0.24	0.18	7.677	A
D-BC	164.87	41.22	165.80	0.00	478.04	0.345	0.77	0.54	11.565	B
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	127.23	31.81	127.23	0.00	-	-	-	-	-	-
C-B	0.75	0.19	0.75	0.00	532.90	0.001	0.00	0.00	6.764	A

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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	2.49	0.17	7.608	A	A
D-BC	7.31	0.49	11.349	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.02	0.00	6.764	A	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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	3.38	0.23	8.579	A	A
D-BC	10.47	0.70	13.586	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.03	0.00	6.943	A	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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	5.15	0.34	10.826	B	B
D-BC	16.86	1.12	18.399	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.03	0.00	7.207	A	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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	5.39	0.36	10.935	B	B
D-BC	18.30	1.22	18.746	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.03	0.00	7.207	A	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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	3.69	0.25	8.663	A	A
D-BC	12.16	0.81	13.876	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.03	0.00	6.943	A	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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	2.72	0.18	7.677	A	A
D-BC	8.38	0.56	11.565	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.02	0.00	6.764	A	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		37.76	E

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major
D	(untitled)		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	7.30		0.00		2.20	0.00		
C	7.30		0.00		2.20	50.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										10	10
D	One lane plus flare				10.00	5.00	3.96	3.96	3.96	✓	1.00	42	22

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	573.963	-	-	-	-	-	-	0.210	0.300	0.210	-	-	-
1	B-A	485.856	0.083	0.211	0.211	-	-	-	0.133	0.301	-	0.211	0.211	0.106
1	B-C	630.232	0.091	0.230	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	485.856	0.083	0.211	0.211	-	-	-	0.133	0.301	0.133	-	-	-
1	B-D, offside lane	485.856	0.083	0.211	0.211	-	-	-	0.133	0.301	0.133	-	-	-
1	C-B	602.919	0.220	0.220	0.315	-	-	-	-	-	-	-	-	-
1	D-A	668.621	-	-	-	-	-	-	0.244	-	0.097	-	-	-
1	D-B, nearside lane	526.255	0.144	0.144	0.327	-	-	-	0.229	0.229	0.090	-	-	-
1	D-B, offside lane	553.102	0.151	0.151	0.343	-	-	-	0.240	0.240	0.095	-	-	-
1	D-C	553.102	-	0.151	0.343	0.120	0.240	0.240	0.240	0.240	0.095	-	-	-

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	✓	252.00	100.000
B	ONE HOUR	✓	1.00	100.000
C	ONE HOUR	✓	242.00	100.000
D	ONE HOUR	✓	468.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	0.000	252.000	0.000
	B	0.000	0.000	1.000	0.000
	C	240.000	2.000	0.000	0.000
	D	184.000	0.000	284.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.00	1.00	0.00
	B	0.00	0.00	1.00	0.00
	C	0.99	0.01	0.00	0.00
	D	0.39	0.00	0.61	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-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	231.24	346.86	-	-	-	-	-
A-D	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
D-AB	0.64	30.86	1.66	D	168.84	253.26	73.46	17.40	0.82	73.47	17.41
D-BC	0.79	42.44	3.46	E	260.60	390.91	157.65	24.20	1.75	157.70	24.20
C-D	-	-	-	-	0.00	0.00	-	-	-	-	-
C-A	-	-	-	-	220.23	330.34	-	-	-	-	-
C-B	0.00	6.67	0.00	A	1.84	2.75	0.30	6.52	0.00	0.30	6.52

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	436.82	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	189.72	47.43	189.72	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	535.60	0.000	0.00	0.00	0.000	A
D-AB	138.52	34.63	137.05	0.00	509.83	0.272	0.00	0.37	9.621	A
D-BC	213.81	53.45	210.54	0.00	468.34	0.457	0.00	0.82	13.800	B
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	180.68	45.17	180.68	0.00	-	-	-	-	-	-
C-B	1.51	0.38	1.50	0.00	561.11	0.003	0.00	0.00	6.432	A

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	420.66	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	226.54	56.64	226.54	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	528.15	0.000	0.00	0.00	0.000	A
D-AB	165.41	41.35	164.58	0.00	446.81	0.370	0.37	0.58	12.717	B
D-BC	255.31	63.83	253.38	0.00	442.97	0.576	0.82	1.30	18.788	C
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	215.76	53.94	215.76	0.00	-	-	-	-	-	-
C-B	1.80	0.45	1.80	0.00	552.99	0.003	0.00	0.00	6.530	A

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	397.99	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	277.46	69.36	277.46	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	517.86	0.000	0.00	0.00	0.000	A
D-AB	202.59	50.65	199.00	0.00	330.55	0.613	0.58	1.47	26.676	D
D-BC	312.69	78.17	305.36	0.00	396.88	0.788	1.30	3.13	36.681	E
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	264.24	66.06	264.24	0.00	-	-	-	-	-	-
C-B	2.20	0.55	2.20	0.00	541.77	0.004	0.00	0.00	6.671	A

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	397.38	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	277.46	69.36	277.46	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	517.86	0.000	0.00	0.00	0.000	A
D-AB	202.59	50.65	201.84	0.00	317.28	0.639	1.47	1.66	30.857	D
D-BC	312.69	78.17	311.37	0.00	393.46	0.795	3.13	3.46	42.444	E
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	264.24	66.06	264.24	0.00	-	-	-	-	-	-
C-B	2.20	0.55	2.20	0.00	541.77	0.004	0.00	0.00	6.671	A

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	419.85	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	226.54	56.64	226.54	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	528.15	0.000	0.00	0.00	0.000	A
D-AB	165.41	41.35	169.52	0.00	433.23	0.382	1.66	0.63	13.851	B
D-BC	255.31	63.83	263.37	0.00	440.32	0.580	3.46	1.45	21.171	C
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	215.76	53.94	215.76	0.00	-	-	-	-	-	-
C-B	1.80	0.45	1.80	0.00	552.99	0.003	0.00	0.00	6.530	A

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	436.42	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	189.72	47.43	189.72	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	535.60	0.000	0.00	0.00	0.000	A
D-AB	138.52	34.63	139.52	0.00	504.23	0.275	0.63	0.38	9.898	A
D-BC	213.81	53.45	216.14	0.00	467.67	0.457	1.45	0.87	14.442	B
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	180.68	45.17	180.68	0.00	-	-	-	-	-	-
C-B	1.51	0.38	1.51	0.00	561.11	0.003	0.00	0.00	6.432	A

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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	5.26	0.35	9.621	A	A
D-BC	11.38	0.76	13.800	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.04	0.00	6.432	A	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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	8.25	0.55	12.717	B	B
D-BC	18.20	1.21	18.788	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.05	0.00	6.530	A	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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	19.75	1.32	26.676	D	C
D-BC	39.90	2.66	36.681	E	D
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.06	0.00	6.671	A	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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	23.94	1.60	30.857	D	C
D-BC	49.95	3.33	42.444	E	D
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.06	0.00	6.671	A	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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	10.26	0.68	13.851	B	B
D-BC	24.45	1.63	21.171	C	C
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.05	0.00	6.530	A	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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	6.00	0.40	9.898	A	A
D-BC	13.78	0.92	14.442	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.04	0.00	6.432	A	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		89.45	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major
D	(untitled)		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	7.30		0.00		2.20	0.00		
C	7.30		0.00		2.20	50.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										10	10
D	One lane plus flare				10.00	5.00	3.96	3.96	3.96	✓	1.00	42	22

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	573.963	-	-	-	-	-	-	0.210	0.300	0.210	-	-	-
1	B-A	485.856	0.083	0.211	0.211	-	-	-	0.133	0.301	-	0.211	0.211	0.106
1	B-C	630.232	0.091	0.230	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	485.856	0.083	0.211	0.211	-	-	-	0.133	0.301	0.133	-	-	-
1	B-D, offside lane	485.856	0.083	0.211	0.211	-	-	-	0.133	0.301	0.133	-	-	-
1	C-B	602.919	0.220	0.220	0.315	-	-	-	-	-	-	-	-	-
1	D-A	664.371	-	-	-	-	-	-	0.243	-	0.096	-	-	-
1	D-B, nearside lane	522.909	0.143	0.143	0.324	-	-	-	0.227	0.227	0.090	-	-	-
1	D-B, offside lane	556.447	0.152	0.152	0.345	-	-	-	0.242	0.242	0.096	-	-	-
1	D-C	556.447	-	0.152	0.345	0.121	0.242	0.242	0.242	0.242	0.096	-	-	-

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	✓	259.00	100.000
B	ONE HOUR	✓	1.00	100.000
C	ONE HOUR	✓	249.00	100.000
D	ONE HOUR	✓	502.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	0.000	259.000	0.000
	B	0.000	0.000	1.000	0.000
	C	247.000	2.000	0.000	0.000
	D	184.000	0.000	318.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.00	1.00	0.00
	B	0.00	0.00	1.00	0.00
	C	0.99	0.01	0.00	0.00
	D	0.37	0.00	0.63	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-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	237.66	356.49	-	-	-	-	-
A-D	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
D-AB	0.92	100.97	5.41	F	168.84	253.26	142.35	33.72	1.58	142.36	33.73
D-BC	0.93	83.31	7.61	F	291.80	437.70	267.39	36.65	2.97	267.47	36.66
C-D	-	-	-	-	0.00	0.00	-	-	-	-	-
C-A	-	-	-	-	226.65	339.98	-	-	-	-	-
C-B	0.00	6.69	0.00	A	1.84	2.75	0.30	6.54	0.00	0.30	6.54

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	434.10	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	194.99	48.75	194.99	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	534.50	0.000	0.00	0.00	0.000	A
D-AB	138.52	34.63	136.94	0.00	481.51	0.288	0.00	0.40	10.401	B
D-BC	239.41	59.85	235.35	0.00	467.26	0.512	0.00	1.01	15.273	C
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	185.95	46.49	185.95	0.00	-	-	-	-	-	-
C-B	1.51	0.38	1.49	0.00	559.95	0.003	0.00	0.00	6.445	A

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	417.29	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	232.84	58.21	232.84	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	526.83	0.000	0.00	0.00	0.000	A
D-AB	165.41	41.35	164.29	0.00	402.94	0.411	0.40	0.68	15.013	C
D-BC	285.88	71.47	282.95	0.00	439.27	0.651	1.01	1.75	22.594	C
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	222.05	55.51	222.05	0.00	-	-	-	-	-	-
C-B	1.80	0.45	1.80	0.00	551.60	0.003	0.00	0.00	6.546	A

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	393.63	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	285.16	71.29	285.16	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	516.24	0.000	0.00	0.00	0.000	A
D-AB	202.59	50.65	193.32	0.00	254.66	0.796	0.68	3.00	52.611	F
D-BC	350.12	87.53	334.38	0.00	386.69	0.905	1.75	5.68	56.783	F
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	271.95	67.99	271.95	0.00	-	-	-	-	-	-
C-B	2.20	0.55	2.20	0.00	540.07	0.004	0.00	0.00	6.692	A

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	392.14	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	285.16	71.29	285.16	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	516.24	0.000	0.00	0.00	0.000	A
D-AB	202.59	50.65	192.95	0.00	220.69	0.918	3.00	5.41	100.966	F
D-BC	350.12	87.53	342.40	0.00	376.52	0.930	5.68	7.61	83.308	F
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	271.95	67.99	271.95	0.00	-	-	-	-	-	-
C-B	2.20	0.55	2.20	0.00	540.07	0.004	0.00	0.00	6.692	A

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	414.62	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	232.84	58.21	232.84	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	526.83	0.000	0.00	0.00	0.000	A
D-AB	165.41	41.35	183.54	0.00	361.95	0.457	5.41	0.87	22.080	C
D-BC	285.88	71.47	307.51	0.00	426.91	0.670	7.61	2.20	34.374	D
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	222.05	55.51	222.05	0.00	-	-	-	-	-	-
C-B	1.80	0.45	1.80	0.00	551.60	0.003	0.00	0.00	6.547	A

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	433.50	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	194.99	48.75	194.99	0.00	-	-	-	-	-	-
A-D	0.00	0.00	0.00	0.00	534.49	0.000	0.00	0.00	0.000	A
D-AB	138.52	34.63	140.34	0.00	471.99	0.293	0.87	0.42	10.911	B
D-BC	239.41	59.85	243.85	0.00	466.09	0.514	2.20	1.09	16.504	C
C-D	0.00	0.00	0.00	0.00	-	-	-	-	-	-
C-A	185.95	46.49	185.95	0.00	-	-	-	-	-	-
C-B	1.51	0.38	1.51	0.00	559.95	0.003	0.00	0.00	6.445	A

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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	5.66	0.38	10.401	B	B
D-BC	13.99	0.93	15.273	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.04	0.00	6.445	A	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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	9.63	0.64	15.013	C	B
D-BC	23.97	1.60	22.594	C	C
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.05	0.00	6.546	A	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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	35.82	2.39	52.611	F	D
D-BC	65.39	4.36	56.783	F	E
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.06	0.00	6.692	A	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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	66.21	4.41	100.966	F	F
D-BC	101.55	6.77	83.308	F	F
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.06	0.00	6.692	A	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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	18.36	1.22	22.080	C	C
D-BC	44.79	2.99	34.374	D	C
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.05	0.00	6.547	A	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-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.00	0.00	0.000	A	A
D-AB	6.66	0.44	10.911	B	B
D-BC	17.70	1.18	16.504	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.04	0.00	6.445	A	A