

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
		A	B	C	D
	A	10.0	10.0	10.0	10.0
	B	10.0	10.0	10.0	10.0
	C	10.0	10.0	10.0	10.0
	D	10.0	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Arm	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)
A	0.12	3.57	0.15	A	130.30	195.45	11.23	3.45	0.12	11.23	3.45
B	0.08	3.43	0.10	A	85.34	128.01	7.15	3.35	0.08	7.15	3.35
C	0.23	3.79	0.33	A	259.69	389.53	23.30	3.59	0.26	23.30	3.59
D	0.14	3.71	0.17	A	139.48	209.22	12.45	3.57	0.14	12.45	3.57

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A	106.91	26.73	106.51	135.92	113.99	0.00	1294.63	882.10	0.083	0.00	0.10	3.333	A
B	70.02	17.50	69.76	174.55	45.95	0.00	1267.90	1093.20	0.055	0.00	0.06	3.305	A
C	213.06	53.26	212.25	45.95	69.76	0.00	1375.80	768.22	0.155	0.00	0.20	3.402	A
D	114.43	28.61	113.99	146.10	135.92	0.00	1255.16	831.91	0.091	0.00	0.11	3.470	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A	127.66	31.91	127.56	140.32	136.55	0.00	1281.67	844.31	0.100	0.10	0.12	3.430	A
B	83.61	20.90	83.55	212.13	51.98	0.00	1264.55	1102.85	0.066	0.06	0.08	3.352	A
C	254.41	63.60	254.21	51.98	83.55	0.00	1367.61	762.49	0.186	0.20	0.25	3.556	A
D	136.64	34.16	136.55	197.44	140.32	0.00	1252.69	897.65	0.109	0.11	0.13	3.547	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A	156.34	39.09	156.21	171.75	167.21	0.00	1264.05	844.32	0.124	0.12	0.15	3.574	A
B	102.39	25.60	102.32	259.78	63.63	0.00	1258.07	1102.88	0.081	0.08	0.10	3.425	A
C	311.59	77.90	311.28	63.63	102.32	0.00	1356.47	762.47	0.230	0.25	0.33	3.788	A
D	167.36	41.84	167.21	241.85	171.75	0.00	1235.08	897.63	0.136	0.13	0.17	3.707	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A	156.34	39.09	156.34	171.91	167.35	0.00	1263.96	844.32	0.124	0.15	0.15	3.574	A
B	102.39	25.60	102.39	260.01	63.69	0.00	1258.04	1102.88	0.081	0.10	0.10	3.425	A
C	311.59	77.90	311.59	63.69	102.39	0.00	1356.43	762.47	0.230	0.33	0.33	3.789	A
D	167.36	41.84	167.35	242.07	171.91	0.00	1234.99	897.63	0.136	0.17	0.17	3.708	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A	127.66	31.91	127.79	140.51	136.79	0.00	1281.53	844.31	0.100	0.15	0.12	3.431	A
B	83.61	20.90	83.68	212.51	52.07	0.00	1264.50	1102.83	0.066	0.10	0.08	3.353	A
C	254.41	63.60	254.71	52.07	83.68	0.00	1367.54	762.50	0.186	0.33	0.25	3.561	A
D	136.64	34.16	136.79	197.88	140.51	0.00	1252.59	897.66	0.109	0.17	0.14	3.548	A

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

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A	106.91	26.73	107.00	124.90	114.53	0.00	1294.32	850.69	0.083	0.12	0.10	3.334	A
B	70.02	17.50	70.07	187.12	34.41	0.00	1274.32	1143.12	0.055	0.08	0.06	3.287	A
C	213.06	53.26	213.26	34.41	70.07	0.00	1375.62	738.58	0.155	0.25	0.20	3.406	A
D	114.43	28.61	114.53	158.43	124.90	0.00	1261.34	886.56	0.091	0.14	0.11	3.455	A

Queueing Delay Results for each time segment

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

Arm	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
A	1.45	0.10	3.333	A	A
B	0.94	0.06	3.305	A	A
C	2.95	0.20	3.402	A	A
D	1.62	0.11	3.470	A	A

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

Arm	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
A	1.80	0.12	3.430	A	A
B	1.15	0.08	3.352	A	A
C	3.70	0.25	3.556	A	A
D	1.99	0.13	3.547	A	A

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

Arm	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
A	2.29	0.15	3.574	A	A
B	1.44	0.10	3.425	A	A
C	4.82	0.32	3.788	A	A
D	2.54	0.17	3.707	A	A

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

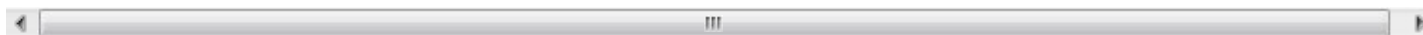
Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A	2.32	0.15	3.574	A	A
B	1.46	0.10	3.425	A	A
C	4.90	0.33	3.789	A	A
D	2.58	0.17	3.708	A	A

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

Arm	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
A	1.86	0.12	3.431	A	A
B	1.19	0.08	3.353	A	A
C	3.85	0.26	3.561	A	A
D	2.06	0.14	3.548	A	A

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

Arm	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
A	1.51	0.10	3.334	A	A
B	0.97	0.06	3.287	A	A
C	3.08	0.21	3.406	A	A
D	1.67	0.11	3.455	A	A



Buckingham Road/Sherwood Drive Existing Junction Layout

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.6.541 [19821,26/11/2015]

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Filename: Sherwood Drive v2.arc8

Path: L:\106xxx\1067760 South West Milton Keynes\09 Docs\C-Cals\01 Modelling\Junctions\Bletchley

Report generation date: 05/05/2016 10:55:48

- » 2026 Base, AM
- » 2026 Base, PM
- » 2026 Base + Dev, AM
- » 2026 Base + Dev, PM

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Base			
Arm 1	0.69	7.61	0.41	A
Arm 2	1.43	5.95	0.59	A
Arm 3	0.60	4.30	0.38	A
Arm 4	2.33	6.35	0.70	A

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

"D1 - 2026 Base, AM" model duration: 07:45 - 09:15

"D2 - 2026 Base, PM" model duration: 16:45 - 18:15

"D3 - 2026 Base + Dev, AM" model duration: 07:45 - 09:15

"D4 - 2026 Base + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.6.541 at 05/05/2016 10:55:46

File summary

Title	Buckingham Rd/Sherwood Dr/Water Eaton Rd
Location	Milton Keynes
Site Number	
Date	27/04/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	rsanthak
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

2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	ARCADY			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)	Single Time Segment Only	Locked
2026 Base, AM	2026 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	untitled	Roundabout	1,2,3,4			6.03	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	untitled	
2	2	untitled	
3	3	untitled	
4	4	untitled	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.80	6.24	17.07	17.38	29.37	30.38	
2	5.73	6.46	4.18	16.05	29.37	43.87	
3	6.10	7.52	1.13	12.93	29.37	24.80	
4	5.10	7.67	44.00	15.28	29.37	20.82	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.644	1644.269
2		(calculated)	(calculated)	0.653	1765.114
3		(calculated)	(calculated)	0.700	1917.174
4		(calculated)	(calculated)	0.774	2238.254

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	299.00	100.000
2	ONE HOUR	✓	793.00	100.000
3	ONE HOUR	✓	457.00	100.000
4	ONE HOUR	✓	1215.00	100.000

Turning Proportions

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

		To			
From		1	2	3	4
	1	0.000	205.000	58.000	36.000
	2	160.000	0.000	81.000	552.000
	3	217.000	15.000	0.000	225.000
	4	43.000	867.000	305.000	0.000

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

		To			
From		1	2	3	4
	1	0.00	0.69	0.19	0.12
	2	0.20	0.00	0.10	0.70
	3	0.47	0.03	0.00	0.49
	4	0.04	0.71	0.25	0.00

Vehicle Mix

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

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.41	7.61	0.69	A
2	0.59	5.95	1.43	A
3	0.38	4.30	0.60	A
4	0.70	6.35	2.33	A

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	225.10	224.04	890.40	0.00	1070.50	0.210	0.26	4.248	A
2	597.01	594.57	299.22	0.00	1569.67	0.380	0.61	3.682	A
3	344.05	342.89	560.82	0.00	1524.43	0.226	0.29	3.044	A
4	914.72	911.40	294.04	0.00	2010.68	0.455	0.83	3.266	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	268.79	268.31	1065.50	0.00	957.66	0.281	0.39	5.219	A
2	712.89	711.88	358.13	0.00	1531.19	0.466	0.86	4.388	A
3	410.83	410.42	671.47	0.00	1446.95	0.284	0.39	3.470	A
4	1092.26	1090.62	351.98	0.00	1965.83	0.556	1.24	4.106	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	329.21	328.02	1302.76	0.00	804.77	0.409	0.68	7.533	A
2	873.11	870.89	437.86	0.00	1479.11	0.590	1.42	5.898	A
3	503.17	502.36	821.43	0.00	1341.93	0.375	0.60	4.285	A
4	1337.74	1333.47	430.74	0.00	1904.88	0.702	2.31	6.252	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	329.21	329.17	1306.80	0.00	802.16	0.410	0.69	7.610	A
2	873.11	873.06	439.27	0.00	1478.19	0.591	1.43	5.948	A
3	503.17	503.15	823.51	0.00	1340.47	0.375	0.60	4.299	A
4	1337.74	1337.63	431.58	0.00	1904.23	0.703	2.33	6.351	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	268.79	269.97	1071.24	0.00	953.96	0.282	0.40	5.273	A
2	712.89	715.09	360.14	0.00	1529.88	0.466	0.88	4.429	A
3	410.83	411.63	674.56	0.00	1444.78	0.284	0.40	3.489	A
4	1092.26	1096.54	353.25	0.00	1964.85	0.556	1.26	4.167	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	225.10	225.61	895.28	0.00	1067.35	0.211	0.27	4.279	A
2	597.01	598.06	300.97	0.00	1568.52	0.381	0.62	3.715	A
3	344.05	344.48	564.14	0.00	1522.11	0.226	0.29	3.059	A
4	914.72	916.41	295.55	0.00	2009.51	0.455	0.84	3.300	A

2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	ARCADY			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)	Single Time Segment Only	Locked
2026 Base, PM	2026 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	untitled	Roundabout	1,2,3,4			6.43	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	untitled	
2	2	untitled	
3	3	untitled	
4	4	untitled	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.80	6.24	17.07	17.38	29.37	30.38	
2	5.73	6.46	4.18	16.05	29.37	43.87	
3	6.10	7.52	1.13	12.93	29.37	24.80	
4	5.10	7.67	44.00	15.28	29.37	20.82	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.644	1644.269
2		(calculated)	(calculated)	0.653	1765.114
3		(calculated)	(calculated)	0.700	1917.174
4		(calculated)	(calculated)	0.774	2238.254

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	308.00	100.000
2	ONE HOUR	✓	1020.00	100.000
3	ONE HOUR	✓	422.00	100.000
4	ONE HOUR	✓	894.00	100.000

Turning Proportions

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

		To			
From		1	2	3	4
	1	0.000	191.000	59.000	58.000
	2	150.000	0.000	13.000	857.000
	3	58.000	85.000	0.000	279.000
	4	34.000	613.000	247.000	0.000

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

	To				
		1	2	3	4
From	1	0.00	0.62	0.19	0.19
	2	0.15	0.00	0.01	0.84
	3	0.14	0.20	0.00	0.66
	4	0.04	0.69	0.28	0.00

Vehicle Mix

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

	To				
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
		1	2	3	4
From	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.35	5.67	0.53	A
2	0.75	9.44	2.89	A
3	0.42	5.70	0.73	A
4	0.49	3.58	0.98	A

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	231.88	230.91	709.35	0.00	1187.16	0.195	0.24	3.761	A
2	767.91	764.19	273.14	0.00	1586.70	0.484	0.93	4.358	A
3	317.70	316.49	797.94	0.00	1358.38	0.234	0.30	3.453	A
4	673.05	671.13	219.63	0.00	2068.27	0.325	0.48	2.573	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	276.89	276.51	848.78	0.00	1097.31	0.252	0.34	4.384	A
2	916.96	914.98	326.90	0.00	1551.59	0.591	1.42	5.636	A
3	379.37	378.85	955.39	0.00	1248.11	0.304	0.43	4.138	A
4	803.69	803.01	262.93	0.00	2034.75	0.395	0.65	2.921	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	339.11	338.34	1038.99	0.00	974.74	0.348	0.53	5.649	A
2	1123.04	1117.38	400.12	0.00	1503.76	0.747	2.84	9.183	A
3	464.63	463.47	1166.86	0.00	1100.02	0.422	0.72	5.645	A
4	984.31	983.02	321.37	0.00	1989.52	0.495	0.97	3.572	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	339.11	339.10	1040.44	0.00	973.81	0.348	0.53	5.671	A
2	1123.04	1122.82	400.76	0.00	1503.34	0.747	2.89	9.445	A
3	464.63	464.60	1172.36	0.00	1096.17	0.424	0.73	5.699	A
4	984.31	984.29	322.56	0.00	1988.61	0.495	0.98	3.583	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	276.89	277.65	851.00	0.00	1095.89	0.253	0.34	4.405	A
2	916.96	922.66	327.87	0.00	1550.95	0.591	1.47	5.780	A
3	379.37	380.52	963.19	0.00	1242.65	0.305	0.44	4.180	A
4	803.69	804.96	264.63	0.00	2033.44	0.395	0.66	2.932	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	231.88	232.26	712.22	0.00	1185.32	0.196	0.24	3.777	A
2	767.91	769.99	274.37	0.00	1585.90	0.484	0.95	4.424	A
3	317.70	318.24	803.92	0.00	1354.19	0.235	0.31	3.476	A
4	673.05	673.74	221.07	0.00	2067.15	0.326	0.48	2.586	A

2026 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	ARCADY			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)	Single Time Segment Only	Locked
2026 Base + Dev, AM	2026 Base + Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	untitled	Roundabout	1,2,3,4			6.67	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	untitled	
2	2	untitled	
3	3	untitled	
4	4	untitled	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.80	6.24	17.07	17.38	29.37	30.38	
2	5.73	6.46	4.18	16.05	29.37	43.87	
3	6.10	7.52	1.13	12.93	29.37	24.80	
4	5.10	7.67	44.00	15.28	29.37	20.82	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.644	1644.269
2		(calculated)	(calculated)	0.653	1765.114
3		(calculated)	(calculated)	0.700	1917.174
4		(calculated)	(calculated)	0.774	2238.254

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Am	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	337.00	100.000
2	ONE HOUR	✓	828.00	100.000
3	ONE HOUR	✓	445.00	100.000
4	ONE HOUR	✓	1253.00	100.000

Turning Proportions

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

		To			
From		1	2	3	4
	1	0.000	231.000	69.000	37.000
	2	186.000	0.000	81.000	561.000
	3	206.000	15.000	0.000	224.000
	4	41.000	909.000	303.000	0.000

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

		To			
From		1	2	3	4
	1	0.00	0.69	0.20	0.11
	2	0.22	0.00	0.10	0.68
	3	0.46	0.03	0.00	0.50
	4	0.03	0.73	0.24	0.00

Vehicle Mix

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

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
		1	2	3	4
From	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.48	8.93	0.91	A
2	0.62	6.43	1.61	A
3	0.37	4.37	0.59	A
4	0.73	7.03	2.66	A

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	253.71	252.45	920.29	0.00	1051.24	0.241	0.32	4.493	A
2	623.36	620.73	306.66	0.00	1564.81	0.398	0.66	3.802	A
3	335.02	333.88	587.72	0.00	1505.59	0.223	0.28	3.069	A
4	943.32	939.79	305.25	0.00	2002.00	0.471	0.88	3.378	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	302.96	302.32	1101.26	0.00	934.62	0.324	0.48	5.687	A
2	744.36	743.21	367.04	0.00	1525.37	0.488	0.94	4.596	A
3	400.05	399.63	703.70	0.00	1424.38	0.281	0.39	3.510	A
4	1126.42	1124.59	365.42	0.00	1955.43	0.576	1.34	4.323	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	371.04	369.35	1345.99	0.00	776.91	0.478	0.90	8.796	A
2	911.64	909.03	448.55	0.00	1472.13	0.619	1.60	6.364	A
3	489.95	489.15	860.66	0.00	1314.46	0.373	0.59	4.357	A
4	1379.58	1374.48	447.13	0.00	1892.19	0.729	2.62	6.887	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	371.04	370.99	1350.80	0.00	773.81	0.480	0.91	8.934	A
2	911.64	911.58	450.26	0.00	1471.01	0.620	1.61	6.432	A
3	489.95	489.94	863.13	0.00	1312.72	0.373	0.59	4.375	A
4	1379.58	1379.43	448.09	0.00	1891.45	0.729	2.66	7.026	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	302.96	304.65	1108.03	0.00	930.25	0.326	0.49	5.771	A
2	744.36	746.95	369.45	0.00	1523.79	0.488	0.96	4.650	A
3	400.05	400.84	707.33	0.00	1421.83	0.281	0.39	3.530	A
4	1126.42	1131.54	366.86	0.00	1954.32	0.576	1.38	4.403	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	253.71	254.37	925.61	0.00	1047.81	0.242	0.32	4.540	A
2	623.36	624.55	308.59	0.00	1563.55	0.399	0.67	3.840	A
3	335.02	335.44	591.38	0.00	1503.03	0.223	0.29	3.086	A
4	943.32	945.23	306.89	0.00	2000.74	0.471	0.90	3.418	A

2026 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
	ARCADY			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)	Single Time Segment Only	Locked
2026 Base + Dev, PM	2026 Base + Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	untitled	Roundabout	1,2,3,4			7.70	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	untitled	
2	2	untitled	
3	3	untitled	
4	4	untitled	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.80	6.24	17.07	17.38	29.37	30.38	
2	5.73	6.46	4.18	16.05	29.37	43.87	
3	6.10	7.52	1.13	12.93	29.37	24.80	
4	5.10	7.67	44.00	15.28	29.37	20.82	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.644	1644.269
2		(calculated)	(calculated)	0.653	1765.114
3		(calculated)	(calculated)	0.700	1917.174
4		(calculated)	(calculated)	0.774	2238.254

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	326.00	100.000
2	ONE HOUR	✓	1084.00	100.000
3	ONE HOUR	✓	425.00	100.000
4	ONE HOUR	✓	933.00	100.000

Turning Proportions

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

	To				
		1	2	3	4
From	1	0.000	201.000	69.000	56.000
	2	158.000	0.000	13.000	913.000
	3	56.000	84.000	0.000	285.000
	4	33.000	640.000	260.000	0.000

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

	To				
		1	2	3	4
From	1	0.00	0.62	0.21	0.17
	2	0.15	0.00	0.01	0.84
	3	0.13	0.20	0.00	0.67
	4	0.04	0.69	0.28	0.00

Vehicle Mix

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

	To				
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.000
	3	1.000	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
		1	2	3	4
From	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	0.0
	3	0.0	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.38	6.13	0.61	A
2	0.80	12.14	3.92	B
3	0.45	6.20	0.80	A
4	0.52	3.76	1.07	A

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	245.43	244.37	738.58	0.00	1168.33	0.210	0.26	3.892	A
2	816.09	811.84	288.87	0.00	1576.43	0.518	1.06	4.687	A
3	319.96	318.70	844.09	0.00	1326.06	0.241	0.32	3.568	A
4	702.41	700.36	223.31	0.00	2065.42	0.340	0.51	2.634	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	293.07	292.64	883.76	0.00	1074.77	0.273	0.37	4.601	A
2	974.49	971.97	345.73	0.00	1539.29	0.633	1.69	6.318	A
3	382.07	381.50	1010.58	0.00	1209.47	0.316	0.46	4.345	A
4	838.75	838.00	267.34	0.00	2031.34	0.413	0.70	3.015	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	358.93	358.01	1081.74	0.00	947.20	0.379	0.60	6.099	A
2	1193.51	1185.07	423.13	0.00	1488.73	0.802	3.80	11.543	B
3	467.93	466.61	1232.36	0.00	1054.15	0.444	0.79	6.113	A
4	1027.25	1025.80	326.44	0.00	1985.60	0.517	1.06	3.746	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	358.93	358.92	1083.37	0.00	946.14	0.379	0.61	6.129	A
2	1193.51	1193.04	423.88	0.00	1488.24	0.802	3.92	12.142	B
3	467.93	467.89	1240.39	0.00	1048.53	0.446	0.80	6.199	A
4	1027.25	1027.23	328.02	0.00	1984.38	0.518	1.07	3.760	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	293.07	293.98	886.25	0.00	1073.17	0.273	0.38	4.625	A
2	974.49	983.13	346.86	0.00	1538.55	0.633	1.76	6.578	A
3	382.07	383.39	1021.84	0.00	1201.58	0.318	0.47	4.406	A
4	838.75	840.19	269.59	0.00	2029.60	0.413	0.71	3.029	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	245.43	245.87	741.66	0.00	1166.34	0.210	0.27	3.912	A
2	816.09	818.79	290.23	0.00	1575.54	0.518	1.09	4.773	A
3	319.96	320.56	851.20	0.00	1321.08	0.242	0.32	3.599	A
4	702.41	703.17	224.94	0.00	2064.16	0.340	0.52	2.646	A

Newton Longville Crossroads Existing Junction Layout

Junctions 8
PICADY 8 - Priority Intersection Module
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Filename: Junction 5.arc8

Path: L:\106xxx\1067760 South West Milton Keynes\09 Docs\C-Cals\01 Modelling\Junctions

Report generation date: 28/04/2016 11:37:34

-
- » (Default Analysis Set) - 2015 Base, AM
 - » (Default Analysis Set) - 2015 Base, PM
 - » (Default Analysis Set) - 2026 Base, AM
 - » (Default Analysis Set) - 2026 Base, PM
 - » (Default Analysis Set) - 2026 Base+Dev, AM
 - » (Default Analysis Set) - 2026 Base+Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2015 Base								
Stream B-CD	1.00	18.53	0.50	C	0.22	8.79	0.18	A
Stream B-AD	0.84	18.54	0.46	C	0.24	10.09	0.20	B
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream A-D	0.11	7.03	0.10	A	0.05	6.68	0.05	A
Stream D-AB	0.42	11.06	0.30	B	0.19	8.20	0.16	A
Stream D-BC	0.40	11.95	0.29	B	0.23	8.92	0.19	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.08	7.12	0.07	A	0.05	6.41	0.05	A
A1 - 2026 Base								
Stream B-CD	4.09	60.89	0.83	F	0.33	9.96	0.25	A
Stream B-AD	2.96	60.32	0.78	F	0.34	11.34	0.26	B
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream A-D	0.14	7.44	0.13	A	0.07	6.81	0.07	A
Stream D-AB	0.73	15.08	0.43	C	0.27	9.21	0.22	A
Stream D-BC	0.65	16.04	0.40	C	0.32	10.02	0.24	B
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.10	7.51	0.09	A	0.07	6.57	0.06	A
A1 - 2026 Base+Dev								
Stream B-CD	7.93	106.81	0.95	F	0.49	11.59	0.33	B
Stream B-AD	6.24	123.09	0.94	F	0.47	12.65	0.32	B
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream A-D	0.14	7.45	0.13	A	0.07	6.81	0.07	A
Stream D-AB	2.73	40.48	0.75	E	0.32	9.68	0.24	A
Stream D-BC	2.17	39.35	0.71	E	0.38	10.64	0.28	B
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.10	7.51	0.09	A	0.07	6.57	0.06	A

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

"D1 - 2015 Base, AM " model duration: 07:45 - 09:15

"D2 - 2015 Base, PM" model duration: 16:45 - 18:15

"D3 - 2026 Base, AM" model duration: 07:45 - 09:15

"D4 - 2026 Base, PM" model duration: 16:45 - 18:15

"D5 - 2026 Base+Dev, AM" model duration: 07:45 - 09:15

"D6 - 2026 Base+Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.6.541 at 28/04/2016 11:37:30

File summary

Title	(untitled)
Location	
Site Number	
Date	04/12/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	fsuarez
Description	

Analysis Options

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

Units

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

(Default Analysis Set) - 2015 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Profile Type	D1 - 2015 Base, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2015 Base, AM	2015 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D	14.71	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bletchley Rd		Major
B	B	Stoke Rd		Minor
C	C	Drayton Rd		Major
D	D	Whaddon Rd		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	6.00		0.00		2.20	79.29		
C	6.00		0.00		2.20	58.97		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				8.03	3.37	3.01	2.63	2.63	✓	1.00	16	22
D	One lane plus flare				10.00	6.62	4.05	2.97	2.85	✓	1.00	41	52

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/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	619.881	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	499.893	0.091	0.230	0.230	-	-	-	0.145	0.329	-	0.230	0.230	0.115
1	B-C	702.327	0.108	0.272	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	543.563	0.099	0.250	0.250	-	-	-	0.157	0.357	0.157	-	-	-
1	B-D, offside lane	499.893	0.091	0.230	0.230	-	-	-	0.145	0.329	0.145	-	-	-
1	C-B	608.113	0.236	0.236	0.337	-	-	-	-	-	-	-	-	-
1	D-A	732.593	-	-	-	-	-	-	0.284	-	0.112	-	-	-
1	D-B, nearside lane	576.106	0.167	0.167	0.379	-	-	-	0.265	0.265	0.105	-	-	-
1	D-B, offside lane	576.106	0.167	0.167	0.379	-	-	-	0.265	0.265	0.105	-	-	-
1	D-C	576.106	-	0.167	0.379	0.133	0.265	0.265	0.265	0.265	0.105	-	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	216.00	100.000
B	ONE HOUR	✓	324.00	100.000
C	ONE HOUR	✓	182.00	100.000
D	ONE HOUR	✓	230.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

		To			
From		A	B	C	D
	A	0.000	90.000	102.000	24.000
	B	32.000	0.000	34.000	258.000
	C	94.000	22.000	0.000	66.000
	D	40.000	150.000	40.000	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

		To			
From		A	B	C	D
	A	0.00	0.42	0.47	0.11
	B	0.10	0.00	0.10	0.80
	C	0.52	0.12	0.00	0.36
	D	0.17	0.65	0.17	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

		To			
From		A	B	C	D
	A	0.000	86.000	66.000	24.000
	B	50.000	0.000	40.000	258.000
	C	82.000	26.000	0.000	80.000
	D	62.000	266.000	58.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

	To				
		A	B	C	D
From	A	0.00	0.49	0.38	0.14
	B	0.14	0.00	0.11	0.74
	C	0.44	0.14	0.00	0.43
	D	0.16	0.69	0.15	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

	To				
		A	B	C	D
From	A	0.000	80.000	64.000	44.000
	B	46.000	0.000	32.000	204.000
	C	58.000	22.000	0.000	58.000
	D	32.000	198.000	48.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

	To				
		A	B	C	D
From	A	0.00	0.43	0.34	0.23
	B	0.16	0.00	0.11	0.72
	C	0.42	0.16	0.00	0.42
	D	0.12	0.71	0.17	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

	To				
		A	B	C	D
From	A	0.000	66.000	70.000	32.000
	B	40.000	0.000	44.000	186.000
	C	70.000	36.000	0.000	76.000
	D	58.000	198.000	34.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

	To				
		A	B	C	D
From	A	0.00	0.39	0.42	0.19
	B	0.15	0.00	0.16	0.69
	C	0.38	0.20	0.00	0.42
	D	0.20	0.68	0.12	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

	To				
		A	B	C	D
From	A	0.000	78.000	120.000	42.000
	B	42.000	0.000	50.000	208.000
	C	144.000	52.000	0.000	114.000
	D	16.000	192.000	26.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

	To				
		A	B	C	D
From	A	0.00	0.33	0.50	0.18
	B	0.14	0.00	0.17	0.69
	C	0.46	0.17	0.00	0.37
	D	0.07	0.82	0.11	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

	To				
		A	B	C	D
From	A	0.000	94.000	76.000	36.000
	B	24.000	0.000	40.000	118.000
	C	76.000	24.000	0.000	74.000
	D	26.000	102.000	8.000	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

	To				
		A	B	C	D
From	A	0.00	0.46	0.37	0.17
	B	0.13	0.00	0.22	0.65
	C	0.44	0.14	0.00	0.43
	D	0.19	0.75	0.06	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

	To				
		A	B	C	D
From	A	1.000	1.022	1.020	1.000
	B	1.000	1.000	1.118	1.000
	C	1.021	1.000	1.000	1.000
	D	1.000	1.013	1.100	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

	To				
		A	B	C	D
From	A	0.0	2.2	2.0	0.0
	B	0.0	0.0	11.8	0.0
	C	2.1	0.0	0.0	0.0
	D	0.0	1.3	10.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

	To				
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.040	1.000	1.150	1.000
	C	1.024	1.000	1.000	1.075
	D	1.000	1.030	1.069	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

	To				
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	4.0	0.0	15.0	0.0
	C	2.4	0.0	0.0	7.5
	D	0.0	3.0	6.9	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

	To				
		A	B	C	D
From	A	1.000	1.125	1.063	1.000
	B	1.000	1.000	1.313	1.000
	C	1.069	1.000	1.000	1.000
	D	1.063	1.030	1.042	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

	To				
		A	B	C	D
From	A	0.0	12.5	6.3	0.0
	B	0.0	0.0	31.3	0.0
	C	6.9	0.0	0.0	0.0
	D	6.3	3.0	4.2	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

	To				
		A	B	C	D
From	A	1.000	1.061	1.029	1.000
	B	1.050	1.000	1.182	1.000
	C	1.057	1.000	1.000	1.026
	D	1.035	1.040	1.059	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

	To				
		A	B	C	D
From	A	0.0	6.1	2.9	0.0
	B	5.0	0.0	18.2	0.0
	C	5.7	0.0	0.0	2.6
	D	3.5	4.0	5.9	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

	To				
		A	B	C	D
From	A	1.000	1.026	1.000	1.000
	B	1.000	1.000	1.280	1.000
	C	1.014	1.000	1.000	1.035
	D	1.000	1.042	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

	To				
		A	B	C	D
From	A	0.0	2.6	0.0	0.0
	B	0.0	0.0	28.0	0.0
	C	1.4	0.0	0.0	3.5
	D	0.0	4.2	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

	To				
		A	B	C	D
From	A	1.000	1.000	1.026	1.000
	B	1.000	1.000	1.150	1.017
	C	1.026	1.000	1.000	1.000
	D	1.000	1.098	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

	To				
		A	B	C	D
From	A	0.0	0.0	2.6	0.0
	B	0.0	0.0	15.0	1.7
	C	2.6	0.0	0.0	0.0
	D	0.0	9.8	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.50	18.53	1.00	C
B-AD	0.46	18.54	0.84	C
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.10	7.03	0.11	A
D-AB	0.30	11.06	0.42	B
D-BC	0.29	11.95	0.40	B
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.07	7.12	0.08	A

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	128.31	126.80	0.00	463.51	0.277	0.38	10.646	B
B-AD	115.62	114.18	0.00	431.62	0.268	0.36	11.291	B
A-B	67.76	67.76	0.00	-	-	-	-	-
A-C	76.79	76.79	0.00	-	-	-	-	-
A-D	18.07	17.94	0.00	584.91	0.031	0.03	6.347	A
D-AB	90.60	89.79	0.00	533.56	0.170	0.20	8.098	A
D-BC	82.56	81.72	0.00	471.18	0.175	0.21	9.225	A
C-D	49.69	49.69	0.00	-	-	-	-	-
C-A	70.77	70.77	0.00	-	-	-	-	-
C-B	16.56	16.44	0.00	567.27	0.029	0.03	6.533	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	153.14	152.55	0.00	437.17	0.350	0.53	12.544	B
B-AD	138.13	137.55	0.00	403.97	0.342	0.50	13.373	B
A-B	94.88	94.88	0.00	-	-	-	-	-
A-C	72.82	72.82	0.00	-	-	-	-	-
A-D	26.48	26.41	0.00	576.54	0.046	0.05	6.543	A
D-AB	109.81	109.53	0.00	505.58	0.217	0.27	9.022	A
D-BC	96.96	96.74	0.00	458.87	0.211	0.26	9.947	A
C-D	69.62	69.62	0.00	-	-	-	-	-
C-A	71.36	71.36	0.00	-	-	-	-	-
C-B	22.63	22.58	0.00	559.65	0.040	0.04	6.702	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	189.61	187.98	0.00	380.55	0.498	0.93	18.040	C
B-AD	167.12	165.77	0.00	360.50	0.464	0.84	18.537	C
A-B	101.20	101.20	0.00	-	-	-	-	-
A-C	80.96	80.96	0.00	-	-	-	-	-
A-D	55.66	55.42	0.00	567.01	0.098	0.11	7.033	A
D-AB	129.48	128.99	0.00	450.63	0.287	0.39	11.063	B
D-BC	123.76	123.20	0.00	425.23	0.291	0.41	11.953	B
C-D	84.22	84.22	0.00	-	-	-	-	-
C-A	84.22	84.22	0.00	-	-	-	-	-
C-B	31.95	31.86	0.00	542.22	0.059	0.06	7.054	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	199.61	199.33	0.00	395.59	0.504	1.00	18.526	C
B-AD	157.12	157.21	0.00	350.10	0.449	0.82	18.409	C
A-B	93.43	93.43	0.00	-	-	-	-	-
A-C	99.09	99.09	0.00	-	-	-	-	-
A-D	45.30	45.38	0.00	566.00	0.080	0.09	6.915	A
D-AB	143.88	143.76	0.00	479.26	0.300	0.42	10.720	B
D-BC	109.35	109.59	0.00	427.63	0.256	0.35	11.244	B
C-D	83.68	83.68	0.00	-	-	-	-	-
C-A	77.07	77.07	0.00	-	-	-	-	-
C-B	39.64	39.57	0.00	545.36	0.073	0.08	7.117	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	160.21	161.83	0.00	428.60	0.374	0.60	13.234	B
B-AD	131.06	132.30	0.00	397.61	0.329	0.51	13.813	B
A-B	63.11	63.11	0.00	-	-	-	-	-
A-C	97.09	97.09	0.00	-	-	-	-	-
A-D	33.98	34.08	0.00	576.89	0.059	0.06	6.635	A
D-AB	103.52	104.06	0.00	469.56	0.220	0.29	9.881	A
D-BC	103.25	103.46	0.00	464.23	0.222	0.29	10.065	B
C-D	60.17	60.17	0.00	-	-	-	-	-
C-A	76.00	76.00	0.00	-	-	-	-	-
C-B	27.44	27.55	0.00	558.43	0.049	0.05	6.784	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	138.93	139.61	0.00	474.37	0.293	0.43	10.898	B
B-AD	104.99	105.69	0.00	420.38	0.250	0.34	11.368	B
A-B	74.20	74.20	0.00	-	-	-	-	-
A-C	59.99	59.99	0.00	-	-	-	-	-
A-D	28.42	28.46	0.00	584.58	0.049	0.05	6.475	A
D-AB	99.50	99.67	0.00	504.40	0.197	0.24	8.748	A
D-BC	73.65	74.09	0.00	464.45	0.159	0.18	8.935	A
C-D	58.27	58.27	0.00	-	-	-	-	-
C-A	59.85	59.85	0.00	-	-	-	-	-
C-B	18.90	18.97	0.00	566.47	0.033	0.03	6.577	A

(Default Analysis Set) - 2015 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Profile Type	D2 - 2015 Base, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2015 Base, PM	2015 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D	8.72	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bletchley Rd		Major
B	B	Stoke Rd		Minor
C	C	Drayton Rd		Major
D	D	Whaddon Rd		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	6.00		0.00		2.20	79.29		
C	6.00		0.00		2.20	58.97		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				8.03	3.37	3.01	2.63	2.63	✓	1.00	16	22
D	One lane plus flare				10.00	6.62	4.05	2.97	2.85	✓	1.00	41	52

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/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	619.881	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	499.893	0.091	0.230	0.230	-	-	-	0.145	0.329	-	0.230	0.230	0.115
1	B-C	702.327	0.108	0.272	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	543.563	0.099	0.250	0.250	-	-	-	0.157	0.357	0.157	-	-	-
1	B-D, offside lane	499.893	0.091	0.230	0.230	-	-	-	0.145	0.329	0.145	-	-	-
1	C-B	608.113	0.236	0.236	0.337	-	-	-	-	-	-	-	-	-
1	D-A	732.593	-	-	-	-	-	-	0.284	-	0.112	-	-	-
1	D-B, nearside lane	576.106	0.167	0.167	0.379	-	-	-	0.265	0.265	0.105	-	-	-
1	D-B, offside lane	576.106	0.167	0.167	0.379	-	-	-	0.265	0.265	0.105	-	-	-
1	D-C	576.106	-	0.167	0.379	0.133	0.265	0.265	0.265	0.265	0.105	-	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	78.00	100.000
B	ONE HOUR	✓	160.00	100.000
C	ONE HOUR	✓	94.00	100.000
D	ONE HOUR	✓	160.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

		To			
From		A	B	C	D
	A	0.000	28.000	24.000	26.000
	B	36.000	0.000	18.000	106.000
	C	44.000	22.000	0.000	28.000
	D	32.000	108.000	20.000	0.000

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

	To				
		A	B	C	D
From	A	0.00	0.36	0.31	0.33
	B	0.23	0.00	0.11	0.66
	C	0.47	0.23	0.00	0.30
	D	0.20	0.68	0.13	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

	To				
		A	B	C	D
From	A	0.000	40.000	38.000	30.000
	B	34.000	0.000	28.000	142.000
	C	48.000	10.000	0.000	30.000
	D	24.000	144.000	24.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

	To				
		A	B	C	D
From	A	0.00	0.37	0.35	0.28
	B	0.17	0.00	0.14	0.70
	C	0.55	0.11	0.00	0.34
	D	0.13	0.75	0.13	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

	To				
		A	B	C	D
From	A	0.000	58.000	62.000	68.000
	B	46.000	0.000	32.000	266.000
	C	96.000	42.000	0.000	54.000
	D	36.000	236.000	74.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

	To				
		A	B	C	D
From	A	0.00	0.31	0.33	0.36
	B	0.13	0.00	0.09	0.77
	C	0.50	0.22	0.00	0.28
	D	0.10	0.68	0.21	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

	To				
		A	B	C	D
From	A	0.000	46.000	58.000	40.000
	B	58.000	0.000	56.000	222.000
	C	78.000	32.000	0.000	46.000
	D	36.000	182.000	58.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

	To				
		A	B	C	D
From	A	0.00	0.32	0.40	0.28
	B	0.17	0.00	0.17	0.66
	C	0.50	0.21	0.00	0.29
	D	0.13	0.66	0.21	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

	To				
		A	B	C	D
From	A	0.000	40.000	72.000	30.000
	B	60.000	0.000	32.000	176.000
	C	66.000	50.000	0.000	30.000
	D	26.000	242.000	52.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

	To				
		A	B	C	D
From	A	0.00	0.28	0.51	0.21
	B	0.22	0.00	0.12	0.66
	C	0.45	0.34	0.00	0.21
	D	0.08	0.76	0.16	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

	To				
		A	B	C	D
From	A	0.000	22.000	60.000	32.000
	B	60.000	0.000	30.000	178.000
	C	70.000	28.000	0.000	28.000
	D	28.000	186.000	54.000	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

	To				
		A	B	C	D
From	A	0.00	0.19	0.53	0.28
	B	0.22	0.00	0.11	0.66
	C	0.56	0.22	0.00	0.22
	D	0.10	0.69	0.20	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

	To				
		A	B	C	D
From	A	1.000	1.000	1.000	1.077
	B	1.167	1.000	1.222	1.000
	C	1.000	1.000	1.000	1.071
	D	1.063	1.056	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

	To				
		A	B	C	D
From	A	0.0	0.0	0.0	7.7
	B	16.7	0.0	22.2	0.0
	C	0.0	0.0	0.0	7.1
	D	6.3	5.6	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

	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	1.028	1.083	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

	To				
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	2.8	8.3	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

	To				
		A	B	C	D
From	A	1.000	1.069	1.000	1.000
	B	1.044	1.000	1.125	1.000
	C	1.021	1.000	1.000	1.000
	D	1.000	1.025	1.027	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

	To				
		A	B	C	D
From	A	0.0	6.9	0.0	0.0
	B	4.4	0.0	12.5	0.0
	C	2.1	0.0	0.0	0.0
	D	0.0	2.5	2.7	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

	To				
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.035	1.000	1.071	1.018
	C	1.026	1.000	1.000	1.000
	D	1.000	1.011	1.069	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

	To				
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	3.5	0.0	7.1	1.8
	C	2.6	0.0	0.0	0.0
	D	0.0	1.1	6.9	0.0

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

	To				
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.063	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.008	1.039	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

	To				
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	6.3	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.8	3.9	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

	To				
		A	B	C	D
From	A	1.000	1.000	1.000	1.063
	B	1.033	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 - (18:00-18:15)

	To				
		A	B	C	D
From	A	0.0	0.0	0.0	6.3
	B	3.3	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.18	8.79	0.22	A
B-AD	0.20	10.09	0.24	B
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.05	6.68	0.05	A
D-AB	0.16	8.20	0.19	A
D-BC	0.19	8.92	0.23	A
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.05	6.41	0.05	A

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	56.25	55.75	0.00	507.16	0.111	0.12	7.966	A
B-AD	64.21	63.52	0.00	432.65	0.148	0.17	9.736	A
A-B	21.08	21.08	0.00	-	-	-	-	-
A-C	18.07	18.07	0.00	-	-	-	-	-
A-D	19.57	19.43	0.00	557.91	0.035	0.04	6.683	A
D-AB	65.92	65.38	0.00	550.60	0.120	0.13	7.412	A
D-BC	54.53	54.07	0.00	516.89	0.106	0.12	7.770	A
C-D	21.08	21.08	0.00	-	-	-	-	-
C-A	33.13	33.13	0.00	-	-	-	-	-
C-B	16.56	16.45	0.00	591.79	0.028	0.03	6.255	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	72.54	72.38	0.00	529.45	0.137	0.16	8.084	A
B-AD	71.30	71.24	0.00	461.64	0.154	0.19	9.578	A
A-B	25.97	25.97	0.00	-	-	-	-	-
A-C	24.67	24.67	0.00	-	-	-	-	-
A-D	19.48	19.48	0.00	598.22	0.033	0.04	6.466	A
D-AB	73.99	73.89	0.00	542.70	0.136	0.16	7.827	A
D-BC	69.85	69.69	0.00	510.59	0.137	0.16	8.155	A
C-D	28.81	28.81	0.00	-	-	-	-	-
C-A	46.09	46.09	0.00	-	-	-	-	-
C-B	9.60	9.65	0.00	589.57	0.016	0.02	6.207	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	88.42	88.21	0.00	492.40	0.180	0.21	8.793	A
B-AD	87.74	87.53	0.00	446.26	0.197	0.24	9.965	A
A-B	26.49	26.49	0.00	-	-	-	-	-
A-C	28.32	28.32	0.00	-	-	-	-	-
A-D	31.06	30.98	0.00	592.41	0.052	0.05	6.412	A
D-AB	83.16	83.04	0.00	522.45	0.159	0.19	8.197	A
D-BC	93.01	92.72	0.00	499.13	0.186	0.23	8.923	A
C-D	29.11	29.11	0.00	-	-	-	-	-
C-A	51.75	51.75	0.00	-	-	-	-	-
C-B	22.64	22.55	0.00	584.26	0.039	0.04	6.409	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	91.83	91.81	0.00	505.44	0.182	0.22	8.644	A
B-AD	84.33	84.34	0.00	438.49	0.192	0.24	10.090	B
A-B	27.43	27.43	0.00	-	-	-	-	-
A-C	34.59	34.59	0.00	-	-	-	-	-
A-D	23.86	23.91	0.00	592.47	0.040	0.04	6.331	A
D-AB	85.76	85.75	0.00	537.82	0.159	0.19	8.016	A
D-BC	90.40	90.42	0.00	496.26	0.182	0.22	8.825	A
C-D	30.52	30.52	0.00	-	-	-	-	-
C-A	51.75	51.75	0.00	-	-	-	-	-
C-B	21.23	21.24	0.00	585.40	0.036	0.04	6.380	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	67.90	68.15	0.00	513.83	0.132	0.16	8.182	A
B-AD	75.94	76.07	0.00	454.72	0.167	0.21	9.653	A
A-B	19.75	19.75	0.00	-	-	-	-	-
A-C	35.55	35.55	0.00	-	-	-	-	-
A-D	14.81	14.88	0.00	596.55	0.025	0.03	6.191	A
D-AB	68.70	68.87	0.00	539.20	0.127	0.15	7.661	A
D-BC	75.13	75.34	0.00	520.45	0.144	0.17	8.177	A
C-D	17.36	17.36	0.00	-	-	-	-	-
C-A	38.20	38.20	0.00	-	-	-	-	-
C-B	28.94	28.89	0.00	590.04	0.049	0.05	6.415	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	55.99	56.13	0.00	528.52	0.106	0.12	7.695	A
B-AD	64.47	64.64	0.00	457.38	0.141	0.16	9.094	A
A-B	11.33	11.33	0.00	-	-	-	-	-
A-C	30.91	30.91	0.00	-	-	-	-	-
A-D	16.48	16.47	0.00	566.04	0.029	0.03	6.364	A
D-AB	56.36	56.49	0.00	558.55	0.101	0.11	7.201	A
D-BC	64.10	64.23	0.00	534.77	0.120	0.14	7.734	A
C-D	15.73	15.73	0.00	-	-	-	-	-
C-A	39.32	39.32	0.00	-	-	-	-	-
C-B	15.73	15.82	0.00	592.23	0.027	0.03	6.245	A

(Default Analysis Set) - 2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Profile Type	D3 - 2026 Base, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2026 Base, AM	2026 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D	38.28	E

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bletchley Rd		Major
B	B	Stoke Rd		Minor
C	C	Drayton Rd		Major
D	D	Whaddon Rd		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	6.00		0.00		2.20	79.29		
C	6.00		0.00		2.20	58.97		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				8.03	3.37	3.01	2.63	2.63	✓	1.00	16	22
D	One lane plus flare				10.00	6.62	4.05	2.97	2.85	✓	1.00	41	52

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/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	619.881	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	499.893	0.091	0.230	0.230	-	-	-	0.145	0.329	-	0.230	0.230	0.115
1	B-C	702.327	0.108	0.272	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	543.563	0.099	0.250	0.250	-	-	-	0.157	0.357	0.157	-	-	-
1	B-D, offside lane	499.893	0.091	0.230	0.230	-	-	-	0.145	0.329	0.145	-	-	-
1	C-B	608.113	0.236	0.236	0.337	-	-	-	-	-	-	-	-	-
1	D-A	732.593	-	-	-	-	-	-	0.284	-	0.112	-	-	-
1	D-B, nearside lane	576.106	0.167	0.167	0.379	-	-	-	0.265	0.265	0.105	-	-	-
1	D-B, offside lane	576.106	0.167	0.167	0.379	-	-	-	0.265	0.265	0.105	-	-	-
1	D-C	576.106	-	0.167	0.379	0.133	0.265	0.265	0.265	0.265	0.105	-	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	272.35	100.000
B	ONE HOUR	✓	408.53	100.000
C	ONE HOUR	✓	229.48	100.000
D	ONE HOUR	✓	290.02	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

	To				
		A	B	C	D
From	A	0.000	113.480	128.610	30.260
	B	40.350	0.000	42.870	325.310
	C	118.520	27.740	0.000	83.220
	D	50.440	189.140	50.440	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

	To				
		A	B	C	D
From	A	0.00	0.42	0.47	0.11
	B	0.10	0.00	0.10	0.80
	C	0.52	0.12	0.00	0.36
	D	0.17	0.65	0.17	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

	To				
		A	B	C	D
From	A	0.000	108.440	83.220	30.260
	B	63.050	0.000	50.440	325.310
	C	103.390	32.780	0.000	100.870
	D	78.180	335.400	73.130	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

	To				
		A	B	C	D
From	A	0.00	0.49	0.38	0.14
	B	0.14	0.00	0.11	0.74
	C	0.44	0.14	0.00	0.43
	D	0.16	0.69	0.15	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

	To				
		A	B	C	D
From	A	0.000	100.870	80.700	55.480
	B	58.000	0.000	40.350	257.220
	C	73.130	27.740	0.000	73.130
	D	40.350	249.660	60.520	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

	To				
		A	B	C	D
From	A	0.00	0.43	0.34	0.23
	B	0.16	0.00	0.11	0.72
	C	0.42	0.16	0.00	0.42
	D	0.12	0.71	0.17	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

		To			
From		A	B	C	D
	A	0.000	83.220	88.260	40.350
	B	50.440	0.000	55.480	234.530
	C	88.260	45.390	0.000	95.830
	D	73.130	249.660	42.870	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

		To			
From		A	B	C	D
	A	0.00	0.39	0.42	0.19
	B	0.15	0.00	0.16	0.69
	C	0.38	0.20	0.00	0.42
	D	0.20	0.68	0.12	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

		To			
From		A	B	C	D
	A	0.000	98.350	151.310	52.960
	B	52.960	0.000	63.050	262.270
	C	181.570	65.570	0.000	143.740
	D	20.170	242.090	32.780	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

		To			
From		A	B	C	D
	A	0.00	0.32	0.50	0.18
	B	0.14	0.00	0.17	0.69
	C	0.46	0.17	0.00	0.37
	D	0.07	0.82	0.11	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

		To			
From		A	B	C	D
	A	0.000	118.520	95.830	45.390
	B	30.260	0.000	50.440	148.790
	C	95.830	30.260	0.000	93.310
	D	32.780	128.610	10.090	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

		To			
From		A	B	C	D
	A	0.00	0.46	0.37	0.17
	B	0.13	0.00	0.22	0.65
	C	0.44	0.14	0.00	0.43
	D	0.19	0.75	0.06	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

		To			
From		A	B	C	D
	A	1.000	1.022	1.020	1.000
	B	1.000	1.000	1.118	1.000
	C	1.021	1.000	1.000	1.000
	D	1.000	1.013	1.100	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

		To			
From		A	B	C	D
	A	0.0	2.2	2.0	0.0
	B	0.0	0.0	11.8	0.0
	C	2.1	0.0	0.0	0.0
	D	0.0	1.3	10.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

		To			
From		A	B	C	D
	A	1.000	1.000	1.000	1.000
	B	1.040	1.000	1.150	1.000
	C	1.024	1.000	1.000	1.075
	D	1.000	1.030	1.069	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

		To			
From		A	B	C	D
	A	0.0	0.0	0.0	0.0
	B	4.0	0.0	15.0	0.0
	C	2.4	0.0	0.0	7.5
	D	0.0	3.0	6.9	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

		To			
From		A	B	C	D
	A	1.000	1.125	1.063	1.000
	B	1.000	1.000	1.313	1.000
	C	1.069	1.000	1.000	1.000
	D	1.063	1.030	1.042	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

		To			
From		A	B	C	D
	A	0.0	12.5	6.3	0.0
	B	0.0	0.0	31.3	0.0
	C	6.9	0.0	0.0	0.0
	D	6.3	3.0	4.2	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

		To			
From		A	B	C	D
	A	1.000	1.061	1.029	1.000
	B	1.050	1.000	1.182	1.000
	C	1.057	1.000	1.000	1.026
	D	1.035	1.040	1.059	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

		To			
From		A	B	C	D
	A	0.0	6.1	2.9	0.0
	B	5.0	0.0	18.2	0.0
	C	5.7	0.0	0.0	2.6
	D	3.5	4.0	5.9	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

		To			
From		A	B	C	D
	A	1.000	1.026	1.000	1.000
	B	1.000	1.000	1.280	1.000
	C	1.014	1.000	1.000	1.035
	D	1.000	1.042	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

		To			
From		A	B	C	D
	A	0.0	2.6	0.0	0.0
	B	0.0	0.0	28.0	0.0
	C	1.4	0.0	0.0	3.5
	D	0.0	4.2	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

		To			
From		A	B	C	D
	A	1.000	1.000	1.026	1.000
	B	1.000	1.000	1.150	1.017
	C	1.026	1.000	1.000	1.000
	D	1.000	1.098	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

		To			
From		A	B	C	D
	A	0.0	0.0	2.6	0.0
	B	0.0	0.0	15.0	1.7
	C	2.6	0.0	0.0	0.0
	D	0.0	9.8	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.83	60.89	4.09	F
B-AD	0.78	60.32	2.96	F
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.13	7.44	0.14	A
D-AB	0.43	15.08	0.73	C
D-BC	0.40	16.04	0.65	C
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.09	7.51	0.10	A

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	164.10	161.69	0.00	430.54	0.381	0.60	13.278	B
B-AD	143.47	141.31	0.00	403.34	0.356	0.54	13.632	B
A-B	85.43	85.43	0.00	-	-	-	-	-
A-C	96.82	96.82	0.00	-	-	-	-	-
A-D	22.78	22.62	0.00	575.78	0.040	0.04	6.506	A
D-AB	115.99	114.82	0.00	508.56	0.228	0.29	9.117	A
D-BC	102.35	101.18	0.00	446.57	0.229	0.29	10.388	B
C-D	62.65	62.65	0.00	-	-	-	-	-
C-A	89.23	89.23	0.00	-	-	-	-	-
C-B	20.88	20.73	0.00	556.61	0.038	0.04	6.716	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	198.19	196.65	0.00	390.23	0.508	0.99	18.308	C
B-AD	169.07	167.82	0.00	358.26	0.472	0.85	18.583	C
A-B	119.64	119.64	0.00	-	-	-	-	-
A-C	91.81	91.81	0.00	-	-	-	-	-
A-D	33.38	33.30	0.00	565.24	0.059	0.06	6.768	A
D-AB	140.94	140.45	0.00	474.01	0.297	0.41	10.695	B
D-BC	119.79	119.42	0.00	427.53	0.280	0.38	11.688	B
C-D	87.79	87.79	0.00	-	-	-	-	-
C-A	89.98	89.98	0.00	-	-	-	-	-
C-B	28.53	28.47	0.00	547.00	0.052	0.05	6.942	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	248.79	240.04	0.00	307.18	0.810	3.17	45.971	E
B-AD	201.01	193.94	0.00	265.25	0.758	2.62	47.490	E
A-B	127.60	127.60	0.00	-	-	-	-	-
A-C	102.08	102.08	0.00	-	-	-	-	-
A-D	70.18	69.85	0.00	553.22	0.127	0.14	7.443	A
D-AB	168.60	167.48	0.00	402.31	0.419	0.69	15.076	C
D-BC	150.72	149.62	0.00	374.22	0.403	0.66	16.041	C
C-D	106.19	106.19	0.00	-	-	-	-	-
C-A	106.19	106.19	0.00	-	-	-	-	-
C-B	40.28	40.17	0.00	525.03	0.077	0.08	7.422	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	261.75	258.01	0.00	313.75	0.834	4.11	60.889	F
B-AD	188.05	186.81	0.00	242.05	0.778	2.93	60.317	F
A-B	117.80	117.80	0.00	-	-	-	-	-
A-C	124.94	124.94	0.00	-	-	-	-	-
A-D	57.12	57.23	0.00	551.94	0.103	0.12	7.277	A
D-AB	185.16	185.03	0.00	435.33	0.425	0.73	14.357	B
D-BC	134.16	134.56	0.00	377.69	0.355	0.56	14.709	B
C-D	105.51	105.51	0.00	-	-	-	-	-
C-A	97.18	97.18	0.00	-	-	-	-	-
C-B	49.98	49.89	0.00	528.98	0.094	0.10	7.514	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	207.78	219.16	0.00	375.24	0.555	1.26	23.684	C
B-AD	159.48	167.32	0.00	333.76	0.477	0.97	22.938	C
A-B	79.57	79.57	0.00	-	-	-	-	-
A-C	122.42	122.42	0.00	-	-	-	-	-
A-D	42.85	42.98	0.00	565.67	0.076	0.08	6.891	A
D-AB	132.84	133.96	0.00	436.39	0.304	0.45	11.967	B
D-BC	127.88	128.38	0.00	430.72	0.297	0.43	12.035	B
C-D	75.86	75.86	0.00	-	-	-	-	-
C-A	95.83	95.83	0.00	-	-	-	-	-
C-B	34.61	34.75	0.00	545.46	0.063	0.07	7.049	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	177.92	180.17	0.00	441.92	0.402	0.70	14.040	B
B-AD	129.65	131.49	0.00	387.63	0.335	0.51	14.025	B
A-B	93.56	93.56	0.00	-	-	-	-	-
A-C	75.65	75.65	0.00	-	-	-	-	-
A-D	35.83	35.89	0.00	575.36	0.062	0.07	6.675	A
D-AB	126.12	126.50	0.00	481.57	0.262	0.35	9.962	A
D-BC	92.22	92.93	0.00	442.73	0.208	0.26	9.960	A
C-D	73.48	73.48	0.00	-	-	-	-	-
C-A	75.46	75.46	0.00	-	-	-	-	-
C-B	23.83	23.92	0.00	555.60	0.043	0.05	6.771	A

(Default Analysis Set) - 2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Profile Type	D4 - 2026 Base, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2026 Base, PM	2026 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D	9.73	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bletchley Rd		Major
B	B	Stoke Rd		Minor
C	C	Drayton Rd		Major
D	D	Whaddon Rd		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	6.00		0.00		2.20	79.29		
C	6.00		0.00		2.20	58.97		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				8.03	3.37	3.01	2.63	2.63	✓	1.00	16	22
D	One lane plus flare				10.00	6.62	4.05	2.97	2.85	✓	1.00	41	52

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/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	619.881	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	499.893	0.091	0.230	0.230	-	-	-	0.145	0.329	-	0.230	0.230	0.115
1	B-C	702.327	0.108	0.272	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	543.563	0.099	0.250	0.250	-	-	-	0.157	0.357	0.157	-	-	-
1	B-D, offside lane	499.893	0.091	0.230	0.230	-	-	-	0.145	0.329	0.145	-	-	-
1	C-B	608.113	0.236	0.236	0.337	-	-	-	-	-	-	-	-	-
1	D-A	732.593	-	-	-	-	-	-	0.284	-	0.112	-	-	-
1	D-B, nearside lane	576.106	0.167	0.167	0.379	-	-	-	0.265	0.265	0.105	-	-	-
1	D-B, offside lane	576.106	0.167	0.167	0.379	-	-	-	0.265	0.265	0.105	-	-	-
1	D-C	576.106	-	0.167	0.379	0.133	0.265	0.265	0.265	0.265	0.105	-	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	99.69	100.000
B	ONE HOUR	✓	204.50	100.000
C	ONE HOUR	✓	120.15	100.000
D	ONE HOUR	✓	204.49	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

	To				
		A	B	C	D
From	A	0.000	35.790	30.670	33.230
	B	46.010	0.000	23.010	135.480
	C	56.240	28.120	0.000	35.790
	D	40.900	138.030	25.560	0.000

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

	To				
		A	B	C	D
From	A	0.00	0.36	0.31	0.33
	B	0.22	0.00	0.11	0.66
	C	0.47	0.23	0.00	0.30
	D	0.20	0.67	0.12	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

	To				
		A	B	C	D
From	A	0.000	51.120	48.570	38.340
	B	43.460	0.000	35.790	181.490
	C	61.350	12.780	0.000	38.340
	D	30.670	184.050	30.670	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

	To				
		A	B	C	D
From	A	0.00	0.37	0.35	0.28
	B	0.17	0.00	0.14	0.70
	C	0.55	0.11	0.00	0.34
	D	0.12	0.75	0.12	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

	To				
		A	B	C	D
From	A	0.000	74.130	79.240	86.910
	B	58.790	0.000	40.900	339.970
	C	122.700	53.680	0.000	69.020
	D	46.010	301.630	94.580	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

	To				
		A	B	C	D
From	A	0.00	0.31	0.33	0.36
	B	0.13	0.00	0.09	0.77
	C	0.50	0.22	0.00	0.28
	D	0.10	0.68	0.21	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

		To			
From		A	B	C	D
	A	0.000	58.790	74.130	51.120
	B	74.130	0.000	71.570	283.740
	C	99.690	40.900	0.000	58.790
	D	46.010	232.610	74.130	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

		To			
From		A	B	C	D
	A	0.00	0.32	0.40	0.28
	B	0.17	0.00	0.17	0.66
	C	0.50	0.21	0.00	0.29
	D	0.13	0.66	0.21	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

		To			
From		A	B	C	D
	A	0.000	51.120	92.020	38.340
	B	76.690	0.000	40.900	224.950
	C	84.350	63.910	0.000	38.340
	D	33.230	309.300	66.460	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

		To			
From		A	B	C	D
	A	0.00	0.28	0.51	0.21
	B	0.22	0.00	0.12	0.66
	C	0.45	0.34	0.00	0.21
	D	0.08	0.76	0.16	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

		To			
From		A	B	C	D
	A	0.000	28.120	76.690	40.900
	B	76.690	0.000	38.340	227.500
	C	89.470	35.790	0.000	35.790
	D	35.790	237.730	69.020	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

		To			
From		A	B	C	D
	A	0.00	0.19	0.53	0.28
	B	0.22	0.00	0.11	0.66
	C	0.56	0.22	0.00	0.22
	D	0.10	0.69	0.20	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

	To				
		A	B	C	D
From	A	1.000	1.000	1.000	1.077
	B	1.167	1.000	1.222	1.000
	C	1.000	1.000	1.000	1.071
	D	1.063	1.056	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

	To				
		A	B	C	D
From	A	0.0	0.0	0.0	7.7
	B	16.7	0.0	22.2	0.0
	C	0.0	0.0	0.0	7.1
	D	6.3	5.6	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

	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	1.028	1.083	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

	To				
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	2.8	8.3	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

	To				
		A	B	C	D
From	A	1.000	1.069	1.000	1.000
	B	1.044	1.000	1.125	1.000
	C	1.021	1.000	1.000	1.000
	D	1.000	1.025	1.027	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

	To				
		A	B	C	D
From	A	0.0	6.9	0.0	0.0
	B	4.4	0.0	12.5	0.0
	C	2.1	0.0	0.0	0.0
	D	0.0	2.5	2.7	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

		To			
From		A	B	C	D
	A	1.000	1.000	1.000	1.000
	B	1.035	1.000	1.071	1.018
	C	1.026	1.000	1.000	1.000
	D	1.000	1.011	1.069	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

		To			
From		A	B	C	D
	A	0.0	0.0	0.0	0.0
	B	3.5	0.0	7.1	1.8
	C	2.6	0.0	0.0	0.0
	D	0.0	1.1	6.9	0.0

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

		To			
From		A	B	C	D
	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.063	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.008	1.039	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

		To			
From		A	B	C	D
	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	6.3	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.8	3.9	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

		To			
From		A	B	C	D
	A	1.000	1.000	1.000	1.063
	B	1.033	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 - (18:00-18:15)

		To			
From		A	B	C	D
	A	0.0	0.0	0.0	6.3
	B	3.3	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.25	9.96	0.33	A
B-AD	0.26	11.34	0.34	B
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.07	6.81	0.07	A
D-AB	0.22	9.21	0.27	A
D-BC	0.24	10.02	0.32	B
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.06	6.57	0.07	A

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	73.03	72.34	0.00	493.35	0.148	0.17	8.537	A
B-AD	80.93	79.99	0.00	421.58	0.192	0.23	10.511	B
A-B	26.94	26.94	0.00	-	-	-	-	-
A-C	23.09	23.09	0.00	-	-	-	-	-
A-D	25.02	24.83	0.00	552.99	0.045	0.05	6.815	A
D-AB	84.73	83.99	0.00	538.31	0.157	0.18	7.911	A
D-BC	69.22	68.59	0.00	505.55	0.137	0.16	8.227	A
C-D	26.94	26.94	0.00	-	-	-	-	-
C-A	42.34	42.34	0.00	-	-	-	-	-
C-B	21.17	21.02	0.00	587.26	0.036	0.04	6.356	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	93.84	93.62	0.00	513.30	0.183	0.23	8.812	A
B-AD	90.00	89.90	0.00	449.27	0.200	0.26	10.430	B
A-B	33.19	33.19	0.00	-	-	-	-	-
A-C	31.54	31.54	0.00	-	-	-	-	-
A-D	24.89	24.90	0.00	592.28	0.042	0.05	6.598	A
D-AB	95.42	95.26	0.00	526.50	0.181	0.22	8.517	A
D-BC	88.41	88.19	0.00	496.99	0.178	0.21	8.792	A
C-D	36.82	36.82	0.00	-	-	-	-	-
C-A	58.92	58.92	0.00	-	-	-	-	-
C-B	12.27	12.34	0.00	584.42	0.021	0.02	6.295	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	114.71	114.36	0.00	470.63	0.244	0.31	9.962	A
B-AD	110.45	110.12	0.00	429.23	0.257	0.34	11.192	B
A-B	33.86	33.86	0.00	-	-	-	-	-
A-C	36.20	36.20	0.00	-	-	-	-	-
A-D	39.70	39.60	0.00	584.77	0.068	0.07	6.603	A
D-AB	108.36	108.15	0.00	499.12	0.217	0.27	9.209	A
D-BC	116.79	116.36	0.00	478.39	0.244	0.32	10.019	B
C-D	37.21	37.21	0.00	-	-	-	-	-
C-A	66.14	66.14	0.00	-	-	-	-	-
C-B	28.94	28.81	0.00	577.63	0.050	0.05	6.557	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	119.22	119.19	0.00	483.83	0.246	0.32	9.798	A
B-AD	105.94	105.95	0.00	420.78	0.252	0.34	11.344	B
A-B	35.06	35.06	0.00	-	-	-	-	-
A-C	44.21	44.21	0.00	-	-	-	-	-
A-D	30.49	30.56	0.00	584.84	0.052	0.06	6.497	A
D-AB	111.66	111.65	0.00	514.93	0.217	0.28	8.991	A
D-BC	113.49	113.52	0.00	475.87	0.239	0.31	9.880	A
C-D	39.01	39.01	0.00	-	-	-	-	-
C-A	66.14	66.14	0.00	-	-	-	-	-
C-B	27.14	27.15	0.00	579.08	0.047	0.05	6.524	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	88.25	88.65	0.00	495.65	0.178	0.22	8.968	A
B-AD	95.59	95.79	0.00	440.25	0.217	0.29	10.622	B
A-B	25.24	25.24	0.00	-	-	-	-	-
A-C	45.44	45.44	0.00	-	-	-	-	-
A-D	18.93	19.02	0.00	590.06	0.032	0.03	6.306	A
D-AB	88.91	89.19	0.00	522.18	0.170	0.21	8.327	A
D-BC	94.92	95.23	0.00	506.03	0.188	0.24	8.870	A
C-D	22.19	22.19	0.00	-	-	-	-	-
C-A	48.83	48.83	0.00	-	-	-	-	-
C-B	36.99	36.92	0.00	585.01	0.063	0.07	6.568	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	72.57	72.79	0.00	513.83	0.141	0.17	8.245	A
B-AD	81.38	81.63	0.00	446.35	0.182	0.22	9.788	A
A-B	14.48	14.48	0.00	-	-	-	-	-
A-C	39.50	39.50	0.00	-	-	-	-	-
A-D	21.07	21.05	0.00	561.15	0.038	0.04	6.474	A
D-AB	72.83	73.04	0.00	544.39	0.134	0.16	7.672	A
D-BC	81.12	81.31	0.00	522.34	0.155	0.19	8.257	A
C-D	20.10	20.10	0.00	-	-	-	-	-
C-A	50.25	50.25	0.00	-	-	-	-	-
C-B	20.10	20.23	0.00	587.81	0.034	0.04	6.343	A

(Default Analysis Set) - 2026 Base+Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Profile Type	D5 - 2026 Base+Dev, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2026 Base+Dev, AM	2026 Base+Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D	71.21	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bletchley Rd		Major
B	B	Stoke Rd		Minor
C	C	Drayton Rd		Major
D	D	Whaddon Rd		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	6.00		0.00		2.20	79.29		
C	6.00		0.00		2.20	58.97		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				8.03	3.37	3.01	2.63	2.63	✓	1.00	16	22
D	One lane plus flare				10.00	6.62	4.05	2.97	2.85	✓	1.00	41	52

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/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	619.881	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	499.893	0.091	0.230	0.230	-	-	-	0.145	0.329	-	0.230	0.230	0.115
1	B-C	702.327	0.108	0.272	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	543.563	0.099	0.250	0.250	-	-	-	0.157	0.357	0.157	-	-	-
1	B-D, offside lane	499.893	0.091	0.230	0.230	-	-	-	0.145	0.329	0.145	-	-	-
1	C-B	608.113	0.236	0.236	0.337	-	-	-	-	-	-	-	-	-
1	D-A	732.593	-	-	-	-	-	-	0.284	-	0.112	-	-	-
1	D-B, nearside lane	576.106	0.167	0.167	0.379	-	-	-	0.265	0.265	0.105	-	-	-
1	D-B, offside lane	576.106	0.167	0.167	0.379	-	-	-	0.265	0.265	0.105	-	-	-
1	D-C	576.106	-	0.167	0.379	0.133	0.265	0.265	0.265	0.265	0.105	-	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	272.35	100.000
B	ONE HOUR	✓	425.40	100.000
C	ONE HOUR	✓	231.30	100.000
D	ONE HOUR	✓	409.67	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

		To			
From		A	B	C	D
	A	0.000	113.480	128.610	30.260
	B	40.350	0.000	42.870	342.180
	C	118.520	27.740	0.000	85.040
	D	50.440	271.240	87.990	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

		To			
From		A	B	C	D
	A	0.00	0.42	0.47	0.11
	B	0.09	0.00	0.10	0.80
	C	0.51	0.12	0.00	0.37
	D	0.12	0.66	0.21	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

		To			
From		A	B	C	D
	A	0.000	108.440	83.220	30.260
	B	63.050	0.000	50.440	342.180
	C	103.390	32.780	0.000	103.080
	D	78.180	481.000	127.590	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

		To			
From		A	B	C	D
	A	0.00	0.49	0.38	0.14
	B	0.14	0.00	0.11	0.75
	C	0.43	0.14	0.00	0.43
	D	0.11	0.70	0.19	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

		To			
From		A	B	C	D
	A	0.000	100.870	80.700	55.480
	B	58.000	0.000	40.350	270.840
	C	73.130	27.740	0.000	74.910
	D	40.350	367.150	104.460	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

		To			
From		A	B	C	D
	A	0.00	0.43	0.34	0.23
	B	0.16	0.00	0.11	0.73
	C	0.42	0.16	0.00	0.43
	D	0.08	0.72	0.20	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

		To			
From		A	B	C	D
	A	0.000	83.220	88.260	40.350
	B	50.440	0.000	55.480	248.510
	C	88.260	45.390	0.000	97.660
	D	73.130	370.330	88.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

		To			
From		A	B	C	D
	A	0.00	0.39	0.42	0.19
	B	0.14	0.00	0.16	0.70
	C	0.38	0.20	0.00	0.42
	D	0.14	0.70	0.17	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

		To			
From		A	B	C	D
	A	0.000	98.350	151.310	52.960
	B	52.960	0.000	63.050	278.920
	C	181.570	65.570	0.000	145.920
	D	20.170	385.840	86.540	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

		To			
From		A	B	C	D
	A	0.00	0.32	0.50	0.18
	B	0.13	0.00	0.16	0.71
	C	0.46	0.17	0.00	0.37
	D	0.04	0.78	0.18	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

		To			
From		A	B	C	D
	A	0.000	118.520	95.830	45.390
	B	30.260	0.000	50.440	158.230
	C	95.830	30.260	0.000	94.720
	D	32.780	204.980	26.630	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

		To			
From		A	B	C	D
	A	0.00	0.46	0.37	0.17
	B	0.13	0.00	0.21	0.66
	C	0.43	0.14	0.00	0.43
	D	0.12	0.78	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

		To			
From		A	B	C	D
	A	1.000	1.022	1.020	1.000
	B	1.000	1.000	1.118	1.000
	C	1.021	1.000	1.000	1.000
	D	1.000	1.013	1.100	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

		To			
From		A	B	C	D
	A	0.0	2.2	2.0	0.0
	B	0.0	0.0	11.8	0.0
	C	2.1	0.0	0.0	0.0
	D	0.0	1.3	10.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

		To			
From		A	B	C	D
	A	1.000	1.000	1.000	1.000
	B	1.040	1.000	1.150	1.000
	C	1.024	1.000	1.000	1.075
	D	1.000	1.030	1.069	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

		To			
From		A	B	C	D
	A	0.0	0.0	0.0	0.0
	B	4.0	0.0	15.0	0.0
	C	2.4	0.0	0.0	7.5
	D	0.0	3.0	6.9	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

		To			
From		A	B	C	D
	A	1.000	1.125	1.063	1.000
	B	1.000	1.000	1.313	1.000
	C	1.069	1.000	1.000	1.000
	D	1.063	1.030	1.042	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

		To			
From		A	B	C	D
	A	0.0	12.5	6.3	0.0
	B	0.0	0.0	31.3	0.0
	C	6.9	0.0	0.0	0.0
	D	6.3	3.0	4.2	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

	To				
		A	B	C	D
From	A	1.000	1.061	1.029	1.000
	B	1.050	1.000	1.182	1.000
	C	1.057	1.000	1.000	1.026
	D	1.035	1.040	1.059	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

	To				
		A	B	C	D
From	A	0.0	6.1	2.9	0.0
	B	5.0	0.0	18.2	0.0
	C	5.7	0.0	0.0	2.6
	D	3.5	4.0	5.9	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

	To				
		A	B	C	D
From	A	1.000	1.026	1.000	1.000
	B	1.000	1.000	1.280	1.000
	C	1.014	1.000	1.000	1.035
	D	1.000	1.042	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

	To				
		A	B	C	D
From	A	0.0	2.6	0.0	0.0
	B	0.0	0.0	28.0	0.0
	C	1.4	0.0	0.0	3.5
	D	0.0	4.2	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

	To				
		A	B	C	D
From	A	1.000	1.000	1.026	1.000
	B	1.000	1.000	1.150	1.017
	C	1.026	1.000	1.000	1.000
	D	1.000	1.098	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

	To				
		A	B	C	D
From	A	0.0	0.0	2.6	0.0
	B	0.0	0.0	15.0	1.7
	C	2.6	0.0	0.0	0.0
	D	0.0	9.8	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.95	106.81	7.93	F
B-AD	0.94	123.09	6.24	F
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.13	7.45	0.14	A
D-AB	0.75	40.48	2.73	E
D-BC	0.71	39.35	2.17	E
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.09	7.51	0.10	A

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	171.40	168.76	0.00	424.59	0.404	0.66	13.933	B
B-AD	148.86	146.51	0.00	395.75	0.376	0.59	14.315	B
A-B	85.43	85.43	0.00	-	-	-	-	-
A-C	96.82	96.82	0.00	-	-	-	-	-
A-D	22.78	22.62	0.00	575.45	0.040	0.04	6.510	A
D-AB	157.27	155.26	0.00	464.64	0.338	0.50	11.565	B
D-BC	151.15	149.00	0.00	426.27	0.355	0.54	12.887	B
C-D	64.02	64.02	0.00	-	-	-	-	-
C-A	89.23	89.23	0.00	-	-	-	-	-
C-B	20.88	20.73	0.00	556.61	0.038	0.04	6.716	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	208.23	206.28	0.00	380.24	0.548	1.15	20.304	C
B-AD	174.20	172.64	0.00	342.96	0.508	0.98	20.716	C
A-B	119.64	119.64	0.00	-	-	-	-	-
A-C	91.81	91.81	0.00	-	-	-	-	-
A-D	33.38	33.30	0.00	564.81	0.059	0.06	6.773	A
D-AB	194.32	193.01	0.00	418.79	0.464	0.83	15.682	C
D-BC	173.96	173.01	0.00	393.03	0.443	0.77	16.361	C
C-D	89.59	89.59	0.00	-	-	-	-	-
C-A	89.86	89.86	0.00	-	-	-	-	-
C-B	28.49	28.43	0.00	547.00	0.052	0.05	6.942	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	263.39	247.95	0.00	289.42	0.911	5.01	65.453	F
B-AD	204.98	191.48	0.00	232.76	0.880	4.35	73.874	F
A-B	127.60	127.60	0.00	-	-	-	-	-
A-C	102.08	102.08	0.00	-	-	-	-	-
A-D	70.18	69.85	0.00	552.75	0.127	0.14	7.450	A
D-AB	241.14	234.42	0.00	322.00	0.749	2.51	37.893	E
D-BC	209.91	204.30	0.00	295.39	0.711	2.18	37.959	E
C-D	108.53	108.53	0.00	-	-	-	-	-
C-A	105.95	105.95	0.00	-	-	-	-	-
C-B	40.19	40.08	0.00	525.03	0.077	0.08	7.421	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	277.76	265.95	0.00	290.99	0.954	7.96	106.814	F
B-AD	190.62	183.33	0.00	203.35	0.939	6.18	123.093	F
A-B	117.80	117.80	0.00	-	-	-	-	-
A-C	124.94	124.94	0.00	-	-	-	-	-
A-D	57.12	57.23	0.00	551.45	0.104	0.12	7.287	A
D-AB	256.31	255.47	0.00	341.96	0.750	2.72	40.479	E
D-BC	194.74	194.78	0.00	285.01	0.684	2.17	39.349	E
C-D	107.52	107.52	0.00	-	-	-	-	-
C-A	97.17	97.17	0.00	-	-	-	-	-
C-B	49.97	49.89	0.00	528.98	0.094	0.10	7.514	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	219.77	244.54	0.00	350.60	0.629	1.76	38.428	E
B-AD	162.66	182.03	0.00	295.74	0.549	1.33	36.860	E
A-B	79.57	79.57	0.00	-	-	-	-	-
A-C	122.42	122.42	0.00	-	-	-	-	-
A-D	42.85	42.98	0.00	565.26	0.076	0.08	6.893	A
D-AB	185.07	191.99	0.00	378.81	0.489	0.99	19.935	C
D-BC	183.21	187.96	0.00	381.04	0.480	0.98	19.432	C
C-D	77.19	77.19	0.00	-	-	-	-	-
C-A	96.05	96.05	0.00	-	-	-	-	-
C-B	34.69	34.83	0.00	545.46	0.064	0.07	7.053	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	185.71	189.66	0.00	433.36	0.428	0.78	15.159	C
B-AD	134.55	137.61	0.00	375.37	0.359	0.57	15.182	C
A-B	93.56	93.56	0.00	-	-	-	-	-
A-C	75.65	75.65	0.00	-	-	-	-	-
A-D	35.83	35.89	0.00	575.03	0.062	0.07	6.679	A
D-AB	166.86	168.35	0.00	433.84	0.385	0.62	13.248	B
D-BC	141.56	143.50	0.00	421.74	0.336	0.50	12.539	B
C-D	74.70	74.70	0.00	-	-	-	-	-
C-A	75.57	75.57	0.00	-	-	-	-	-
C-B	23.86	23.96	0.00	555.60	0.043	0.05	6.774	A

(Default Analysis Set) - 2026 Base+Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Profile Type	D6 - 2026 Base+Dev, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2026 Base+Dev, PM	2026 Base+Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D	10.74	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bletchley Rd		Major
B	B	Stoke Rd		Minor
C	C	Drayton Rd		Major
D	D	Whaddon Rd		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	6.00		0.00		2.20	79.29		
C	6.00		0.00		2.20	58.97		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				8.03	3.37	3.01	2.63	2.63	✓	1.00	16	22
D	One lane plus flare				10.00	6.62	4.05	2.97	2.85	✓	1.00	41	52

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/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	619.881	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	499.893	0.091	0.230	0.230	-	-	-	0.145	0.329	-	0.230	0.230	0.115
1	B-C	702.327	0.108	0.272	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	543.563	0.099	0.250	0.250	-	-	-	0.157	0.357	0.157	-	-	-
1	B-D, offside lane	499.893	0.091	0.230	0.230	-	-	-	0.145	0.329	0.145	-	-	-
1	C-B	608.113	0.236	0.236	0.337	-	-	-	-	-	-	-	-	-
1	D-A	732.593	-	-	-	-	-	-	0.284	-	0.112	-	-	-
1	D-B, nearside lane	576.106	0.167	0.167	0.379	-	-	-	0.265	0.265	0.105	-	-	-
1	D-B, offside lane	576.106	0.167	0.167	0.379	-	-	-	0.265	0.265	0.105	-	-	-
1	D-C	576.106	-	0.167	0.379	0.133	0.265	0.265	0.265	0.265	0.105	-	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	99.69	100.000
B	ONE HOUR	✓	257.27	100.000
C	ONE HOUR	✓	120.15	100.000
D	ONE HOUR	✓	225.88	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

	To				
		A	B	C	D
From	A	0.000	35.790	30.670	33.230
	B	46.010	0.000	23.010	188.250
	C	56.240	28.120	0.000	35.790
	D	40.900	152.920	32.060	0.000

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

	To				
		A	B	C	D
From	A	0.00	0.36	0.31	0.33
	B	0.18	0.00	0.09	0.73
	C	0.47	0.23	0.00	0.30
	D	0.18	0.68	0.14	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

	To				
		A	B	C	D
From	A	0.000	51.120	48.570	38.340
	B	43.460	0.000	35.790	252.190
	C	61.350	12.780	0.000	38.340
	D	30.670	203.890	38.470	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

	To				
		A	B	C	D
From	A	0.00	0.37	0.35	0.28
	B	0.13	0.00	0.11	0.76
	C	0.55	0.11	0.00	0.34
	D	0.11	0.75	0.14	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

	To				
		A	B	C	D
From	A	0.000	74.130	79.240	86.910
	B	58.790	0.000	40.900	467.750
	C	122.700	53.680	0.000	111.030
	D	46.010	337.500	108.670	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

	To				
		A	B	C	D
From	A	0.00	0.31	0.33	0.36
	B	0.10	0.00	0.07	0.82
	C	0.43	0.19	0.00	0.39
	D	0.09	0.69	0.22	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

	To				
		A	B	C	D
From	A	0.000	58.790	74.130	51.120
	B	74.130	0.000	71.570	392.650
	C	99.690	40.900	0.000	58.790
	D	46.010	263.190	86.140	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

	To				
		A	B	C	D
From	A	0.00	0.32	0.40	0.28
	B	0.14	0.00	0.13	0.73
	C	0.50	0.21	0.00	0.29
	D	0.12	0.67	0.22	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

	To				
		A	B	C	D
From	A	0.000	51.120	92.020	38.340
	B	76.690	0.000	40.900	329.560
	C	84.350	63.910	0.000	38.340
	D	33.230	338.670	78.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

	To				
		A	B	C	D
From	A	0.00	0.28	0.51	0.21
	B	0.17	0.00	0.09	0.74
	C	0.45	0.34	0.00	0.21
	D	0.07	0.75	0.17	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

	To				
		A	B	C	D
From	A	0.000	28.120	76.690	40.900
	B	76.690	0.000	38.340	333.300
	C	89.470	35.790	0.000	35.790
	D	35.790	260.300	81.000	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

	To				
		A	B	C	D
From	A	0.00	0.19	0.53	0.28
	B	0.17	0.00	0.09	0.74
	C	0.56	0.22	0.00	0.22
	D	0.09	0.69	0.21	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

		To			
From		A	B	C	D
	A	1.000	1.000	1.000	1.077
	B	1.167	1.000	1.222	1.000
	C	1.000	1.000	1.000	1.071
	D	1.063	1.056	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

		To			
From		A	B	C	D
	A	0.0	0.0	0.0	7.7
	B	16.7	0.0	22.2	0.0
	C	0.0	0.0	0.0	7.1
	D	6.3	5.6	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

		To			
From		A	B	C	D
	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	1.028	1.083	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

		To			
From		A	B	C	D
	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	2.8	8.3	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

		To			
From		A	B	C	D
	A	1.000	1.069	1.000	1.000
	B	1.044	1.000	1.125	1.000
	C	1.021	1.000	1.000	1.000
	D	1.000	1.025	1.027	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

		To			
From		A	B	C	D
	A	0.0	6.9	0.0	0.0
	B	4.4	0.0	12.5	0.0
	C	2.1	0.0	0.0	0.0
	D	0.0	2.5	2.7	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

		To			
From		A	B	C	D
	A	1.000	1.000	1.000	1.000
	B	1.035	1.000	1.071	1.018
	C	1.026	1.000	1.000	1.000
	D	1.000	1.011	1.069	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

		To			
From		A	B	C	D
	A	0.0	0.0	0.0	0.0
	B	3.5	0.0	7.1	1.8
	C	2.6	0.0	0.0	0.0
	D	0.0	1.1	6.9	0.0

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

		To			
From		A	B	C	D
	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.063	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.008	1.039	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

		To			
From		A	B	C	D
	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	6.3	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.8	3.9	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

		To			
From		A	B	C	D
	A	1.000	1.000	1.000	1.063
	B	1.033	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 - (18:00-18:15)

		To			
From		A	B	C	D
	A	0.0	0.0	0.0	6.3
	B	3.3	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.33	11.59	0.49	B
B-AD	0.32	12.65	0.47	B
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.07	6.81	0.07	A
D-AB	0.24	9.68	0.32	A
D-BC	0.28	10.64	0.38	B
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.06	6.57	0.07	A

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	94.78	93.81	0.00	482.67	0.196	0.24	9.235	A
B-AD	98.91	97.72	0.00	425.60	0.232	0.30	10.941	B
A-B	26.94	26.94	0.00	-	-	-	-	-
A-C	23.09	23.09	0.00	-	-	-	-	-
A-D	25.02	24.83	0.00	552.99	0.045	0.05	6.815	A
D-AB	91.17	90.35	0.00	530.98	0.172	0.21	8.156	A
D-BC	78.88	78.15	0.00	501.37	0.157	0.18	8.492	A
C-D	26.94	26.94	0.00	-	-	-	-	-
C-A	42.34	42.34	0.00	-	-	-	-	-
C-B	21.17	21.02	0.00	587.26	0.036	0.04	6.356	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	119.33	119.00	0.00	494.02	0.241	0.32	9.814	A
B-AD	111.95	111.78	0.00	446.71	0.250	0.34	11.130	B
A-B	33.19	33.19	0.00	-	-	-	-	-
A-C	31.54	31.54	0.00	-	-	-	-	-
A-D	24.89	24.90	0.00	592.28	0.042	0.05	6.595	A
D-AB	103.55	103.37	0.00	518.37	0.200	0.25	8.849	A
D-BC	99.51	99.24	0.00	489.83	0.203	0.25	9.185	A
C-D	36.82	36.82	0.00	-	-	-	-	-
C-A	58.92	58.92	0.00	-	-	-	-	-
C-B	12.27	12.34	0.00	584.42	0.021	0.02	6.295	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	145.99	145.42	0.00	451.97	0.323	0.46	11.590	B
B-AD	137.27	136.77	0.00	424.68	0.323	0.47	12.406	B
A-B	33.86	33.86	0.00	-	-	-	-	-
A-C	36.20	36.20	0.00	-	-	-	-	-
A-D	39.70	39.60	0.00	585.25	0.068	0.07	6.598	A
D-AB	119.15	118.89	0.00	490.73	0.243	0.32	9.681	A
D-BC	129.55	129.04	0.00	470.43	0.275	0.38	10.636	B
C-D	51.10	51.10	0.00	-	-	-	-	-
C-A	56.48	56.48	0.00	-	-	-	-	-
C-B	24.71	24.62	0.00	577.63	0.043	0.04	6.510	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	151.27	151.21	0.00	459.71	0.329	0.48	11.555	B
B-AD	131.99	131.99	0.00	413.83	0.319	0.47	12.652	B
A-B	35.06	35.06	0.00	-	-	-	-	-
A-C	44.21	44.21	0.00	-	-	-	-	-
A-D	30.49	30.56	0.00	584.85	0.052	0.06	6.497	A
D-AB	122.39	122.37	0.00	503.21	0.243	0.32	9.524	A
D-BC	126.31	126.33	0.00	464.99	0.272	0.37	10.564	B
C-D	39.01	39.01	0.00	-	-	-	-	-
C-A	66.14	66.14	0.00	-	-	-	-	-
C-B	27.14	27.12	0.00	579.08	0.047	0.05	6.521	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	114.55	115.17	0.00	477.26	0.240	0.32	10.102	B
B-AD	116.73	117.09	0.00	437.93	0.266	0.38	11.416	B
A-B	25.24	25.24	0.00	-	-	-	-	-
A-C	45.44	45.44	0.00	-	-	-	-	-
A-D	18.93	19.02	0.00	590.06	0.032	0.03	6.306	A
D-AB	97.37	97.71	0.00	515.26	0.189	0.24	8.636	A
D-BC	105.69	106.08	0.00	498.96	0.212	0.28	9.280	A
C-D	22.19	22.19	0.00	-	-	-	-	-
C-A	48.83	48.83	0.00	-	-	-	-	-
C-B	36.99	36.92	0.00	585.01	0.063	0.07	6.568	A

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	94.31	94.65	0.00	497.10	0.190	0.24	9.022	A
B-AD	99.38	99.73	0.00	447.04	0.222	0.29	10.300	B
A-B	14.48	14.48	0.00	-	-	-	-	-
A-C	39.50	39.50	0.00	-	-	-	-	-
A-D	21.07	21.05	0.00	561.15	0.038	0.04	6.474	A
D-AB	79.23	79.48	0.00	538.07	0.147	0.18	7.890	A
D-BC	90.82	91.05	0.00	516.31	0.176	0.22	8.570	A
C-D	20.10	20.10	0.00	-	-	-	-	-
C-A	50.25	50.25	0.00	-	-	-	-	-
C-B	20.10	20.23	0.00	587.81	0.034	0.04	6.345	A



Whaddon Road/Westbrook End Existing Junction Layout

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.6.541 [19821,26/11/2015] © Copyright TRL Limited, 2016
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Filename: Junction 4_SH.arc8

Path: L:\106xxx\1067760 South West Milton Keynes\09 Docs\C-Cals\01 Modelling\Junctions\2016-03-11

Report generation date: 11/03/2016 18:55:04

-
- » (Default Analysis Set) - 2015 Base, AM
 - » (Default Analysis Set) - 2015 Base, PM
 - » (Default Analysis Set) - 2026 Base, AM
 - » (Default Analysis Set) - 2026 Base, PM
 - » (Default Analysis Set) - 2026 Base+Dev, AM
 - » (Default Analysis Set) - 2026 Base+Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2015 Base								
Stream B-C	0.09	6.78	0.08	A	0.04	5.80	0.04	A
Stream B-A	0.09	9.58	0.08	A	0.03	7.38	0.03	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.09	7.14	0.09	A	0.08	6.20	0.07	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2026 Base								
Stream B-C	0.12	7.36	0.11	A	0.06	6.01	0.06	A
Stream B-A	0.13	10.90	0.11	B	0.04	7.86	0.04	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.13	7.72	0.11	A	0.10	6.46	0.09	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2026 Base+Dev								
Stream B-C	0.12	7.36	0.11	A	0.06	6.01	0.06	A
Stream B-A	0.13	10.90	0.11	B	0.04	7.86	0.04	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.13	7.72	0.11	A	0.10	6.46	0.09	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.

"D1 - 2015 Base, AM" model duration: 07:45 - 09:15

"D2 - 2015 Base, PM" model duration: 16:45 - 18:15

"D3 - 2026 Base, AM" model duration: 07:45 - 09:15

"D4 - 2026 Base, PM" model duration: 16:45 - 18:15

"D5 - 2026 Base+Dev, AM" model duration: 07:45 - 09:15

"D6 - 2026 Base+Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.6.541 at 11/03/2016 18:55:02

File summary

Title	(untitled)
Location	
Site Number	
Date	04/12/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	fsuarez
Description	

Analysis Options

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

Units

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

(Default Analysis Set) - 2015 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Profile Type	D1 - 2015 Base, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2015 Base, AM	2015 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	7.50	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Whaddon Rd (East)		Major
B	B	Westbrook End		Minor
C	C	Whaddon Rd (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	155.58		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	3.95	3.00	2.34	2.25	✓	1.00	22	84

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	631.044	0.115	0.291	0.183	0.415
1	B-C	697.415	0.107	0.270	-	-
1	C-B	664.061	0.257	0.257	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	348.00	100.000
B	ONE HOUR	✓	66.00	100.000
C	ONE HOUR	✓	234.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	261.99	265.00		
07:45-08:00	B	49.69	52.70		
07:45-08:00	C	176.17	182.19		
08:00-08:15	A	312.84	323.22		
08:00-08:15	B	59.33	59.33		
08:00-08:15	C	210.36	216.93		
08:15-08:30	A	383.16	395.66		
08:15-08:30	B	72.67	76.49		
08:15-08:30	C	257.64	263.40		
08:30-08:45	A	383.16	396.19		
08:30-08:45	B	72.67	78.40		
08:30-08:45	C	257.64	264.21		
08:45-09:00	A	312.84	328.30		
08:45-09:00	B	59.33	59.33		
08:45-09:00	C	210.36	216.54		
09:00-09:15	A	261.99	268.89		
09:00-09:15	B	49.69	51.15		
09:00-09:15	C	176.17	185.95		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

From	To			
		A	B	C
	A	0.000	10.000	338.000
	B	26.000	0.000	40.000
	C	206.000	28.000	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

From	To			
		A	B	C
	A	0.00	0.03	0.97
	B	0.39	0.00	0.61
	C	0.88	0.12	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

From	To			
		A	B	C
	A	0.000	10.000	352.000
	B	30.000	0.000	92.000
	C	356.000	28.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	0.00	0.03	0.97
	B	0.25	0.00	0.75
	C	0.93	0.07	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.000	18.000	288.000
	B	40.000	0.000	74.000
	C	238.000	30.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.00	0.06	0.94
	B	0.35	0.00	0.65
	C	0.89	0.11	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.000	44.000	250.000
	B	32.000	0.000	44.000
	C	258.000	56.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.00	0.15	0.85
	B	0.42	0.00	0.58
	C	0.82	0.18	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.000	34.000	330.000
	B	18.000	0.000	44.000
	C	216.000	56.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.00	0.09	0.91
	B	0.29	0.00	0.71
	C	0.79	0.21	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.000	26.000	202.000
	B	8.000	0.000	60.000
	C	128.000	52.000	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.00	0.11	0.89
	B	0.12	0.00	0.88
	C	0.71	0.29	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	1.000	1.000	1.012
	B	1.077	1.000	1.050
	C	1.029	1.071	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	0.0	0.0	1.2
	B	7.7	0.0	5.0
	C	2.9	7.1	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	1.000	1.000	1.034
	B	1.000	1.000	1.000
	C	1.034	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	0.0	0.0	3.4
	B	0.0	0.0	0.0
	C	3.4	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	1.000	1.222	1.021
	B	1.100	1.000	1.027
	C	1.025	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.0	22.2	2.1
	B	10.0	0.0	2.7
	C	2.5	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	1.000	1.000	1.040
	B	1.188	1.000	1.000
	C	1.023	1.036	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.0	0.0	4.0
	B	18.8	0.0	0.0
	C	2.3	3.6	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	1.000	1.000	1.055
	B	1.000	1.000	1.000
	C	1.037	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.0	0.0	5.5
	B	0.0	0.0	0.0
	C	3.7	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	1.000	1.000	1.030
	B	1.000	1.000	1.033
	C	1.078	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

From	To			
		A	B	C
	A	0.0	0.0	3.0
	B	0.0	0.0	3.3
	C	7.8	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.08	6.78	0.09	A
B-A	0.08	9.58	0.09	A
C-A	-	-	-	-
C-B	0.09	7.14	0.09	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	30.11	29.90	0.00	591.03	0.051	0.05	6.414	A
B-A	19.57	19.41	0.00	479.85	0.041	0.04	7.816	A
C-A	155.09	155.09	0.00	-	-	-	-	-
C-B	21.08	20.92	0.00	556.17	0.038	0.04	6.724	A
A-B	7.53	7.53	0.00	-	-	-	-	-
A-C	254.46	254.46	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	44.74	44.63	0.00	606.75	0.074	0.08	6.539	A
B-A	14.59	14.63	0.00	494.76	0.029	0.03	7.832	A
C-A	195.02	195.02	0.00	-	-	-	-	-
C-B	15.34	15.38	0.00	580.48	0.026	0.03	6.636	A
A-B	8.64	8.64	0.00	-	-	-	-	-
A-C	304.20	304.20	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	47.17	47.14	0.00	570.52	0.083	0.09	6.783	A
B-A	25.50	25.38	0.00	423.62	0.060	0.06	8.725	A
C-A	228.80	228.80	0.00	-	-	-	-	-
C-B	28.84	28.74	0.00	562.26	0.051	0.05	6.748	A
A-B	22.54	22.54	0.00	-	-	-	-	-
A-C	360.62	360.62	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	42.07	42.11	0.00	587.51	0.072	0.08	6.700	A
B-A	30.60	30.52	0.00	392.96	0.078	0.08	9.576	A
C-A	211.69	211.69	0.00	-	-	-	-	-
C-B	45.95	45.80	0.00	542.84	0.085	0.09	7.137	A
A-B	57.34	57.34	0.00	-	-	-	-	-
A-C	325.81	325.81	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	42.11	42.12	0.00	607.93	0.069	0.07	6.364	A
B-A	17.23	17.38	0.00	489.16	0.035	0.04	8.555	A
C-A	167.05	167.05	0.00	-	-	-	-	-
C-B	43.31	43.34	0.00	579.42	0.075	0.08	6.849	A
A-B	29.22	29.22	0.00	-	-	-	-	-
A-C	283.62	283.62	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	43.84	43.84	0.00	607.69	0.072	0.08	6.277	A
B-A	5.85	5.96	0.00	512.05	0.011	0.01	7.116	A
C-A	125.27	125.27	0.00	-	-	-	-	-
C-B	50.89	50.85	0.00	594.88	0.086	0.09	6.617	A
A-B	29.88	29.88	0.00	-	-	-	-	-
A-C	232.12	232.12	0.00	-	-	-	-	-

(Default Analysis Set) - 2015 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Profile Type	D2 - 2015 Base, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2015 Base, PM	2015 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	6.26	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Whaddon Rd (East)		Major
B	B	Westbrook End		Minor
C	C	Whaddon Rd (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	155.58		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	3.95	3.00	2.34	2.25	✓	1.00	22	84

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	631.044	0.115	0.291	0.183	0.415
1	B-C	697.415	0.107	0.270	-	-
1	C-B	664.061	0.257	0.257	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	160.00	100.000
B	ONE HOUR	✓	38.00	100.000
C	ONE HOUR	✓	210.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	120.46	126.48		
16:45-17:00	B	28.61	28.61		
16:45-17:00	C	158.10	164.12		
17:00-17:15	A	143.84	143.84		
17:00-17:15	B	34.16	34.16		
17:00-17:15	C	188.79	193.67		
17:15-17:30	A	176.16	177.98		
17:15-17:30	B	41.84	43.19		
17:15-17:30	C	231.21	234.86		
17:30-17:45	A	176.16	178.45		
17:30-17:45	B	41.84	41.84		
17:30-17:45	C	231.21	235.59		
17:45-18:00	A	143.84	145.06		
17:45-18:00	B	34.16	34.16		
17:45-18:00	C	188.79	190.88		
18:00-18:15	A	120.46	121.47		
18:00-18:15	B	28.61	28.61		
18:00-18:15	C	158.10	158.10		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.000	18.000	142.000
	B	10.000	0.000	28.000
	C	150.000	60.000	0.000

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.00	0.11	0.89
	B	0.26	0.00	0.74
	C	0.71	0.29	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.000	22.000	180.000
	B	16.000	0.000	50.000
	C	176.000	56.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.00	0.11	0.89
	B	0.24	0.00	0.76
	C	0.76	0.24	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.000	46.000	342.000
	B	22.000	0.000	40.000
	C	324.000	56.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.00	0.12	0.88
	B	0.35	0.00	0.65
	C	0.85	0.15	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.000	42.000	266.000
	B	10.000	0.000	20.000
	C	266.000	52.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.00	0.14	0.86
	B	0.33	0.00	0.67
	C	0.84	0.16	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.000	32.000	204.000
	B	14.000	0.000	22.000
	C	306.000	56.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.00	0.14	0.86
	B	0.39	0.00	0.61
	C	0.85	0.15	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.000	30.000	208.000
	B	12.000	0.000	18.000
	C	192.000	58.000	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.00	0.13	0.87
	B	0.40	0.00	0.60
	C	0.77	0.23	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	1.000	1.111	1.042
	B	1.000	1.000	1.000
	C	1.053	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.0	11.1	4.2
	B	0.0	0.0	0.0
	C	5.3	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.034	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	3.4	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	1.000	1.000	1.012
	B	1.091	1.000	1.000
	C	1.019	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.0	0.0	1.2
	B	9.1	0.0	0.0
	C	1.9	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	1.000	1.000	1.015
	B	1.000	1.000	1.000
	C	1.023	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.0	0.0	1.5
	B	0.0	0.0	0.0
	C	2.3	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	1.000	1.000	1.010
	B	1.000	1.000	1.000
	C	1.013	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.0	0.0	1.0
	B	0.0	0.0	0.0
	C	1.3	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	1.000	1.000	1.010
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.0	0.0	1.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.04	5.80	0.04	A
B-A	0.03	7.38	0.03	A
C-A	-	-	-	-
C-B	0.07	6.20	0.08	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	21.08	20.95	0.00	663.44	0.032	0.03	5.601	A
B-A	7.53	7.47	0.00	556.44	0.014	0.01	6.557	A
C-A	112.93	112.93	0.00	-	-	-	-	-
C-B	45.17	44.87	0.00	631.52	0.072	0.08	6.134	A
A-B	13.55	13.55	0.00	-	-	-	-	-
A-C	106.91	106.91	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	25.88	25.85	0.00	658.58	0.039	0.04	5.689	A
B-A	8.28	8.27	0.00	545.87	0.015	0.02	6.695	A
C-A	143.22	143.22	0.00	-	-	-	-	-
C-B	45.57	45.56	0.00	627.05	0.073	0.08	6.190	A
A-B	15.67	15.67	0.00	-	-	-	-	-
A-C	128.17	128.17	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	26.99	26.98	0.00	647.72	0.042	0.04	5.799	A
B-A	14.85	14.79	0.00	487.84	0.030	0.03	7.378	A
C-A	197.14	197.14	0.00	-	-	-	-	-
C-B	34.07	34.15	0.00	618.27	0.055	0.06	6.165	A
A-B	20.89	20.89	0.00	-	-	-	-	-
A-C	155.28	155.28	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	27.89	27.89	0.00	648.78	0.043	0.04	5.797	A
B-A	13.95	13.95	0.00	531.02	0.026	0.03	7.293	A
C-A	193.41	193.41	0.00	-	-	-	-	-
C-B	37.81	37.78	0.00	618.15	0.061	0.06	6.202	A
A-B	24.02	24.02	0.00	-	-	-	-	-
A-C	152.14	152.14	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	20.88	20.92	0.00	657.37	0.032	0.03	5.658	A
B-A	13.28	13.30	0.00	550.53	0.024	0.02	6.700	A
C-A	159.58	159.58	0.00	-	-	-	-	-
C-B	29.20	29.27	0.00	626.74	0.047	0.05	6.027	A
A-B	19.50	19.50	0.00	-	-	-	-	-
A-C	124.33	124.33	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	17.17	17.19	0.00	663.63	0.026	0.03	5.570	A
B-A	11.44	11.46	0.00	560.92	0.020	0.02	6.551	A
C-A	121.42	121.42	0.00	-	-	-	-	-
C-B	36.68	36.63	0.00	632.81	0.058	0.06	6.038	A
A-B	15.18	15.18	0.00	-	-	-	-	-
A-C	105.27	105.27	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Profile Type	D3 - 2026 Base, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2026 Base, AM	2026 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	8.23	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Whaddon Rd (East)		Major
B	B	Westbrook End		Minor
C	C	Whaddon Rd (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	155.58		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	3.95	3.00	2.34	2.25	✓	1.00	22	84

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	631.044	0.115	0.291	0.183	0.415
1	B-C	697.415	0.107	0.270	-	-
1	C-B	664.061	0.257	0.257	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	438.79	100.000
B	ONE HOUR	✓	83.22	100.000
C	ONE HOUR	✓	295.06	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	330.34	334.13		
07:45-08:00	B	62.65	66.45		
07:45-08:00	C	222.14	229.73		
08:00-08:15	A	394.46	407.54		
08:00-08:15	B	74.81	74.81		
08:00-08:15	C	265.25	273.54		
08:15-08:30	A	483.12	498.89		
08:15-08:30	B	91.63	96.45		
08:15-08:30	C	324.87	332.14		
08:30-08:45	A	483.12	499.55		
08:30-08:45	B	91.63	98.86		
08:30-08:45	C	324.87	333.15		
08:45-09:00	A	394.46	413.95		
08:45-09:00	B	74.81	74.81		
08:45-09:00	C	265.25	273.05		
09:00-09:15	A	330.34	339.04		
09:00-09:15	B	62.65	64.49		
09:00-09:15	C	222.14	234.47		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

	To			
		A	B	C
	A	0.000	12.610	426.180
	B	32.780	0.000	50.440
	C	259.750	35.310	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

	To			
		A	B	C
	A	0.00	0.03	0.97
	B	0.39	0.00	0.61
	C	0.88	0.12	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

	To			
		A	B	C
	A	0.000	12.610	443.840
	B	37.830	0.000	116.000
	C	448.880	35.310	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	0.00	0.03	0.97
	B	0.25	0.00	0.75
	C	0.93	0.07	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.000	22.700	363.140
	B	50.440	0.000	93.310
	C	300.090	37.830	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.00	0.06	0.94
	B	0.35	0.00	0.65
	C	0.89	0.11	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.000	55.480	315.230
	B	40.350	0.000	55.480
	C	325.310	70.610	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.00	0.15	0.85
	B	0.42	0.00	0.58
	C	0.82	0.18	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.000	42.870	416.100
	B	22.700	0.000	55.480
	C	272.350	70.610	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.00	0.09	0.91
	B	0.29	0.00	0.71
	C	0.79	0.21	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.000	32.780	254.700
	B	10.090	0.000	75.650
	C	161.400	65.570	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.00	0.11	0.89
	B	0.12	0.00	0.88
	C	0.71	0.29	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	1.000	1.000	1.012
	B	1.077	1.000	1.050
	C	1.029	1.071	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	0.0	0.0	1.2
	B	7.7	0.0	5.0
	C	2.9	7.1	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	1.000	1.000	1.034
	B	1.000	1.000	1.000
	C	1.034	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	0.0	0.0	3.4
	B	0.0	0.0	0.0
	C	3.4	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	1.000	1.222	1.021
	B	1.100	1.000	1.027
	C	1.025	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.0	22.2	2.1
	B	10.0	0.0	2.7
	C	2.5	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	1.000	1.000	1.040
	B	1.188	1.000	1.000
	C	1.023	1.036	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.0	0.0	4.0
	B	18.8	0.0	0.0
	C	2.3	3.6	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	1.000	1.000	1.055
	B	1.000	1.000	1.000
	C	1.037	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.0	0.0	5.5
	B	0.0	0.0	0.0
	C	3.7	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	1.000	1.000	1.030
	B	1.000	1.000	1.033
	C	1.078	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

	To			
		A	B	C
	A	0.0	0.0	3.0
	B	0.0	0.0	3.3
From	C	7.8	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	7.36	0.12	A
B-A	0.11	10.90	0.13	B
C-A	-	-	-	-
C-B	0.11	7.72	0.13	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	37.97	37.69	0.00	571.65	0.066	0.07	6.739	A
B-A	24.68	24.45	0.00	452.10	0.055	0.06	8.414	A
C-A	195.55	195.55	0.00	-	-	-	-	-
C-B	26.58	26.38	0.00	539.57	0.049	0.05	7.010	A
A-B	9.49	9.49	0.00	-	-	-	-	-
A-C	320.85	320.85	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	56.41	56.26	0.00	582.87	0.097	0.11	6.985	A
B-A	18.40	18.45	0.00	459.15	0.040	0.04	8.536	A
C-A	245.91	245.91	0.00	-	-	-	-	-
C-B	19.34	19.40	0.00	558.78	0.035	0.04	6.957	A
A-B	10.90	10.90	0.00	-	-	-	-	-
A-C	383.57	383.57	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	59.48	59.43	0.00	541.38	0.110	0.12	7.363	A
B-A	32.15	31.98	0.00	384.19	0.084	0.09	9.855	A
C-A	288.50	288.50	0.00	-	-	-	-	-
C-B	36.37	36.23	0.00	535.70	0.068	0.07	7.205	A
A-B	28.42	28.42	0.00	-	-	-	-	-
A-C	454.69	454.69	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	53.05	53.10	0.00	557.65	0.095	0.11	7.245	A
B-A	38.58	38.47	0.00	356.62	0.108	0.12	10.897	B
C-A	266.93	266.93	0.00	-	-	-	-	-
C-B	57.94	57.73	0.00	517.16	0.112	0.12	7.717	A
A-B	72.30	72.30	0.00	-	-	-	-	-
A-C	410.81	410.81	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	53.09	53.12	0.00	584.21	0.091	0.10	6.778	A
B-A	21.72	21.95	0.00	452.35	0.048	0.06	9.391	A
C-A	210.64	210.64	0.00	-	-	-	-	-
C-B	54.61	54.66	0.00	557.38	0.098	0.11	7.304	A
A-B	36.84	36.84	0.00	-	-	-	-	-
A-C	357.62	357.62	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	55.28	55.28	0.00	590.02	0.094	0.10	6.616	A
B-A	7.37	7.54	0.00	480.84	0.015	0.02	7.607	A
C-A	157.96	157.96	0.00	-	-	-	-	-
C-B	64.17	64.12	0.00	576.83	0.111	0.12	7.021	A
A-B	37.67	37.67	0.00	-	-	-	-	-
A-C	292.68	292.68	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Profile Type	D4 - 2026 Base, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2026 Base, PM	2026 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	6.49	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Whaddon Rd (East)		Major
B	B	Westbrook End		Minor
C	C	Whaddon Rd (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	155.58		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	3.95	3.00	2.34	2.25	✓	1.00	22	84

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	631.044	0.115	0.291	0.183	0.415
1	B-C	697.415	0.107	0.270	-	-
1	C-B	664.061	0.257	0.257	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	204.50	100.000
B	ONE HOUR	✓	48.57	100.000
C	ONE HOUR	✓	268.41	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	153.96	161.66		
16:45-17:00	B	36.57	36.57		
16:45-17:00	C	202.07	209.77		
17:00-17:15	A	183.84	183.84		
17:00-17:15	B	43.66	43.66		
17:00-17:15	C	241.30	247.54		
17:15-17:30	A	225.16	227.48		
17:15-17:30	B	53.48	55.20		
17:15-17:30	C	295.52	300.19		
17:30-17:45	A	225.16	228.08		
17:30-17:45	B	53.48	53.48		
17:30-17:45	C	295.52	301.11		
17:45-18:00	A	183.84	184.86		
17:45-18:00	B	43.66	43.66		
17:45-18:00	C	241.30	244.84		
18:00-18:15	A	153.96	155.31		
18:00-18:15	B	36.57	36.57		
18:00-18:15	C	202.07	202.07		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.000	23.010	181.490
	B	12.780	0.000	35.790
	C	191.720	76.690	0.000

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.00	0.11	0.89
	B	0.26	0.00	0.74
	C	0.71	0.29	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.000	28.120	230.060
	B	20.450	0.000	63.910
	C	224.950	71.570	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.00	0.11	0.89
	B	0.24	0.00	0.76
	C	0.76	0.24	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.000	58.790	437.110
	B	28.120	0.000	51.120
	C	414.100	71.570	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.00	0.12	0.88
	B	0.35	0.00	0.65
	C	0.85	0.15	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.000	53.680	339.970
	B	12.780	0.000	25.560
	C	339.970	66.460	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.00	0.14	0.86
	B	0.33	0.00	0.67
	C	0.84	0.16	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.000	43.460	421.770
	B	23.010	0.000	56.240
	C	276.070	71.570	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.00	0.09	0.91
	B	0.29	0.00	0.71
	C	0.79	0.21	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.000	33.230	258.180
	B	10.220	0.000	76.690
	C	163.600	66.460	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.00	0.11	0.89
	B	0.12	0.00	0.88
	C	0.71	0.29	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	1.000	1.111	1.042
	B	1.000	1.000	1.000
	C	1.053	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.0	11.1	4.2
	B	0.0	0.0	0.0
	C	5.3	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.034	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	3.4	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	1.000	1.000	1.012
	B	1.091	1.000	1.000
	C	1.019	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.0	0.0	1.2
	B	9.1	0.0	0.0
	C	1.9	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	1.000	1.000	1.015
	B	1.000	1.000	1.000
	C	1.023	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.0	0.0	1.5
	B	0.0	0.0	0.0
	C	2.3	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	1.000	1.000	1.006
	B	1.000	1.000	1.000
	C	1.019	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.0	0.0	0.6
	B	0.0	0.0	0.0
	C	1.9	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	1.000	1.000	1.010
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.0	0.0	1.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.06	6.01	0.06	A
B-A	0.04	7.86	0.04	A
C-A	-	-	-	-
C-B	0.09	6.46	0.10	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	26.94	26.77	0.00	653.92	0.041	0.04	5.739	A
B-A	9.62	9.55	0.00	535.68	0.018	0.02	6.842	A
C-A	144.34	144.34	0.00	-	-	-	-	-
C-B	57.74	57.33	0.00	622.47	0.093	0.10	6.366	A
A-B	17.32	17.32	0.00	-	-	-	-	-
A-C	136.64	136.64	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	33.08	33.04	0.00	647.67	0.051	0.05	5.856	A
B-A	10.58	10.58	0.00	522.15	0.020	0.02	7.036	A
C-A	183.05	183.05	0.00	-	-	-	-	-
C-B	58.24	58.23	0.00	616.76	0.094	0.10	6.444	A
A-B	20.02	20.02	0.00	-	-	-	-	-
A-C	163.82	163.82	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	34.50	34.48	0.00	633.65	0.054	0.06	6.007	A
B-A	18.98	18.90	0.00	462.55	0.041	0.04	7.864	A
C-A	251.98	251.98	0.00	-	-	-	-	-
C-B	43.55	43.65	0.00	605.53	0.072	0.08	6.409	A
A-B	26.69	26.69	0.00	-	-	-	-	-
A-C	198.47	198.47	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	35.65	35.64	0.00	635.03	0.056	0.06	6.005	A
B-A	17.83	17.83	0.00	503.28	0.035	0.04	7.770	A
C-A	247.20	247.20	0.00	-	-	-	-	-
C-B	48.32	48.29	0.00	605.38	0.080	0.09	6.461	A
A-B	30.70	30.70	0.00	-	-	-	-	-
A-C	194.45	194.45	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	30.99	31.02	0.00	646.27	0.048	0.05	5.850	A
B-A	12.68	12.73	0.00	523.87	0.024	0.03	7.045	A
C-A	191.62	191.62	0.00	-	-	-	-	-
C-B	49.68	49.67	0.00	616.50	0.081	0.09	6.350	A
A-B	17.17	17.17	0.00	-	-	-	-	-
A-C	166.67	166.67	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	32.27	32.26	0.00	656.97	0.049	0.05	5.762	A
B-A	4.30	4.37	0.00	538.31	0.008	0.01	6.744	A
C-A	143.70	143.70	0.00	-	-	-	-	-
C-B	58.38	58.31	0.00	624.10	0.094	0.10	6.362	A
A-B	17.56	17.56	0.00	-	-	-	-	-
A-C	136.40	136.40	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base+Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Profile Type	D5 - 2026 Base+Dev, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2026 Base+Dev, AM	2026 Base+Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	8.23	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Whaddon Rd (East)		Major
B	B	Westbrook End		Minor
C	C	Whaddon Rd (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	155.58		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	3.95	3.00	2.34	2.25	✓	1.00	22	84

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	631.044	0.115	0.291	0.183	0.415
1	B-C	697.415	0.107	0.270	-	-
1	C-B	664.061	0.257	0.257	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	438.79	100.000
B	ONE HOUR	✓	83.22	100.000
C	ONE HOUR	✓	295.06	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	330.34	334.13		
07:45-08:00	B	62.65	66.45		
07:45-08:00	C	222.14	229.73		
08:00-08:15	A	394.46	407.54		
08:00-08:15	B	74.81	74.81		
08:00-08:15	C	265.25	273.54		
08:15-08:30	A	483.12	498.89		
08:15-08:30	B	91.63	96.45		
08:15-08:30	C	324.87	332.14		
08:30-08:45	A	483.12	499.55		
08:30-08:45	B	91.63	98.86		
08:30-08:45	C	324.87	333.15		
08:45-09:00	A	394.46	413.95		
08:45-09:00	B	74.81	74.81		
08:45-09:00	C	265.25	273.05		
09:00-09:15	A	330.34	339.04		
09:00-09:15	B	62.65	64.49		
09:00-09:15	C	222.14	234.47		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

	To			
		A	B	C
	From A	0.000	12.610	426.180
	From B	32.780	0.000	50.440
	From C	259.750	35.310	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

	To			
		A	B	C
	From A	0.00	0.03	0.97
	From B	0.39	0.00	0.61
	From C	0.88	0.12	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

	To			
		A	B	C
	From A	0.000	12.610	443.840
	From B	37.830	0.000	116.000
	From C	448.880	35.310	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	0.00	0.03	0.97
	B	0.25	0.00	0.75
	C	0.93	0.07	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.000	22.700	363.140
	B	50.440	0.000	93.310
	C	300.090	37.830	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.00	0.06	0.94
	B	0.35	0.00	0.65
	C	0.89	0.11	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.000	55.480	315.230
	B	40.350	0.000	55.480
	C	325.310	70.610	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.00	0.15	0.85
	B	0.42	0.00	0.58
	C	0.82	0.18	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.000	42.870	416.100
	B	22.700	0.000	55.480
	C	272.350	70.610	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.00	0.09	0.91
	B	0.29	0.00	0.71
	C	0.79	0.21	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.000	32.780	254.700
	B	10.090	0.000	75.650
	C	161.400	65.570	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.00	0.11	0.89
	B	0.12	0.00	0.88
	C	0.71	0.29	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	1.000	1.000	1.012
	B	1.077	1.000	1.050
	C	1.029	1.071	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	0.0	0.0	1.2
	B	7.7	0.0	5.0
	C	2.9	7.1	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	1.000	1.000	1.034
	B	1.000	1.000	1.000
	C	1.034	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	0.0	0.0	3.4
	B	0.0	0.0	0.0
	C	3.4	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	1.000	1.222	1.021
	B	1.100	1.000	1.027
	C	1.025	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.0	22.2	2.1
	B	10.0	0.0	2.7
	C	2.5	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	1.000	1.000	1.040
	B	1.188	1.000	1.000
	C	1.023	1.036	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.0	0.0	4.0
	B	18.8	0.0	0.0
	C	2.3	3.6	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	1.000	1.000	1.055
	B	1.000	1.000	1.000
	C	1.037	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.0	0.0	5.5
	B	0.0	0.0	0.0
	C	3.7	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	1.000	1.000	1.030
	B	1.000	1.000	1.033
	C	1.078	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

	To			
		A	B	C
	A	0.0	0.0	3.0
	B	0.0	0.0	3.3
From	C	7.8	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	7.36	0.12	A
B-A	0.11	10.90	0.13	B
C-A	-	-	-	-
C-B	0.11	7.72	0.13	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	37.97	37.69	0.00	571.65	0.066	0.07	6.739	A
B-A	24.68	24.45	0.00	452.10	0.055	0.06	8.414	A
C-A	195.55	195.55	0.00	-	-	-	-	-
C-B	26.58	26.38	0.00	539.57	0.049	0.05	7.010	A
A-B	9.49	9.49	0.00	-	-	-	-	-
A-C	320.85	320.85	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	56.41	56.26	0.00	582.87	0.097	0.11	6.985	A
B-A	18.40	18.45	0.00	459.15	0.040	0.04	8.536	A
C-A	245.91	245.91	0.00	-	-	-	-	-
C-B	19.34	19.40	0.00	558.78	0.035	0.04	6.957	A
A-B	10.90	10.90	0.00	-	-	-	-	-
A-C	383.57	383.57	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	59.48	59.43	0.00	541.38	0.110	0.12	7.363	A
B-A	32.15	31.98	0.00	384.19	0.084	0.09	9.855	A
C-A	288.50	288.50	0.00	-	-	-	-	-
C-B	36.37	36.23	0.00	535.70	0.068	0.07	7.205	A
A-B	28.42	28.42	0.00	-	-	-	-	-
A-C	454.69	454.69	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	53.05	53.10	0.00	557.65	0.095	0.11	7.245	A
B-A	38.58	38.47	0.00	356.62	0.108	0.12	10.897	B
C-A	266.93	266.93	0.00	-	-	-	-	-
C-B	57.94	57.73	0.00	517.16	0.112	0.12	7.717	A
A-B	72.30	72.30	0.00	-	-	-	-	-
A-C	410.81	410.81	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	53.09	53.12	0.00	584.21	0.091	0.10	6.778	A
B-A	21.72	21.95	0.00	452.35	0.048	0.06	9.391	A
C-A	210.64	210.64	0.00	-	-	-	-	-
C-B	54.61	54.66	0.00	557.38	0.098	0.11	7.304	A
A-B	36.84	36.84	0.00	-	-	-	-	-
A-C	357.62	357.62	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	55.28	55.28	0.00	590.02	0.094	0.10	6.616	A
B-A	7.37	7.54	0.00	480.84	0.015	0.02	7.607	A
C-A	157.96	157.96	0.00	-	-	-	-	-
C-B	64.17	64.12	0.00	576.83	0.111	0.12	7.021	A
A-B	37.67	37.67	0.00	-	-	-	-	-
A-C	292.68	292.68	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base+Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Profile Type	D6 - 2026 Base+Dev, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2026 Base+Dev, PM	2026 Base+Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	6.54	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Whaddon Rd (East)		Major
B	B	Westbrook End		Minor
C	C	Whaddon Rd (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	155.58		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	3.95	3.00	2.34	2.25	✓	1.00	22	84

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	631.044	0.115	0.291	0.183	0.415
1	B-C	697.415	0.107	0.270	-	-
1	C-B	664.061	0.257	0.257	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	204.50	100.000
B	ONE HOUR	✓	48.57	100.000
C	ONE HOUR	✓	268.41	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	153.96	161.66		
16:45-17:00	B	36.57	36.57		
16:45-17:00	C	202.07	209.77		
17:00-17:15	A	183.84	183.84		
17:00-17:15	B	43.66	43.66		
17:00-17:15	C	241.30	247.54		
17:15-17:30	A	225.16	227.48		
17:15-17:30	B	53.48	55.20		
17:15-17:30	C	295.52	300.19		
17:30-17:45	A	225.16	228.08		
17:30-17:45	B	53.48	53.48		
17:30-17:45	C	295.52	301.11		
17:45-18:00	A	183.84	184.81		
17:45-18:00	B	43.66	43.66		
17:45-18:00	C	241.30	245.07		
18:00-18:15	A	153.96	155.29		
18:00-18:15	B	36.57	36.57		
18:00-18:15	C	202.07	202.07		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.000	23.010	181.490
	B	12.780	0.000	35.790
	C	191.720	76.690	0.000

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.00	0.11	0.89
	B	0.26	0.00	0.74
	C	0.71	0.29	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.000	28.120	230.060
	B	20.450	0.000	63.910
	C	224.950	71.570	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.00	0.11	0.89
	B	0.24	0.00	0.76
	C	0.76	0.24	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.000	58.790	437.110
	B	28.120	0.000	51.120
	C	414.100	71.570	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.00	0.12	0.88
	B	0.35	0.00	0.65
	C	0.85	0.15	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.000	53.680	339.970
	B	12.780	0.000	25.560
	C	339.970	66.460	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.00	0.14	0.86
	B	0.33	0.00	0.67
	C	0.84	0.16	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.000	40.900	260.730
	B	17.890	0.000	28.120
	C	391.100	71.570	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.00	0.14	0.86
	B	0.39	0.00	0.61
	C	0.85	0.15	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.000	38.340	265.840
	B	15.340	0.000	23.010
	C	245.400	74.130	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.00	0.13	0.87
	B	0.40	0.00	0.60
	C	0.77	0.23	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	1.000	1.111	1.042
	B	1.000	1.000	1.000
	C	1.053	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.0	11.1	4.2
	B	0.0	0.0	0.0
	C	5.3	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.034	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	3.4	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	1.000	1.000	1.012
	B	1.091	1.000	1.000
	C	1.019	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.0	0.0	1.2
	B	9.1	0.0	0.0
	C	1.9	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	1.000	1.000	1.015
	B	1.000	1.000	1.000
	C	1.023	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.0	0.0	1.5
	B	0.0	0.0	0.0
	C	2.3	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	1.000	1.000	1.006
	B	1.000	1.000	1.000
	C	1.019	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.0	0.0	0.6
	B	0.0	0.0	0.0
	C	1.9	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	1.000	1.000	1.010
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.0	0.0	1.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.06	6.01	0.06	A
B-A	0.04	7.86	0.04	A
C-A	-	-	-	-
C-B	0.09	6.46	0.10	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	26.94	26.77	0.00	653.92	0.041	0.04	5.739	A
B-A	9.62	9.55	0.00	535.68	0.018	0.02	6.842	A
C-A	144.34	144.34	0.00	-	-	-	-	-
C-B	57.74	57.33	0.00	622.47	0.093	0.10	6.366	A
A-B	17.32	17.32	0.00	-	-	-	-	-
A-C	136.64	136.64	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	33.08	33.04	0.00	647.67	0.051	0.05	5.856	A
B-A	10.58	10.58	0.00	522.15	0.020	0.02	7.036	A
C-A	183.05	183.05	0.00	-	-	-	-	-
C-B	58.24	58.23	0.00	616.76	0.094	0.10	6.444	A
A-B	20.02	20.02	0.00	-	-	-	-	-
A-C	163.82	163.82	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	34.50	34.48	0.00	633.65	0.054	0.06	6.007	A
B-A	18.98	18.90	0.00	462.55	0.041	0.04	7.864	A
C-A	251.98	251.98	0.00	-	-	-	-	-
C-B	43.55	43.65	0.00	605.53	0.072	0.08	6.409	A
A-B	26.69	26.69	0.00	-	-	-	-	-
A-C	198.47	198.47	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	35.65	35.64	0.00	635.03	0.056	0.06	6.005	A
B-A	17.83	17.83	0.00	503.28	0.035	0.04	7.770	A
C-A	247.20	247.20	0.00	-	-	-	-	-
C-B	48.32	48.29	0.00	605.38	0.080	0.09	6.461	A
A-B	30.70	30.70	0.00	-	-	-	-	-
A-C	194.45	194.45	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	26.69	26.75	0.00	646.24	0.041	0.04	5.811	A
B-A	16.98	17.00	0.00	528.09	0.032	0.03	7.045	A
C-A	203.97	203.97	0.00	-	-	-	-	-
C-B	37.33	37.41	0.00	616.51	0.061	0.06	6.216	A
A-B	24.93	24.93	0.00	-	-	-	-	-
A-C	158.91	158.91	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	21.94	21.97	0.00	654.12	0.034	0.03	5.696	A
B-A	14.63	14.65	0.00	541.39	0.027	0.03	6.836	A
C-A	155.19	155.19	0.00	-	-	-	-	-
C-B	46.88	46.82	0.00	624.11	0.075	0.08	6.236	A
A-B	19.41	19.41	0.00	-	-	-	-	-
A-C	134.55	134.55	0.00	-	-	-	-	-

Whaddon Road Site Access New Junction Layout

Junctions 8				
PICADY 8 - Priority Intersection Module				
Version: 8.0.6.541 [19821,26/11/2015] © Copyright TRL Limited, 2016				
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Filename: 2016-06-13 Priority Site Access_SH.arc8

Path: L:\106xxx\1067760 South West Milton Keynes\09 Docs\C-Cals\02 Jn Modelling\Access Junctions

Report generation date: 13/06/2016 13:08:23

» (Default Analysis Set) - 2026 Base + Dev, AM

» (Default Analysis Set) - 2026 Base + Dev, PM

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2026 Base + Dev				
Stream B-C	0.48	7.96	0.30	A
Stream B-A	2.26	17.30	0.68	C
Stream C-A	-	-	-	-
Stream C-B	0.05	5.51	0.04	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.

"D1 - 2026 Base + Dev, AM" model duration: 07:45 - 09:15

"D2 - 2026 Base + Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.6.541 at 13/06/2016 13:08:22

File summary

Title	(untitled)
Location	
Site Number	
Date	08/03/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	rsanthak
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) - 2026 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D1 - 2026 Base + Dev, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2026 Base + Dev, AM	2026 Base + Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	13.88	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Whaddon Road (North)		Major
B	B	Development Access		Minor
C	C	Whaddon Road (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00	✓	3.50	159.00		

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	Two lanes		5.00	4.89								159	159

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	728.569	0.133	0.335	0.211	0.479
1	B-C	869.008	0.133	0.337	-	-
1	C-B	760.276	0.295	0.295	-	-

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		25.00	100.000
B	ONE HOUR		635.00	100.000
C	ONE HOUR		30.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	18.82	18.82		
07:45-08:00	B	478.06	478.06		
07:45-08:00	C	22.59	22.59		
08:00-08:15	A	22.47	22.47		
08:00-08:15	B	570.85	570.85		
08:00-08:15	C	26.97	26.97		
08:15-08:30	A	27.53	27.53		
08:15-08:30	B	699.15	699.15		
08:15-08:30	C	33.03	33.03		
08:30-08:45	A	27.53	27.53		
08:30-08:45	B	699.15	699.15		
08:30-08:45	C	33.03	33.03		
08:45-09:00	A	22.47	22.47		
08:45-09:00	B	570.85	570.85		
08:45-09:00	C	26.97	26.97		
09:00-09:15	A	18.82	18.82		
09:00-09:15	B	478.06	478.06		
09:00-09:15	C	22.59	22.59		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 - (07:45-08:00)

	To			
		A	B	C
	A	0.000	29.560	0.000
	B	425.950	0.000	243.830
	C	0.000	26.730	0.000

Turning Proportions (PCU) - Junction 1 - (07:45-08:00)

	To			
		A	B	C
	A	0.00	1.00	0.00
	B	0.64	0.00	0.36
	C	0.00	1.00	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (08:00-08:15)

	To			
		A	B	C
	A	0.000	23.220	0.000
	B	476.060	0.000	215.970
	C	0.000	27.870	0.000

Turning Proportions (PCU) - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	0.00	1.00	0.00
	B	0.69	0.00	0.31
	C	0.00	1.00	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.000	22.800	0.000
	B	467.320	0.000	212.010
	C	0.000	27.360	0.000

Turning Proportions (PCU) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.00	1.00	0.00
	B	0.69	0.00	0.31
	C	0.00	1.00	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.000	19.280	0.000
	B	395.260	0.000	179.310
	C	0.000	23.140	0.000

Turning Proportions (PCU) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.00	1.00	0.00
	B	0.69	0.00	0.31
	C	0.00	1.00	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.000	14.700	0.000
	B	301.360	0.000	136.710
	C	0.000	17.640	0.000

Turning Proportions (PCU) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.00	1.00	0.00
	B	0.69	0.00	0.31
	C	0.00	1.00	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.000	9.800	0.000
	B	210.950	0.000	111.860
	C	0.000	20.160	0.000

Turning Proportions (PCU) - Junction 1 - (09:00-09:15)

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

Vehicle Mix

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.30	7.96	0.48	A
B-A	0.68	17.30	2.26	C
C-A	-	-	-	-
C-B	0.04	5.51	0.05	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	174.04	172.77	0.00	774.42	0.225	0.32	6.569	A
B-A	304.03	300.83	0.00	715.25	0.425	0.80	9.486	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	22.59	22.45	0.00	754.73	0.030	0.03	5.408	A
A-B	18.82	18.82	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	178.15	178.05	0.00	745.73	0.239	0.34	6.973	A
B-A	392.70	390.64	0.00	712.60	0.551	1.31	12.220	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	26.97	26.94	0.00	753.66	0.036	0.04	5.448	A
A-B	22.47	22.47	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	218.19	217.66	0.00	716.99	0.304	0.48	7.921	A
B-A	480.95	477.40	0.00	709.01	0.678	2.20	16.831	C
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	33.03	32.99	0.00	752.17	0.044	0.05	5.506	A
A-B	27.53	27.53	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	218.19	218.17	0.00	715.90	0.305	0.48	7.956	A
B-A	480.96	480.73	0.00	708.99	0.678	2.26	17.301	C
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	33.03	33.03	0.00	752.17	0.044	0.05	5.506	A
A-B	27.53	27.53	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	178.15	178.66	0.00	743.96	0.239	0.35	7.013	A
B-A	392.70	396.17	0.00	712.57	0.551	1.39	12.648	B
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	26.97	27.01	0.00	753.66	0.036	0.04	5.451	A
A-B	22.47	22.47	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	165.66	165.84	0.00	770.19	0.215	0.30	6.556	A
B-A	312.40	314.49	0.00	715.17	0.437	0.87	9.935	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	22.59	22.61	0.00	754.73	0.030	0.03	5.410	A
A-B	18.82	18.82	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D2 - 2026 Base + Dev, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2026 Base + Dev, PM	2026 Base + Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	6.96	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Whaddon Road (North)		Major
B	B	Development Access		Minor
C	C	Whaddon Road (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00	✓	3.50	159.00		

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	Two lanes		5.00	4.89								159	159

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	728.569	0.133	0.335	0.211	0.479
1	B-C	869.008	0.133	0.337	-	-
1	C-B	760.276	0.295	0.295	-	-

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		165.00	100.000
B	ONE HOUR		134.00	100.000
C	ONE HOUR		152.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	124.22	124.22		
16:45-17:00	B	100.88	100.88		
16:45-17:00	C	114.43	114.43		
17:00-17:15	A	148.33	148.33		
17:00-17:15	B	120.46	120.46		
17:00-17:15	C	136.64	136.64		
17:15-17:30	A	181.67	181.67		
17:15-17:30	B	147.54	147.54		
17:15-17:30	C	167.36	167.36		
17:30-17:45	A	181.67	181.67		
17:30-17:45	B	147.54	147.54		
17:30-17:45	C	167.36	167.36		
17:45-18:00	A	148.33	148.33		
17:45-18:00	B	120.46	120.46		
17:45-18:00	C	136.64	136.64		
18:00-18:15	A	124.22	124.22		
18:00-18:15	B	100.88	100.88		
18:00-18:15	C	114.43	114.43		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 - (16:45-17:00)

	To			
		A	B	C
	A	0.000	166.180	0.000
	B	61.180	0.000	52.290
	C	0.000	133.950	0.000

Turning Proportions (PCU) - Junction 1 - (16:45-17:00)

	To			
		A	B	C
	A	0.00	1.00	0.00
	B	0.54	0.00	0.46
	C	0.00	1.00	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (17:00-17:15)

	To			
		A	B	C
	A	0.000	166.180	0.000
	B	81.580	0.000	50.360
	C	0.000	153.090	0.000

Turning Proportions (PCU) - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.00	1.00	0.00
	B	0.62	0.00	0.38
	C	0.00	1.00	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.000	203.890	0.000
	B	100.090	0.000	61.790
	C	0.000	187.830	0.000

Turning Proportions (PCU) - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.00	1.00	0.00
	B	0.62	0.00	0.38
	C	0.00	1.00	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.000	154.390	0.000
	B	75.790	0.000	46.790
	C	0.000	142.230	0.000

Turning Proportions (PCU) - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.00	1.00	0.00
	B	0.62	0.00	0.38
	C	0.00	1.00	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.000	135.540	0.000
	B	66.540	0.000	41.070
	C	0.000	124.860	0.000

Turning Proportions (PCU) - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.00	1.00	0.00
	B	0.62	0.00	0.38
	C	0.00	1.00	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.000	135.540	0.000
	B	47.130	0.000	49.290
	C	0.000	163.270	0.000

Turning Proportions (PCU) - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.00	1.00	0.00
	B	0.49	0.00	0.51
	C	0.00	1.00	0.00

Vehicle Mix

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	5.23	0.08	A
B-A	0.15	7.44	0.19	A
C-A	-	-	-	-
C-B	0.24	7.34	0.34	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	46.49	46.23	0.00	834.83	0.056	0.06	5.020	A
B-A	54.39	54.00	0.00	657.25	0.083	0.10	6.560	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	114.43	113.61	0.00	723.68	0.158	0.20	6.483	A
A-B	124.22	124.22	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	45.98	45.98	0.00	824.53	0.056	0.06	5.085	A
B-A	74.48	74.31	0.00	643.02	0.116	0.14	6.961	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	136.64	136.44	0.00	716.58	0.191	0.26	6.824	A
A-B	148.33	148.33	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	56.32	56.25	0.00	813.73	0.069	0.08	5.227	A
B-A	91.22	91.05	0.00	623.78	0.146	0.19	7.431	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	167.36	167.03	0.00	706.76	0.237	0.34	7.331	A
A-B	181.67	181.67	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	56.32	56.32	0.00	813.66	0.069	0.08	5.228	A
B-A	91.22	91.22	0.00	623.63	0.146	0.19	7.436	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	167.36	167.35	0.00	706.76	0.237	0.34	7.340	A
A-B	181.67	181.67	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	45.98	46.04	0.00	824.40	0.056	0.07	5.087	A
B-A	74.49	74.66	0.00	642.76	0.116	0.15	6.971	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	136.64	136.96	0.00	716.58	0.191	0.26	6.837	A
A-B	148.33	148.33	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	51.57	51.54	0.00	836.27	0.062	0.07	5.046	A
B-A	49.31	49.53	0.00	656.75	0.075	0.09	6.523	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	114.43	114.65	0.00	723.68	0.158	0.21	6.503	A
A-B	124.22	124.22	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Bottle Dump Roundabout Existing Junction Layout

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.6.541 [19821,26/11/2015]

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Filename: Junction 3.arc8

Path: L:\106xxx\1067760 South West Milton Keynes\09 Docs\C-Cals\02 Jn Modelling\Junctions

Report generation date: 08/08/2016 13:35:53

- » (Default Analysis Set) - 2015 Base, AM
- » (Default Analysis Set) - 2015 Base, PM
- » (Default Analysis Set) - 2026 Base, AM
- » (Default Analysis Set) - 2026 Base, PM
- » (Default Analysis Set) - 2026 Base+Dev, AM
- » (Default Analysis Set) - 2026 Base+Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2015 Base								
Arm 1	1.30	4.07	0.57	A	1.55	4.36	0.61	A
Arm 2	0.53	4.56	0.35	A	0.18	3.57	0.16	A
Arm 3	5.27	12.38	0.85	B	1.83	5.42	0.65	A
A1 - 2026 Base								
Arm 1	2.52	6.31	0.72	A	2.91	6.61	0.75	A
Arm 2	1.02	7.03	0.51	A	0.31	4.62	0.24	A
Arm 3	81.46	141.56	1.10	F	4.66	10.93	0.83	B
A1 - 2026 Base+Dev								
Arm 1	2.50	6.27	0.72	A	5.06	11.02	0.84	B
Arm 2	9.43	36.76	0.93	E	0.44	5.20	0.31	A
Arm 3	148.71	312.66	1.19	F	11.36	24.22	0.94	C

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

"D1 - 2015 Base, AM" model duration: 07:45 - 09:15

"D2 - 2015 Base, PM" model duration: 16:45 - 18:15

"D3 - 2026 Base, AM" model duration: 07:45 - 09:15

"D4 - 2026 Base, PM" model duration: 16:45 - 18:15

"D5 - 2026 Base+Dev, AM" model duration: 07:45 - 09:15

"D6 - 2026 Base+Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.6.541 at 08/08/2016 13:35:51

File summary

Title	(untitled)
Location	
Site Number	
Date	04/12/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	fsuarez
Description	

Analysis Options

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

Units

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

(Default Analysis Set) - 2015 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Profile Type	D1 - 2015 Base, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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)	Single Time Segment Only	Locked
2015 Base, AM	2015 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			8.21	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	H8 Standing Way	
2	2	Whaddon Rd	
3	3	A421	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	7.51	7.60	0.70	39.49	56.00	33.00	
2	3.00	7.61	27.80	50.07	56.00	23.00	
3	3.50	7.44	63.90	39.08	56.00	41.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.696	2326.346
2		(calculated)	(calculated)	0.633	1919.315
3		(calculated)	(calculated)	0.634	2028.172

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1048.00	100.000
2	ONE HOUR	✓	378.00	100.000
3	ONE HOUR	✓	1390.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

	To			
		1	2	3
From	1	0.000	218.000	830.000
	2	242.000	0.000	136.000
	3	1374.000	16.000	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

	To			
		1	2	3
From	1	0.00	0.21	0.79
	2	0.64	0.00	0.36
	3	0.99	0.01	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

	To			
		1	2	3
From	1	0.000	204.000	836.000
	2	224.000	0.000	220.000
	3	1252.000	180.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

	To			
		1	2	3
From	1	0.00	0.20	0.80
	2	0.50	0.00	0.50
	3	0.87	0.13	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

	To			
		1	2	3
From	1	0.000	192.000	820.000
	2	210.000	0.000	152.000
	3	1282.000	76.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

	To			
		1	2	3
From	1	0.00	0.19	0.81
	2	0.58	0.00	0.42
	3	0.94	0.06	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

	To			
		1	2	3
From	1	0.000	134.000	790.000
	2	116.000	0.000	178.000
	3	1154.000	180.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

	To			
		1	2	3
From	1	0.00	0.15	0.85
	2	0.39	0.00	0.61
	3	0.87	0.13	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

	To			
		1	2	3
From	1	0.000	216.000	634.000
	2	244.000	0.000	130.000
	3	1136.000	56.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

	To			
		1	2	3
From	1	0.00	0.25	0.75
	2	0.65	0.00	0.35
	3	0.95	0.05	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

	To			
		1	2	3
From	1	0.000	144.000	614.000
	2	72.000	0.000	190.000
	3	1024.000	36.000	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

	To			
		1	2	3
From	1	0.00	0.19	0.81
	2	0.27	0.00	0.73
	3	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

	To			
		1	2	3
From	1	1.000	1.018	1.060
	2	1.000	1.000	1.044
	3	1.022	1.250	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

	To			
		1	2	3
From	1	0.0	1.8	6.0
	2	0.0	0.0	4.4
	3	2.2	25.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

	To			
		1	2	3
From	1	1.000	1.029	1.065
	2	1.036	1.000	1.018
	3	1.029	1.033	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

	To			
		1	2	3
From	1	0.0	2.9	6.5
	2	3.6	0.0	1.8
	3	2.9	3.3	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

	To			
		1	2	3
From	1	1.000	1.021	1.083
	2	1.019	1.000	1.026
	3	1.044	1.026	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

	To			
		1	2	3
From	1	0.0	2.1	8.3
	2	1.9	0.0	2.6
	3	4.4	2.6	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

	To			
		1	2	3
From	1	1.000	1.015	1.079
	2	1.000	1.000	1.056
	3	1.042	1.033	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

	To			
		1	2	3
From	1	0.0	1.5	7.9
	2	0.0	0.0	5.6
	3	4.2	3.3	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

	To			
		1	2	3
From	1	1.000	1.028	1.079
	2	1.025	1.000	1.092
	3	1.063	1.036	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

	To			
		1	2	3
From	1	0.0	2.8	7.9
	2	2.5	0.0	9.2
	3	6.3	3.6	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

	To			
		1	2	3
From	1	1.000	1.028	1.095
	2	1.056	1.000	1.021
	3	1.065	1.167	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

	To			
		1	2	3
From	1	0.0	2.8	9.5
	2	5.6	0.0	2.1
	3	6.5	16.7	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.57	4.07	1.30	A
2	0.35	4.56	0.53	A
3	0.85	12.38	5.27	B

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	788.99	786.77	11.99	0.00	2202.54	0.358	0.56	2.543	A
2	284.58	283.63	623.11	0.00	1477.57	0.193	0.24	3.012	A
3	1046.46	1041.42	181.58	0.00	1867.38	0.560	1.26	4.333	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	942.13	941.10	156.00	0.00	2093.38	0.450	0.81	3.121	A
2	339.81	339.45	756.47	0.00	1372.31	0.248	0.33	3.485	A
3	1249.58	1246.48	171.38	0.00	1860.80	0.671	2.01	5.831	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1153.87	1152.36	85.48	0.00	2114.99	0.546	1.19	3.732	A
2	416.18	415.51	933.71	0.00	1251.47	0.333	0.49	4.302	A
3	1530.41	1517.34	240.95	0.00	1795.85	0.852	5.28	12.380	B

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1153.87	1153.46	204.99	0.00	2037.84	0.566	1.29	4.069	A
2	416.18	416.08	985.96	0.00	1205.10	0.345	0.52	4.562	A
3	1530.42	1531.52	164.54	0.00	1848.92	0.828	5.01	11.422	B

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	942.13	944.14	60.94	0.00	2141.27	0.440	0.79	3.013	A
2	339.81	340.58	704.78	0.00	1371.91	0.248	0.33	3.495	A
3	1249.58	1259.87	221.67	0.00	1774.58	0.704	2.44	7.129	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	788.99	789.78	35.81	0.00	2123.69	0.372	0.59	2.699	A
2	284.58	284.86	639.54	0.00	1431.96	0.199	0.25	3.138	A
3	1046.47	1050.94	78.78	0.00	1849.78	0.566	1.32	4.531	A

(Default Analysis Set) - 2015 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Profile Type	D2 - 2015 Base, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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)	Single Time Segment Only	Locked
2015 Base, PM	2015 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			4.79	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	H8 Standing Way	
2	2	Whaddon Rd	
3	3	A421	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	7.51	7.60	0.70	39.49	56.00	33.00	
2	3.00	7.61	27.80	50.07	56.00	23.00	
3	3.50	7.44	63.90	39.08	56.00	41.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.696	2326.346
2		(calculated)	(calculated)	0.633	1919.315
3		(calculated)	(calculated)	0.634	2028.172

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1158.00	100.000
2	ONE HOUR	✓	170.00	100.000
3	ONE HOUR	✓	1120.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

	To		
	1	2	3
From	1	0.000	134.000
	2	88.000	0.000
	3	1044.000	76.000

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

	To		
	1	2	3
From	1	0.00	0.12
	2	0.52	0.00
	3	0.93	0.07

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

		To		
From		1	2	3
	1	0.000	148.000	1024.000
	2	146.000	0.000	84.000
	3	1000.000	84.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

		To		
From		1	2	3
	1	0.00	0.13	0.87
	2	0.63	0.00	0.37
	3	0.92	0.08	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

		To		
From		1	2	3
	1	0.000	180.000	1030.000
	2	304.000	0.000	78.000
	3	906.000	200.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

		To		
From		1	2	3
	1	0.00	0.15	0.85
	2	0.80	0.00	0.20
	3	0.82	0.18	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

		To		
From		1	2	3
	1	0.000	204.000	1112.000
	2	156.000	0.000	130.000
	3	986.000	114.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

		To		
From		1	2	3
	1	0.00	0.16	0.84
	2	0.55	0.00	0.45
	3	0.90	0.10	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

		To		
From		1	2	3
	1	0.000	190.000	1052.000
	2	114.000	0.000	112.000
	3	890.000	172.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

	To			
		1	2	3
From	1	0.00	0.15	0.85
	2	0.50	0.00	0.50
	3	0.84	0.16	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

	To			
		1	2	3
From	1	0.000	122.000	934.000
	2	162.000	0.000	72.000
	3	1010.000	128.000	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

	To			
		1	2	3
From	1	0.00	0.12	0.88
	2	0.69	0.00	0.31
	3	0.89	0.11	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

	To			
		1	2	3
From	1	1.000	1.030	1.035
	2	1.068	1.000	1.000
	3	1.029	1.053	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

	To			
		1	2	3
From	1	0.0	3.0	3.5
	2	6.8	0.0	0.0
	3	2.9	5.3	0.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

	To			
		1	2	3
From	1	1.000	1.014	1.039
	2	1.000	1.000	1.000
	3	1.022	1.048	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

	To			
		1	2	3
From	1	0.0	1.4	3.9
	2	0.0	0.0	0.0
	3	2.2	4.8	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

	To			
		1	2	3
From	1	1.000	1.011	1.039
	2	1.013	1.000	1.000
	3	1.022	1.020	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

	To			
		1	2	3
From	1	0.0	1.1	3.9
	2	1.3	0.0	0.0
	3	2.2	2.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

	To			
		1	2	3
From	1	1.000	1.010	1.018
	2	1.000	1.000	1.031
	3	1.020	1.035	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

	To			
		1	2	3
From	1	0.0	1.0	1.8
	2	0.0	0.0	3.1
	3	2.0	3.5	0.0

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

	To			
		1	2	3
From	1	1.000	1.000	1.025
	2	1.018	1.000	1.000
	3	1.036	1.023	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

	To			
		1	2	3
From	1	0.0	0.0	2.5
	2	1.8	0.0	0.0
	3	3.6	2.3	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

	To			
		1	2	3
From	1	1.000	1.000	1.021
	2	1.000	1.000	1.028
	3	1.030	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

	To			
		1	2	3
From	1	0.0	0.0	2.1
	2	0.0	0.0	2.8
	3	3.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.61	4.36	1.55	A
2	0.16	3.57	0.18	A
3	0.65	5.42	1.83	A

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	871.80	869.20	57.01	0.00	2208.22	0.395	0.65	2.684	A
2	127.99	127.57	768.62	0.00	1367.24	0.094	0.10	2.904	A
3	843.20	840.10	66.04	0.00	1925.06	0.438	0.77	3.308	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1041.02	1040.02	77.89	0.00	2191.01	0.475	0.90	3.124	A
2	152.83	152.71	908.71	0.00	1321.28	0.116	0.13	3.080	A
3	1006.86	1005.59	96.89	0.00	1920.61	0.524	1.09	3.928	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1274.98	1272.45	221.99	0.00	2096.14	0.608	1.53	4.358	A
2	187.17	186.96	1083.24	0.00	1194.30	0.157	0.18	3.573	A
3	1233.14	1230.13	148.70	0.00	1891.50	0.652	1.84	5.418	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1274.98	1275.53	128.37	0.00	2196.97	0.580	1.40	3.909	A
2	187.17	187.19	1077.85	0.00	1207.65	0.155	0.18	3.526	A
3	1233.15	1233.26	102.28	0.00	1921.33	0.642	1.81	5.235	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1041.02	1042.87	163.09	0.00	2165.00	0.481	0.93	3.212	A
2	152.83	153.04	883.33	0.00	1334.39	0.115	0.13	3.047	A
3	1006.86	1009.60	77.23	0.00	1913.53	0.526	1.12	3.994	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	871.80	872.93	95.22	0.00	2218.09	0.393	0.65	2.680	A
2	127.99	128.10	771.94	0.00	1407.97	0.091	0.10	2.812	A
3	843.19	844.53	88.59	0.00	1921.26	0.439	0.79	3.349	A

(Default Analysis Set) - 2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Profile Type	D3 - 2026 Base, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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)	Single Time Segment Only	Locked
2026 Base, AM	2026 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			72.76	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	H8 Standing Way	
2	2	Whaddon Rd	
3	3	A421	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	7.51	7.60	0.70	39.49	56.00	33.00	
2	3.00	7.61	27.80	50.07	56.00	23.00	
3	3.50	7.44	63.90	39.08	56.00	41.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.696	2326.346
2		(calculated)	(calculated)	0.633	1919.315
3		(calculated)	(calculated)	0.634	2028.172

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1321.43	100.000
2	ONE HOUR	✓	476.62	100.000
3	ONE HOUR	✓	1752.65	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

	To			
		1	2	3
From	1	0.000	274.880	1046.550
	2	305.140	0.000	171.480
	3	1732.480	20.170	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

	To			
		1	2	3
From	1	0.00	0.21	0.79
	2	0.64	0.00	0.36
	3	0.99	0.01	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

	To			
		1	2	3
From	1	0.000	257.220	1054.110
	2	282.440	0.000	277.400
	3	1578.650	226.960	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

	To			
		1	2	3
From	1	0.00	0.20	0.80
	2	0.50	0.00	0.50
	3	0.87	0.13	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

	To			
		1	2	3
From	1	0.000	242.090	1033.940
	2	264.790	0.000	191.660
	3	1616.470	95.830	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

	To			
		1	2	3
From	1	0.00	0.19	0.81
	2	0.58	0.00	0.42
	3	0.94	0.06	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

	To			
		1	2	3
From	1	0.000	168.960	996.110
	2	146.260	0.000	224.440
	3	1455.080	226.960	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

	To			
		1	2	3
From	1	0.00	0.15	0.85
	2	0.39	0.00	0.61
	3	0.87	0.13	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

	To			
		1	2	3
From	1	0.000	272.350	799.410
	2	307.660	0.000	163.920
	3	1432.380	70.610	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

	To			
		1	2	3
From	1	0.00	0.25	0.75
	2	0.65	0.00	0.35
	3	0.95	0.05	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

	To			
		1	2	3
From	1	0.000	181.570	774.190
	2	90.780	0.000	239.570
	3	1291.160	45.390	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

	To			
		1	2	3
From	1	0.00	0.19	0.81
	2	0.27	0.00	0.73
	3	0.97	0.03	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

	To			
		1	2	3
From	1	1.000	1.018	1.060
	2	1.000	1.000	1.044
	3	1.022	1.250	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

	To			
		1	2	3
From	1	0.0	1.8	6.0
	2	0.0	0.0	4.4
	3	2.2	25.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

	To			
		1	2	3
From	1	1.000	1.029	1.065
	2	1.036	1.000	1.018
	3	1.029	1.033	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

	To			
		1	2	3
From	1	0.0	2.9	6.5
	2	3.6	0.0	1.8
	3	2.9	3.3	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

	To			
		1	2	3
From	1	1.000	1.021	1.083
	2	1.019	1.000	1.026
	3	1.044	1.026	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

	To			
		1	2	3
From	1	0.0	2.1	8.3
	2	1.9	0.0	2.6
	3	4.4	2.6	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

	To			
		1	2	3
From	1	1.000	1.015	1.079
	2	1.000	1.000	1.056
	3	1.042	1.033	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

	To			
		1	2	3
From	1	0.0	1.5	7.9
	2	0.0	0.0	5.6
	3	4.2	3.3	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

	To			
		1	2	3
From	1	1.000	1.028	1.079
	2	1.025	1.000	1.092
	3	1.063	1.036	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

	To			
		1	2	3
From	1	0.0	2.8	7.9
	2	2.5	0.0	9.2
	3	6.3	3.6	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

	To			
		1	2	3
From	1	1.000	1.028	1.095
	2	1.056	1.000	1.021
	3	1.065	1.167	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

	To			
		1	2	3
From	1	0.0	2.8	9.5
	2	5.6	0.0	2.1
	3	6.5	16.7	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.72	6.31	2.52	A
2	0.51	7.03	1.02	A
3	1.10	141.56	81.46	F

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	994.85	991.56	15.07	0.00	2199.99	0.452	0.82	2.972	A
2	358.82	357.41	785.30	0.00	1370.39	0.262	0.35	3.549	A
3	1319.48	1309.57	228.82	0.00	1838.14	0.718	2.48	6.697	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1187.93	1185.87	195.12	0.00	2066.71	0.575	1.34	4.077	A
2	428.47	427.78	953.22	0.00	1243.17	0.345	0.52	4.411	A
3	1575.59	1562.93	216.01	0.00	1832.26	0.860	5.59	12.811	B

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1454.92	1451.50	98.79	0.00	2106.13	0.691	2.19	5.471	A
2	524.77	523.18	1176.09	0.00	1088.89	0.482	0.92	6.345	A
3	1929.70	1737.20	303.34	0.00	1757.35	1.098	53.72	70.426	F

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1454.92	1453.65	228.38	0.00	2022.20	0.719	2.51	6.315	A
2	524.77	524.42	1242.44	0.00	1035.74	0.507	1.01	7.033	A
3	1929.70	1817.72	207.59	0.00	1822.37	1.059	81.75	141.560	F

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1187.94	1192.78	109.72	0.00	2108.33	0.563	1.30	3.952	A
2	428.47	430.41	890.76	0.00	1250.72	0.343	0.52	4.400	A
3	1575.59	1724.73	279.79	0.00	1745.50	0.906	44.54	133.525	F

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	994.84	996.47	52.59	0.00	2111.64	0.471	0.90	3.234	A
2	358.82	359.34	806.83	0.00	1319.42	0.272	0.38	3.751	A
3	1319.49	1486.85	99.54	0.00	1837.61	0.718	2.64	16.329	C

(Default Analysis Set) - 2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Profile Type	D4 - 2026 Base, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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)	Single Time Segment Only	Locked
2026 Base, PM	2026 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			8.45	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	H8 Standing Way	
2	2	Whaddon Rd	
3	3	A421	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	7.51	7.60	0.70	39.49	56.00	33.00	
2	3.00	7.61	27.80	50.07	56.00	23.00	
3	3.50	7.44	63.90	39.08	56.00	41.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.696	2326.346
2		(calculated)	(calculated)	0.633	1919.315
3		(calculated)	(calculated)	0.634	2028.172

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1480.04	100.000
2	ONE HOUR	✓	217.27	100.000
3	ONE HOUR	✓	1431.48	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

	To		
	1	2	3
From	1	0.000	171.270
	2	112.470	0.000
	3	1334.340	97.140

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

	To		
	1	2	3
From	1	0.00	0.12
	2	0.52	0.00
	3	0.93	0.07

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

		To		
From		1	2	3
	1	0.000	189.160	1308.770
	2	186.600	0.000	107.360
	3	1278.100	107.360	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

		To		
From		1	2	3
	1	0.00	0.13	0.87
	2	0.63	0.00	0.37
	3	0.92	0.08	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

		To		
From		1	2	3
	1	0.000	245.400	1048.040
	2	268.400	0.000	194.270
	3	1638.520	97.140	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

		To		
From		1	2	3
	1	0.00	0.19	0.81
	2	0.58	0.00	0.42
	3	0.94	0.06	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

		To		
From		1	2	3
	1	0.000	260.730	1421.250
	2	199.380	0.000	166.150
	3	1260.210	145.700	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

		To		
From		1	2	3
	1	0.00	0.16	0.84
	2	0.55	0.00	0.45
	3	0.90	0.10	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

		To		
From		1	2	3
	1	0.000	242.840	1344.560
	2	145.700	0.000	143.150
	3	1137.510	219.830	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

	To			
		1	2	3
From	1	0.00	0.15	0.85
	2	0.50	0.00	0.50
	3	0.84	0.16	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

	To			
		1	2	3
From	1	0.000	155.930	1193.750
	2	207.050	0.000	92.020
	3	1290.880	163.600	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

	To			
		1	2	3
From	1	0.00	0.12	0.88
	2	0.69	0.00	0.31
	3	0.89	0.11	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

	To			
		1	2	3
From	1	1.000	1.030	1.035
	2	1.068	1.000	1.000
	3	1.029	1.053	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

	To			
		1	2	3
From	1	0.0	3.0	3.5
	2	6.8	0.0	0.0
	3	2.9	5.3	0.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

	To			
		1	2	3
From	1	1.000	1.014	1.039
	2	1.000	1.000	1.000
	3	1.022	1.048	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

	To			
		1	2	3
From	1	0.0	1.4	3.9
	2	0.0	0.0	0.0
	3	2.2	4.8	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

	To			
		1	2	3
From	1	1.000	1.011	1.039
	2	1.013	1.000	1.000
	3	1.022	1.020	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

	To			
		1	2	3
From	1	0.0	1.1	3.9
	2	1.3	0.0	0.0
	3	2.2	2.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

	To			
		1	2	3
From	1	1.000	1.010	1.018
	2	1.000	1.000	1.031
	3	1.020	1.035	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

	To			
		1	2	3
From	1	0.0	1.0	1.8
	2	0.0	0.0	3.1
	3	2.0	3.5	0.0

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

	To			
		1	2	3
From	1	1.000	1.000	1.025
	2	1.018	1.000	1.000
	3	1.036	1.023	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

	To			
		1	2	3
From	1	0.0	0.0	2.5
	2	1.8	0.0	0.0
	3	3.6	2.3	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

	To			
		1	2	3
From	1	1.000	1.000	1.021
	2	1.000	1.000	1.028
	3	1.030	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

	To			
		1	2	3
From	1	0.0	0.0	2.1
	2	0.0	0.0	2.8
	3	3.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.75	6.61	2.91	A
2	0.24	4.62	0.31	A
3	0.83	10.93	4.66	B

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1114.25	1110.16	72.79	0.00	2197.06	0.507	1.02	3.300	A
2	163.57	162.96	981.70	0.00	1232.33	0.133	0.15	3.364	A
3	1077.70	1072.59	84.36	0.00	1913.02	0.563	1.28	4.258	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1330.52	1328.39	99.43	0.00	2175.86	0.612	1.56	4.236	A
2	195.32	195.12	1160.68	0.00	1155.49	0.169	0.20	3.748	A
3	1286.88	1283.79	123.78	0.00	1903.93	0.676	2.05	5.776	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1629.56	1624.46	87.82	0.00	2190.54	0.744	2.83	6.303	A
2	239.22	238.85	1316.65	0.00	1045.30	0.229	0.29	4.462	A
3	1576.09	1565.90	138.60	0.00	1897.38	0.831	4.59	10.545	B

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1629.55	1629.10	162.44	0.00	2172.80	0.750	2.94	6.610	A
2	239.22	239.18	1376.16	0.00	1017.92	0.235	0.31	4.622	A
3	1576.09	1575.76	130.50	0.00	1903.84	0.828	4.68	10.933	B

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1330.53	1335.58	208.96	0.00	2133.05	0.624	1.68	4.542	A
2	195.32	195.74	1131.24	0.00	1174.96	0.166	0.20	3.679	A
3	1286.88	1296.99	98.78	0.00	1900.22	0.677	2.14	6.064	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1114.25	1116.83	122.02	0.00	2199.79	0.507	1.03	3.331	A
2	163.57	163.77	987.55	0.00	1269.69	0.129	0.15	3.255	A
3	1077.69	1081.00	113.23	0.00	1906.01	0.565	1.32	4.382	A

(Default Analysis Set) - 2026 Base+Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Profile Type	D5 - 2026 Base+Dev, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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)	Single Time Segment Only	Locked
2026 Base+Dev, AM	2026 Base+Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			148.76	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	H8 Standing Way	
2	2	Whaddon Rd	
3	3	A421	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	7.51	7.60	0.70	39.49	56.00	33.00	
2	3.00	7.61	27.80	50.07	56.00	23.00	
3	3.50	7.44	63.90	39.08	56.00	41.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.696	2326.346
2		(calculated)	(calculated)	0.633	1919.315
3		(calculated)	(calculated)	0.634	2028.172

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1321.43	100.000
2	ONE HOUR	✓	877.25	100.000
3	ONE HOUR	✓	1764.71	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

		To		
From		1	2	3
	1	0.000	274.880	1046.550
	2	547.990	0.000	329.260
	3	1742.120	22.590	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

		To		
From		1	2	3
	1	0.00	0.21	0.79
	2	0.62	0.00	0.38
	3	0.99	0.01	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

		To		
From		1	2	3
	1	0.000	257.220	1054.110
	2	507.230	0.000	532.630
	3	1587.440	254.140	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

		To		
From		1	2	3
	1	0.00	0.20	0.80
	2	0.49	0.00	0.51
	3	0.86	0.14	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

		To		
From		1	2	3
	1	0.000	242.090	1033.940
	2	475.390	0.000	430.780
	3	1624.710	121.300	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

	To			
		1	2	3
From	1	0.00	0.19	0.81
	2	0.52	0.00	0.48
	3	0.93	0.07	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

	To			
		1	2	3
From	1	0.000	168.960	996.110
	2	342.990	0.000	447.810
	3	1462.770	250.750	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

	To			
		1	2	3
From	1	0.00	0.15	0.85
	2	0.43	0.00	0.57
	3	0.85	0.15	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

	To			
		1	2	3
From	1	0.000	272.350	799.410
	2	493.900	0.000	375.380
	3	1439.660	93.130	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

	To			
		1	2	3
From	1	0.00	0.25	0.75
	2	0.57	0.00	0.43
	3	0.94	0.06	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

	To			
		1	2	3
From	1	0.000	181.570	774.190
	2	145.740	0.000	548.640
	3	1297.730	59.870	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

	To			
		1	2	3
From	1	0.00	0.19	0.81
	2	0.21	0.00	0.79
	3	0.96	0.04	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

	To			
		1	2	3
From	1	1.000	1.018	1.060
	2	1.000	1.000	1.044
	3	1.022	1.250	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

	To			
		1	2	3
From	1	0.0	1.8	6.0
	2	0.0	0.0	4.4
	3	2.2	25.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

	To			
		1	2	3
From	1	1.000	1.029	1.065
	2	1.036	1.000	1.018
	3	1.029	1.033	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

	To			
		1	2	3
From	1	0.0	2.9	6.5
	2	3.6	0.0	1.8
	3	2.9	3.3	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

	To			
		1	2	3
From	1	1.000	1.021	1.083
	2	1.019	1.000	1.026
	3	1.044	1.026	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

	To			
		1	2	3
From	1	0.0	2.1	8.3
	2	1.9	0.0	2.6
	3	4.4	2.6	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

	To			
		1	2	3
From	1	1.000	1.015	1.079
	2	1.000	1.000	1.056
	3	1.042	1.033	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

	To			
		1	2	3
From	1	0.0	1.5	7.9
	2	0.0	0.0	5.6
	3	4.2	3.3	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

	To			
		1	2	3
From	1	1.000	1.028	1.079
	2	1.025	1.000	1.092
	3	1.063	1.036	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

	To			
		1	2	3
From	1	0.0	2.8	7.9
	2	2.5	0.0	9.2
	3	6.3	3.6	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

	To			
		1	2	3
From	1	1.000	1.028	1.095
	2	1.056	1.000	1.021
	3	1.065	1.167	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

	To			
		1	2	3
From	1	0.0	2.8	9.5
	2	5.6	0.0	2.1
	3	6.5	16.7	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.72	6.27	2.50	A
2	0.93	36.76	9.43	E
3	1.19	312.66	148.71	F

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	994.85	991.56	16.84	0.00	2198.52	0.453	0.82	2.976	A
2	660.44	656.76	785.30	0.00	1369.48	0.482	0.92	5.025	A
3	1328.57	1315.72	410.25	0.00	1725.32	0.770	3.21	8.541	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1187.93	1185.79	213.81	0.00	2053.93	0.578	1.36	4.137	A
2	788.63	785.51	953.16	0.00	1243.56	0.634	1.69	7.807	A
3	1586.44	1563.04	383.66	0.00	1725.11	0.919	8.97	19.872	C

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1454.92	1451.43	115.76	0.00	2094.81	0.695	2.23	5.565	A
2	965.87	947.13	1176.03	0.00	1088.48	0.887	6.38	22.982	C
3	1942.98	1630.67	496.63	0.00	1638.09	1.186	87.07	113.714	F

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1454.92	1453.87	221.31	0.00	2027.04	0.718	2.49	6.267	A
2	965.87	953.81	1242.63	0.00	1038.05	0.931	9.42	36.756	E
3	1942.97	1694.48	416.01	0.00	1695.19	1.146	149.24	258.183	F

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1187.94	1192.54	150.07	0.00	2081.12	0.571	1.34	4.071	A
2	788.63	819.16	890.57	0.00	1245.05	0.634	1.77	9.044	A
3	1586.43	1630.76	460.50	0.00	1641.24	0.974	138.27	312.655	F

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	994.84	996.55	87.77	0.00	2086.97	0.477	0.92	3.305	A
2	660.44	663.22	806.89	0.00	1321.82	0.499	1.01	5.494	A
3	1328.56	1797.80	141.72	0.00	1811.56	0.735	20.77	162.292	F

(Default Analysis Set) - 2026 Base+Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Profile Type	D6 - 2026 Base+Dev, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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)	Single Time Segment Only	Locked
2026 Base+Dev, PM	2026 Base+Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			16.77	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	H8 Standing Way	
2	2	Whaddon Rd	
3	3	A421	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	7.51	7.60	0.70	39.49	56.00	33.00	
2	3.00	7.61	27.80	50.07	56.00	23.00	
3	3.50	7.44	63.90	39.08	56.00	41.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.696	2326.346
2		(calculated)	(calculated)	0.633	1919.315
3		(calculated)	(calculated)	0.634	2028.172

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1483.86	100.000
2	ONE HOUR	✓	281.61	100.000
3	ONE HOUR	✓	1577.14	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

	To		
	1	2	3
From	1	0.000	171.270
	2	130.960	0.000
	3	1337.330	239.810

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

	To		
	1	2	3
From	1	0.00	0.12
	2	0.47	0.00
	3	0.85	0.15

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

		To		
From		1	2	3
	1	0.000	189.160	1312.590
	2	217.280	0.000	154.330
	3	1280.960	265.060	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

		To		
From		1	2	3
	1	0.00	0.13	0.87
	2	0.58	0.00	0.42
	3	0.83	0.17	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

		To		
From		1	2	3
	1	0.000	230.060	1320.590
	2	421.830	0.000	150.660
	3	1161.070	426.770	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

		To		
From		1	2	3
	1	0.00	0.15	0.85
	2	0.74	0.00	0.26
	3	0.73	0.27	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

		To		
From		1	2	3
	1	0.000	260.730	1425.400
	2	232.720	0.000	217.200
	3	1263.320	317.100	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

		To		
From		1	2	3
	1	0.00	0.15	0.85
	2	0.52	0.00	0.48
	3	0.80	0.20	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

		To		
From		1	2	3
	1	0.000	242.840	1348.450
	2	176.920	0.000	190.950
	3	1140.420	380.320	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

	To			
		1	2	3
From	1	0.00	0.15	0.85
	2	0.48	0.00	0.52
	3	0.75	0.25	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

	To			
		1	2	3
From	1	0.000	155.930	1197.200
	2	251.410	0.000	122.750
	3	1294.190	283.030	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

	To			
		1	2	3
From	1	0.00	0.12	0.88
	2	0.67	0.00	0.33
	3	0.82	0.18	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

	To			
		1	2	3
From	1	1.000	1.030	1.035
	2	1.068	1.000	1.000
	3	1.029	1.053	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

	To			
		1	2	3
From	1	0.0	3.0	3.5
	2	6.8	0.0	0.0
	3	2.9	5.3	0.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

	To			
		1	2	3
From	1	1.000	1.014	1.039
	2	1.000	1.000	1.000
	3	1.022	1.048	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

	To			
		1	2	3
From	1	0.0	1.4	3.9
	2	0.0	0.0	0.0
	3	2.2	4.8	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

	To			
		1	2	3
From	1	1.000	1.011	1.039
	2	1.013	1.000	1.000
	3	1.022	1.020	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

	To			
		1	2	3
From	1	0.0	1.1	3.9
	2	1.3	0.0	0.0
	3	2.2	2.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

	To			
		1	2	3
From	1	1.000	1.010	1.018
	2	1.000	1.000	1.031
	3	1.020	1.035	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

	To			
		1	2	3
From	1	0.0	1.0	1.8
	2	0.0	0.0	3.1
	3	2.0	3.5	0.0

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

	To			
		1	2	3
From	1	1.000	1.000	1.025
	2	1.018	1.000	1.000
	3	1.036	1.023	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

	To			
		1	2	3
From	1	0.0	0.0	2.5
	2	1.8	0.0	0.0
	3	3.6	2.3	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

	To			
		1	2	3
From	1	1.000	1.000	1.021
	2	1.000	1.000	1.028
	3	1.030	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

	To			
		1	2	3
From	1	0.0	0.0	2.1
	2	0.0	0.0	2.8
	3	3.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.84	11.02	5.06	B
2	0.31	5.20	0.44	A
3	0.94	24.22	11.36	C

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1117.13	1112.71	179.54	0.00	2121.50	0.527	1.10	3.552	A
2	212.01	211.18	984.28	0.00	1234.97	0.172	0.21	3.512	A
3	1187.36	1180.79	98.21	0.00	1900.20	0.625	1.64	4.960	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1333.95	1331.28	242.06	0.00	2075.50	0.643	1.77	4.820	A
2	253.16	252.86	1163.64	0.00	1153.56	0.219	0.28	3.996	A
3	1417.82	1412.62	147.75	0.00	1884.65	0.752	2.94	7.542	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1633.76	1620.75	456.53	0.00	1935.22	0.844	5.02	11.019	B
2	310.06	309.40	1380.45	0.00	1001.62	0.310	0.44	5.197	A
3	1736.46	1702.88	227.81	0.00	1842.02	0.943	11.33	21.961	C

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1633.76	1637.07	351.40	0.00	2038.87	0.801	4.20	9.048	A
2	310.06	310.08	1384.04	0.00	1011.99	0.306	0.44	5.130	A
3	1736.46	1736.15	160.77	0.00	1882.43	0.922	11.39	24.218	C

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1333.96	1342.93	360.58	0.00	2027.26	0.658	1.96	5.327	A
2	253.16	253.82	1137.95	0.00	1171.12	0.216	0.28	3.928	A
3	1417.82	1450.85	122.14	0.00	1887.87	0.751	3.12	8.824	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1117.13	1120.53	214.98	0.00	2136.29	0.523	1.11	3.557	A
2	212.01	212.30	991.11	0.00	1266.71	0.167	0.20	3.414	A
3	1187.35	1193.00	142.44	0.00	1891.57	0.628	1.71	5.193	A



Stock Lane/Shenley Road/Coddimoor Lane Existing Junction Layout

Junctions 8	
PICADY 8 - Priority Intersection Module	
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Filename: Junction 1_SH.arc8

Path: L:\106xxx\1067760 South West Milton Keynes\09 Docs\C-Cals\01 Modelling\Junctions\2016-03-11

Report generation date: 11/03/2016 20:12:28

-
- » (Default Analysis Set) - 2015 Base, AM
 - » (Default Analysis Set) - 2015 Base, PM
 - » (Default Analysis Set) - 2026 Base, AM
 - » (Default Analysis Set) - 2026 Base, PM
 - » (Default Analysis Set) - 2026 Base+Dev, AM
 - » (Default Analysis Set) - 2026 Base+Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2015 Base								
Stream B-C	0.12	5.51	0.10	A	0.07	5.06	0.06	A
Stream B-A	0.10	7.73	0.09	A	0.11	6.71	0.10	A
Stream C-AB	0.27	6.53	0.20	A	0.09	5.90	0.08	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2026 Base								
Stream B-C	0.15	5.80	0.13	A	0.09	5.23	0.08	A
Stream B-A	0.13	8.34	0.12	A	0.15	7.35	0.13	A
Stream C-AB	0.39	6.98	0.26	A	0.12	6.04	0.10	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2026 Base+Dev								
Stream B-C	0.16	5.89	0.14	A	0.09	5.34	0.08	A
Stream B-A	0.14	8.69	0.12	A	0.17	7.24	0.14	A
Stream C-AB	0.44	6.72	0.26	A	0.13	6.00	0.10	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.

"D1 - 2015 Base, AM" model duration: 07:45 - 09:15

"D2 - 2015 Base, PM" model duration: 16:45 - 18:15

"D3 - 2026 Base, AM" model duration: 07:45 - 09:15

"D4 - 2026 Base, PM" model duration: 16:45 - 18:15

"D5 - 2026 Base+Dev, AM" model duration: 07:45 - 09:15

"D6 - 2026 Base+Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.6.541 at 11/03/2016 20:12:25

File summary

Title	(untitled)
Location	
Site Number	
Date	04/12/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	fsuarez
Description	

Analysis Options

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

Units

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

(Default Analysis Set) - 2015 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D1 - 2015 Base, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2015 Base, AM	2015 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	6.40	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Stock Lane (6m width)		Major
B	B	Shenley Rd (		Minor
C	C	Coddemor Ln (6m width)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	159.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.90	6.10	3.63	2.63	2.63	✓	1.00	19	175

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	594.689	0.108	0.274	0.172	0.391
1	B-C	777.907	0.119	0.301	-	-
1	C-B	666.042	0.258	0.258	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	132.00	100.000
B	ONE HOUR	✓	104.00	100.000
C	ONE HOUR	✓	188.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	99.38	99.38		
07:45-08:00	B	78.30	78.30		
07:45-08:00	C	141.54	143.04		
08:00-08:15	A	118.67	118.67		
08:00-08:15	B	93.49	93.49		
08:00-08:15	C	169.01	169.01		
08:15-08:30	A	145.33	145.33		
08:15-08:30	B	114.51	114.51		
08:15-08:30	C	206.99	206.99		
08:30-08:45	A	145.33	145.33		
08:30-08:45	B	114.51	114.51		
08:30-08:45	C	206.99	206.99		
08:45-09:00	A	118.67	118.67		
08:45-09:00	B	93.49	93.49		
08:45-09:00	C	169.01	169.01		
09:00-09:15	A	99.38	99.38		
09:00-09:15	B	78.30	78.30		
09:00-09:15	C	141.54	141.54		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

	To			
		A	B	C
	A	0.000	56.000	76.000
	B	34.000	0.000	70.000
	C	94.000	94.000	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

	To			
		A	B	C
	A	0.00	0.42	0.58
	B	0.33	0.00	0.67
	C	0.50	0.50	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

	To			
		A	B	C
	A	0.000	44.000	82.000
	B	38.000	0.000	62.000
	C	112.000	98.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	0.00	0.35	0.65
	B	0.38	0.00	0.62
	C	0.53	0.47	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.000	62.000	82.000
	B	28.000	0.000	56.000
	C	86.000	114.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.00	0.43	0.57
	B	0.33	0.00	0.67
	C	0.43	0.57	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.000	58.000	82.000
	B	30.000	0.000	46.000
	C	74.000	72.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.00	0.41	0.59
	B	0.39	0.00	0.61
	C	0.51	0.49	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.000	54.000	72.000
	B	20.000	0.000	44.000
	C	44.000	42.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.00	0.43	0.57
	B	0.31	0.00	0.69
	C	0.51	0.49	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.000	36.000	56.000
	B	14.000	0.000	36.000
	C	46.000	48.000	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.00	0.39	0.61
	B	0.28	0.00	0.72
	C	0.49	0.51	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.021	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	2.1	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

	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 - (08:00-08:15)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

	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 - (08:15-08:30)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

	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 - (08:30-08:45)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

	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 - (08:45-09:00)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

	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 - (09:00-09:15)

	To			
		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
From	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.10	5.51	0.12	A
B-A	0.09	7.73	0.10	A
C-AB	0.20	6.53	0.27	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	52.70	52.40	0.00	746.47	0.071	0.08	5.184	A
B-A	25.60	25.40	0.00	534.15	0.048	0.05	7.076	A
C-AB	78.78	78.20	0.00	685.40	0.115	0.14	5.924	A
C-A	62.75	62.75	0.00	-	-	-	-	-
A-B	42.16	42.16	0.00	-	-	-	-	-
A-C	57.22	57.22	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	57.97	57.93	0.00	732.28	0.079	0.09	5.338	A
B-A	35.53	35.44	0.00	530.31	0.067	0.07	7.274	A
C-AB	90.48	90.37	0.00	693.63	0.130	0.17	5.974	A
C-A	78.53	78.53	0.00	-	-	-	-	-
A-B	41.44	41.44	0.00	-	-	-	-	-
A-C	77.23	77.23	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	76.34	76.22	0.00	730.26	0.105	0.12	5.504	A
B-A	38.17	38.13	0.00	503.99	0.076	0.08	7.727	A
C-AB	135.29	134.88	0.00	686.39	0.197	0.27	6.526	A
C-A	71.70	71.70	0.00	-	-	-	-	-
A-B	62.57	62.57	0.00	-	-	-	-	-
A-C	82.76	82.76	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	69.31	69.34	0.00	722.37	0.096	0.11	5.512	A
B-A	45.20	45.14	0.00	516.03	0.088	0.10	7.645	A
C-AB	119.89	120.01	0.00	696.69	0.172	0.24	6.246	A
C-A	87.10	87.10	0.00	-	-	-	-	-
A-B	60.21	60.21	0.00	-	-	-	-	-
A-C	85.12	85.12	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	64.28	64.32	0.00	741.65	0.087	0.10	5.314	A
B-A	29.22	29.36	0.00	520.76	0.056	0.06	7.327	A
C-AB	94.22	94.47	0.00	691.33	0.136	0.18	6.035	A
C-A	74.79	74.79	0.00	-	-	-	-	-
A-B	50.86	50.86	0.00	-	-	-	-	-
A-C	67.81	67.81	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	56.37	56.43	0.00	750.96	0.075	0.08	5.183	A
B-A	21.92	21.99	0.00	526.06	0.042	0.04	7.144	A
C-AB	80.35	80.48	0.00	685.01	0.117	0.15	5.959	A
C-A	61.19	61.19	0.00	-	-	-	-	-
A-B	38.89	38.89	0.00	-	-	-	-	-
A-C	60.49	60.49	0.00	-	-	-	-	-

(Default Analysis Set) - 2015 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D2 - 2015 Base, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2015 Base, PM	2015 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	5.88	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Stock Lane (6m width)		Major
B	B	Shenley Rd (		Minor
C	C	Coddemor Ln (6m width)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	159.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.90	6.10	3.63	2.63	2.63	✓	1.00	19	175

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	613.909	0.112	0.283	0.178	0.404
1	B-C	823.202	0.126	0.319	-	-
1	C-B	666.042	0.258	0.258	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	68.00	100.000
B	ONE HOUR	✓	96.00	100.000
C	ONE HOUR	✓	78.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	51.19	51.19		
16:45-17:00	B	72.27	72.27		
16:45-17:00	C	58.72	58.72		
17:00-17:15	A	61.13	64.11		
17:00-17:15	B	86.30	86.30		
17:00-17:15	C	70.12	70.12		
17:15-17:30	A	74.87	74.87		
17:15-17:30	B	105.70	105.70		
17:15-17:30	C	85.88	87.29		
17:30-17:45	A	74.87	74.87		
17:30-17:45	B	105.70	105.70		
17:30-17:45	C	85.88	85.88		
17:45-18:00	A	61.13	62.78		
17:45-18:00	B	86.30	86.30		
17:45-18:00	C	70.12	70.12		
18:00-18:15	A	51.19	51.19		
18:00-18:15	B	72.27	72.27		
18:00-18:15	C	58.72	61.98		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.000	46.000	22.000
	B	42.000	0.000	54.000
	C	36.000	42.000	0.000

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.00	0.68	0.32
	B	0.44	0.00	0.56
	C	0.46	0.54	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.000	46.000	36.000
	B	56.000	0.000	52.000
	C	44.000	48.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.00	0.56	0.44
	B	0.52	0.00	0.48
	C	0.48	0.52	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.000	52.000	34.000
	B	76.000	0.000	62.000
	C	54.000	68.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.00	0.60	0.40
	B	0.55	0.00	0.45
	C	0.44	0.56	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.000	50.000	28.000
	B	58.000	0.000	46.000
	C	38.000	42.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.00	0.64	0.36
	B	0.56	0.00	0.44
	C	0.48	0.53	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.000	56.000	18.000
	B	48.000	0.000	50.000
	C	32.000	26.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.00	0.76	0.24
	B	0.49	0.00	0.51
	C	0.55	0.45	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.000	56.000	20.000
	B	34.000	0.000	60.000
	C	38.000	34.000	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.00	0.74	0.26
	B	0.36	0.00	0.64
	C	0.53	0.47	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

	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 - (16:45-17:00)

	To			
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

	To			
From		A	B	C
	A	1.000	1.087	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

	To			
From		A	B	C
	A	0.0	8.7	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

	To			
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.029	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

	To			
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	2.9	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

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

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

	To			
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	1.000	1.036	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.0	3.6	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.053	1.059	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	5.3	5.9	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.06	5.06	0.07	A
B-A	0.10	6.71	0.11	A
C-AB	0.08	5.90	0.09	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	40.65	40.44	0.00	802.47	0.051	0.05	4.723	A
B-A	31.62	31.39	0.00	587.68	0.054	0.06	6.468	A
C-AB	32.94	32.73	0.00	670.10	0.049	0.05	5.647	A
C-A	25.78	25.78	0.00	-	-	-	-	-
A-B	34.63	34.63	0.00	-	-	-	-	-
A-C	16.56	16.56	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	41.55	41.54	0.00	773.30	0.054	0.06	4.919	A
B-A	44.75	44.65	0.00	597.24	0.075	0.08	6.515	A
C-AB	38.51	38.47	0.00	670.93	0.057	0.06	5.691	A
C-A	31.61	31.61	0.00	-	-	-	-	-
A-B	34.29	34.29	0.00	-	-	-	-	-
A-C	26.84	26.84	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	47.49	47.45	0.00	759.63	0.063	0.07	5.054	A
B-A	58.21	58.10	0.00	594.59	0.098	0.11	6.708	A
C-AB	50.82	50.72	0.00	653.08	0.078	0.09	5.902	A
C-A	35.06	35.06	0.00	-	-	-	-	-
A-B	45.27	45.27	0.00	-	-	-	-	-
A-C	29.60	29.60	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	46.75	46.75	0.00	758.38	0.062	0.07	5.058	A
B-A	58.95	58.94	0.00	597.45	0.099	0.11	6.684	A
C-AB	47.99	48.01	0.00	672.72	0.071	0.09	5.852	A
C-A	37.89	37.89	0.00	-	-	-	-	-
A-B	47.99	47.99	0.00	-	-	-	-	-
A-C	26.88	26.88	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	44.03	44.06	0.00	785.91	0.056	0.06	4.854	A
B-A	42.27	42.40	0.00	593.34	0.071	0.08	6.537	A
C-AB	33.35	33.46	0.00	674.56	0.049	0.06	5.618	A
C-A	36.77	36.77	0.00	-	-	-	-	-
A-B	46.26	46.26	0.00	-	-	-	-	-
A-C	14.87	14.87	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	46.13	46.11	0.00	757.23	0.061	0.06	5.062	A
B-A	26.14	26.26	0.00	575.64	0.045	0.05	6.556	A
C-AB	29.15	29.18	0.00	636.67	0.046	0.05	5.745	A
C-A	29.57	29.57	0.00	-	-	-	-	-
A-B	37.72	37.72	0.00	-	-	-	-	-
A-C	13.47	13.47	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D3 - 2026 Base, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2026 Base, AM	2026 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	6.85	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Stock Lane (6m width)		Major
B	B	Shenley Rd (		Minor
C	C	Coddemor Ln (6m width)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	159.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.90	6.10	3.63	2.63	2.63	✓	1.00	19	175

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	594.690	0.108	0.274	0.172	0.391
1	B-C	777.907	0.119	0.301	-	-
1	C-B	666.042	0.258	0.258	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	166.44	100.000
B	ONE HOUR	✓	131.13	100.000
C	ONE HOUR	✓	237.04	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	125.30	125.30		
07:45-08:00	B	98.72	98.72		
07:45-08:00	C	178.46	180.36		
08:00-08:15	A	149.63	149.63		
08:00-08:15	B	117.88	117.88		
08:00-08:15	C	213.09	213.09		
08:15-08:30	A	183.25	183.25		
08:15-08:30	B	144.38	144.38		
08:15-08:30	C	260.99	260.99		
08:30-08:45	A	183.25	183.25		
08:30-08:45	B	144.38	144.38		
08:30-08:45	C	260.99	260.99		
08:45-09:00	A	149.63	149.63		
08:45-09:00	B	117.88	117.88		
08:45-09:00	C	213.09	213.09		
09:00-09:15	A	125.30	125.30		
09:00-09:15	B	98.72	98.72		
09:00-09:15	C	178.46	178.46		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

	To			
		A	B	C
	A	0.000	70.610	95.830
	B	42.870	0.000	88.260
	C	118.520	118.520	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

	To			
		A	B	C
	A	0.00	0.42	0.58
	B	0.33	0.00	0.67
	C	0.50	0.50	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

	To			
		A	B	C
	A	0.000	55.480	103.390
	B	76.180	0.000	78.180
	C	141.220	123.570	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	0.00	0.35	0.65
	B	0.49	0.00	0.51
	C	0.53	0.47	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.000	78.180	103.390
	B	35.310	0.000	70.610
	C	108.440	143.740	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.00	0.43	0.57
	B	0.33	0.00	0.67
	C	0.43	0.57	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.000	73.130	103.390
	B	37.830	0.000	58.000
	C	93.310	90.780	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.00	0.41	0.59
	B	0.39	0.00	0.61
	C	0.51	0.49	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.000	68.090	90.780
	B	25.220	0.000	55.480
	C	55.480	52.960	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.00	0.43	0.57
	B	0.31	0.00	0.69
	C	0.51	0.49	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.000	45.390	70.610
	B	17.650	0.000	45.390
	C	58.000	60.520	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.00	0.39	0.61
	B	0.28	0.00	0.72
	C	0.49	0.51	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.021	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	2.1	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

	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 - (08:00-08:15)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

	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 - (08:15-08:30)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

	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 - (08:30-08:45)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

	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 - (08:45-09:00)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

	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 - (09:00-09:15)

	To			
		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
From	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.13	5.80	0.15	A
B-A	0.12	8.34	0.13	A
C-AB	0.26	6.98	0.39	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	66.45	66.05	0.00	737.91	0.090	0.10	5.356	A
B-A	32.27	32.01	0.00	518.22	0.062	0.07	7.401	A
C-AB	102.18	101.39	0.00	690.74	0.148	0.20	6.103	A
C-A	76.27	76.27	0.00	-	-	-	-	-
A-B	53.16	53.16	0.00	-	-	-	-	-
A-C	72.15	72.15	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	59.71	59.75	0.00	751.27	0.079	0.09	5.205	A
B-A	58.18	57.95	0.00	527.70	0.110	0.12	7.660	A
C-AB	118.77	118.61	0.00	701.50	0.169	0.24	6.186	A
C-A	94.32	94.32	0.00	-	-	-	-	-
A-B	52.25	52.25	0.00	-	-	-	-	-
A-C	97.37	97.37	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	96.25	95.98	0.00	716.78	0.134	0.15	5.796	A
B-A	48.13	48.17	0.00	479.66	0.100	0.11	8.343	A
C-AB	177.64	177.03	0.00	692.48	0.257	0.39	6.980	A
C-A	83.34	83.34	0.00	-	-	-	-	-
A-B	78.91	78.91	0.00	-	-	-	-	-
A-C	104.35	104.35	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	87.38	87.43	0.00	708.14	0.123	0.14	5.801	A
B-A	56.99	56.93	0.00	491.99	0.116	0.13	8.274	A
C-AB	158.63	158.81	0.00	705.70	0.225	0.35	6.589	A
C-A	102.35	102.35	0.00	-	-	-	-	-
A-B	75.92	75.92	0.00	-	-	-	-	-
A-C	107.33	107.33	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	81.04	81.11	0.00	731.30	0.111	0.13	5.536	A
B-A	36.84	37.04	0.00	501.80	0.073	0.08	7.750	A
C-AB	123.50	123.88	0.00	698.61	0.177	0.25	6.272	A
C-A	89.59	89.59	0.00	-	-	-	-	-
A-B	64.13	64.13	0.00	-	-	-	-	-
A-C	85.50	85.50	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	71.08	71.16	0.00	742.54	0.096	0.11	5.362	A
B-A	27.64	27.73	0.00	510.07	0.054	0.06	7.466	A
C-AB	104.18	104.38	0.00	690.27	0.151	0.20	6.150	A
C-A	74.28	74.28	0.00	-	-	-	-	-
A-B	49.03	49.03	0.00	-	-	-	-	-
A-C	76.27	76.27	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D4 - 2026 Base, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2026 Base, PM	2026 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	6.23	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Stock Lane (6m width)		Major
B	B	Shenley Rd (		Minor
C	C	Coddemor Ln (6m width)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	159.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.90	6.10	3.63	2.63	2.63	✓	1.00	19	175

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	613.907	0.112	0.283	0.178	0.404
1	B-C	823.204	0.126	0.319	-	-
1	C-B	666.042	0.258	0.258	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	86.91	100.000
B	ONE HOUR	✓	122.70	100.000
C	ONE HOUR	✓	99.69	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	65.43	65.43		
16:45-17:00	B	92.37	92.37		
16:45-17:00	C	75.05	75.05		
17:00-17:15	A	78.13	81.94		
17:00-17:15	B	110.30	110.30		
17:00-17:15	C	89.62	89.62		
17:15-17:30	A	95.69	95.69		
17:15-17:30	B	135.10	135.10		
17:15-17:30	C	109.76	111.56		
17:30-17:45	A	95.69	95.69		
17:30-17:45	B	135.10	135.10		
17:30-17:45	C	109.76	109.76		
17:45-18:00	A	78.13	80.24		
17:45-18:00	B	110.30	110.30		
17:45-18:00	C	89.62	89.62		
18:00-18:15	A	65.43	65.43		
18:00-18:15	B	92.37	92.37		
18:00-18:15	C	75.05	79.22		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.000	58.790	28.120
	B	53.680	0.000	69.020
	C	46.010	53.680	0.000

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.00	0.68	0.32
	B	0.44	0.00	0.56
	C	0.46	0.54	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.000	58.790	46.010
	B	116.920	0.000	66.460
	C	56.240	61.350	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.00	0.56	0.44
	B	0.64	0.00	0.36
	C	0.48	0.52	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.000	66.460	43.460
	B	97.140	0.000	79.240
	C	69.020	86.910	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.00	0.60	0.40
	B	0.55	0.00	0.45
	C	0.44	0.56	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.000	63.910	35.790
	B	74.130	0.000	58.790
	C	48.570	53.680	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

From	To			
		A	B	C
	A	0.00	0.64	0.36
	B	0.56	0.00	0.44
	C	0.48	0.52	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

From	To			
		A	B	C
	A	0.000	71.570	23.010
	B	61.350	0.000	63.910
	C	40.900	33.230	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

From	To			
		A	B	C
	A	0.00	0.76	0.24
	B	0.49	0.00	0.51
	C	0.55	0.45	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

From	To			
		A	B	C
	A	0.000	71.570	25.560
	B	43.460	0.000	76.690
	C	48.570	43.460	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

From	To			
		A	B	C
	A	0.00	0.74	0.26
	B	0.36	0.00	0.64
	C	0.53	0.47	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

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

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

	To			
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

	To			
From		A	B	C
	A	1.000	1.087	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

	To			
From		A	B	C
	A	0.0	8.7	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

	To			
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.029	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

	To			
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	2.9	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

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

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

	To			
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	1.000	1.036	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.0	3.6	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.053	1.059	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	5.3	5.9	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.08	5.23	0.09	A
B-A	0.13	7.35	0.15	A
C-AB	0.10	6.04	0.12	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	51.96	51.68	0.00	796.46	0.065	0.07	4.833	A
B-A	40.41	40.12	0.00	580.31	0.070	0.07	6.661	A
C-AB	42.60	42.31	0.00	671.30	0.063	0.07	5.721	A
C-A	32.46	32.46	0.00	-	-	-	-	-
A-B	44.26	44.26	0.00	-	-	-	-	-
A-C	21.17	21.17	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	39.98	40.02	0.00	733.64	0.054	0.06	5.190	A
B-A	70.33	70.06	0.00	559.91	0.126	0.14	7.346	A
C-AB	49.93	49.87	0.00	672.40	0.074	0.09	5.782	A
C-A	39.69	39.69	0.00	-	-	-	-	-
A-B	43.83	43.83	0.00	-	-	-	-	-
A-C	34.30	34.30	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	60.69	60.57	0.00	748.84	0.081	0.09	5.230	A
B-A	74.40	74.39	0.00	582.88	0.128	0.15	7.079	A
C-AB	66.05	65.92	0.00	654.87	0.101	0.12	6.036	A
C-A	43.71	43.71	0.00	-	-	-	-	-
A-B	57.86	57.86	0.00	-	-	-	-	-
A-C	37.83	37.83	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	59.75	59.75	0.00	747.89	0.080	0.09	5.231	A
B-A	75.34	75.34	0.00	586.06	0.129	0.15	7.047	A
C-AB	62.43	62.45	0.00	674.76	0.093	0.11	5.969	A
C-A	47.33	47.33	0.00	-	-	-	-	-
A-B	61.34	61.34	0.00	-	-	-	-	-
A-C	34.35	34.35	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	56.28	56.31	0.00	778.39	0.072	0.08	4.985	A
B-A	54.03	54.20	0.00	584.93	0.092	0.10	6.787	A
C-AB	43.34	43.49	0.00	677.05	0.064	0.08	5.683	A
C-A	46.28	46.28	0.00	-	-	-	-	-
A-B	59.12	59.12	0.00	-	-	-	-	-
A-C	19.01	19.01	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	58.96	58.94	0.00	752.19	0.078	0.08	5.192	A
B-A	33.41	33.57	0.00	568.49	0.059	0.06	6.731	A
C-AB	37.78	37.82	0.00	638.80	0.059	0.07	5.805	A
C-A	37.27	37.27	0.00	-	-	-	-	-
A-B	48.21	48.21	0.00	-	-	-	-	-
A-C	17.22	17.22	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base+Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D5 - 2026 Base+Dev, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2026 Base+Dev, AM	2026 Base+Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	6.79	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Stock Lane (6m width)		Major
B	B	Shenley Rd (		Minor
C	C	Coddemor Ln (6m width)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	159.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.90	6.10	3.63	2.63	2.63	✓	1.00	19	175

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	596.517	0.109	0.275	0.173	0.392
1	B-C	776.964	0.119	0.301	-	-
1	C-B	666.042	0.258	0.258	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	189.09	100.000
B	ONE HOUR	✓	133.21	100.000
C	ONE HOUR	✓	291.03	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	142.36	142.36		
07:45-08:00	B	100.29	100.29		
07:45-08:00	C	219.10	221.87		
08:00-08:15	A	169.99	169.99		
08:00-08:15	B	119.75	119.75		
08:00-08:15	C	261.63	261.63		
08:15-08:30	A	208.19	208.19		
08:15-08:30	B	146.67	146.67		
08:15-08:30	C	320.43	320.43		
08:30-08:45	A	208.19	208.19		
08:30-08:45	B	146.67	146.67		
08:30-08:45	C	320.43	320.43		
08:45-09:00	A	169.99	169.99		
08:45-09:00	B	119.75	119.75		
08:45-09:00	C	261.63	261.63		
09:00-09:15	A	142.36	142.36		
09:00-09:15	B	100.29	100.29		
09:00-09:15	C	219.10	219.10		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

	To			
		A	B	C
	A	0.000	70.610	118.480
	B	44.950	0.000	88.260
	C	172.510	118.520	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

	To			
		A	B	C
	A	0.00	0.37	0.63
	B	0.34	0.00	0.66
	C	0.59	0.41	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

	To			
		A	B	C
	A	0.000	55.480	127.830
	B	50.240	0.000	78.180
	C	205.540	123.570	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	0.00	0.30	0.70
	B	0.39	0.00	0.61
	C	0.62	0.38	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.000	78.180	127.380
	B	37.580	0.000	70.610
	C	171.580	143.740	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.00	0.38	0.62
	B	0.35	0.00	0.65
	C	0.54	0.46	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.000	73.130	123.680
	B	39.760	0.000	58.000
	C	146.710	90.780	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.00	0.37	0.63
	B	0.41	0.00	0.59
	C	0.62	0.38	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.000	68.090	106.250
	B	26.690	0.000	55.480
	C	96.200	52.960	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.00	0.39	0.61
	B	0.32	0.00	0.68
	C	0.64	0.36	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.000	45.390	82.640
	B	18.680	0.000	45.390
	C	100.570	60.520	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.00	0.35	0.65
	B	0.29	0.00	0.71
	C	0.62	0.38	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.021	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	2.1	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

	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 - (08:00-08:15)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

	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 - (08:15-08:30)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

	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 - (08:30-08:45)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

	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 - (08:45-09:00)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

	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 - (09:00-09:15)

	To			
		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
From	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.14	5.89	0.16	A
B-A	0.12	8.69	0.14	A
C-AB	0.26	6.72	0.44	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	66.45	66.05	0.00	731.11	0.091	0.10	5.409	A
B-A	33.84	33.56	0.00	507.95	0.067	0.07	7.583	A
C-AB	109.06	108.19	0.00	712.78	0.153	0.22	5.947	A
C-A	110.04	110.04	0.00	-	-	-	-	-
A-B	53.16	53.16	0.00	-	-	-	-	-
A-C	89.20	89.20	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	72.90	72.85	0.00	712.62	0.102	0.11	5.626	A
B-A	46.85	46.72	0.00	498.43	0.094	0.10	7.968	A
C-AB	126.71	126.53	0.00	729.10	0.174	0.26	5.988	A
C-A	134.92	134.92	0.00	-	-	-	-	-
A-B	51.45	51.45	0.00	-	-	-	-	-
A-C	118.54	118.54	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	95.72	95.55	0.00	706.56	0.135	0.16	5.890	A
B-A	50.95	50.87	0.00	464.94	0.110	0.12	8.694	A
C-AB	192.19	191.48	0.00	727.42	0.264	0.44	6.717	A
C-A	128.24	128.24	0.00	-	-	-	-	-
A-B	79.18	79.18	0.00	-	-	-	-	-
A-C	129.01	129.01	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	87.02	87.11	0.00	752.08	0.116	0.13	5.416	A
B-A	59.65	59.57	0.00	477.96	0.125	0.14	8.604	A
C-AB	167.21	167.44	0.00	743.05	0.225	0.38	6.263	A
C-A	153.22	153.22	0.00	-	-	-	-	-
A-B	77.36	77.36	0.00	-	-	-	-	-
A-C	130.83	130.83	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	80.86	80.88	0.00	723.51	0.112	0.13	5.601	A
B-A	38.90	39.12	0.00	492.50	0.079	0.09	7.945	A
C-AB	120.92	121.42	0.00	732.77	0.165	0.25	5.896	A
C-A	140.71	140.71	0.00	-	-	-	-	-
A-B	66.39	66.39	0.00	-	-	-	-	-
A-C	103.60	103.60	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	71.05	71.12	0.00	735.92	0.097	0.11	5.417	A
B-A	29.24	29.34	0.00	502.42	0.058	0.06	7.613	A
C-AB	101.81	102.01	0.00	718.39	0.142	0.21	5.847	A
C-A	117.29	117.29	0.00	-	-	-	-	-
A-B	50.47	50.47	0.00	-	-	-	-	-
A-C	91.89	91.89	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base+Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D6 - 2026 Base+Dev, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2026 Base+Dev, PM	2026 Base+Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	6.24	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Stock Lane (6m width)		Major
B	B	Shenley Rd (		Minor
C	C	Coddemor Ln (6m width)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	159.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				9.90	6.10	3.63	2.63	2.63	✓	1.00	19	175

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	619.575	0.113	0.285	0.179	0.407
1	B-C	815.897	0.125	0.316	-	-
1	C-B	666.042	0.258	0.258	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	99.22	100.000
B	ONE HOUR	✓	130.25	100.000
C	ONE HOUR	✓	112.92	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	74.70	74.70		
16:45-17:00	B	98.06	98.06		
16:45-17:00	C	85.01	85.01		
17:00-17:15	A	89.20	92.85		
17:00-17:15	B	117.09	117.09		
17:00-17:15	C	101.51	101.51		
17:15-17:30	A	109.24	109.24		
17:15-17:30	B	143.41	143.41		
17:15-17:30	C	124.33	126.13		
17:30-17:45	A	109.24	109.24		
17:30-17:45	B	143.41	143.41		
17:30-17:45	C	124.33	124.33		
17:45-18:00	A	89.20	91.25		
17:45-18:00	B	117.09	117.09		
17:45-18:00	C	101.51	101.51		
18:00-18:15	A	74.70	74.70		
18:00-18:15	B	98.06	98.06		
18:00-18:15	C	85.01	89.70		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.000	58.790	40.430
	B	61.230	0.000	69.020
	C	59.240	53.680	0.000

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.00	0.59	0.41
	B	0.47	0.00	0.53
	C	0.52	0.48	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.000	58.790	66.150
	B	81.650	0.000	66.460
	C	72.410	61.350	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.00	0.47	0.53
	B	0.55	0.00	0.45
	C	0.54	0.46	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.000	66.460	68.170
	B	109.490	0.000	79.240
	C	88.860	86.910	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.00	0.49	0.51
	B	0.58	0.00	0.42
	C	0.51	0.49	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.000	63.910	54.500
	B	83.490	0.000	58.790
	C	63.590	53.680	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.00	0.54	0.46
	B	0.59	0.00	0.41
	C	0.54	0.46	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.000	71.570	39.430
	B	69.560	0.000	63.910
	C	54.090	33.230	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.00	0.64	0.36
	B	0.52	0.00	0.48
	C	0.62	0.38	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.000	71.570	43.820
	B	49.270	0.000	76.690
	C	64.230	43.460	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.00	0.62	0.38
	B	0.39	0.00	0.61
	C	0.60	0.40	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

	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 - (16:45-17:00)

	To			
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

	To			
From		A	B	C
	A	1.000	1.087	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

	To			
From		A	B	C
	A	0.0	8.7	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

	To			
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.029	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

	To			
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	2.9	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

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

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

	To			
From		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	1.000	1.036	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.0	3.6	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.053	1.059	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	5.3	5.9	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.08	5.34	0.09	A
B-A	0.14	7.24	0.17	A
C-AB	0.10	6.00	0.13	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	51.96	51.68	0.00	784.46	0.066	0.07	4.913	A
B-A	46.10	45.76	0.00	581.22	0.079	0.09	6.718	A
C-AB	43.24	42.95	0.00	675.32	0.064	0.07	5.690	A
C-A	41.77	41.77	0.00	-	-	-	-	-
A-B	44.26	44.26	0.00	-	-	-	-	-
A-C	30.44	30.44	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	52.54	52.52	0.00	751.62	0.070	0.07	5.149	A
B-A	64.55	64.40	0.00	587.36	0.110	0.12	6.882	A
C-AB	50.64	50.59	0.00	677.41	0.075	0.09	5.743	A
C-A	50.87	50.87	0.00	-	-	-	-	-
A-B	41.97	41.97	0.00	-	-	-	-	-
A-C	47.23	47.23	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	60.21	60.16	0.00	734.53	0.082	0.09	5.338	A
B-A	83.20	83.02	0.00	579.90	0.143	0.17	7.244	A
C-AB	67.88	67.74	0.00	660.89	0.103	0.12	5.995	A
C-A	56.45	56.45	0.00	-	-	-	-	-
A-B	53.93	53.93	0.00	-	-	-	-	-
A-C	55.32	55.32	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	59.26	59.26	0.00	733.76	0.081	0.09	5.336	A
B-A	84.15	84.15	0.00	583.68	0.144	0.17	7.205	A
C-AB	63.12	63.14	0.00	681.21	0.093	0.12	5.912	A
C-A	61.21	61.21	0.00	-	-	-	-	-
A-B	58.96	58.96	0.00	-	-	-	-	-
A-C	50.28	50.28	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	56.07	56.10	0.00	761.96	0.074	0.08	5.099	A
B-A	61.02	61.23	0.00	587.38	0.104	0.12	6.846	A
C-AB	42.54	42.70	0.00	682.91	0.062	0.08	5.626	A
C-A	58.98	58.98	0.00	-	-	-	-	-
A-B	57.51	57.51	0.00	-	-	-	-	-
A-C	31.68	31.68	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	59.70	59.68	0.00	744.82	0.080	0.09	5.254	A
B-A	38.36	38.53	0.00	568.83	0.067	0.07	6.792	A
C-AB	37.23	37.27	0.00	643.72	0.058	0.07	5.754	A
C-A	47.78	47.78	0.00	-	-	-	-	-
A-B	46.33	46.33	0.00	-	-	-	-	-
A-C	28.37	28.37	0.00	-	-	-	-	-



Whaddon Crossroads Existing Junction Layout

Junctions 8
ARCADY 8 - Roundabout Module
Version: 8.0.6.541 [19821,26/11/2015] © Copyright TRL Limited, 2016
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Filename: Junction 2 Calibrated_SH.arc8

Path: L:\106xxx\1067760 South West Milton Keynes\09 Docs\C-Cals\01 Modelling\Junctions\2016-03-11

Report generation date: 11/03/2016 21:09:14

-
- » (Default Analysis Set) - Base 2015, AM
 - » (Default Analysis Set) - Base 2015, PM
 - » (Default Analysis Set) - Base 2026, AM
 - » (Default Analysis Set) - Base 2026, PM
 - » (Default Analysis Set) - Base 2026+Dev, AM
 - » (Default Analysis Set) - Base 2026+Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - Base 2015								
Arm 1	0.30	8.52	0.24	A	0.15	5.80	0.14	A
Arm 2	3.89	13.51	0.80	B	5.98	18.40	0.87	C
Arm 3	0.65	7.09	0.40	A	0.35	6.36	0.26	A
Arm 4	14.44	39.22	0.96	E	2.82	8.86	0.74	A
A1 - Base 2026								
Arm 1	0.47	10.50	0.32	B	0.31	9.06	0.24	A
Arm 2	33.03	85.59	1.02	F	95.59	213.52	1.13	F
Arm 3	1.33	11.58	0.57	B	0.59	8.52	0.38	A
Arm 4	188.67	459.01	1.24	F	16.30	41.56	0.96	E
A1 - Base 2026+Dev								
Arm 1	0.65	11.48	0.40	B	0.37	10.35	0.27	B
Arm 2	154.49	412.40	1.21	F	118.31	282.88	1.16	F
Arm 3	1.42	12.33	0.59	B	0.77	9.50	0.44	A
Arm 4	220.33	538.29	1.28	F	64.28	128.90	1.07	F
A1 - Base 2026+Dev+Disp								
Arm 1	0.63	11.22	0.39	B	0.36	10.13	0.27	B
Arm 2	121.75	308.60	1.17	F	80.29	173.32	1.10	F
Arm 3	1.31	11.63	0.57	B	0.74	9.24	0.43	A
Arm 4	156.16	389.08	1.21	F	35.16	78.41	1.02	F

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

"D1 - Base 2015, AM" model duration: 07:45 - 09:15

"D2 - Base 2015, PM" model duration: 16:45 - 18:15

"D3 - Base 2026, AM" model duration: 07:45 - 09:15

"D4 - Base 2026, PM" model duration: 16:45 - 18:15

"D5 - Base 2026+Dev, AM" model duration: 07:45 - 09:15

"D6 - Base 2026+Dev, PM" model duration: 16:45 - 18:15

"D7 - Base 2026+Dev+Disp, AM" model duration: 07:45 - 09:15

"D8 - Base 2026+Dev+Disp, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.6.541 at 11/03/2016 21:09:11

File summary

Title	(untitled)
Location	
Site Number	
Date	04/12/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	fsuarez
Description	

Analysis Options

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

Units

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

(Default Analysis Set) - Base 2015, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D1 - Base 2015, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Base 2015, AM	Base 2015	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4				24.89	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Coddemor Ln	
2	2	A421 (East)	
3	3	Whaddon Rd	
4	4	A421 (West)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	2.82	7.13	9.69	36.48	50.00	24.00	
2	2.76	7.94	10.58	27.32	50.00	24.00	
3	2.99	6.19	13.04	15.49	50.00	38.00	
4	3.01	7.48	13.55	25.78	50.00	37.00	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
1	None			
2	None			
3	None			
4	Percentage			110.00

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.574	1453.151
2		(calculated)	(calculated)	0.580	1496.886
3		(calculated)	(calculated)	0.537	1388.222
4		(calculated)	(calculated)	0.576	1704.966

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	118.00	100.000
2	ONE HOUR	✓	966.00	100.000
3	ONE HOUR	✓	302.00	100.000
4	ONE HOUR	✓	1276.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	88.84	88.84		
07:45-08:00	2	727.26	769.40		
07:45-08:00	3	227.36	228.86		
07:45-08:00	4	960.64	984.76		
08:00-08:15	1	106.08	106.08		
08:00-08:15	2	868.41	916.09		
08:00-08:15	3	271.49	271.49		
08:00-08:15	4	1147.10	1182.00		
08:15-08:30	1	129.92	129.92		
08:15-08:30	2	1063.59	1142.37		
08:15-08:30	3	332.51	336.59		
08:15-08:30	4	1404.90	1464.39		
08:30-08:45	1	129.92	129.92		
08:30-08:45	2	1063.59	1142.72		
08:30-08:45	3	332.51	335.26		
08:30-08:45	4	1404.90	1462.98		
08:45-09:00	1	106.08	106.08		
08:45-09:00	2	868.41	938.85		
08:45-09:00	3	271.49	274.15		
08:45-09:00	4	1147.10	1222.59		
09:00-09:15	1	88.84	88.84		
09:00-09:15	2	727.26	783.34		
09:00-09:15	3	227.36	229.92		
09:00-09:15	4	960.64	1029.38		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	0.000	54.000	34.000	30.000
	2	8.000	0.000	82.000	876.000
	3	162.000	118.000	0.000	22.000
	4	38.000	1218.000	20.000	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	0.00	0.46	0.29	0.25
	2	0.01	0.00	0.08	0.91
	3	0.54	0.39	0.00	0.07
	4	0.03	0.95	0.02	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	0.000	32.000	58.000	24.000
	2	10.000	0.000	154.000	892.000
	3	144.000	106.000	0.000	36.000
	4	44.000	1294.000	44.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	0.00	0.28	0.51	0.21
	2	0.01	0.00	0.15	0.84
	3	0.50	0.37	0.00	0.13
	4	0.03	0.94	0.03	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	0.000	50.000	54.000	30.000
	2	16.000	0.000	144.000	812.000
	3	134.000	118.000	0.000	74.000
	4	48.000	1190.000	38.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	0.00	0.37	0.40	0.22
	2	0.02	0.00	0.15	0.84
	3	0.41	0.36	0.00	0.23
	4	0.04	0.93	0.03	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

		To			
From		1	2	3	4
	1	0.000	38.000	42.000	20.000
	2	20.000	0.000	160.000	788.000
	3	76.000	130.000	0.000	36.000
	4	56.000	1166.000	36.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

		To			
From		1	2	3	4
	1	0.00	0.38	0.42	0.20
	2	0.02	0.00	0.17	0.81
	3	0.31	0.54	0.00	0.15
	4	0.04	0.93	0.03	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

		To			
From		1	2	3	4
	1	0.000	40.000	38.000	14.000
	2	14.000	0.000	126.000	624.000
	3	22.000	138.000	0.000	44.000
	4	60.000	1014.000	20.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

		To			
From		1	2	3	4
	1	0.00	0.43	0.41	0.15
	2	0.02	0.00	0.16	0.82
	3	0.11	0.68	0.00	0.22
	4	0.05	0.93	0.02	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

		To			
From		1	2	3	4
	1	0.000	28.000	24.000	20.000
	2	12.000	0.000	108.000	684.000
	3	46.000	100.000	0.000	32.000
	4	60.000	932.000	14.000	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

		To			
From		1	2	3	4
	1	0.00	0.39	0.33	0.28
	2	0.01	0.00	0.13	0.85
	3	0.26	0.56	0.00	0.18
	4	0.06	0.93	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.064
	3	1.000	1.017	1.000	1.000
	4	1.000	1.026	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	6.4
	3	0.0	1.7	0.0	0.0
	4	0.0	2.6	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.065
	3	1.000	1.000	1.000	1.000
	4	1.000	1.033	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	6.5
	3	0.0	0.0	0.0	0.0
	4	0.0	3.3	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.014	1.086
	3	1.000	1.034	1.000	1.000
	4	1.000	1.045	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	1.4	8.6
	3	0.0	3.4	0.0	0.0
	4	0.0	4.5	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.091
	3	1.000	1.015	1.000	1.000
	4	1.000	1.045	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	9.1
	3	0.0	1.5	0.0	0.0
	4	0.0	4.5	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.048	1.090
	3	1.000	1.015	1.000	1.000
	4	1.000	1.071	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	4.8	9.0
	3	0.0	1.5	0.0	0.0
	4	0.0	7.1	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.037	1.085
	3	1.000	1.020	1.000	1.000
	4	1.033	1.075	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	3.7	8.5
	3	0.0	2.0	0.0	0.0
	4	3.3	7.5	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
1	0.24	8.52	0.30	A	108.28	162.42	17.55	6.48	0.20	17.55	6.48
2	0.80	13.51	3.89	B	886.43	1329.64	197.36	8.91	2.19	197.39	8.91
3	0.40	7.09	0.65	A	277.12	415.68	40.10	5.79	0.45	40.10	5.79
4	0.96	39.22	14.44	E	1170.91	1756.36	492.59	16.83	5.47	492.66	16.83

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	88.84	22.21	88.38	155.73	1014.10	0.00	856.33	553.47	0.104	0.00	0.12	4.684	A
2	727.25	181.81	722.86	1039.58	62.89	0.00	1380.43	1239.11	0.527	0.00	1.10	5.439	A
3	227.36	56.84	226.18	101.78	683.97	0.00	991.55	660.18	0.229	0.00	0.30	4.697	A
4	960.64	240.16	954.14	694.45	215.69	0.00	1541.12	1310.88	0.623	0.00	1.63	6.067	A

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	106.08	26.52	105.88	181.06	1205.87	0.00	740.91	558.78	0.143	0.12	0.17	5.668	A
2	868.41	217.10	865.86	1199.43	112.32	0.00	1357.22	1175.63	0.640	1.10	1.74	7.289	A
3	271.49	67.87	271.09	216.01	762.17	0.00	952.99	750.57	0.285	0.30	0.40	5.275	A
4	1147.10	286.77	1141.71	788.03	245.23	0.00	1517.50	1281.44	0.756	1.63	2.97	9.443	A

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	129.92	32.48	129.47	205.26	1440.16	0.00	590.74	541.63	0.220	0.17	0.28	7.795	A
2	1063.59	265.90	1055.49	1447.53	122.09	0.00	1327.89	1189.30	0.801	1.74	3.76	12.842	B
3	332.51	83.13	331.49	249.47	928.11	0.00	838.35	723.61	0.397	0.40	0.65	7.088	A
4	1404.90	351.23	1371.68	985.88	273.73	0.00	1482.26	1310.70	0.948	2.97	11.28	26.858	D

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	129.92	32.48	129.82	188.23	1508.50	0.00	552.44	493.82	0.235	0.28	0.30	8.516	A
2	1063.59	265.90	1063.11	1517.94	120.38	0.00	1328.26	1208.35	0.801	3.76	3.88	13.510	B
3	332.51	83.13	332.50	269.85	913.64	0.00	847.60	738.59	0.392	0.65	0.65	6.988	A
4	1404.90	351.22	1392.00	941.40	304.74	0.00	1467.05	1272.12	0.958	11.28	14.50	39.219	E

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	106.08	26.52	106.52	110.70	1309.59	0.00	655.59	424.79	0.162	0.30	0.19	6.563	A
2	868.42	217.10	876.40	1333.47	82.63	0.00	1340.40	1243.36	0.648	3.88	1.88	7.886	A
3	271.49	67.87	272.45	210.91	748.12	0.00	942.36	739.20	0.288	0.65	0.41	5.383	A
4	1147.10	286.77	1190.33	790.62	229.96	0.00	1475.52	1269.95	0.778	14.50	3.69	14.324	B

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	88.84	22.21	89.12	127.21	1038.41	0.00	816.88	487.98	0.109	0.19	0.12	4.950	A
2	727.26	181.81	730.08	1059.57	67.96	0.00	1353.09	1219.67	0.537	1.88	1.18	5.806	A
3	227.36	56.84	227.80	141.61	656.43	0.00	995.90	692.80	0.228	0.41	0.30	4.691	A
4	960.64	240.16	967.90	686.53	197.71	0.00	1483.52	1271.50	0.648	3.69	1.88	7.078	A

Queueing Delay Results for each time segment

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1.68	0.11	4.684	A	A
2	15.81	1.05	5.439	A	A
3	4.31	0.29	4.697	A	A
4	23.14	1.54	6.067	A	A

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.44	0.16	5.668	A	A
2	24.93	1.66	7.289	A	A
3	5.81	0.39	5.275	A	A
4	41.54	2.77	9.443	A	A

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.06	0.27	7.795	A	A
2	51.02	3.40	12.842	B	B
3	9.42	0.63	7.088	A	A
4	129.89	8.66	26.858	D	C

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.49	0.30	8.516	A	A
2	57.48	3.83	13.510	B	B
3	9.73	0.65	6.988	A	A
4	196.62	13.11	39.219	E	D

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.00	0.20	6.563	A	A
2	30.00	2.00	7.886	A	A
3	6.29	0.42	5.383	A	A
4	73.54	4.90	14.324	B	B

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1.88	0.13	4.950	A	A
2	18.33	1.22	5.806	A	A
3	4.56	0.30	4.691	A	A
4	29.69	1.98	7.078	A	A

(Default Analysis Set) - Base 2015, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D2 - Base 2015, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Base 2015, PM	Base 2015	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4				12.91	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Coddemor Ln	
2	2	A421 (East)	
3	3	Whaddon Rd	
4	4	A421 (West)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	2.82	7.13	9.69	36.48	50.00	24.00	
2	2.76	7.94	10.58	27.32	50.00	24.00	
3	2.99	6.19	13.04	15.49	50.00	38.00	
4	3.01	7.48	13.55	25.78	50.00	37.00	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
1	None			
2	None			
3	None			
4	Percentage			110.00

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.574	1453.151
2		(calculated)	(calculated)	0.580	1496.886
3		(calculated)	(calculated)	0.537	1388.222
4		(calculated)	(calculated)	0.576	1704.966

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	88.00	100.000
2	ONE HOUR	✓	1106.00	100.000
3	ONE HOUR	✓	180.00	100.000
4	ONE HOUR	✓	1062.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	1	66.25	66.25		
16:45-17:00	2	832.65	859.77		
16:45-17:00	3	135.51	138.53		
16:45-17:00	4	799.53	825.16		
17:00-17:15	1	79.11	82.41		
17:00-17:15	2	994.27	1030.14		
17:00-17:15	3	161.82	161.82		
17:00-17:15	4	954.72	978.52		
17:15-17:30	1	96.89	96.89		
17:15-17:30	2	1217.73	1261.66		
17:15-17:30	3	198.18	199.79		
17:15-17:30	4	1169.28	1194.40		
17:30-17:45	1	96.89	96.89		
17:30-17:45	2	1217.73	1241.30		
17:30-17:45	3	198.18	198.18		
17:30-17:45	4	1169.28	1197.49		
17:45-18:00	1	79.11	80.41		
17:45-18:00	2	994.27	1016.47		
17:45-18:00	3	161.82	163.45		
17:45-18:00	4	954.72	990.33		
18:00-18:15	1	66.25	66.25		
18:00-18:15	2	832.65	851.04		
18:00-18:15	3	135.51	135.51		
18:00-18:15	4	799.53	823.47		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

		To			
From		1	2	3	4
	1	0.000	6.000	36.000	46.000
	2	10.000	0.000	120.000	976.000
	3	26.000	122.000	0.000	32.000
	4	42.000	992.000	28.000	0.000

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

		To			
From		1	2	3	4
	1	0.00	0.07	0.41	0.52
	2	0.01	0.00	0.11	0.88
	3	0.14	0.68	0.00	0.18
	4	0.04	0.93	0.03	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

		To			
From		1	2	3	4
	1	0.000	16.000	40.000	40.000
	2	20.000	0.000	152.000	936.000
	3	20.000	104.000	0.000	70.000
	4	52.000	964.000	26.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

		To			
From		1	2	3	4
	1	0.00	0.17	0.42	0.42
	2	0.02	0.00	0.14	0.84
	3	0.10	0.54	0.00	0.36
	4	0.05	0.93	0.02	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

		To			
From		1	2	3	4
	1	0.000	24.000	34.000	58.000
	2	26.000	0.000	128.000	954.000
	3	48.000	116.000	0.000	82.000
	4	50.000	964.000	8.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

		To			
From		1	2	3	4
	1	0.00	0.21	0.29	0.50
	2	0.02	0.00	0.12	0.86
	3	0.20	0.47	0.00	0.33
	4	0.05	0.94	0.01	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

		To			
From		1	2	3	4
	1	0.000	20.000	8.000	58.000
	2	18.000	0.000	194.000	1030.000
	3	28.000	134.000	0.000	64.000
	4	28.000	946.000	22.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

		To			
From		1	2	3	4
	1	0.00	0.23	0.09	0.67
	2	0.01	0.00	0.16	0.83
	3	0.12	0.59	0.00	0.28
	4	0.03	0.95	0.02	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

		To			
From		1	2	3	4
	1	0.000	26.000	54.000	42.000
	2	12.000	0.000	164.000	988.000
	3	14.000	126.000	0.000	58.000
	4	32.000	910.000	24.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

		To			
From		1	2	3	4
	1	0.00	0.21	0.44	0.34
	2	0.01	0.00	0.14	0.85
	3	0.07	0.64	0.00	0.29
	4	0.03	0.94	0.02	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

		To			
From		1	2	3	4
	1	0.000	24.000	68.000	50.000
	2	16.000	0.000	122.000	860.000
	3	20.000	98.000	0.000	58.000
	4	36.000	1016.000	16.000	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

		To			
From		1	2	3	4
	1	0.00	0.17	0.48	0.35
	2	0.02	0.00	0.12	0.86
	3	0.11	0.56	0.00	0.33
	4	0.03	0.95	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.037
	3	1.000	1.016	1.000	1.063
	4	1.000	1.032	1.071	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	3.7
	3	0.0	1.6	0.0	6.3
	4	0.0	3.2	7.1	0.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

		To			
From		1	2	3	4
	1	1.000	1.250	1.000	1.000
	2	1.000	1.000	1.000	1.043
	3	1.000	1.000	1.000	1.000
	4	1.000	1.023	1.154	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

		To			
From		1	2	3	4
	1	0.0	25.0	0.0	0.0
	2	0.0	0.0	0.0	4.3
	3	0.0	0.0	0.0	0.0
	4	0.0	2.3	15.4	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.031	1.038
	3	1.000	1.017	1.000	1.000
	4	1.040	1.021	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	3.1	3.8
	3	0.0	1.7	0.0	0.0
	4	4.0	2.1	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.010	1.021
	3	1.000	1.000	1.000	1.000
	4	1.000	1.025	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	1.0	2.1
	3	0.0	0.0	0.0	0.0
	4	0.0	2.5	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

		To			
From		1	2	3	4
	1	1.000	1.000	1.037	1.000
	2	1.000	1.000	1.000	1.026
	3	1.000	1.000	1.000	1.035
	4	1.000	1.040	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

		To			
From		1	2	3	4
	1	0.0	0.0	3.7	0.0
	2	0.0	0.0	0.0	2.6
	3	0.0	0.0	0.0	3.5
	4	0.0	4.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.125	1.000	1.000	1.023
	3	1.000	1.000	1.000	1.000
	4	1.056	1.030	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	12.5	0.0	0.0	2.3
	3	0.0	0.0	0.0	0.0
	4	5.6	3.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
1	0.14	5.80	0.15	A	80.75	121.13	9.88	4.89	0.11	9.88	4.89
2	0.87	18.40	5.98	C	1014.88	1522.32	283.78	11.18	3.15	283.82	11.19
3	0.26	6.36	0.35	A	165.17	247.75	21.86	5.29	0.24	21.86	5.29
4	0.74	8.86	2.82	A	974.52	1461.78	156.70	6.43	1.74	156.72	6.43

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	66.25	16.56	65.95	58.41	855.43	0.00	946.53	429.87	0.070	0.00	0.07	4.087	A
2	832.66	208.16	826.91	838.96	82.43	0.00	1402.56	1203.48	0.594	0.00	1.44	6.195	A
3	135.51	33.88	134.84	137.67	771.67	0.00	938.14	655.16	0.144	0.00	0.17	4.477	A
4	799.53	199.88	795.50	788.16	118.35	0.00	1585.09	1341.06	0.504	0.00	1.01	4.537	A

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	79.11	19.78	79.00	82.02	992.09	0.00	835.30	435.92	0.095	0.07	0.10	4.760	A
2	994.27	248.57	990.35	981.45	89.64	0.00	1392.59	1218.94	0.714	1.44	2.42	8.862	A
3	161.82	40.45	161.60	192.39	887.60	0.00	891.85	701.69	0.181	0.17	0.22	4.928	A
4	954.72	238.68	952.87	927.96	121.24	0.00	1595.27	1398.93	0.598	1.01	1.47	5.588	A

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	96.89	24.22	96.71	123.64	1200.43	0.00	749.81	490.99	0.129	0.10	0.15	5.510	A
2	1217.72	304.43	1203.69	1211.20	85.95	0.00	1396.65	1220.68	0.872	2.42	5.93	17.487	C
3	198.18	49.55	197.67	176.89	1112.75	0.00	762.96	649.41	0.260	0.22	0.35	6.363	A
4	1169.29	292.32	1164.12	1150.47	159.95	0.00	1577.95	1405.72	0.741	1.47	2.76	8.591	A

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	96.89	24.22	96.86	75.62	1253.30	0.00	717.44	436.10	0.135	0.15	0.16	5.800	A
2	1217.72	304.43	1217.30	1250.14	100.01	0.00	1411.11	1260.57	0.863	5.93	6.03	18.399	C
3	198.18	49.55	198.22	223.95	1093.36	0.00	788.71	646.41	0.251	0.35	0.34	6.098	A
4	1169.29	292.32	1169.04	1131.71	159.87	0.00	1574.88	1393.78	0.742	2.76	2.83	8.856	A

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	79.11	19.78	79.31	53.78	1031.22	0.00	827.28	404.64	0.096	0.16	0.11	4.815	A
2	994.27	248.57	1008.64	1024.32	86.21	0.00	1414.68	1260.73	0.703	6.03	2.44	9.162	A
3	161.82	40.45	162.27	201.19	893.67	0.00	886.96	708.92	0.182	0.34	0.22	4.972	A
4	954.72	238.68	959.75	930.69	125.25	0.00	1574.30	1357.94	0.607	2.83	1.57	5.904	A

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	66.25	16.56	66.37	55.77	850.38	0.00	951.87	441.15	0.070	0.11	0.08	4.067	A
2	832.66	208.16	836.72	849.55	67.21	0.00	1426.42	1244.86	0.584	2.44	1.42	6.147	A
3	135.51	33.88	135.76	146.31	757.62	0.00	971.01	702.66	0.140	0.22	0.16	4.312	A
4	799.53	199.88	801.73	788.96	104.42	0.00	1595.96	1379.23	0.501	1.57	1.01	4.544	A

Queueing Delay Results for each time segment

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1.10	0.07	4.087	A	A
2	20.48	1.37	6.195	A	A
3	2.46	0.16	4.477	A	A
4	14.59	0.97	4.537	A	A

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1.53	0.10	4.760	A	A
2	34.13	2.28	8.862	A	A
3	3.24	0.22	4.928	A	A
4	21.29	1.42	5.588	A	A

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.17	0.14	5.510	A	A
2	76.57	5.10	17.487	C	B
3	5.08	0.34	6.363	A	A
4	38.77	2.58	8.591	A	A

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.30	0.15	5.800	A	A
2	89.75	5.98	18.399	C	B
3	5.11	0.34	6.098	A	A
4	42.02	2.80	8.856	A	A

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1.63	0.11	4.815	A	A
2	40.09	2.67	9.162	A	A
3	3.44	0.23	4.972	A	A
4	24.53	1.64	5.904	A	A

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1.15	0.08	4.067	A	A
2	22.29	1.49	6.147	A	A
3	2.49	0.17	4.312	A	A
4	15.66	1.04	4.544	A	A

(Default Analysis Set) - Base 2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D3 - Base 2026, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Base 2026, AM	Base 2026	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4				252.88	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Coddemor Ln	
2	2	A421 (East)	
3	3	Whaddon Rd	
4	4	A421 (West)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	2.82	7.13	9.69	36.48	50.00	24.00	
2	2.76	7.94	10.58	27.32	50.00	24.00	
3	2.99	6.19	13.04	15.49	50.00	38.00	
4	3.01	7.48	13.55	25.78	50.00	37.00	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
1	None			
2	None			
3	None			
4	Percentage			110.00

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.574	1453.151
2		(calculated)	(calculated)	0.580	1496.886
3		(calculated)	(calculated)	0.537	1388.222
4		(calculated)	(calculated)	0.576	1704.966

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	148.79	100.000
2	ONE HOUR	✓	1218.03	100.000
3	ONE HOUR	✓	380.80	100.000
4	ONE HOUR	✓	1608.91	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	112.02	112.02		
07:45-08:00	2	917.00	970.13		
07:45-08:00	3	286.69	288.58		
07:45-08:00	4	1211.27	1241.68		
08:00-08:15	1	133.76	133.76		
08:00-08:15	2	1094.98	1155.10		
08:00-08:15	3	342.33	342.33		
08:00-08:15	4	1446.38	1490.39		
08:15-08:30	1	163.82	163.82		
08:15-08:30	2	1341.08	1440.41		
08:15-08:30	3	419.27	424.41		
08:15-08:30	4	1771.44	1846.45		
08:30-08:45	1	163.82	163.82		
08:30-08:45	2	1341.08	1440.86		
08:30-08:45	3	419.27	422.74		
08:30-08:45	4	1771.44	1844.67		
08:45-09:00	1	133.76	133.76		
08:45-09:00	2	1094.98	1183.80		
08:45-09:00	3	342.33	345.69		
08:45-09:00	4	1446.38	1541.56		
09:00-09:15	1	112.02	112.02		
09:00-09:15	2	917.00	987.71		
09:00-09:15	3	286.69	289.91		
09:00-09:15	4	1211.27	1297.95		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	0.000	68.090	42.870	37.830
	2	10.090	0.000	103.390	1104.550
	3	204.270	148.790	0.000	27.740
	4	47.910	1535.780	25.220	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	0.00	0.46	0.29	0.25
	2	0.01	0.00	0.08	0.91
	3	0.54	0.39	0.00	0.07
	4	0.03	0.95	0.02	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	0.000	40.350	73.130	30.260
	2	12.610	0.000	194.180	1124.720
	3	181.570	133.660	0.000	45.390
	4	55.480	1631.600	55.480	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	0.00	0.28	0.51	0.21
	2	0.01	0.00	0.15	0.84
	3	0.50	0.37	0.00	0.13
	4	0.03	0.94	0.03	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	0.000	63.050	68.090	37.830
	2	20.170	0.000	181.570	1023.850
	3	168.960	148.790	0.000	93.310
	4	60.520	1500.470	47.910	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	0.00	0.37	0.40	0.22
	2	0.02	0.00	0.15	0.84
	3	0.41	0.36	0.00	0.23
	4	0.04	0.93	0.03	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

		To			
From		1	2	3	4
	1	0.000	47.910	52.960	25.220
	2	25.220	0.000	201.740	993.590
	3	95.830	163.920	0.000	45.390
	4	70.610	1470.210	45.390	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

		To			
From		1	2	3	4
	1	0.00	0.38	0.42	0.20
	2	0.02	0.00	0.17	0.81
	3	0.31	0.54	0.00	0.15
	4	0.04	0.93	0.03	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

		To			
From		1	2	3	4
	1	0.000	50.440	47.910	17.650
	2	17.650	0.000	158.870	786.800
	3	27.740	174.000	0.000	55.480
	4	75.650	1278.550	25.220	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

		To			
From		1	2	3	4
	1	0.00	0.43	0.41	0.15
	2	0.02	0.00	0.16	0.82
	3	0.11	0.68	0.00	0.22
	4	0.05	0.93	0.02	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

		To			
From		1	2	3	4
	1	0.000	35.310	30.260	25.220
	2	15.130	0.000	136.180	862.460
	3	58.000	126.090	0.000	40.350
	4	75.650	1175.160	17.650	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

		To			
From		1	2	3	4
	1	0.00	0.39	0.33	0.28
	2	0.01	0.00	0.13	0.85
	3	0.26	0.56	0.00	0.18
	4	0.06	0.93	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.064
	3	1.000	1.017	1.000	1.000
	4	1.000	1.026	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	6.4
	3	0.0	1.7	0.0	0.0
	4	0.0	2.6	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.065
	3	1.000	1.000	1.000	1.000
	4	1.000	1.033	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	6.5
	3	0.0	0.0	0.0	0.0
	4	0.0	3.3	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.014	1.086
	3	1.000	1.034	1.000	1.000
	4	1.000	1.045	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	1.4	8.6
	3	0.0	3.4	0.0	0.0
	4	0.0	4.5	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.091
	3	1.000	1.015	1.000	1.000
	4	1.000	1.045	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	9.1
	3	0.0	1.5	0.0	0.0
	4	0.0	4.5	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.048	1.090
	3	1.000	1.015	1.000	1.000
	4	1.000	1.071	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	4.8	9.0
	3	0.0	1.5	0.0	0.0
	4	0.0	7.1	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.037	1.085
	3	1.000	1.020	1.000	1.000
	4	1.033	1.075	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	3.7	8.5
	3	0.0	2.0	0.0	0.0
	4	3.3	7.5	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
1	0.32	10.50	0.47	B	136.53	204.80	30.67	8.99	0.34	30.67	8.99
2	1.02	85.59	33.03	F	1117.68	1676.53	953.90	34.14	10.60	954.01	34.14
3	0.57	11.58	1.33	B	349.42	524.14	74.83	8.57	0.83	74.83	8.57
4	1.24	459.01	188.67	F	1478.52	2217.78	8349.56	225.89	92.77	8679.60	234.82

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	112.02	28.00	111.27	195.92	1271.68	0.00	704.74	553.47	0.159	0.00	0.19	6.058	A
2	916.99	229.25	909.13	1303.85	79.10	0.00	1371.54	1239.11	0.669	0.00	1.97	7.661	A
3	286.69	71.67	284.81	127.98	860.25	0.00	891.65	660.17	0.322	0.00	0.47	5.915	A
4	1211.28	302.82	1196.01	873.47	271.59	0.00	1509.47	1310.88	0.802	0.00	3.82	11.006	B

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	133.76	33.44	133.32	226.88	1483.55	0.00	576.97	558.78	0.232	0.19	0.30	8.106	A
2	1094.98	273.74	1086.42	1476.72	140.13	0.00	1341.92	1175.63	0.816	1.97	4.11	13.643	B
3	342.33	85.58	341.51	269.99	956.56	0.00	841.99	750.57	0.407	0.47	0.68	7.181	A
4	1446.38	361.59	1401.53	989.16	308.90	0.00	1481.93	1281.43	0.976	3.82	15.03	33.519	D

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	163.82	40.96	163.27	246.14	1537.12	0.00	533.14	541.62	0.307	0.30	0.44	9.718	A
2	1341.08	335.27	1269.71	1554.92	145.46	0.00	1315.43	1189.30	1.020	4.11	21.95	48.265	E
3	419.27	104.82	416.72	296.99	1118.17	0.00	729.34	723.61	0.575	0.68	1.31	11.423	B
4	1771.44	442.86	1440.08	1191.72	343.18	0.00	1443.83	1310.71	1.227	15.03	97.87	149.987	F

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	163.82	40.96	163.68	219.23	1586.34	0.00	506.40	493.82	0.324	0.44	0.47	10.499	B
2	1341.08	335.27	1297.20	1607.36	142.67	0.00	1316.24	1208.35	1.019	21.95	32.91	85.588	F
3	419.27	104.82	419.19	322.78	1117.09	0.00	729.94	738.59	0.574	1.31	1.33	11.578	B
4	1771.44	442.86	1422.72	1153.41	382.85	0.00	1423.09	1272.12	1.244	97.87	185.05	361.107	F

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	133.76	33.44	134.09	132.36	1607.60	0.00	483.87	424.80	0.276	0.47	0.39	10.304	B
2	1094.99	273.75	1204.95	1631.69	110.00	0.00	1326.47	1243.37	0.826	32.91	5.42	42.342	E
3	342.33	85.58	344.48	288.27	1026.68	0.00	781.22	739.20	0.438	1.33	0.79	8.282	A
4	1446.37	361.59	1447.03	1078.24	292.92	0.00	1456.39	1269.95	1.005	185.05	184.84	459.014	F

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	112.02	28.00	112.45	170.93	1530.21	0.00	516.40	487.97	0.217	0.39	0.28	8.922	A
2	917.00	229.25	929.75	1550.60	92.06	0.00	1340.05	1219.68	0.684	5.42	2.23	9.032	A
3	286.69	71.67	287.94	186.58	835.23	0.00	893.21	692.79	0.321	0.79	0.48	5.959	A
4	1211.27	302.82	1451.13	873.16	250.01	0.00	1458.93	1271.51	0.833	184.84	124.88	385.058	F

Queueing Delay Results for each time segment

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.73	0.18	6.058	A	A
2	27.58	1.84	7.661	A	A
3	6.80	0.45	5.915	A	A
4	50.99	3.40	11.006	B	B

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.34	0.29	8.106	A	A
2	55.41	3.69	13.643	B	B
3	9.84	0.66	7.181	A	A
4	164.20	10.95	33.519	D	C

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	6.33	0.42	9.718	A	A
2	217.19	14.48	48.265	E	D
3	18.56	1.24	11.423	B	B
4	850.22	56.68	149.987	F	F

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	6.95	0.46	10.499	B	B
2	414.26	27.62	85.588	F	F
3	19.86	1.32	11.578	B	B
4	2121.99	141.47	361.107	F	F

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.98	0.40	10.304	B	B
2	202.02	13.47	42.342	E	D
3	12.40	0.83	8.282	A	A
4	2774.15	184.94	459.014	F	F

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.34	0.29	8.922	A	A
2	36.45	2.43	9.032	A	A
3	7.38	0.49	5.959	A	A
4	2322.93	154.86	385.058	F	F

(Default Analysis Set) - Base 2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D4 - Base 2026, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Base 2026, PM	Base 2026	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4				116.27	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Coddemor Ln	
2	2	A421 (East)	
3	3	Whaddon Rd	
4	4	A421 (West)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	2.82	7.13	9.69	36.48	50.00	24.00	
2	2.76	7.94	10.58	27.32	50.00	24.00	
3	2.99	6.19	13.04	15.49	50.00	38.00	
4	3.01	7.48	13.55	25.78	50.00	37.00	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
1	None			
2	None			
3	None			
4	Percentage			110.00

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.574	1453.151
2		(calculated)	(calculated)	0.580	1496.886
3		(calculated)	(calculated)	0.537	1388.222
4		(calculated)	(calculated)	0.576	1704.966

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	112.47	100.000
2	ONE HOUR	✓	1413.58	100.000
3	ONE HOUR	✓	230.06	100.000
4	ONE HOUR	✓	1357.35	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	1	84.67	84.67		
16:45-17:00	2	1064.22	1098.87		
16:45-17:00	3	173.20	177.05		
16:45-17:00	4	1021.88	1054.64		
17:00-17:15	1	101.11	105.32		
17:00-17:15	2	1270.78	1316.62		
17:00-17:15	3	206.82	206.82		
17:00-17:15	4	1220.23	1250.65		
17:15-17:30	1	123.83	123.83		
17:15-17:30	2	1556.38	1612.53		
17:15-17:30	3	253.30	255.36		
17:15-17:30	4	1494.47	1526.57		
17:30-17:45	1	123.83	123.83		
17:30-17:45	2	1556.38	1586.51		
17:30-17:45	3	253.30	253.30		
17:30-17:45	4	1494.47	1530.52		
17:45-18:00	1	101.11	102.76		
17:45-18:00	2	1270.78	1299.15		
17:45-18:00	3	206.82	208.91		
17:45-18:00	4	1220.23	1265.75		
18:00-18:15	1	84.67	84.67		
18:00-18:15	2	1064.22	1087.72		
18:00-18:15	3	173.20	173.20		
18:00-18:15	4	1021.88	1052.48		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

		To			
From		1	2	3	4
	1	0.000	7.670	46.010	58.790
	2	12.780	0.000	153.370	1247.430
	3	33.230	155.930	0.000	40.900
	4	53.680	1267.880	35.790	0.000

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

		To			
From		1	2	3	4
	1	0.00	0.07	0.41	0.52
	2	0.01	0.00	0.11	0.88
	3	0.14	0.68	0.00	0.18
	4	0.04	0.93	0.03	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

		To			
From		1	2	3	4
	1	0.000	20.450	51.120	51.120
	2	25.560	0.000	194.270	1196.300
	3	25.560	132.920	0.000	89.470
	4	66.460	1232.090	33.230	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

		To			
From		1	2	3	4
	1	0.00	0.17	0.42	0.42
	2	0.02	0.00	0.14	0.84
	3	0.10	0.54	0.00	0.36
	4	0.05	0.93	0.02	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

		To			
From		1	2	3	4
	1	0.000	30.670	43.460	74.130
	2	33.230	0.000	163.600	1219.310
	3	61.350	148.260	0.000	104.800
	4	63.910	1232.090	10.220	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

		To			
From		1	2	3	4
	1	0.00	0.21	0.29	0.50
	2	0.02	0.00	0.12	0.86
	3	0.20	0.47	0.00	0.33
	4	0.05	0.94	0.01	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

		To			
From		1	2	3	4
	1	0.000	25.560	10.220	74.130
	2	23.010	0.000	247.950	1316.440
	3	35.790	171.270	0.000	81.800
	4	35.790	1209.080	28.120	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

		To			
From		1	2	3	4
	1	0.00	0.23	0.09	0.67
	2	0.01	0.00	0.16	0.83
	3	0.12	0.59	0.00	0.28
	4	0.03	0.95	0.02	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

		To			
From		1	2	3	4
	1	0.000	33.230	69.020	53.680
	2	15.340	0.000	209.610	1262.760
	3	17.890	161.040	0.000	74.130
	4	40.900	1163.070	30.670	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

		To			
From		1	2	3	4
	1	0.00	0.21	0.44	0.34
	2	0.01	0.00	0.14	0.85
	3	0.07	0.64	0.00	0.29
	4	0.03	0.94	0.02	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

		To			
From		1	2	3	4
	1	0.000	30.670	86.910	63.910
	2	20.450	0.000	155.930	1099.170
	3	25.560	125.250	0.000	74.130
	4	46.010	1298.550	20.450	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

		To			
From		1	2	3	4
	1	0.00	0.17	0.48	0.35
	2	0.02	0.00	0.12	0.86
	3	0.11	0.56	0.00	0.33
	4	0.03	0.95	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.037
	3	1.000	1.016	1.000	1.063
	4	1.000	1.032	1.071	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	3.7
	3	0.0	1.6	0.0	6.3
	4	0.0	3.2	7.1	0.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

		To			
From		1	2	3	4
	1	1.000	1.250	1.000	1.000
	2	1.000	1.000	1.000	1.043
	3	1.000	1.000	1.000	1.000
	4	1.000	1.023	1.154	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

		To			
From		1	2	3	4
	1	0.0	25.0	0.0	0.0
	2	0.0	0.0	0.0	4.3
	3	0.0	0.0	0.0	0.0
	4	0.0	2.3	15.4	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.031	1.038
	3	1.000	1.017	1.000	1.000
	4	1.040	1.021	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	3.1	3.8
	3	0.0	1.7	0.0	0.0
	4	4.0	2.1	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

	To				
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.010	1.021
	3	1.000	1.000	1.000	1.000
	4	1.000	1.025	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

	To				
		1	2	3	4
From	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	1.0	2.1
	3	0.0	0.0	0.0	0.0
	4	0.0	2.5	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

	To				
		1	2	3	4
From	2	1.000	1.000	1.000	1.026
	3	1.000	1.000	1.000	1.035
	4	1.000	1.040	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

	To				
		1	2	3	4
From	1	0.0	0.0	3.7	0.0
	2	0.0	0.0	0.0	2.6
	3	0.0	0.0	0.0	3.5
	4	0.0	4.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

	To				
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.125	1.000	1.000	1.023
	3	1.000	1.000	1.000	1.000
	4	1.056	1.030	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

	To				
		1	2	3	4
From	1	0.0	0.0	0.0	0.0
	2	12.5	0.0	0.0	2.3
	3	0.0	0.0	0.0	0.0
	4	5.6	3.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
1	0.24	9.06	0.31	A	103.21	154.81	17.49	6.78	0.19	17.49	6.78
2	1.13	213.52	95.59	F	1297.12	1945.67	3416.99	105.37	37.97	3417.24	105.38
3	0.38	8.52	0.59	A	211.10	316.65	37.86	7.17	0.42	37.86	7.17
4	0.96	41.56	16.30	E	1245.54	1868.31	550.71	17.69	6.12	550.77	17.69

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	84.67	21.17	84.21	74.50	1091.09	0.00	806.97	429.87	0.105	0.00	0.12	4.977	A
2	1064.22	266.06	1051.76	1070.08	105.22	0.00	1389.53	1203.49	0.766	0.00	3.11	10.311	B
3	173.20	43.30	172.14	175.31	981.66	0.00	823.87	655.16	0.210	0.00	0.26	5.514	A
4	1021.89	255.47	1014.54	1002.76	151.05	0.00	1566.60	1341.06	0.652	0.00	1.84	6.441	A

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	101.11	25.28	100.89	104.27	1264.75	0.00	681.41	435.92	0.148	0.12	0.17	6.196	A
2	1270.78	317.70	1248.06	1251.22	114.43	0.00	1378.17	1218.94	0.922	3.11	8.79	24.218	C
3	206.82	51.70	206.39	243.20	1119.28	0.00	762.33	701.69	0.271	0.26	0.37	6.472	A
4	1220.23	305.06	1214.49	1171.14	154.53	0.00	1576.53	1398.94	0.774	1.84	3.27	9.785	A

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	123.83	30.96	123.42	152.33	1503.25	0.00	572.43	491.00	0.216	0.17	0.27	8.010	A
2	1556.37	389.09	1371.71	1517.10	109.57	0.00	1383.42	1220.67	1.125	8.79	54.95	94.105	F
3	253.30	63.33	252.40	207.12	1274.15	0.00	673.95	649.41	0.376	0.37	0.59	8.523	A
4	1494.47	373.62	1455.35	1326.33	200.23	0.00	1554.98	1405.71	0.961	3.27	13.06	28.691	D

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	123.83	30.96	123.69	96.46	1588.45	0.00	520.80	436.11	0.238	0.27	0.31	9.063	A
2	1556.37	389.09	1390.47	1585.21	126.93	0.00	1392.54	1260.57	1.115	54.95	96.40	203.114	F
3	253.30	63.33	253.34	251.80	1265.60	0.00	692.94	646.40	0.366	0.59	0.58	8.192	A
4	1494.48	373.62	1481.31	1315.33	203.61	0.00	1550.40	1393.78	0.964	13.06	16.36	41.557	E

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	101.11	25.28	101.59	72.46	1360.38	0.00	635.23	404.64	0.159	0.31	0.19	6.751	A
2	1270.78	317.70	1387.03	1350.67	111.30	0.00	1401.35	1260.73	0.908	96.40	67.36	213.520	F
3	206.82	51.70	207.48	277.28	1221.05	0.00	709.17	708.92	0.292	0.58	0.42	7.187	A
4	1220.24	305.06	1270.19	1265.89	162.64	0.00	1554.28	1357.94	0.786	16.36	3.87	14.648	B

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	84.67	21.17	84.97	74.12	1091.96	0.00	809.43	441.14	0.105	0.19	0.12	4.972	A
2	1064.22	266.05	1320.01	1090.77	86.15	0.00	1415.73	1244.86	0.752	67.36	3.44	76.961	F
3	173.20	43.30	173.62	222.61	1183.55	0.00	736.38	702.66	0.235	0.42	0.31	6.403	A
4	1021.88	255.47	1029.85	1220.95	136.23	0.00	1577.91	1379.23	0.648	3.87	1.87	6.660	A

Queueing Delay Results for each time segment

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1.70	0.11	4.977	A	A
2	42.24	2.82	10.311	B	B
3	3.84	0.26	5.514	A	A
4	26.02	1.73	6.441	A	A

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.53	0.17	6.196	A	A
2	106.77	7.12	24.218	C	C
3	5.40	0.36	6.472	A	A
4	45.59	3.04	9.785	A	A

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.98	0.27	8.010	A	A
2	487.56	32.50	94.105	F	F
3	8.59	0.57	8.523	A	A
4	146.80	9.79	28.691	D	C

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.53	0.30	9.063	A	A
2	1135.81	75.72	203.114	F	F
3	8.78	0.59	8.192	A	A
4	223.49	14.90	41.557	E	D

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.95	0.20	6.751	A	A
2	1228.22	81.88	213.520	F	F
3	6.43	0.43	7.187	A	A
4	80.43	5.36	14.648	B	B

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	1.80	0.12	4.972	A	A
2	423.25	28.22	76.961	F	E
3	4.77	0.32	6.403	A	A
4	29.69	1.98	6.660	A	A

(Default Analysis Set) - Base 2026+Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D5 - Base 2026+Dev, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relati
Base 2026+Dev, AM	Base 2026+Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4				408.31	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Coddemor Ln	
2	2	A421 (East)	
3	3	Whaddon Rd	
4	4	A421 (West)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	2.82	7.13	9.69	36.48	50.00	24.00	
2	2.76	7.94	10.58	27.32	50.00	24.00	
3	2.99	6.19	13.04	15.49	50.00	38.00	
4	3.01	7.48	13.55	25.78	50.00	37.00	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
1	None			
2	None			
3	None			
4	Percentage			110.00

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.574	1453.151
2		(calculated)	(calculated)	0.580	1496.886
3		(calculated)	(calculated)	0.537	1388.222
4		(calculated)	(calculated)	0.576	1704.966

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	188.06	100.000
2	ONE HOUR	✓	1446.41	100.000
3	ONE HOUR	✓	380.80	100.000
4	ONE HOUR	✓	1621.07	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	141.58	141.58		
07:45-08:00	2	1088.93	1149.92		
07:45-08:00	3	286.69	288.58		
07:45-08:00	4	1220.43	1251.08		
08:00-08:15	1	169.06	169.06		
08:00-08:15	2	1300.29	1368.93		
08:00-08:15	3	342.33	342.33		
08:00-08:15	4	1457.31	1501.68		
08:15-08:30	1	207.06	207.06		
08:15-08:30	2	1592.53	1705.98		
08:15-08:30	3	419.27	424.41		
08:15-08:30	4	1784.83	1860.44		
08:30-08:45	1	207.06	207.06		
08:30-08:45	2	1592.53	1707.04		
08:30-08:45	3	419.27	422.74		
08:30-08:45	4	1784.83	1858.66		
08:45-09:00	1	169.06	169.06		
08:45-09:00	2	1300.29	1401.88		
08:45-09:00	3	342.33	345.69		
08:45-09:00	4	1457.31	1553.26		
09:00-09:15	1	141.58	141.58		
09:00-09:15	2	1088.93	1170.38		
09:00-09:15	3	286.69	289.91		
09:00-09:15	4	1220.43	1307.79		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	0.000	107.360	42.870	37.830
	2	59.080	0.000	119.700	1267.630
	3	204.270	148.790	0.000	27.740
	4	47.910	1547.940	25.220	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	0.00	0.57	0.23	0.20
	2	0.04	0.00	0.08	0.88
	3	0.54	0.39	0.00	0.07
	4	0.03	0.95	0.02	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	0.000	63.620	73.130	30.260
	2	73.850	0.000	224.800	1290.780
	3	181.570	133.660	0.000	45.390
	4	55.480	1644.530	55.480	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	0.00	0.38	0.44	0.18
	2	0.05	0.00	0.14	0.81
	3	0.50	0.37	0.00	0.13
	4	0.03	0.94	0.03	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	0.000	85.250	68.090	37.830
	2	78.610	0.000	210.790	1182.310
	3	168.960	148.790	0.000	93.310
	4	60.520	1512.810	47.910	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	0.00	0.45	0.36	0.20
	2	0.05	0.00	0.14	0.80
	3	0.41	0.36	0.00	0.23
	4	0.04	0.93	0.03	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

		To			
From		1	2	3	4
	1	0.000	68.970	52.960	25.220
	2	80.630	0.000	229.450	1143.850
	3	95.830	163.920	0.000	45.390
	4	70.610	1481.910	45.390	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

		To			
From		1	2	3	4
	1	0.00	0.47	0.36	0.17
	2	0.06	0.00	0.16	0.79
	3	0.31	0.54	0.00	0.15
	4	0.04	0.93	0.03	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

		To			
From		1	2	3	4
	1	0.000	68.100	47.910	17.650
	2	64.130	0.000	182.110	912.840
	3	27.740	174.000	0.000	55.480
	4	75.650	1288.360	25.220	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

		To			
From		1	2	3	4
	1	0.00	0.51	0.36	0.13
	2	0.06	0.00	0.16	0.79
	3	0.11	0.68	0.00	0.22
	4	0.05	0.93	0.02	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

		To			
From		1	2	3	4
	1	0.000	47.670	30.260	25.220
	2	54.970	0.000	156.100	1000.610
	3	58.000	126.090	0.000	40.350
	4	75.650	1184.180	17.650	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

		To			
From		1	2	3	4
	1	0.00	0.46	0.29	0.24
	2	0.05	0.00	0.13	0.83
	3	0.26	0.56	0.00	0.18
	4	0.06	0.93	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.064
	3	1.000	1.017	1.000	1.000
	4	1.000	1.026	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	6.4
	3	0.0	1.7	0.0	0.0
	4	0.0	2.6	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.065
	3	1.000	1.000	1.000	1.000
	4	1.000	1.033	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	6.5
	3	0.0	0.0	0.0	0.0
	4	0.0	3.3	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.014	1.086
	3	1.000	1.034	1.000	1.000
	4	1.000	1.045	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	1.4	8.6
	3	0.0	3.4	0.0	0.0
	4	0.0	4.5	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.091
	3	1.000	1.015	1.000	1.000
	4	1.000	1.045	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	9.1
	3	0.0	1.5	0.0	0.0
	4	0.0	4.5	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.048	1.090
	3	1.000	1.015	1.000	1.000
	4	1.000	1.071	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	4.8	9.0
	3	0.0	1.5	0.0	0.0
	4	0.0	7.1	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.037	1.085
	3	1.000	1.020	1.000	1.000
	4	1.033	1.075	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	3.7	8.5
	3	0.0	2.0	0.0	0.0
	4	3.3	7.5	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
1	0.40	11.48	0.65	B	172.57	258.85	41.60	9.64	0.46	41.61	9.64
2	1.21	412.40	154.49	F	1327.64	1991.47	6813.36	205.28	75.70	6992.58	210.68
3	0.59	12.33	1.42	B	349.42	524.14	86.26	9.87	0.96	86.28	9.88
4	1.28	538.29	220.33	F	1490.43	2235.64	9772.42	262.27	108.58	10357.17	277.96

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	141.58	35.40	140.58	232.08	1279.16	0.00	700.33	566.47	0.202	0.00	0.25	6.419	A
2	1088.94	272.23	1074.58	1340.69	79.05	0.00	1374.10	1273.02	0.792	0.00	3.59	11.526	B
3	286.69	71.67	284.50	139.70	1013.93	0.00	805.59	656.72	0.356	0.00	0.55	6.879	A
4	1220.43	305.11	1203.57	990.76	307.67	0.00	1489.17	1289.22	0.820	0.00	4.21	11.984	B

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	169.06	42.27	168.44	274.45	1478.80	0.00	579.78	572.43	0.292	0.25	0.41	8.739	A
2	1300.29	325.07	1260.12	1499.29	147.95	0.00	1340.31	1204.72	0.970	3.59	13.63	34.215	D
3	342.33	85.58	341.25	294.79	1113.27	0.00	754.05	742.36	0.454	0.55	0.82	8.697	A
4	1457.30	364.33	1396.37	1097.64	356.88	0.00	1455.08	1260.34	1.002	4.21	19.45	40.889	E

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	207.06	51.76	206.29	293.57	1513.05	0.00	547.68	555.58	0.378	0.41	0.60	10.520	B
2	1592.53	398.13	1309.23	1562.98	156.37	0.00	1313.62	1210.12	1.213	13.63	84.45	144.160	F
3	419.27	104.82	416.88	302.99	1162.61	0.00	706.48	718.02	0.594	0.82	1.41	12.327	B
4	1784.84	446.21	1414.48	1187.35	392.13	0.00	1416.93	1288.19	1.260	19.45	112.03	175.831	F

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	207.06	51.76	206.85	263.12	1562.93	0.00	520.39	507.64	0.398	0.60	0.65	11.480	B
2	1592.52	398.13	1314.79	1619.61	150.16	0.00	1315.39	1231.34	1.211	84.45	153.87	331.548	F
3	419.27	104.82	419.25	317.17	1147.78	0.00	714.98	730.45	0.586	1.41	1.41	12.173	B
4	1784.84	446.21	1397.38	1138.35	428.67	0.00	1397.64	1251.99	1.277	112.03	208.90	415.582	F

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	169.06	42.27	169.55	180.70	1592.57	0.00	494.47	440.43	0.342	0.65	0.53	11.096	B
2	1300.30	325.07	1320.02	1644.33	117.79	0.00	1328.62	1260.06	0.981	153.87	148.93	412.402	F
3	342.33	85.58	344.30	303.10	1134.70	0.00	720.75	731.10	0.475	1.41	0.92	9.612	A
4	1457.32	364.33	1429.74	1135.47	343.53	0.00	1431.08	1248.02	1.032	208.90	215.74	538.291	F

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	141.58	35.40	142.22	220.27	1506.72	0.00	531.17	499.81	0.267	0.53	0.37	9.270	A
2	1088.94	272.23	1328.16	1549.11	99.83	0.00	1337.04	1238.36	0.813	148.93	89.13	323.927	F
3	286.69	71.67	287.55	253.34	1174.65	0.00	698.81	688.35	0.410	0.92	0.71	8.773	A
4	1220.42	305.11	1425.08	1160.28	301.91	0.00	1431.64	1253.04	0.855	215.74	164.59	480.973	F

Queueing Delay Results for each time segment

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.64	0.24	6.419	A	A
2	47.94	3.20	11.526	B	B
3	7.86	0.52	6.879	A	A
4	55.63	3.71	11.984	B	B

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.89	0.39	8.739	A	A
2	150.50	10.03	34.215	D	C
3	11.81	0.79	8.697	A	A
4	200.42	13.36	40.889	E	D

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	8.62	0.57	10.520	B	B
2	739.57	49.30	144.160	F	F
3	19.96	1.33	12.327	B	B
4	988.32	65.89	175.831	F	F

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	9.55	0.64	11.480	B	B
2	1787.56	119.17	331.548	F	F
3	21.21	1.41	12.173	B	B
4	2407.05	160.47	415.582	F	F

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	8.18	0.55	11.096	B	B
2	2270.99	151.40	412.402	F	F
3	14.47	0.96	9.612	A	A
4	3184.79	212.32	538.291	F	F

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.72	0.38	9.270	A	A
2	1785.48	119.03	323.927	F	F
3	10.95	0.73	8.773	A	A
4	2852.46	190.16	480.973	F	F

(Default Analysis Set) - Base 2026+Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D6 - Base 2026+Dev, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relati
Base 2026+Dev, PM	Base 2026+Dev	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4				182.98	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Coddemor Ln	
2	2	A421 (East)	
3	3	Whaddon Rd	
4	4	A421 (West)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	2.82	7.13	9.69	36.48	50.00	24.00	
2	2.76	7.94	10.58	27.32	50.00	24.00	
3	2.99	6.19	13.04	15.49	50.00	38.00	
4	3.01	7.48	13.55	25.78	50.00	37.00	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct Intercept Adjustment (PCU/hr)	Percentage Intercept Adjustment (%)
1	None			
2	None			
3	None			
4	Percentage			110.00

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.574	1453.151
2		(calculated)	(calculated)	0.580	1496.886
3		(calculated)	(calculated)	0.537	1388.222
4		(calculated)	(calculated)	0.576	1704.966

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	119.47	100.000
2	ONE HOUR	✓	1458.02	100.000
3	ONE HOUR	✓	268.15	100.000
4	ONE HOUR	✓	1475.80	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	1	89.94	89.94		
16:45-17:00	2	1097.67	1133.21		
16:45-17:00	3	201.88	206.20		
16:45-17:00	4	1111.06	1146.70		
17:00-17:15	1	107.40	114.83		
17:00-17:15	2	1310.73	1357.49		
17:00-17:15	3	241.06	241.06		
17:00-17:15	4	1326.71	1359.57		
17:15-17:30	1	131.54	131.54		
17:15-17:30	2	1605.31	1662.61		
17:15-17:30	3	295.24	297.89		
17:15-17:30	4	1624.89	1659.69		
17:30-17:45	1	131.54	131.54		
17:30-17:45	2	1605.31	1636.08		
17:30-17:45	3	295.24	295.24		
17:30-17:45	4	1624.89	1664.27		
17:45-18:00	1	107.40	108.97		
17:45-18:00	2	1310.73	1339.68		
17:45-18:00	3	241.06	243.23		
17:45-18:00	4	1326.71	1376.47		
18:00-18:15	1	89.94	89.94		
18:00-18:15	2	1097.67	1123.66		
18:00-18:15	3	201.88	201.88		
18:00-18:15	4	1111.06	1144.28		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

		To			
From		1	2	3	4
	1	0.000	14.670	46.010	58.790
	2	20.670	0.000	158.040	1279.310
	3	33.230	194.020	0.000	40.900
	4	53.680	1386.330	35.790	0.000

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

		To			
From		1	2	3	4
	1	0.00	0.12	0.39	0.49
	2	0.01	0.00	0.11	0.88
	3	0.12	0.72	0.00	0.15
	4	0.04	0.94	0.02	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

		To			
From		1	2	3	4
	1	0.000	39.120	51.120	51.120
	2	41.340	0.000	200.190	1226.880
	3	25.560	165.390	0.000	89.470
	4	66.460	1347.200	33.230	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

		To			
From		1	2	3	4
	1	0.00	0.28	0.36	0.36
	2	0.03	0.00	0.14	0.84
	3	0.09	0.59	0.00	0.32
	4	0.05	0.93	0.02	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

		To			
From		1	2	3	4
	1	0.000	49.740	43.460	74.130
	2	49.350	0.000	169.640	1250.540
	3	61.350	181.420	0.000	104.800
	4	63.910	1349.660	10.220	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

		To			
From		1	2	3	4
	1	0.00	0.30	0.26	0.44
	2	0.03	0.00	0.12	0.85
	3	0.18	0.52	0.00	0.30
	4	0.04	0.95	0.01	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

		To			
From		1	2	3	4
	1	0.000	45.070	10.220	74.130
	2	39.500	0.000	254.140	1348.400
	3	35.790	205.200	0.000	81.800
	4	35.790	1329.390	28.120	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

		To			
From		1	2	3	4
	1	0.00	0.35	0.08	0.57
	2	0.02	0.00	0.15	0.82
	3	0.11	0.64	0.00	0.25
	4	0.03	0.95	0.02	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

		To			
From		1	2	3	4
	1	0.000	51.980	69.020	53.680
	2	31.180	0.000	215.550	1293.460
	3	17.890	193.640	0.000	74.520
	4	40.900	1278.660	30.670	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

		To			
From		1	2	3	4
	1	0.00	0.30	0.40	0.31
	2	0.02	0.00	0.14	0.84
	3	0.06	0.68	0.00	0.26
	4	0.03	0.95	0.02	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

		To			
From		1	2	3	4
	1	0.000	47.980	86.910	63.910
	2	41.580	0.000	160.350	1125.890
	3	25.560	150.610	0.000	74.520
	4	46.010	1427.600	20.450	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

		To			
From		1	2	3	4
	1	0.00	0.24	0.44	0.32
	2	0.03	0.00	0.12	0.85
	3	0.10	0.60	0.00	0.30
	4	0.03	0.96	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.000	1.037
	3	1.000	1.016	1.000	1.063
	4	1.000	1.032	1.071	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	0.0	3.7
	3	0.0	1.6	0.0	6.3
	4	0.0	3.2	7.1	0.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

		To			
From		1	2	3	4
	1	1.000	1.250	1.000	1.000
	2	1.000	1.000	1.000	1.043
	3	1.000	1.000	1.000	1.000
	4	1.000	1.023	1.154	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

		To			
From		1	2	3	4
	1	0.0	25.0	0.0	0.0
	2	0.0	0.0	0.0	4.3
	3	0.0	0.0	0.0	0.0
	4	0.0	2.3	15.4	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

		To			
From		1	2	3	4
	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.031	1.038
	3	1.000	1.017	1.000	1.000
	4	1.040	1.021	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

		To			
From		1	2	3	4
	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	3.1	3.8
	3	0.0	1.7	0.0	0.0
	4	4.0	2.1	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

	To				
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.000	1.000	1.010	1.021
	3	1.000	1.000	1.000	1.000
	4	1.000	1.025	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

	To				
		1	2	3	4
From	1	0.0	0.0	0.0	0.0
	2	0.0	0.0	1.0	2.1
	3	0.0	0.0	0.0	0.0
	4	0.0	2.5	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

	To				
		1	2	3	4
From	1	1.000	1.000	1.037	1.000
	2	1.000	1.000	1.000	1.026
	3	1.000	1.000	1.000	1.035
	4	1.000	1.040	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

	To				
		1	2	3	4
From	1	0.0	0.0	3.7	0.0
	2	0.0	0.0	0.0	2.6
	3	0.0	0.0	0.0	3.5
	4	0.0	4.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

	To				
		1	2	3	4
From	1	1.000	1.000	1.000	1.000
	2	1.125	1.000	1.000	1.023
	3	1.000	1.000	1.000	1.000
	4	1.056	1.030	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

	To				
		1	2	3	4
From	1	0.0	0.0	0.0	0.0
	2	12.5	0.0	0.0	2.3
	3	0.0	0.0	0.0	0.0
	4	5.6	3.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
1	0.27	10.35	0.37	B	109.63	164.45	22.22	8.11	0.25	22.22	8.11
2	1.16	282.88	118.31	F	1337.89	2006.83	4721.10	141.15	52.46	4732.66	141.50
3	0.44	9.50	0.77	A	246.05	369.08	48.59	7.90	0.54	48.60	7.90
4	1.07	128.90	64.28	F	1354.23	2031.35	1894.98	55.97	21.06	1895.12	55.98

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	89.94	22.49	89.39	80.27	1206.25	0.00	738.98	417.39	0.122	0.00	0.14	5.537	A
2	1097.67	274.42	1083.52	1190.52	105.12	0.00	1389.83	1224.92	0.790	0.00	3.54	11.286	B
3	201.88	50.47	200.56	178.58	1010.07	0.00	809.16	655.47	0.249	0.00	0.33	5.904	A
4	1111.06	277.77	1101.19	1025.30	185.33	0.00	1547.17	1327.75	0.718	0.00	2.47	7.907	A

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	107.40	26.85	107.09	118.13	1396.97	0.00	591.74	414.31	0.182	0.14	0.22	7.423	A
2	1310.73	327.68	1280.28	1396.31	107.75	0.00	1382.46	1257.15	0.948	3.54	11.15	28.948	D
3	241.06	60.27	240.49	243.10	1144.92	0.00	748.20	700.01	0.322	0.33	0.47	7.083	A
4	1326.72	331.68	1315.26	1185.58	199.83	0.00	1551.29	1375.79	0.855	2.47	5.33	14.572	B

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	131.54	32.88	131.09	165.11	1584.64	0.00	524.67	479.21	0.251	0.22	0.33	9.137	A
2	1605.30	401.33	1379.77	1612.44	103.29	0.00	1387.42	1251.19	1.157	11.15	67.53	112.433	F
3	295.24	73.81	294.04	205.47	1277.59	0.00	671.66	651.83	0.440	0.47	0.77	9.503	A
4	1624.88	406.22	1498.32	1320.19	251.44	0.00	1525.84	1385.31	1.065	5.33	36.99	61.448	F

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	131.54	32.88	131.37	111.00	1660.44	0.00	479.15	427.41	0.275	0.33	0.37	10.345	B
2	1605.31	401.33	1397.89	1677.47	114.34	0.00	1399.17	1294.50	1.144	67.53	119.35	247.164	F
3	295.24	73.81	295.30	244.82	1267.41	0.00	691.66	656.33	0.427	0.77	0.75	9.087	A
4	1624.89	406.22	1514.93	1306.18	256.52	0.00	1520.78	1371.39	1.069	36.99	64.50	128.898	F

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	107.40	26.85	107.75	89.74	1626.36	0.00	482.04	398.61	0.223	0.37	0.29	9.628	A
2	1310.73	327.68	1391.59	1624.91	109.20	0.00	1403.17	1285.14	0.935	119.35	99.15	282.883	F
3	241.06	60.27	241.99	277.56	1223.22	0.00	709.13	706.70	0.340	0.75	0.52	7.721	A
4	1326.72	331.68	1507.13	1256.25	208.96	0.00	1530.56	1338.59	0.869	64.50	19.38	104.262	F

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

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
1	89.94	22.49	90.52	96.62	1263.58	0.00	708.07	435.73	0.127	0.29	0.15	5.834	A
2	1097.67	274.42	1401.08	1268.67	85.43	0.00	1414.86	1264.53	0.776	99.15	23.39	161.065	F
3	201.88	50.47	202.31	233.11	1253.40	0.00	697.18	699.26	0.290	0.52	0.41	7.283	A
4	1111.06	277.76	1178.11	1273.62	182.08	0.00	1550.81	1355.56	0.716	19.38	2.62	11.395	B

Queueing Delay Results for each time segment

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.01	0.13	5.537	A	A
2	47.38	3.16	11.286	B	B
3	4.78	0.32	5.904	A	A
4	34.34	2.29	7.907	A	A

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	3.20	0.21	7.423	A	A
2	129.53	8.64	28.948	D	C
3	6.86	0.46	7.083	A	A
4	70.67	4.71	14.572	B	B

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.80	0.32	9.137	A	A
2	596.57	39.77	112.433	F	F
3	11.08	0.74	9.503	A	A
4	336.66	22.44	61.448	F	E

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	5.48	0.37	10.345	B	B
2	1401.95	93.46	247.164	F	F
3	11.38	0.76	9.087	A	A
4	762.80	50.85	128.898	F	F

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	4.48	0.30	9.628	A	A
2	1638.77	109.25	282.883	F	F
3	8.08	0.54	7.721	A	A
4	629.13	41.94	104.262	F	F

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

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
1	2.26	0.15	5.834	A	A
2	919.10	61.27	161.065	F	F
3	6.34	0.42	7.283	A	A
4	64.42	4.29	11.395	B	B

A421/Warren Road Existing Junction Layout

Junctions 8	
PICADY 8 - Priority Intersection Module	
Version: 8.0.6.541 [19821,26/11/2015] © Copyright TRL Limited, 2016	
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Filename: Junction 9_SH.arc8

Path: L:\106xxx\1067760 South West Milton Keynes\09 Docs\C-Cals\01 Modelling\Junctions\2016-03-11

Report generation date: 11/03/2016 19:00:49

-
- » (Default Analysis Set) - 2015 Base, AM
 - » (Default Analysis Set) - 2015 Base, PM
 - » (Default Analysis Set) - 2026 Base, AM
 - » (Default Analysis Set) - 2026 Base, PM
 - » (Default Analysis Set) - 2026 Base+Dev, AM
 - » (Default Analysis Set) - 2026 Base+Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2015 Base								
Stream B-C	0.04	16.76	0.04	C	0.01	10.23	0.01	B
Stream B-A	1.91	116.37	0.72	F	0.28	37.58	0.23	E
Stream C-AB	0.01	10.89	0.01	B	0.02	8.83	0.02	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2026 Base								
Stream B-C	5.46	1618.37	999999999.00	F	2.02	1631.38	999999999.00	F
Stream B-A	42.51	1398.84	999999999.00	F	18.15	1547.72	999999999.00	F
Stream C-AB	0.02	12.17	0.02	B	0.03	11.45	0.03	B
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2026 Base+Dev								
Stream B-C	7.64	2657.10	999999999.00	F	2.02	2159.51	999999999.00	F
Stream B-A	58.69	2148.00	999999999.00	F	26.79	1788.31	999999999.00	F
Stream C-AB	0.02	13.13	0.02	B	0.03	11.95	0.03	B
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.

"D1 - 2015 Base, AM" model duration: 07:45 - 09:15

"D2 - 2015 Base, PM" model duration: 16:45 - 18:15

"D3 - 2026 Base, AM" model duration: 07:45 - 09:15

"D4 - 2026 Base, PM" model duration: 16:45 - 18:15

"D5 - 2026 Base+Dev, AM" model duration: 07:45 - 09:15

"D6 - 2026 Base+Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.6.541 at 11/03/2016 19:00:47

File summary

Title	(untitled)
Location	
Site Number	
Date	04/12/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	fsuarez
Description	

Analysis Options

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

Units

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

(Default Analysis Set) - 2015 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D1 - 2015 Base, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2015 Base, AM	2015 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	101.95	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A421 (East)		Major
B	B	Warren Rd		Minor
C	C	A421 (West)		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	6.39		0.00	✓	5.00	237.50	✓	11.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	6.56	5.39	4.86	✓	3.00	229	111

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	730.565	0.131	0.331	0.208	0.472
1	B-C	653.506	0.098	0.249	-	-
1	C-B	928.322	0.354	0.354	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	938.00	100.000
B	ONE HOUR	✓	66.00	100.000
C	ONE HOUR	✓	1122.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	706.18	746.85		
07:45-08:00	B	49.69	49.69		
07:45-08:00	C	844.70	867.29		
08:00-08:15	A	843.24	897.80		
08:00-08:15	B	59.33	64.36		
08:00-08:15	C	1008.65	1043.43		
08:15-08:30	A	1032.76	1113.47		
08:15-08:30	B	72.67	75.01		
08:15-08:30	C	1235.35	1287.26		
08:30-08:45	A	1032.76	1137.27		
08:30-08:45	B	72.67	76.78		
08:30-08:45	C	1235.35	1290.96		
08:45-09:00	A	843.24	912.91		
08:45-09:00	B	59.33	60.68		
08:45-09:00	C	1008.65	1075.91		
09:00-09:15	A	706.18	762.96		
09:00-09:15	B	49.69	54.07		
09:00-09:15	C	844.70	910.84		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

From	To			
		A	B	C
	A	0.000	36.000	902.000
	B	64.000	0.000	2.000
	C	1120.000	2.000	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

From	To			
		A	B	C
	A	0.00	0.04	0.96
	B	0.97	0.00	0.03
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

From	To			
		A	B	C
	A	0.000	72.000	886.000
	B	106.000	0.000	12.000
	C	1212.000	6.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	0.00	0.08	0.92
	B	0.90	0.00	0.10
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.000	56.000	814.000
	B	108.000	0.000	16.000
	C	1092.000	2.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.00	0.06	0.94
	B	0.87	0.00	0.13
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.000	38.000	792.000
	B	94.000	0.000	12.000
	C	1152.000	2.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.00	0.05	0.95
	B	0.89	0.00	0.11
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.000	38.000	640.000
	B	78.000	0.000	10.000
	C	1048.000	2.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.00	0.06	0.94
	B	0.89	0.00	0.11
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.000	36.000	660.000
	B	62.000	0.000	6.000
	C	868.000	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.00	0.05	0.95
	B	0.91	0.00	0.09
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	1.000	1.000	1.060
	B	1.000	1.000	1.000
	C	1.025	2.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	0.0	0.0	6.0
	B	0.0	0.0	0.0
	C	2.5	100.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	1.000	1.028	1.068
	B	1.076	1.000	1.167
	C	1.033	1.333	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	0.0	2.8	6.8
	B	7.6	0.0	16.7
	C	3.3	33.3	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

	To			
From		A	B	C
	A	1.000	1.143	1.074
	B	1.037	1.000	1.000
	C	1.042	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

	To			
From		A	B	C
	A	0.0	14.3	7.4
	B	3.7	0.0	0.0
	C	4.2	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

	To			
From		A	B	C
	A	1.000	1.105	1.101
	B	1.064	1.000	1.000
	C	1.045	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

	To			
From		A	B	C
	A	0.0	10.5	10.1
	B	6.4	0.0	0.0
	C	4.5	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

	To			
From		A	B	C
	A	1.000	1.053	1.084
	B	1.026	1.000	1.000
	C	1.065	2.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

	To			
From		A	B	C
	A	0.0	5.3	8.4
	B	2.6	0.0	0.0
	C	6.5	100.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

	To			
From		A	B	C
	A	1.000	1.000	1.085
	B	1.065	1.000	1.333
	C	1.078	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.0	0.0	8.5
	B	6.5	0.0	33.3
	C	7.8	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.04	16.76	0.04	C
B-A	0.72	116.37	1.91	F
C-AB	0.01	10.89	0.01	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	1.51	1.49	0.00	453.19	0.003	0.00	7.969	A
B-A	48.18	47.45	0.00	307.86	0.157	0.18	13.782	B
C-AB	1.51	1.49	0.00	332.13	0.005	0.00	10.888	B
C-A	843.19	843.19	0.00	-	-	-	-	-
A-B	27.10	27.10	0.00	-	-	-	-	-
A-C	679.07	679.07	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	6.03	5.98	0.00	356.56	0.017	0.02	9.973	A
B-A	53.30	52.77	0.00	210.11	0.254	0.32	21.830	C
C-AB	4.97	4.94	0.00	457.34	0.011	0.01	8.878	A
C-A	1003.69	1003.69	0.00	-	-	-	-	-
A-B	63.38	63.38	0.00	-	-	-	-	-
A-C	779.87	779.87	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	9.38	9.31	0.00	300.34	0.031	0.03	13.185	B
B-A	63.29	59.28	0.00	103.96	0.608	1.32	77.915	F
C-AB	2.26	2.29	0.00	530.87	0.004	0.01	8.322	A
C-A	1233.09	1233.09	0.00	-	-	-	-	-
A-B	66.48	66.48	0.00	-	-	-	-	-
A-C	966.28	966.28	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	8.23	8.21	0.00	223.00	0.037	0.04	16.760	C
B-A	64.44	62.19	0.00	89.58	0.721	1.88	116.366	F
C-AB	2.14	2.15	0.00	526.21	0.004	0.00	6.871	A
C-A	1233.20	1233.20	0.00	-	-	-	-	-
A-B	47.28	47.28	0.00	-	-	-	-	-
A-C	985.47	985.47	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	6.74	6.82	0.00	405.46	0.017	0.02	9.033	A
B-A	52.59	58.66	0.00	205.83	0.254	0.36	25.955	D
C-AB	1.92	1.92	0.00	304.07	0.006	0.00	8.797	A
C-A	1006.73	1006.73	0.00	-	-	-	-	-
A-B	47.26	47.26	0.00	-	-	-	-	-
A-C	795.98	795.98	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	4.38	4.41	0.00	342.13	0.013	0.01	9.064	A
B-A	45.30	45.97	0.00	275.94	0.164	0.20	15.352	C
C-AB	0.00	0.02	0.00	550.05	0.000	0.00	0.000	A
C-A	844.70	844.70	0.00	-	-	-	-	-
A-B	36.53	36.53	0.00	-	-	-	-	-
A-C	669.65	669.65	0.00	-	-	-	-	-

(Default Analysis Set) - 2015 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D2 - 2015 Base, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2015 Base, PM	2015 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	32.26	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A421 (East)		Major
B	B	Warren Rd		Minor
C	C	A421 (West)		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	6.39		0.00	✓	5.00	237.50	✓	11.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	6.56	5.39	4.86	✓	3.00	229	111

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	728.117	0.130	0.330	0.207	0.471
1	B-C	656.283	0.099	0.250	-	-
1	C-B	928.322	0.354	0.354	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1042.00	100.000
B	ONE HOUR	✓	28.00	100.000
C	ONE HOUR	✓	988.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	784.47	810.10		
16:45-17:00	B	21.08	21.08		
16:45-17:00	C	743.82	769.41		
17:00-17:15	A	936.74	982.98		
17:00-17:15	B	25.17	25.17		
17:00-17:15	C	888.19	911.33		
17:15-17:30	A	1147.26	1191.86		
17:15-17:30	B	30.83	30.83		
17:15-17:30	C	1087.81	1104.64		
17:30-17:45	A	1147.26	1164.80		
17:30-17:45	B	30.83	30.83		
17:30-17:45	C	1087.81	1120.58		
17:45-18:00	A	936.74	957.45		
17:45-18:00	B	25.17	25.17		
17:45-18:00	C	888.19	920.34		
18:00-18:15	A	784.47	807.22		
18:00-18:15	B	21.08	21.08		
18:00-18:15	C	743.82	769.84		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.000	64.000	978.000
	B	26.000	0.000	2.000
	C	988.000	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.00	0.06	0.94
	B	0.93	0.00	0.07
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.000	50.000	842.000
	B	40.000	0.000	6.000
	C	998.000	2.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.00	0.06	0.94
	B	0.87	0.00	0.13
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.000	78.000	1002.000
	B	32.000	0.000	6.000
	C	1032.000	2.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.00	0.07	0.93
	B	0.84	0.00	0.16
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.000	100.000	1080.000
	B	42.000	0.000	2.000
	C	1056.000	6.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.00	0.08	0.92
	B	0.95	0.00	0.05
	C	0.99	0.01	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.000	98.000	988.000
	B	46.000	0.000	6.000
	C	940.000	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.00	0.09	0.91
	B	0.88	0.00	0.12
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.000	88.000	878.000
	B	44.000	0.000	4.000
	C	966.000	6.000	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.00	0.09	0.91
	B	0.92	0.00	0.08
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	1.000	1.000	1.035
	B	1.000	1.000	1.000
	C	1.034	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.0	0.0	3.5
	B	0.0	0.0	0.0
	C	3.4	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	1.000	1.000	1.052
	B	1.000	1.000	1.000
	C	1.026	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.0	0.0	5.2
	B	0.0	0.0	0.0
	C	2.6	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	1.000	1.000	1.042
	B	1.000	1.000	1.000
	C	1.016	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.0	0.0	4.2
	B	0.0	0.0	0.0
	C	1.6	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	1.000	1.000	1.017
	B	1.000	1.000	1.000
	C	1.028	1.333	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.0	0.0	1.7
	B	0.0	0.0	0.0
	C	2.8	33.3	0.0

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	1.000	1.000	1.024
	B	1.000	1.000	1.000
	C	1.036	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.0	0.0	2.4
	B	0.0	0.0	0.0
	C	3.6	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	1.000	1.000	1.032
	B	1.000	1.000	1.000
	C	1.035	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.0	0.0	3.2
	B	0.0	0.0	0.0
	C	3.5	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	10.23	0.01	B
B-A	0.23	37.58	0.28	E
C-AB	0.02	8.83	0.02	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	1.51	1.49	0.00	453.82	0.003	0.00	7.958	A
B-A	19.57	19.31	0.00	311.27	0.063	0.07	12.319	B
C-AB	0.00	0.00	0.00	937.84	0.000	0.00	0.000	A
C-A	743.82	743.82	0.00	-	-	-	-	-
A-B	48.18	48.18	0.00	-	-	-	-	-
A-C	736.29	736.29	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	3.28	3.26	0.00	413.21	0.008	0.01	8.781	A
B-A	21.89	21.73	0.00	223.04	0.098	0.11	17.868	C
C-AB	1.78	1.76	0.00	580.76	0.003	0.00	6.217	A
C-A	886.42	886.42	0.00	-	-	-	-	-
A-B	52.51	52.51	0.00	-	-	-	-	-
A-C	884.23	884.23	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	4.87	4.84	0.00	356.85	0.014	0.01	10.227	B
B-A	25.96	25.34	0.00	120.54	0.215	0.26	37.582	E
C-AB	2.10	2.10	0.00	506.91	0.004	0.00	7.130	A
C-A	1085.70	1085.70	0.00	-	-	-	-	-
A-B	82.86	82.86	0.00	-	-	-	-	-
A-C	1064.41	1064.41	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	1.40	1.44	0.00	356.26	0.004	0.00	10.146	B
B-A	29.43	29.34	0.00	129.47	0.227	0.28	35.899	E
C-AB	6.15	6.10	0.00	387.63	0.016	0.01	8.830	A
C-A	1081.66	1081.66	0.00	-	-	-	-	-
A-B	97.23	97.23	0.00	-	-	-	-	-
A-C	1050.04	1050.04	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	2.90	2.89	0.00	422.67	0.007	0.01	8.575	A
B-A	22.27	22.98	0.00	237.02	0.094	0.11	16.871	C
C-AB	0.00	0.06	0.00	705.14	0.000	0.00	0.000	A
C-A	888.19	888.19	0.00	-	-	-	-	-
A-B	84.53	84.53	0.00	-	-	-	-	-
A-C	852.21	852.21	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	1.76	1.77	0.00	459.10	0.004	0.00	7.871	A
B-A	19.32	19.48	0.00	314.96	0.061	0.07	12.189	B
C-AB	4.59	4.56	0.00	642.91	0.007	0.01	6.724	A
C-A	739.23	739.23	0.00	-	-	-	-	-
A-B	71.46	71.46	0.00	-	-	-	-	-
A-C	713.01	713.01	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D3 - 2026 Base, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2026 Base, AM	2026 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	1357.98	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A421 (East)		Major
B	B	Warren Rd		Minor
C	C	A421 (West)		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	6.39		0.00	✓	5.00	237.50	✓	11.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	6.56	5.39	4.86	✓	3.00	229	111

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	730.566	0.131	0.331	0.208	0.472
1	B-C	653.505	0.098	0.249	-	-
1	C-B	928.322	0.354	0.354	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1182.72	100.000
B	ONE HOUR	✓	83.22	100.000
C	ONE HOUR	✓	1414.73	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	890.41	941.70		
07:45-08:00	B	62.65	62.65		
07:45-08:00	C	1065.08	1093.56		
08:00-08:15	A	1063.24	1132.03		
08:00-08:15	B	74.81	81.16		
08:00-08:15	C	1271.81	1315.67		
08:15-08:30	A	1302.20	1403.97		
08:15-08:30	B	91.63	94.58		
08:15-08:30	C	1557.65	1623.10		
08:30-08:45	A	1302.20	1433.98		
08:30-08:45	B	91.63	96.81		
08:30-08:45	C	1557.65	1627.77		
08:45-09:00	A	1063.24	1151.08		
08:45-09:00	B	74.81	76.51		
08:45-09:00	C	1271.81	1356.62		
09:00-09:15	A	890.41	962.02		
09:00-09:15	B	62.65	68.18		
09:00-09:15	C	1065.08	1148.48		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	0.000	45.390	1137.330
	B	80.700	0.000	2.520
	C	1412.210	2.520	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	0.00	0.04	0.96
	B	0.97	0.00	0.03
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	0.000	90.780	1117.160
	B	133.660	0.000	15.130
	C	1528.210	7.570	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	0.00	0.08	0.92
	B	0.90	0.00	0.10
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.000	70.610	1026.370
	B	136.180	0.000	20.170
	C	1376.900	2.520	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.00	0.06	0.94
	B	0.87	0.00	0.13
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.000	47.910	998.630
	B	118.520	0.000	15.130
	C	1452.560	2.520	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.00	0.05	0.95
	B	0.89	0.00	0.11
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.000	47.910	806.980
	B	98.350	0.000	12.610
	C	1321.420	2.520	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.00	0.06	0.94
	B	0.89	0.00	0.11
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.000	45.390	832.190
	B	78.180	0.000	7.570
	C	1094.460	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.00	0.05	0.95
	B	0.91	0.00	0.09
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	1.000	1.000	1.060
	B	1.000	1.000	1.000
	C	1.025	2.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	0.0	0.0	6.0
	B	0.0	0.0	0.0
	C	2.5	100.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	1.000	1.028	1.068
	B	1.076	1.000	1.167
	C	1.033	1.333	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	0.0	2.8	6.8
	B	7.6	0.0	16.7
	C	3.3	33.3	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	1.000	1.143	1.074
	B	1.037	1.000	1.000
	C	1.042	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.0	14.3	7.4
	B	3.7	0.0	0.0
	C	4.2	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	1.000	1.105	1.101
	B	1.064	1.000	1.000
	C	1.045	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.0	10.5	10.1
	B	6.4	0.0	0.0
	C	4.5	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	1.000	1.053	1.084
	B	1.026	1.000	1.000
	C	1.065	2.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.0	5.3	8.4
	B	2.6	0.0	0.0
	C	6.5	100.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	1.000	1.000	1.085
	B	1.065	1.000	1.333
	C	1.078	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

	To			
		A	B	C
	A	0.0	0.0	8.5
	B	6.5	0.0	33.3
From	C	7.8	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	999999999.00	1618.37	5.46	F
B-A	999999999.00	1398.84	42.51	F
C-AB	0.02	12.17	0.02	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	1.90	1.88	0.00	390.58	0.005	0.00	9.261	A
B-A	60.76	59.05	0.00	197.58	0.308	0.43	25.696	D
C-AB	1.90	1.87	0.00	297.68	0.006	0.01	12.170	B
C-A	1063.19	1063.19	0.00	-	-	-	-	-
A-B	34.17	34.17	0.00	-	-	-	-	-
A-C	856.24	856.24	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	7.61	7.47	0.00	191.35	0.040	0.04	18.992	C
B-A	67.21	61.45	0.00	89.33	0.754	1.87	103.409	F
C-AB	6.27	6.22	0.00	395.25	0.016	0.02	10.325	B
C-A	1265.54	1265.54	0.00	-	-	-	-	-
A-B	79.91	79.91	0.00	-	-	-	-	-
A-C	983.34	983.34	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	11.82	0.00	0.00	0.00	999999999.000	2.99	379.612	F
B-A	79.81	0.00	0.00	0.00	999999999.000	21.82	332.510	F
C-AB	2.85	2.88	0.00	428.39	0.007	0.01	10.333	B
C-A	1554.80	1554.80	0.00	-	-	-	-	-
A-B	83.82	83.82	0.00	-	-	-	-	-
A-C	1218.38	1218.38	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	10.37	0.00	0.00	0.00	999999999.000	5.59	134.653	F
B-A	81.25	0.00	0.00	0.00	999999999.000	42.13	90.946	F
C-AB	2.70	2.70	0.00	421.30	0.006	0.01	8.600	A
C-A	1554.95	1554.95	0.00	-	-	-	-	-
A-B	59.61	59.61	0.00	-	-	-	-	-
A-C	1242.59	1242.59	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	8.50	8.27	0.00	9.82	0.863	5.65	1618.368	F
B-A	66.31	72.47	0.00	75.17	0.869	40.59	1398.844	F
C-AB	2.42	2.42	0.00	262.07	0.009	0.01	10.241	B
C-A	1269.39	1269.39	0.00	-	-	-	-	-
A-B	59.59	59.59	0.00	-	-	-	-	-
A-C	1003.65	1003.65	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	5.53	18.99	0.00	23.49	0.314	2.28	820.031	F
B-A	57.12	168.47	0.00	172.79	0.336	12.75	582.414	F
C-AB	0.00	0.03	0.00	500.07	0.000	0.00	0.000	A
C-A	1065.08	1065.08	0.00	-	-	-	-	-
A-B	46.05	46.05	0.00	-	-	-	-	-
A-C	844.36	844.36	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D4 - 2026 Base, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2026 Base, PM	2026 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	1405.49	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A421 (East)		Major
B	B	Warren Rd		Minor
C	C	A421 (West)		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	6.39		0.00	✓	5.00	237.50	✓	11.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	6.56	5.39	4.86	✓	3.00	229	111

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	728.111	0.130	0.330	0.207	0.471
1	B-C	656.290	0.099	0.250	-	-
1	C-B	928.322	0.354	0.354	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1331.78	100.000
B	ONE HOUR	✓	35.79	100.000
C	ONE HOUR	✓	1262.76	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	1002.63	1035.38		
16:45-17:00	B	26.94	26.94		
16:45-17:00	C	950.67	983.38		
17:00-17:15	A	1197.24	1256.35		
17:00-17:15	B	32.17	32.17		
17:00-17:15	C	1135.20	1164.76		
17:15-17:30	A	1466.32	1523.32		
17:15-17:30	B	39.41	39.41		
17:15-17:30	C	1390.32	1411.83		
17:30-17:45	A	1466.32	1488.73		
17:30-17:45	B	39.41	39.41		
17:30-17:45	C	1390.32	1432.21		
17:45-18:00	A	1197.24	1223.71		
17:45-18:00	B	32.17	32.17		
17:45-18:00	C	1135.20	1176.29		
18:00-18:15	A	1002.63	1031.70		
18:00-18:15	B	26.94	26.94		
18:00-18:15	C	950.67	983.93		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.000	81.800	1249.980
	B	33.230	0.000	2.560
	C	1262.760	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.00	0.06	0.94
	B	0.93	0.00	0.07
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.000	63.910	1076.160
	B	51.120	0.000	7.670
	C	1275.540	2.560	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.00	0.06	0.94
	B	0.87	0.00	0.13
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.000	99.690	1280.660
	B	40.900	0.000	7.670
	C	1319.000	2.560	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.00	0.07	0.93
	B	0.84	0.00	0.16
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.000	127.810	1380.350
	B	53.680	0.000	2.560
	C	1349.670	7.670	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.00	0.08	0.92
	B	0.95	0.00	0.05
	C	0.99	0.01	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.000	125.250	1262.760
	B	58.790	0.000	7.670
	C	1201.410	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.00	0.09	0.91
	B	0.88	0.00	0.12
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.000	112.470	1122.170
	B	56.240	0.000	5.110
	C	1234.640	7.670	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.00	0.09	0.91
	B	0.92	0.00	0.08
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	1.000	1.000	1.035
	B	1.000	1.000	1.000
	C	1.034	2.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

	To			
		A	B	C
	From	A	0.0	0.0
		B	0.0	0.0
		C	3.4	100.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

	To			
		A	B	C
	From	A	1.000	1.000
		B	1.000	1.000
		C	1.026	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

	To			
		A	B	C
	From	A	0.0	0.0
		B	0.0	0.0
		C	2.6	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

	To			
		A	B	C
	From	A	1.000	1.000
		B	1.000	1.000
		C	1.016	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

	To			
		A	B	C
	From	A	0.0	0.0
		B	0.0	0.0
		C	1.6	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

	To			
		A	B	C
	From	A	1.000	1.000
		B	1.000	1.000
		C	1.028	1.333

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

	To			
		A	B	C
	From	A	0.0	0.0
		B	0.0	0.0
		C	2.8	33.3

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	1.000	1.000	1.024
	B	1.000	1.000	1.000
	C	1.036	2.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.0	0.0	2.4
	B	0.0	0.0	0.0
	C	3.6	100.0	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	1.000	1.000	1.032
	B	1.000	1.000	1.000
	C	1.035	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.0	0.0	3.2
	B	0.0	0.0	0.0
	C	3.5	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	9999999999.00	1631.38	2.02	F
B-A	9999999999.00	1547.72	18.15	F
C-AB	0.03	11.45	0.03	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	1.93	1.91	0.00	393.75	0.005	0.00	9.187	A
B-A	25.02	24.45	0.00	195.35	0.128	0.14	20.998	C
C-AB	0.00	0.00	0.00	484.04	0.000	0.00	0.000	A
C-A	950.67	950.67	0.00	-	-	-	-	-
A-B	61.58	61.58	0.00	-	-	-	-	-
A-C	941.05	941.05	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	4.20	4.17	0.00	325.25	0.013	0.01	11.210	B
B-A	27.98	26.75	0.00	84.60	0.331	0.45	61.059	F
C-AB	2.27	2.26	0.00	484.11	0.005	0.00	7.470	A
C-A	1132.92	1132.92	0.00	-	-	-	-	-
A-B	67.12	67.12	0.00	-	-	-	-	-
A-C	1130.13	1130.13	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	6.22	0.00	0.00	0.00	999999999.000	1.57	1631.376	F
B-A	33.18	0.00	0.00	0.00	999999999.000	8.75	1547.721	F
C-AB	2.69	2.68	0.00	389.71	0.007	0.01	9.301	A
C-A	1387.63	1387.63	0.00	-	-	-	-	-
A-B	105.90	105.90	0.00	-	-	-	-	-
A-C	1360.42	1360.42	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	1.79	0.00	0.00	0.00	999999999.000	2.02	888.826	F
B-A	37.61	0.00	0.00	0.00	999999999.000	18.15	-5587.479	?
C-AB	7.86	7.79	0.00	301.73	0.026	0.02	11.454	B
C-A	1382.47	1382.47	0.00	-	-	-	-	-
A-B	124.26	124.26	0.00	-	-	-	-	-
A-C	1342.05	1342.05	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	3.71	10.74	0.00	22.91	0.162	0.26	318.783	F
B-A	28.46	96.59	0.00	101.91	0.279	1.12	384.463	F
C-AB	0.00	0.10	0.00	612.43	0.000	0.00	0.000	A
C-A	1135.20	1135.20	0.00	-	-	-	-	-
A-B	108.04	108.04	0.00	-	-	-	-	-
A-C	1089.21	1089.21	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	2.24	3.26	0.00	399.66	0.006	0.01	9.103	A
B-A	24.70	28.58	0.00	199.81	0.124	0.14	21.464	C
C-AB	5.87	5.82	0.00	563.53	0.010	0.01	7.700	A
C-A	944.80	944.80	0.00	-	-	-	-	-
A-B	91.34	91.34	0.00	-	-	-	-	-
A-C	911.30	911.30	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base+Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D5 - 2026 Base+Dev, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2026 Base+Dev, AM	2026 Base+Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	2103.87	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A421 (East)		Major
B	B	Warren Rd		Minor
C	C	A421 (West)		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	6.39		0.00	✓	5.00	237.50	✓	11.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	6.56	5.39	4.86	✓	3.00	229	111

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	730.647	0.131	0.331	0.208	0.472
1	B-C	653.413	0.098	0.249	-	-
1	C-B	928.322	0.354	0.354	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1337.37	100.000
B	ONE HOUR	✓	87.13	100.000
C	ONE HOUR	✓	1420.71	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	1006.84	1064.47		
07:45-08:00	B	65.60	65.60		
07:45-08:00	C	1069.58	1098.17		
08:00-08:15	A	1202.27	1279.50		
08:00-08:15	B	78.33	84.94		
08:00-08:15	C	1277.19	1321.22		
08:15-08:30	A	1472.47	1588.86		
08:15-08:30	B	95.93	99.04		
08:15-08:30	C	1564.23	1629.97		
08:30-08:45	A	1472.47	1621.58		
08:30-08:45	B	95.93	101.39		
08:30-08:45	C	1564.23	1634.66		
08:45-09:00	A	1202.27	1301.01		
08:45-09:00	B	78.33	80.12		
08:45-09:00	C	1277.19	1362.34		
09:00-09:15	A	1006.84	1086.60		
09:00-09:15	B	65.60	71.31		
09:00-09:15	C	1069.58	1153.33		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

	To			
		A	B	C
	A	0.000	59.550	1277.820
	B	84.610	0.000	2.520
	C	1418.190	2.520	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

	To			
		A	B	C
	A	0.00	0.04	0.96
	B	0.97	0.00	0.03
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

	To			
		A	B	C
	A	0.000	119.090	1255.150
	B	140.130	0.000	15.130
	C	1534.680	7.570	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	0.00	0.09	0.91
	B	0.90	0.00	0.10
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.000	96.370	1151.970
	B	142.070	0.000	20.170
	C	1382.790	2.520	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.00	0.08	0.92
	B	0.88	0.00	0.12
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.000	73.700	1124.350
	B	124.420	0.000	15.130
	C	1458.450	2.520	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.00	0.06	0.94
	B	0.89	0.00	0.11
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.000	70.320	916.210
	B	103.470	0.000	12.610
	C	1326.550	2.520	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.00	0.07	0.93
	B	0.89	0.00	0.11
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.000	66.620	944.850
	B	82.250	0.000	7.570
	C	1098.710	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.00	0.07	0.93
	B	0.92	0.00	0.08
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	1.000	1.000	1.060
	B	1.000	1.000	1.000
	C	1.025	2.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	0.0	0.0	6.0
	B	0.0	0.0	0.0
	C	2.5	100.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	1.000	1.028	1.068
	B	1.076	1.000	1.167
	C	1.033	1.333	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	0.0	2.8	6.8
	B	7.6	0.0	16.7
	C	3.3	33.3	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	1.000	1.143	1.074
	B	1.037	1.000	1.000
	C	1.042	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.0	14.3	7.4
	B	3.7	0.0	0.0
	C	4.2	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	1.000	1.105	1.101
	B	1.064	1.000	1.000
	C	1.045	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.0	10.5	10.1
	B	6.4	0.0	0.0
	C	4.5	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	1.000	1.053	1.084
	B	1.026	1.000	1.000
	C	1.065	2.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.0	5.3	8.4
	B	2.6	0.0	0.0
	C	6.5	100.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	1.000	1.000	1.085
	B	1.065	1.000	1.333
	C	1.078	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

	To			
		A	B	C
	A	0.0	0.0	8.5
	B	6.5	0.0	33.3
	C	7.8	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	999999999.00	2657.10	7.64	F
B-A	999999999.00	2148.00	58.69	F
C-AB	0.02	13.13	0.02	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	1.90	1.88	0.00	351.74	0.005	0.01	10.289	B
B-A	63.70	61.18	0.00	158.18	0.403	0.63	36.279	E
C-AB	1.90	1.87	0.00	275.98	0.007	0.01	13.131	B
C-A	1067.69	1067.69	0.00	-	-	-	-	-
A-B	44.83	44.83	0.00	-	-	-	-	-
A-C	962.01	962.01	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	7.63	2.83	0.00	5.02	1.524	1.21	2657.103	F
B-A	70.70	46.07	0.00	48.01	1.478	6.79	1082.053	F
C-AB	6.27	6.22	0.00	356.17	0.018	0.02	11.479	B
C-A	1270.92	1270.92	0.00	-	-	-	-	-
A-B	104.19	104.19	0.00	-	-	-	-	-
A-C	1098.08	1098.08	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	11.93	0.00	0.00	0.00	999999999.000	4.19	1768.826	F
B-A	84.01	0.00	0.00	0.00	999999999.000	27.79	1401.159	F
C-AB	2.85	2.89	0.00	363.22	0.008	0.01	12.192	B
C-A	1561.39	1561.39	0.00	-	-	-	-	-
A-B	113.67	113.67	0.00	-	-	-	-	-
A-C	1358.80	1358.80	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	10.40	0.00	0.00	0.00	999999999.000	6.79	1426.616	F
B-A	85.53	0.00	0.00	0.00	999999999.000	49.17	1204.146	F
C-AB	2.70	2.71	0.00	354.97	0.008	0.01	10.219	B
C-A	1561.53	1561.53	0.00	-	-	-	-	-
A-B	90.58	90.58	0.00	-	-	-	-	-
A-C	1381.89	1381.89	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	8.51	3.66	0.00	3.74	1.948	8.00	2462.617	F
B-A	69.82	31.66	0.00	31.23	2.143	58.71	2148.002	F
C-AB	2.42	2.42	0.00	235.66	0.010	0.01	11.411	B
C-A	1274.77	1274.77	0.00	-	-	-	-	-
A-B	85.70	85.70	0.00	-	-	-	-	-
A-C	1116.57	1116.57	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	5.53	15.63	0.00	18.10	0.402	5.48	1592.387	F
B-A	60.07	133.95	0.00	136.57	0.447	40.24	1335.185	F
C-AB	0.00	0.03	0.00	467.87	0.000	0.00	0.000	A
C-A	1069.58	1069.58	0.00	-	-	-	-	-
A-B	66.32	66.32	0.00	-	-	-	-	-
A-C	940.53	940.53	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base+Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D6 - 2026 Base+Dev, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2026 Base+Dev, PM	2026 Base+Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	1718.65	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A421 (East)		Major
B	B	Warren Rd		Minor
C	C	A421 (West)		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	6.39		0.00	✓	5.00	237.50	✓	11.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	6.56	5.39	4.86	✓	3.00	229	111

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	729.279	0.131	0.330	0.208	0.471
1	B-C	654.966	0.099	0.249	-	-
1	C-B	928.322	0.354	0.354	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1372.34	100.000
B	ONE HOUR	✓	49.31	100.000
C	ONE HOUR	✓	1368.96	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	1033.17	1066.69		
16:45-17:00	B	37.12	37.12		
16:45-17:00	C	1030.62	1066.08		
17:00-17:15	A	1233.71	1294.23		
17:00-17:15	B	44.33	44.33		
17:00-17:15	C	1230.67	1262.73		
17:15-17:30	A	1510.97	1569.45		
17:15-17:30	B	54.29	54.29		
17:15-17:30	C	1507.25	1530.57		
17:30-17:45	A	1510.97	1533.98		
17:30-17:45	B	54.29	54.29		
17:30-17:45	C	1507.25	1552.48		
17:45-18:00	A	1233.71	1260.88		
17:45-18:00	B	44.33	44.33		
17:45-18:00	C	1230.67	1275.22		
18:00-18:15	A	1033.17	1063.02		
18:00-18:15	B	37.12	37.12		
18:00-18:15	C	1030.62	1066.90		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.000	93.040	1279.300
	B	46.750	0.000	2.560
	C	1368.960	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.00	0.07	0.93
	B	0.95	0.00	0.05
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.000	72.680	1101.400
	B	71.920	0.000	7.670
	C	1382.820	2.560	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.00	0.06	0.94
	B	0.90	0.00	0.10
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.000	107.870	1304.160
	B	60.270	0.000	7.670
	C	1418.910	2.560	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.00	0.08	0.92
	B	0.89	0.00	0.11
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.000	135.740	1403.140
	B	72.460	0.000	2.560
	C	1446.530	7.670	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.00	0.09	0.91
	B	0.97	0.00	0.03
	C	0.99	0.01	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.000	132.320	1283.070
	B	75.520	0.000	7.670
	C	1287.710	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.00	0.09	0.91
	B	0.91	0.00	0.09
	C	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.000	118.810	1140.220
	B	72.240	0.000	5.110
	C	1323.330	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.00	0.09	0.91
	B	0.93	0.00	0.07
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	1.000	1.000	1.035
	B	1.000	1.000	1.000
	C	1.034	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

	To			
		A	B	C
From	A	0.0	0.0	3.5
	B	0.0	0.0	0.0
	C	3.4	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	1.000	1.000	1.052
	B	1.000	1.000	1.000
	C	1.026	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

	To			
		A	B	C
From	A	0.0	0.0	5.2
	B	0.0	0.0	0.0
	C	2.6	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	1.000	1.000	1.042
	B	1.000	1.000	1.000
	C	1.016	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

	To			
		A	B	C
From	A	0.0	0.0	4.2
	B	0.0	0.0	0.0
	C	1.6	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	1.000	1.000	1.017
	B	1.000	1.000	1.000
	C	1.028	1.333	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

	To			
		A	B	C
From	A	0.0	0.0	1.7
	B	0.0	0.0	0.0
	C	2.8	33.3	0.0

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	1.000	1.000	1.024
	B	1.000	1.000	1.000
	C	1.036	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

	To			
		A	B	C
From	A	0.0	0.0	2.4
	B	0.0	0.0	0.0
	C	3.6	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	1.000	1.000	1.032
	B	1.000	1.000	1.000
	C	1.035	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

	To			
		A	B	C
From	A	0.0	0.0	3.2
	B	0.0	0.0	0.0
	C	3.5	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	9999999999.00	2159.51	2.02	F
B-A	9999999999.00	1788.31	26.79	F
C-AB	0.03	11.95	0.03	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	1.93	1.91	0.00	378.59	0.005	0.01	9.557	A
B-A	35.20	34.19	0.00	169.84	0.207	0.25	26.358	D
C-AB	0.00	0.00	0.00	837.17	0.000	0.00	0.000	A
C-A	1030.62	1030.62	0.00	-	-	-	-	-
A-B	70.05	70.05	0.00	-	-	-	-	-
A-C	963.12	963.12	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	4.27	4.21	0.00	212.39	0.020	0.02	17.289	C
B-A	40.06	34.50	0.00	54.27	0.738	1.64	156.230	F
C-AB	2.27	2.25	0.00	470.71	0.005	0.00	7.684	A
C-A	1228.39	1228.39	0.00	-	-	-	-	-
A-B	76.37	76.37	0.00	-	-	-	-	-
A-C	1157.33	1157.33	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	6.13	0.00	0.00	0.00	999999999.000	1.55	1495.211	F
B-A	48.16	0.00	0.00	0.00	999999999.000	13.68	1788.312	F
C-AB	2.71	2.70	0.00	373.40	0.007	0.01	9.711	A
C-A	1504.54	1504.54	0.00	-	-	-	-	-
A-B	115.43	115.43	0.00	-	-	-	-	-
A-C	1395.55	1395.55	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	1.85	0.00	0.00	0.00	999999999.000	2.02	2159.506	F
B-A	52.44	0.00	0.00	0.00	999999999.000	26.79	-1161.357	?
C-AB	7.95	7.87	0.00	289.73	0.027	0.03	11.947	B
C-A	1499.30	1499.30	0.00	-	-	-	-	-
A-B	133.28	133.28	0.00	-	-	-	-	-
A-C	1377.70	1377.70	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	4.09	4.07	0.00	5.86	0.697	2.02	924.356	F
B-A	40.24	68.57	0.00	71.13	0.566	19.71	1034.866	F
C-AB	0.00	0.10	0.00	598.99	0.000	0.00	0.000	A
C-A	1230.67	1230.67	0.00	-	-	-	-	-
A-B	115.33	115.33	0.00	-	-	-	-	-
A-C	1118.37	1118.37	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	2.45	10.50	0.00	304.27	0.008	0.01	12.579	B
B-A	34.67	112.44	0.00	175.68	0.197	0.26	132.655	F
C-AB	0.00	0.00	0.00	843.22	0.000	0.00	0.000	A
C-A	1030.62	1030.62	0.00	-	-	-	-	-
A-B	97.50	97.50	0.00	-	-	-	-	-
A-C	935.67	935.67	0.00	-	-	-	-	-

A421/Shucklow Hill/Little Horwood Road

Existing Junction Layout

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.6.541 [19821,26/11/2015] © Copyright TRL Limited, 2016
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Filename: Junction 10_SH.arc8

Path: L:\106xxx\1067760 South West Milton Keynes\09 Docs\C-Cals\01 Modelling\Junctions\2016-03-11

Report generation date: 11/03/2016 19:06:49

- » (Default Analysis Set) - 2015 Base, AM
- » (Default Analysis Set) - 2015 Base, PM
- » (Default Analysis Set) - 2026 Base, AM
- » (Default Analysis Set) - 2026 Base, PM
- » (Default Analysis Set) - 2026 Base+Dev, AM
- » (Default Analysis Set) - 2026 Base+Dev, PM

Summary of junction performance

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2015 Base								
Stream B-CD	0.11	9.34	0.10	A	0.05	8.31	0.05	A
Stream B-A	0.49	81.39	0.36	F	0.09	51.80	0.09	F
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream A-D	-	-	-	-	-	-	-	-
Stream AB-CD	0.17	11.27	0.14	B	0.09	8.77	0.08	A
Stream AB-C	-	-	-	-	-	-	-	-
Stream D-AB	0.13	11.21	0.11	B	0.07	8.65	0.06	A
Stream D-C	0.13	125.41	0.14	F	0.01	21.85	0.01	C
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	-	-	-	-	-	-	-	-
Stream CD-AB	0.07	8.93	0.07	A	0.06	8.64	0.06	A
Stream CD-A	-	-	-	-	-	-	-	-
A1 - 2026 Base								
Stream B-CD	25.63	1149.04	999999999.00	F	12.53	1390.50	999999999.00	F
Stream B-A	11.00	1954.81	999999999.00	F	3.13	1522.73	999999999.00	F
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream A-D	-	-	-	-	-	-	-	-
Stream AB-CD	0.28	15.93	0.22	C	0.15	11.15	0.13	B
Stream AB-C	-	-	-	-	-	-	-	-
Stream D-AB	34.42	999999999.00	999999999.00	F	17.29	1394.34	999999999.00	F
Stream D-C	5.58	999999999.00	999999999.00	F	0.06	78.82	0.06	F

Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	-	-	-	-	-	-	-	-
Stream CD-AB	0.21	10.26	0.18	B	0.11	11.09	0.10	B
Stream CD-A	-	-	-	-	-	-	-	-
A1 - 2026 Base+Dev								
Stream B-CD	138.83	2934.35	9999999999.00	F	26.31	9999999999.00	9999999999.00	F
Stream B-A	25.15	3462.78	9999999999.00	F	5.00	9999999999.00	9999999999.00	F
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream A-D	-	-	-	-	-	-	-	-
Stream AB-CD	0.82	14.53	0.45	B	0.22	11.16	0.19	B
Stream AB-C	-	-	-	-	-	-	-	-
Stream D-AB	64.73	9999999999.00	9999999999.00	F	40.81	1608.42	9999999999.00	F
Stream D-C	7.01	9999999999.00	9999999999.00	F	0.06	85.92	0.06	F
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	-	-	-	-	-	-	-	-
Stream CD-AB	0.08	10.77	0.07	B	0.46	12.34	0.32	B
Stream CD-A	-	-	-	-	-	-	-	-

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

"D1 - 2015 Base, AM " model duration: 07:45 - 09:15

"D2 - 2015 Base, PM" model duration: 16:45 - 18:15

"D3 - 2026 Base, AM" model duration: 07:45 - 09:15

"D4 - 2026 Base, PM" model duration: 16:45 - 18:15

"D5 - 2026 Base+Dev, AM" model duration: 07:45 - 09:15

"D6 - 2026 Base+Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.6.541 at 11/03/2016 19:06:43

File summary

Title	(untitled)
Location	
Site Number	
Date	04/12/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	fsuarez
Description	

Analysis Options

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

Units

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

(Default Analysis Set) - 2015 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D1 - 2015 Base, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2015 Base, AM	2015 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	NS-OS Stagger (UK LR Stagger)	Two-way	A,B,C,D	18.98	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A421 (East)		Major
B	B	Shucklow Hill		Minor
C	C	A421 (West)		Major
D	D	Little Horwood Rd		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	6.00		0.00	✓	3.49	250.00	✓	10.00
C	6.00		0.00	✓	3.53	200.00	✓	9.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	7.34	6.21	5.81	✓	3.00	33	153
D	One lane plus flare				10.00	9.91	5.97	4.20	3.97	✓	2.00	50	131

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	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
1	AB-D	819.649	-	-	-	-	-	0.318	0.318	0.318	-	-
1	B-A	572.922	0.104	0.264	0.264	-	-	0.166	0.377	-	0.166	0.377
1	B-CD	842.899	0.129	0.327	0.327	-	-	-	-	-	-	-
1	CD-B	789.631	0.306	0.306	0.306	-	-	-	-	-	-	-
1	D-AB	822.092	-	-	-	-	-	0.319	0.319	0.126	-	-
1	D-C	594.060	-	0.172	0.391	0.172	0.391	0.273	0.273	0.108	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	920.00	100.000
B	ONE HOUR	✓	48.00	100.000
C	ONE HOUR	✓	1104.00	100.000
D	ONE HOUR	✓	40.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	692.62	733.30		
07:45-08:00	B	36.14	36.14		
07:45-08:00	C	831.15	855.26		
07:45-08:00	D	30.11	30.11		
08:00-08:15	A	827.06	882.66		
08:00-08:15	B	43.15	43.15		
08:00-08:15	C	992.47	1025.58		
08:00-08:15	D	35.96	40.19		
08:15-08:30	A	1012.94	1089.37		
08:15-08:30	B	52.85	52.85		
08:15-08:30	C	1215.53	1264.81		
08:15-08:30	D	44.04	49.55		
08:30-08:45	A	1012.94	1116.20		
08:30-08:45	B	52.85	52.85		
08:30-08:45	C	1215.53	1267.36		
08:30-08:45	D	44.04	48.44		
08:45-09:00	A	827.06	897.26		
08:45-09:00	B	43.15	43.15		
08:45-09:00	C	992.47	1056.46		
08:45-09:00	D	35.96	40.45		
09:00-09:15	A	692.62	749.85		
09:00-09:15	B	36.14	36.14		
09:00-09:15	C	831.15	894.60		
09:00-09:15	D	30.11	32.43		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

	To				
		A	B	C	D
From	A	0.000	4.000	902.000	14.000
	B	14.000	0.000	16.000	18.000
	C	1088.000	10.000	0.000	6.000
	D	20.000	20.000	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

	To				
		A	B	C	D
From	A	0.00	0.00	0.98	0.02
	B	0.29	0.00	0.33	0.38
	C	0.99	0.01	0.00	0.01
	D	0.50	0.50	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

	To				
		A	B	C	D
From	A	0.000	12.000	888.000	22.000
	B	14.000	0.000	24.000	16.000
	C	1186.000	8.000	0.000	4.000
	D	18.000	14.000	2.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

	To				
		A	B	C	D
From	A	0.00	0.01	0.96	0.02
	B	0.26	0.00	0.44	0.30
	C	0.99	0.01	0.00	0.00
	D	0.53	0.41	0.06	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

	To				
		A	B	C	D
From	A	0.000	16.000	802.000	30.000
	B	6.000	0.000	34.000	18.000
	C	1074.000	2.000	0.000	10.000
	D	14.000	16.000	2.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

	To				
		A	B	C	D
From	A	0.00	0.02	0.95	0.04
	B	0.10	0.00	0.59	0.31
	C	0.99	0.00	0.00	0.01
	D	0.44	0.50	0.06	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

	To				
		A	B	C	D
From	A	0.000	12.000	796.000	16.000
	B	14.000	0.000	12.000	6.000
	C	1114.000	6.000	0.000	6.000
	D	26.000	8.000	6.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

	To				
		A	B	C	D
From	A	0.00	0.01	0.97	0.02
	B	0.44	0.00	0.38	0.19
	C	0.99	0.01	0.00	0.01
	D	0.65	0.20	0.15	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

		To			
From		A	B	C	D
	A	0.000	6.000	622.000	32.000
	B	10.000	0.000	14.000	4.000
	C	1028.000	22.000	0.000	4.000
	D	12.000	12.000	8.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

		To			
From		A	B	C	D
	A	0.00	0.01	0.94	0.05
	B	0.36	0.00	0.50	0.14
	C	0.98	0.02	0.00	0.00
	D	0.38	0.38	0.25	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

		To			
From		A	B	C	D
	A	0.000	10.000	628.000	40.000
	B	4.000	0.000	12.000	12.000
	C	850.000	10.000	0.000	4.000
	D	14.000	12.000	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

		To			
From		A	B	C	D
	A	0.00	0.01	0.93	0.06
	B	0.14	0.00	0.43	0.43
	C	0.98	0.01	0.00	0.00
	D	0.54	0.46	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

		To			
From		A	B	C	D
	A	1.000	1.000	1.060	1.000
	B	1.000	1.000	1.000	1.000
	C	1.028	1.200	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

		To			
From		A	B	C	D
	A	0.0	0.0	6.0	0.0
	B	0.0	0.0	0.0	0.0
	C	2.8	20.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

	To				
		A	B	C	D
From	A	1.000	1.000	1.065	1.182
	B	1.000	1.000	1.000	1.000
	C	1.034	1.000	1.000	1.000
	D	1.111	1.000	2.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

	To				
		A	B	C	D
From	A	0.0	0.0	6.5	18.2
	B	0.0	0.0	0.0	0.0
	C	3.4	0.0	0.0	0.0
	D	11.1	0.0	100.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

	To				
		A	B	C	D
From	A	1.000	1.000	1.072	1.200
	B	1.000	1.000	1.000	1.000
	C	1.041	1.000	1.000	1.000
	D	1.143	1.125	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

	To				
		A	B	C	D
From	A	0.0	0.0	7.2	20.0
	B	0.0	0.0	0.0	0.0
	C	4.1	0.0	0.0	0.0
	D	14.3	12.5	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

	To				
		A	B	C	D
From	A	1.000	1.000	1.101	1.250
	B	1.000	1.000	1.000	1.000
	C	1.043	1.000	1.000	1.000
	D	1.154	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

	To				
		A	B	C	D
From	A	0.0	0.0	10.1	25.0
	B	0.0	0.0	0.0	0.0
	C	4.3	0.0	0.0	0.0
	D	15.4	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

	To				
		A	B	C	D
From	A	1.000	1.000	1.077	1.250
	B	1.000	1.000	1.000	1.000
	C	1.066	1.000	1.000	1.000
	D	1.167	1.000	1.250	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

	To				
		A	B	C	D
From	A	0.0	0.0	7.7	25.0
	B	0.0	0.0	0.0	0.0
	C	6.6	0.0	0.0	0.0
	D	16.7	0.0	25.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

	To				
		A	B	C	D
From	A	1.000	1.000	1.089	1.000
	B	1.000	1.000	1.000	1.000
	C	1.078	1.000	1.000	1.000
	D	1.143	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

	To				
		A	B	C	D
From	A	0.0	0.0	8.9	0.0
	B	0.0	0.0	0.0	0.0
	C	7.8	0.0	0.0	0.0
	D	14.3	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.10	9.34	0.11	A
B-A	0.36	81.39	0.49	F
A-B	-	-	-	-
A-C	-	-	-	-
A-D	-	-	-	-
AB-CD	0.14	11.27	0.17	B
AB-C	-	-	-	-
D-AB	0.11	11.21	0.13	B
D-C	0.14	125.41	0.13	F
C-D	-	-	-	-
C-A	-	-	-	-
C-B	-	-	-	-
CD-AB	0.07	8.93	0.07	A
CD-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	25.60	25.42	0.00	597.05	0.043	0.04	6.296	A
B-A	10.54	10.35	0.00	228.74	0.046	0.05	16.470	C
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	679.07	679.07	0.00	-	-	-	-	-
A-D	10.54	10.54	0.00	-	-	-	-	-
AB-CD	24.00	23.82	0.00	548.04	0.044	0.05	6.866	A
AB-C	691.04	691.04	0.00	-	-	-	-	-
D-AB	30.11	29.88	0.00	550.54	0.055	0.06	6.911	A
D-C	0.00	0.00	0.00	225.58	0.000	0.00	0.000	A
C-D	4.52	4.52	0.00	-	-	-	-	-
C-A	819.10	819.10	0.00	-	-	-	-	-
C-B	7.53	7.53	0.00	-	-	-	-	-
CD-AB	22.47	22.29	0.00	529.78	0.042	0.04	7.092	A
CD-A	834.04	834.04	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	31.96	31.90	0.00	550.29	0.058	0.06	6.944	A
B-A	11.19	11.09	0.00	160.42	0.070	0.07	24.089	C
A-B	10.76	10.76	0.00	-	-	-	-	-
A-C	796.56	796.56	0.00	-	-	-	-	-
A-D	19.73	19.73	0.00	-	-	-	-	-
AB-CD	32.52	32.40	0.00	445.11	0.073	0.07	8.330	A
AB-C	815.68	815.68	0.00	-	-	-	-	-
D-AB	33.84	33.77	0.00	463.79	0.073	0.08	8.125	A
D-C	2.12	2.01	0.00	75.29	0.028	0.03	49.053	E
C-D	3.31	3.31	0.00	-	-	-	-	-
C-A	982.53	982.53	0.00	-	-	-	-	-
C-B	6.63	6.63	0.00	-	-	-	-	-
CD-AB	21.42	21.41	0.00	519.30	0.041	0.04	7.484	A
CD-A	1001.52	1001.52	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	47.38	47.20	0.00	492.24	0.096	0.11	8.083	A
B-A	5.47	5.41	0.00	65.05	0.084	0.09	60.286	F
A-B	19.11	19.11	0.00	-	-	-	-	-
A-C	957.99	957.99	0.00	-	-	-	-	-
A-D	35.84	35.84	0.00	-	-	-	-	-
AB-CD	52.19	51.84	0.00	367.56	0.142	0.16	11.271	B
AB-C	988.85	988.85	0.00	-	-	-	-	-
D-AB	41.29	41.10	0.00	365.75	0.113	0.12	10.738	B
D-C	2.75	2.52	0.00	42.66	0.062	0.09	125.414	F
C-D	11.19	11.19	0.00	-	-	-	-	-
C-A	1202.10	1202.10	0.00	-	-	-	-	-
C-B	2.24	2.24	0.00	-	-	-	-	-
CD-AB	24.13	24.07	0.00	410.42	0.059	0.06	8.854	A
CD-A	1221.30	1221.30	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	29.73	29.84	0.00	415.60	0.072	0.08	9.336	A
B-A	23.12	21.51	0.00	64.40	0.359	0.49	81.393	F
A-B	14.75	14.75	0.00	-	-	-	-	-
A-C	978.52	978.52	0.00	-	-	-	-	-
A-D	19.67	19.67	0.00	-	-	-	-	-
AB-CD	29.62	29.91	0.00	357.96	0.083	0.09	10.802	B
AB-C	998.40	998.40	0.00	-	-	-	-	-
D-AB	37.43	37.45	0.00	361.03	0.104	0.12	11.215	B
D-C	6.61	6.34	0.00	45.96	0.144	0.15	90.247	F
C-D	6.48	6.48	0.00	-	-	-	-	-
C-A	1202.57	1202.57	0.00	-	-	-	-	-
C-B	6.48	6.48	0.00	-	-	-	-	-
CD-AB	15.43	15.51	0.00	446.45	0.035	0.04	8.925	A
CD-A	1231.07	1231.07	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	27.74	27.82	0.00	521.62	0.053	0.06	7.290	A
B-A	15.41	16.92	0.00	155.18	0.099	0.11	26.296	D
A-B	7.52	7.52	0.00	-	-	-	-	-
A-C	779.44	779.44	0.00	-	-	-	-	-
A-D	40.10	40.10	0.00	-	-	-	-	-
AB-CD	46.32	46.17	0.00	398.13	0.116	0.13	10.041	B
AB-C	801.05	801.05	0.00	-	-	-	-	-
D-AB	26.97	27.17	0.00	433.51	0.062	0.07	9.033	A
D-C	8.99	9.26	0.00	112.23	0.081	0.08	32.289	D
C-D	3.77	3.77	0.00	-	-	-	-	-
C-A	967.99	967.99	0.00	-	-	-	-	-
C-B	20.72	20.72	0.00	-	-	-	-	-
CD-AB	34.17	34.05	0.00	515.11	0.066	0.07	7.486	A
CD-A	981.70	981.70	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	30.97	30.99	0.00	610.43	0.051	0.05	6.214	A
B-A	5.16	5.52	0.00	212.38	0.024	0.03	17.431	C
A-B	10.22	10.22	0.00	-	-	-	-	-
A-C	641.55	641.55	0.00	-	-	-	-	-
A-D	40.86	40.86	0.00	-	-	-	-	-
AB-CD	56.29	56.29	0.00	534.50	0.105	0.13	8.340	A
AB-C	657.10	657.10	0.00	-	-	-	-	-
D-AB	30.11	30.13	0.00	499.17	0.060	0.06	7.699	A
D-C	0.00	0.33	0.00	163.86	0.000	0.00	0.000	A
C-D	3.85	3.85	0.00	-	-	-	-	-
C-A	817.68	817.68	0.00	-	-	-	-	-
C-B	9.62	9.62	0.00	-	-	-	-	-
CD-AB	23.54	23.64	0.00	560.22	0.042	0.04	6.712	A
CD-A	833.90	833.90	0.00	-	-	-	-	-

(Default Analysis Set) - 2015 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D2 - 2015 Base, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2015 Base, PM	2015 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	NS-OS Stagger (UK LR Stagger)	Two-way	A,B,C,D	10.19	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A421 (East)		Major
B	B	Shucklow Hill		Minor
C	C	A421 (West)		Major
D	D	Little Horwood Rd		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	6.00		0.00	✓	3.49	250.00	✓	10.00
C	6.00		0.00	✓	3.53	200.00	✓	9.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	7.34	6.21	5.81	✓	3.00	33	153
D	One lane plus flare				10.00	9.91	5.97	4.20	3.97	✓	2.00	50	131

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	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
1	AB-D	819.649	-	-	-	-	-	0.318	0.318	0.318	-	-
1	B-A	556.161	0.101	0.256	0.256	-	-	0.161	0.366	-	0.161	0.366
1	B-CD	864.324	0.132	0.335	0.335	-	-	-	-	-	-	-
1	CD-B	789.631	0.306	0.306	0.306	-	-	-	-	-	-	-
1	D-AB	822.092	-	-	-	-	-	0.319	0.319	0.126	-	-
1	D-C	594.060	-	0.172	0.391	0.172	0.391	0.273	0.273	0.108	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1012.00	100.000
B	ONE HOUR	✓	22.00	100.000
C	ONE HOUR	✓	1012.00	100.000
D	ONE HOUR	✓	24.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	761.89	787.52		
16:45-17:00	B	16.56	18.07		
16:45-17:00	C	761.89	788.99		
16:45-17:00	D	18.07	18.07		
17:00-17:15	A	909.77	955.47		
17:00-17:15	B	19.78	19.78		
17:00-17:15	C	909.77	933.59		
17:00-17:15	D	21.58	21.58		
17:15-17:30	A	1114.23	1158.93		
17:15-17:30	B	24.22	25.50		
17:15-17:30	C	1114.23	1131.74		
17:15-17:30	D	26.42	26.42		
17:30-17:45	A	1114.23	1131.99		
17:30-17:45	B	24.22	24.22		
17:30-17:45	C	1114.23	1144.25		
17:30-17:45	D	26.42	28.31		
17:45-18:00	A	909.77	930.83		
17:45-18:00	B	19.78	20.88		
17:45-18:00	C	909.77	943.14		
17:45-18:00	D	21.58	21.58		
18:00-18:15	A	761.89	785.02		
18:00-18:15	B	16.56	16.56		
18:00-18:15	C	761.89	788.63		
18:00-18:15	D	18.07	18.07		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

		To			
From		A	B	C	D
	A	0.000	8.000	992.000	12.000
	B	2.000	0.000	14.000	6.000
	C	966.000	32.000	0.000	14.000
	D	20.000	4.000	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

		To			
From		A	B	C	D
	A	0.00	0.01	0.98	0.01
	B	0.09	0.00	0.64	0.27
	C	0.95	0.03	0.00	0.01
	D	0.83	0.17	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

		To			
From		A	B	C	D
	A	0.000	6.000	848.000	22.000
	B	10.000	0.000	12.000	10.000
	C	964.000	28.000	0.000	2.000
	D	26.000	8.000	4.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

		To			
From		A	B	C	D
	A	0.00	0.01	0.97	0.03
	B	0.31	0.00	0.38	0.31
	C	0.97	0.03	0.00	0.00
	D	0.68	0.21	0.11	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

		To			
From		A	B	C	D
	A	0.000	14.000	1016.000	16.000
	B	4.000	0.000	24.000	10.000
	C	1004.000	8.000	0.000	4.000
	D	26.000	14.000	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

		To			
From		A	B	C	D
	A	0.00	0.01	0.97	0.02
	B	0.11	0.00	0.63	0.26
	C	0.99	0.01	0.00	0.00
	D	0.65	0.35	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

	To				
		A	B	C	D
From	A	0.000	6.000	1098.000	26.000
	B	18.000	0.000	18.000	30.000
	C	1028.000	6.000	0.000	4.000
	D	14.000	14.000	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

	To				
		A	B	C	D
From	A	0.00	0.01	0.97	0.02
	B	0.27	0.00	0.27	0.45
	C	0.99	0.01	0.00	0.00
	D	0.50	0.50	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

	To				
		A	B	C	D
From	A	0.000	2.000	1012.000	22.000
	B	2.000	0.000	20.000	14.000
	C	918.000	8.000	0.000	0.000
	D	20.000	2.000	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

	To				
		A	B	C	D
From	A	0.00	0.00	0.98	0.02
	B	0.06	0.00	0.56	0.39
	C	0.99	0.01	0.00	0.00
	D	0.91	0.09	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

	To				
		A	B	C	D
From	A	0.000	8.000	900.000	14.000
	B	2.000	0.000	44.000	12.000
	C	960.000	8.000	0.000	0.000
	D	10.000	6.000	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

	To				
		A	B	C	D
From	A	0.00	0.01	0.98	0.02
	B	0.03	0.00	0.76	0.21
	C	0.99	0.01	0.00	0.00
	D	0.63	0.38	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

	To				
		A	B	C	D
From	A	1.000	1.000	1.032	1.167
	B	1.000	1.000	1.000	1.333
	C	1.035	1.000	1.000	1.143
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

	To				
		A	B	C	D
From	A	0.0	0.0	3.2	16.7
	B	0.0	0.0	0.0	33.3
	C	3.5	0.0	0.0	14.3
	D	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

	To				
		A	B	C	D
From	A	1.000	1.000	1.052	1.000
	B	1.000	1.000	1.000	1.000
	C	1.027	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

	To				
		A	B	C	D
From	A	0.0	0.0	5.2	0.0
	B	0.0	0.0	0.0	0.0
	C	2.7	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

	To				
		A	B	C	D
From	A	1.000	1.000	1.041	1.000
	B	1.000	1.000	1.000	1.200
	C	1.016	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

	To				
		A	B	C	D
From	A	0.0	0.0	4.1	0.0
	B	0.0	0.0	0.0	20.0
	C	1.6	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

		To			
From		A	B	C	D
	A	1.000	1.000	1.016	1.000
	B	1.000	1.000	1.000	1.000
	C	1.027	1.000	1.000	1.000
	D	1.143	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

		To			
From		A	B	C	D
	A	0.0	0.0	1.6	0.0
	B	0.0	0.0	0.0	0.0
	C	2.7	0.0	0.0	0.0
	D	14.3	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

		To			
From		A	B	C	D
	A	1.000	1.000	1.024	1.000
	B	1.000	1.000	1.100	1.000
	C	1.037	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

		To			
From		A	B	C	D
	A	0.0	0.0	2.4	0.0
	B	0.0	0.0	10.0	0.0
	C	3.7	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

		To			
From		A	B	C	D
	A	1.000	1.000	1.031	1.000
	B	1.000	1.000	1.000	1.000
	C	1.035	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

		To			
From		A	B	C	D
	A	0.0	0.0	3.1	0.0
	B	0.0	0.0	0.0	0.0
	C	3.5	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.05	8.31	0.05	A
B-A	0.09	51.80	0.09	F
A-B	-	-	-	-
A-C	-	-	-	-
A-D	-	-	-	-
AB-CD	0.08	8.77	0.09	A
AB-C	-	-	-	-
D-AB	0.06	8.65	0.07	A
D-C	0.01	21.85	0.01	C
C-D	-	-	-	-
C-A	-	-	-	-
C-B	-	-	-	-
CD-AB	0.06	8.64	0.06	A
CD-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	15.06	14.94	0.00	546.18	0.028	0.03	6.774	A
B-A	1.51	1.48	0.00	221.85	0.007	0.01	16.334	C
A-B	6.02	6.02	0.00	-	-	-	-	-
A-C	746.83	746.83	0.00	-	-	-	-	-
A-D	9.03	9.03	0.00	-	-	-	-	-
AB-CD	13.52	13.40	0.00	465.71	0.029	0.03	7.957	A
AB-C	757.29	757.29	0.00	-	-	-	-	-
D-AB	18.07	17.94	0.00	573.10	0.032	0.03	6.482	A
D-C	0.00	0.00	0.00	239.34	0.000	0.00	0.000	A
C-D	10.54	10.54	0.00	-	-	-	-	-
C-A	727.26	727.26	0.00	-	-	-	-	-
C-B	24.09	24.09	0.00	-	-	-	-	-
CD-AB	27.08	26.88	0.00	548.70	0.049	0.05	6.894	A
CD-A	742.21	742.21	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	13.60	13.60	0.00	524.29	0.026	0.03	7.425	A
B-A	6.18	6.05	0.00	158.36	0.039	0.04	23.615	C
A-B	6.23	6.23	0.00	-	-	-	-	-
A-C	880.69	880.69	0.00	-	-	-	-	-
A-D	22.85	22.85	0.00	-	-	-	-	-
AB-CD	29.01	28.88	0.00	522.49	0.055	0.06	7.830	A
AB-C	888.12	888.12	0.00	-	-	-	-	-
D-AB	19.30	19.28	0.00	523.29	0.037	0.04	7.142	A
D-C	2.27	2.22	0.00	166.94	0.014	0.01	21.848	C
C-D	1.83	1.83	0.00	-	-	-	-	-
C-A	882.31	882.31	0.00	-	-	-	-	-
C-B	25.63	25.63	0.00	-	-	-	-	-
CD-AB	30.16	30.11	0.00	497.31	0.061	0.06	7.704	A
CD-A	897.06	897.06	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	21.67	21.59	0.00	448.49	0.048	0.05	8.246	A
B-A	2.55	2.56	0.00	72.07	0.035	0.04	51.799	F
A-B	14.91	14.91	0.00	-	-	-	-	-
A-C	1082.28	1082.28	0.00	-	-	-	-	-
A-D	17.04	17.04	0.00	-	-	-	-	-
AB-CD	23.41	23.44	0.00	436.91	0.054	0.06	8.455	A
AB-C	1097.49	1097.49	0.00	-	-	-	-	-
D-AB	26.42	26.34	0.00	462.37	0.057	0.06	8.253	A
D-C	0.00	0.05	0.00	78.96	0.000	0.00	0.000	A
C-D	4.39	4.39	0.00	-	-	-	-	-
C-A	1101.07	1101.07	0.00	-	-	-	-	-
C-B	8.77	8.77	0.00	-	-	-	-	-
CD-AB	17.97	18.06	0.00	435.06	0.041	0.04	8.635	A
CD-A	1118.20	1118.20	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	17.62	17.65	0.00	465.25	0.038	0.04	8.309	A
B-A	6.61	6.40	0.00	76.87	0.086	0.09	50.952	F
A-B	5.92	5.92	0.00	-	-	-	-	-
A-C	1082.68	1082.68	0.00	-	-	-	-	-
A-D	25.64	25.64	0.00	-	-	-	-	-
AB-CD	36.60	36.47	0.00	455.97	0.080	0.09	8.771	A
AB-C	1089.36	1089.36	0.00	-	-	-	-	-
D-AB	26.42	26.41	0.00	428.14	0.062	0.06	8.649	A
D-C	0.00	0.00	0.00	76.90	0.000	0.00	0.000	A
C-D	4.29	4.29	0.00	-	-	-	-	-
C-A	1103.50	1103.50	0.00	-	-	-	-	-
C-B	6.44	6.44	0.00	-	-	-	-	-
CD-AB	19.61	19.60	0.00	443.31	0.044	0.05	8.496	A
CD-A	1116.74	1116.74	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	18.68	18.70	0.00	521.31	0.036	0.04	6.968	A
B-A	1.10	1.43	0.00	160.56	0.007	0.01	22.663	C
A-B	1.76	1.76	0.00	-	-	-	-	-
A-C	888.69	888.69	0.00	-	-	-	-	-
A-D	19.32	19.32	0.00	-	-	-	-	-
AB-CD	27.05	27.18	0.00	520.13	0.052	0.06	7.308	A
AB-C	899.66	899.66	0.00	-	-	-	-	-
D-AB	21.58	21.65	0.00	521.25	0.041	0.05	7.498	A
D-C	0.00	0.00	0.00	166.77	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	901.91	901.91	0.00	-	-	-	-	-
C-B	7.86	7.86	0.00	-	-	-	-	-
CD-AB	9.93	10.03	0.00	504.85	0.020	0.02	7.275	A
CD-A	921.49	921.49	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	15.99	16.02	0.00	602.05	0.027	0.03	6.341	A
B-A	0.57	0.59	0.00	223.51	0.003	0.00	16.150	C
A-B	6.61	6.61	0.00	-	-	-	-	-
A-C	743.71	743.71	0.00	-	-	-	-	-
A-D	11.57	11.57	0.00	-	-	-	-	-
AB-CD	15.03	15.14	0.00	569.20	0.026	0.03	6.500	A
AB-C	756.27	756.27	0.00	-	-	-	-	-
D-AB	18.07	18.12	0.00	570.89	0.032	0.03	6.514	A
D-C	0.00	0.00	0.00	238.29	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	755.59	755.59	0.00	-	-	-	-	-
C-B	6.30	6.30	0.00	-	-	-	-	-
CD-AB	13.04	13.02	0.00	549.46	0.024	0.02	6.710	A
CD-A	766.97	766.97	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	Stream D-AB	Capacity of Minor Stream D-AB has been reduced in timesegment(s) 4 due to traffic queuing at the center of the junction.
Warning	Profile Type	D3 - 2026 Base, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2026 Base, AM	2026 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	NS-OS Stagger (UK LR Stagger)	Two-way	A,B,C,D	2629054669.30	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A421 (East)		Major
B	B	Shucklow Hill		Minor
C	C	A421 (West)		Major
D	D	Little Horwood Rd		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	6.00		0.00	✓	3.49	250.00	✓	10.00
C	6.00		0.00	✓	3.53	200.00	✓	9.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	7.34	6.21	5.81	✓	3.00	33	153
D	One lane plus flare				10.00	9.91	5.97	4.20	3.97	✓	2.00	50	131

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	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
1	AB-D	819.649	-	-	-	-	-	0.318	0.318	0.318	-	-
1	B-A	572.919	0.104	0.264	0.264	-	-	0.166	0.377	-	0.166	0.377
1	B-CD	842.904	0.129	0.327	0.327	-	-	-	-	-	-	-
1	CD-B	789.631	0.306	0.306	0.306	-	-	-	-	-	-	-
1	D-AB	822.092	-	-	-	-	-	0.319	0.319	0.126	-	-
1	D-C	594.060	-	0.172	0.391	0.172	0.391	0.273	0.273	0.108	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1160.02	100.000
B	ONE HOUR	✓	60.52	100.000
C	ONE HOUR	✓	1392.04	100.000
D	ONE HOUR	✓	50.44	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	873.32	924.61		
07:45-08:00	B	45.56	45.56		
07:45-08:00	C	1048.00	1078.40		
07:45-08:00	D	37.97	37.97		
08:00-08:15	A	1042.83	1112.94		
08:00-08:15	B	54.41	54.41		
08:00-08:15	C	1251.42	1293.17		
08:00-08:15	D	45.34	50.68		
08:15-08:30	A	1277.21	1373.58		
08:15-08:30	B	66.63	66.63		
08:15-08:30	C	1532.66	1594.81		
08:15-08:30	D	55.54	62.48		
08:30-08:45	A	1277.21	1407.40		
08:30-08:45	B	66.63	66.63		
08:30-08:45	C	1532.66	1598.02		
08:30-08:45	D	55.54	61.09		
08:45-09:00	A	1042.83	1131.35		
08:45-09:00	B	54.41	54.41		
08:45-09:00	C	1251.42	1332.09		
08:45-09:00	D	45.34	51.01		
09:00-09:15	A	873.32	945.48		
09:00-09:15	B	45.56	45.56		
09:00-09:15	C	1048.00	1128.01		
09:00-09:15	D	37.97	40.90		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

	To				
		A	B	C	D
From	A	0.000	5.040	1137.330	17.650
	B	17.650	0.000	20.170	22.700
	C	1371.860	12.610	0.000	7.570
	D	25.220	25.220	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

	To				
		A	B	C	D
From	A	0.00	0.00	0.98	0.02
	B	0.29	0.00	0.33	0.38
	C	0.99	0.01	0.00	0.01
	D	0.50	0.50	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

	To				
		A	B	C	D
From	A	0.000	15.130	1119.680	27.740
	B	17.650	0.000	30.260	20.170
	C	1495.430	10.090	0.000	5.040
	D	22.700	17.650	2.520	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

	To				
		A	B	C	D
From	A	0.00	0.01	0.96	0.02
	B	0.26	0.00	0.44	0.30
	C	0.99	0.01	0.00	0.00
	D	0.53	0.41	0.06	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

	To				
		A	B	C	D
From	A	0.000	20.170	1011.240	37.830
	B	7.570	0.000	42.870	22.700
	C	1354.210	2.520	0.000	12.610
	D	17.650	20.170	2.520	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

	To				
		A	B	C	D
From	A	0.00	0.02	0.95	0.04
	B	0.10	0.00	0.59	0.31
	C	0.99	0.00	0.00	0.01
	D	0.44	0.50	0.06	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

	To				
		A	B	C	D
From	A	0.000	15.130	1003.680	20.170
	B	17.650	0.000	15.130	7.570
	C	1404.640	7.570	0.000	7.570
	D	32.780	10.090	7.570	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

	To				
		A	B	C	D
From	A	0.00	0.01	0.97	0.02
	B	0.44	0.00	0.37	0.19
	C	0.99	0.01	0.00	0.01
	D	0.65	0.20	0.15	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

		To			
From		A	B	C	D
	A	0.000	7.570	784.280	40.350
	B	12.610	0.000	17.650	5.040
	C	1296.210	27.740	0.000	5.040
	D	15.130	15.130	10.090	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

		To			
From		A	B	C	D
	A	0.00	0.01	0.94	0.05
	B	0.36	0.00	0.50	0.14
	C	0.98	0.02	0.00	0.00
	D	0.37	0.37	0.25	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

		To			
From		A	B	C	D
	A	0.000	12.610	791.850	50.440
	B	5.040	0.000	15.130	15.130
	C	1071.770	12.610	0.000	5.040
	D	17.650	15.130	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

		To			
From		A	B	C	D
	A	0.00	0.01	0.93	0.06
	B	0.14	0.00	0.43	0.43
	C	0.98	0.01	0.00	0.00
	D	0.54	0.46	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

		To			
From		A	B	C	D
	A	1.000	1.000	1.060	1.000
	B	1.000	1.000	1.000	1.000
	C	1.028	1.200	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

		To			
From		A	B	C	D
	A	0.0	0.0	6.0	0.0
	B	0.0	0.0	0.0	0.0
	C	2.8	20.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

		To			
From		A	B	C	D
	A	1.000	1.000	1.065	1.182
	B	1.000	1.000	1.000	1.000
	C	1.034	1.000	1.000	1.000
	D	1.111	1.000	2.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

		To			
From		A	B	C	D
	A	0.0	0.0	6.5	18.2
	B	0.0	0.0	0.0	0.0
	C	3.4	0.0	0.0	0.0
	D	11.1	0.0	100.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

		To			
From		A	B	C	D
	A	1.000	1.000	1.072	1.200
	B	1.000	1.000	1.000	1.000
	C	1.041	1.000	1.000	1.000
	D	1.143	1.125	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

		To			
From		A	B	C	D
	A	0.0	0.0	7.2	20.0
	B	0.0	0.0	0.0	0.0
	C	4.1	0.0	0.0	0.0
	D	14.3	12.5	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

		To			
From		A	B	C	D
	A	1.000	1.000	1.101	1.250
	B	1.000	1.000	1.000	1.000
	C	1.043	1.000	1.000	1.000
	D	1.154	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

		To			
From		A	B	C	D
	A	0.0	0.0	10.1	25.0
	B	0.0	0.0	0.0	0.0
	C	4.3	0.0	0.0	0.0
	D	15.4	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

	To				
		A	B	C	D
From	A	1.000	1.000	1.077	1.250
	B	1.000	1.000	1.000	1.000
	C	1.066	1.000	1.000	1.000
	D	1.167	1.000	1.250	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

	To				
		A	B	C	D
From	A	0.0	0.0	7.7	25.0
	B	0.0	0.0	0.0	0.0
	C	6.6	0.0	0.0	0.0
	D	16.7	0.0	25.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

	To				
		A	B	C	D
From	A	1.000	1.000	1.089	1.000
	B	1.000	1.000	1.000	1.000
	C	1.078	1.000	1.000	1.000
	D	1.143	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

	To				
		A	B	C	D
From	A	0.0	0.0	8.9	0.0
	B	0.0	0.0	0.0	0.0
	C	7.8	0.0	0.0	0.0
	D	14.3	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	9999999999.00	1149.04	25.63	F
B-A	9999999999.00	1954.81	11.00	F
A-B	-	-	-	-
A-C	-	-	-	-
A-D	-	-	-	-
AB-CD	0.22	15.93	0.28	C
AB-C	-	-	-	-
D-AB	9999999999.00	9999999999.00	34.42	F
D-C	9999999999.00	9999999999.00	5.58	F
C-D	-	-	-	-
C-A	-	-	-	-
C-B	-	-	-	-
CD-AB	0.18	10.26	0.21	B
CD-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	32.27	32.02	0.00	528.73	0.061	0.06	7.244	A
B-A	13.29	12.88	0.00	138.95	0.096	0.10	28.380	D
A-B	3.79	3.79	0.00	-	-	-	-	-
A-C	856.24	856.24	0.00	-	-	-	-	-
A-D	13.29	13.29	0.00	-	-	-	-	-
AB-CD	30.24	29.97	0.00	477.17	0.063	0.07	8.044	A
AB-C	871.31	871.31	0.00	-	-	-	-	-
D-AB	37.97	37.63	0.00	479.69	0.079	0.09	999999999.000	F
D-C	0.00	0.00	0.00	129.44	0.000	0.00	999999999.000	F
C-D	5.70	5.70	0.00	-	-	-	-	-
C-A	1032.81	1032.81	0.00	-	-	-	-	-
C-B	9.49	9.49	0.00	-	-	-	-	-
CD-AB	28.31	28.06	0.00	474.90	0.060	0.06	8.052	A
CD-A	1051.62	1051.62	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	40.30	40.17	0.00	451.79	0.089	0.10	8.743	A
B-A	14.11	13.25	0.00	53.87	0.262	0.31	87.023	F
A-B	13.57	13.57	0.00	-	-	-	-	-
A-C	1004.38	1004.38	0.00	-	-	-	-	-
A-D	24.88	24.88	0.00	-	-	-	-	-
AB-CD	40.98	40.78	0.00	368.56	0.111	0.12	10.464	B
AB-C	1028.45	1028.45	0.00	-	-	-	-	-
D-AB	42.68	42.52	0.00	372.04	0.115	0.12	999999999.000	F
D-C	2.67	2.11	0.00	17.43	0.153	0.14	999999999.000	F
C-D	4.18	4.18	0.00	-	-	-	-	-
C-A	1238.88	1238.88	0.00	-	-	-	-	-
C-B	8.36	8.36	0.00	-	-	-	-	-
CD-AB	26.98	26.97	0.00	448.85	0.060	0.07	8.839	A
CD-A	1262.78	1262.78	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	59.74	0.00	0.00	0.00	999999999.000	15.03	1149.040	F
B-A	6.90	0.00	0.00	0.00	999999999.000	2.04	1954.813	F
A-B	24.09	24.09	0.00	-	-	-	-	-
A-C	1207.92	1207.92	0.00	-	-	-	-	-
A-D	45.19	45.19	0.00	-	-	-	-	-
AB-CD	45.19	44.87	0.00	261.19	0.173	0.20	15.927	C
AB-C	1207.92	1207.92	0.00	-	-	-	-	-
D-AB	52.07	0.00	0.00	0.00	999999999.000	13.14	999999999.000	F
D-C	3.47	0.00	0.00	0.00	999999999.000	1.01	999999999.000	F
C-D	14.11	14.11	0.00	-	-	-	-	-
C-A	1515.73	1515.73	0.00	-	-	-	-	-
C-B	2.82	2.82	0.00	-	-	-	-	-
CD-AB	2.82	3.05	0.00	369.39	0.008	0.01	9.834	A
CD-A	1515.73	1515.73	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	37.49	0.00	0.00	0.00	999999999.000	24.40	204.249	F
B-A	29.15	0.00	0.00	0.00	999999999.000	9.33	680.201	F
A-B	18.60	18.60	0.00	-	-	-	-	-
A-C	1233.81	1233.81	0.00	-	-	-	-	-
A-D	24.79	24.79	0.00	-	-	-	-	-
AB-CD	24.79	25.14	0.00	250.04	0.099	0.11	15.594	C
AB-C	1233.81	1233.81	0.00	-	-	-	-	-
D-AB	47.20	0.00	0.00	0.00	999999999.000	24.94	999999999.000	F
D-C	8.33	0.00	0.00	0.00	999999999.000	3.09	999999999.000	F
C-D	8.17	8.17	0.00	-	-	-	-	-
C-A	1516.32	1516.32	0.00	-	-	-	-	-
C-B	8.17	8.17	0.00	-	-	-	-	-
CD-AB	8.17	8.11	0.00	359.04	0.023	0.02	10.257	B
CD-A	1516.32	1516.32	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	34.97	30.05	0.00	30.28	1.155	25.63	1052.301	F
B-A	19.44	12.72	0.00	12.96	1.500	11.00	1238.189	F
A-B	9.49	9.49	0.00	-	-	-	-	-
A-C	982.79	982.79	0.00	-	-	-	-	-
A-D	50.56	50.56	0.00	-	-	-	-	-
AB-CD	60.99	60.52	0.00	328.44	0.186	0.23	13.577	B
AB-C	1002.41	1002.41	0.00	-	-	-	-	-
D-AB	34.01	0.00	0.00	0.00	999999999.000	33.44	999999999.000	F
D-C	11.34	0.00	0.00	0.00	999999999.000	5.92	999999999.000	F
C-D	4.75	4.75	0.00	-	-	-	-	-
C-A	1220.55	1220.55	0.00	-	-	-	-	-
C-B	26.12	26.12	0.00	-	-	-	-	-
CD-AB	26.12	25.97	0.00	443.50	0.059	0.06	8.619	A
CD-A	1220.55	1220.55	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	39.06	141.20	0.00	445.51	0.088	0.10	17.115	C
B-A	6.51	50.16	0.00	87.92	0.074	0.09	178.194	F
A-B	12.88	12.88	0.00	-	-	-	-	-
A-C	808.92	808.92	0.00	-	-	-	-	-
A-D	51.53	51.53	0.00	-	-	-	-	-
AB-CD	101.54	101.22	0.00	460.57	0.220	0.31	11.001	B
AB-C	900.10	900.10	0.00	-	-	-	-	-
D-AB	37.97	171.29	0.00	376.76	0.098	0.11	999999999.000	F
D-C	0.00	23.69	0.00	66.58	0.000	0.00	999999999.000	F
C-D	4.85	4.85	0.00	-	-	-	-	-
C-A	1031.02	1031.02	0.00	-	-	-	-	-
C-B	12.13	12.13	0.00	-	-	-	-	-
CD-AB	85.55	84.95	0.00	480.91	0.178	0.21	8.979	A
CD-A	1128.90	1128.90	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D4 - 2026 Base, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2026 Base, PM	2026 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	NS-OS Stagger (UK LR Stagger)	Two-way	A,B,C,D	690.71	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A421 (East)		Major
B	B	Shucklow Hill		Minor
C	C	A421 (West)		Major
D	D	Little Horwood Rd		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	6.00		0.00	✓	3.49	250.00	✓	10.00
C	6.00		0.00	✓	3.53	200.00	✓	9.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	7.34	6.21	5.81	✓	3.00	33	153
D	One lane plus flare				10.00	9.91	5.97	4.20	3.97	✓	2.00	50	131

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	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
1	AB-D	819.649	-	-	-	-	-	0.318	0.318	0.318	-	-
1	B-A	556.161	0.101	0.256	0.256	-	-	0.161	0.366	-	0.161	0.366
1	B-CD	864.324	0.132	0.335	0.335	-	-	-	-	-	-	-
1	CD-B	789.631	0.306	0.306	0.306	-	-	-	-	-	-	-
1	D-AB	822.092	-	-	-	-	-	0.319	0.319	0.126	-	-
1	D-C	594.060	-	0.172	0.391	0.172	0.391	0.273	0.273	0.108	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1293.44	100.000
B	ONE HOUR	✓	28.12	100.000
C	ONE HOUR	✓	1293.43	100.000
D	ONE HOUR	✓	30.67	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	973.77	1006.53		
16:45-17:00	B	21.17	23.09		
16:45-17:00	C	973.76	1008.41		
16:45-17:00	D	23.09	23.09		
17:00-17:15	A	1162.78	1221.20		
17:00-17:15	B	25.28	25.28		
17:00-17:15	C	1162.77	1193.21		
17:00-17:15	D	27.57	27.57		
17:15-17:30	A	1424.10	1481.23		
17:15-17:30	B	30.96	32.59		
17:15-17:30	C	1424.09	1446.47		
17:15-17:30	D	33.77	33.77		
17:30-17:45	A	1424.10	1446.80		
17:30-17:45	B	30.96	30.96		
17:30-17:45	C	1424.09	1462.46		
17:30-17:45	D	33.77	36.18		
17:45-18:00	A	1162.78	1189.70		
17:45-18:00	B	25.28	26.68		
17:45-18:00	C	1162.77	1205.42		
17:45-18:00	D	27.57	27.57		
18:00-18:15	A	973.77	1003.33		
18:00-18:15	B	21.17	21.17		
18:00-18:15	C	973.76	1007.95		
18:00-18:15	D	23.09	23.09		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

	To				
From		A	B	C	D
	A	0.000	10.220	1267.880	15.340
	B	2.560	0.000	17.890	7.670
	C	1234.640	40.900	0.000	17.890
	D	25.560	5.110	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

	To				
From		A	B	C	D
	A	0.00	0.01	0.98	0.01
	B	0.09	0.00	0.64	0.27
	C	0.95	0.03	0.00	0.01
	D	0.83	0.17	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

	To				
		A	B	C	D
From	A	0.000	7.670	1083.830	28.120
	B	12.780	0.000	15.340	12.780
	C	1232.090	35.790	0.000	2.560
	D	33.230	10.220	5.110	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

	To				
		A	B	C	D
From	A	0.00	0.01	0.97	0.03
	B	0.31	0.00	0.38	0.31
	C	0.97	0.03	0.00	0.00
	D	0.68	0.21	0.11	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

	To				
		A	B	C	D
From	A	0.000	17.890	1298.550	20.450
	B	5.110	0.000	30.670	12.780
	C	1283.210	10.220	0.000	5.110
	D	33.230	17.890	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

	To				
		A	B	C	D
From	A	0.00	0.01	0.97	0.02
	B	0.11	0.00	0.63	0.26
	C	0.99	0.01	0.00	0.00
	D	0.65	0.35	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

	To				
		A	B	C	D
From	A	0.000	7.670	1403.350	33.230
	B	23.010	0.000	23.010	38.340
	C	1313.890	7.670	0.000	5.110
	D	17.890	17.890	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

	To				
		A	B	C	D
From	A	0.00	0.01	0.97	0.02
	B	0.27	0.00	0.27	0.45
	C	0.99	0.01	0.00	0.00
	D	0.50	0.50	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

	To				
		A	B	C	D
From	A	0.000	2.560	1293.440	28.120
	B	2.560	0.000	25.560	17.890
	C	1173.300	10.220	0.000	0.000
	D	25.560	2.560	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

	To				
		A	B	C	D
From	A	0.00	0.00	0.98	0.02
	B	0.06	0.00	0.56	0.39
	C	0.99	0.01	0.00	0.00
	D	0.91	0.09	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

	To				
		A	B	C	D
From	A	0.000	10.220	1150.290	17.890
	B	2.560	0.000	56.240	15.340
	C	1226.980	10.220	0.000	0.000
	D	12.780	7.670	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

	To				
		A	B	C	D
From	A	0.00	0.01	0.98	0.02
	B	0.03	0.00	0.76	0.21
	C	0.99	0.01	0.00	0.00
	D	0.62	0.38	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

	To				
		A	B	C	D
From	A	1.000	1.000	1.032	1.167
	B	1.000	1.000	1.000	1.333
	C	1.035	1.000	1.000	1.143
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

	To				
		A	B	C	D
From	A	0.0	0.0	3.2	16.7
	B	0.0	0.0	0.0	33.3
	C	3.5	0.0	0.0	14.3
	D	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

	To				
		A	B	C	D
From	A	1.000	1.000	1.052	1.000
	B	1.000	1.000	1.000	1.000
	C	1.027	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

	To				
		A	B	C	D
From	A	0.0	0.0	5.2	0.0
	B	0.0	0.0	0.0	0.0
	C	2.7	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

	To				
		A	B	C	D
From	A	1.000	1.000	1.041	1.000
	B	1.000	1.000	1.000	1.200
	C	1.016	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

	To				
		A	B	C	D
From	A	0.0	0.0	4.1	0.0
	B	0.0	0.0	0.0	20.0
	C	1.6	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

	To				
		A	B	C	D
From	A	1.000	1.000	1.016	1.000
	B	1.000	1.000	1.000	1.000
	C	1.027	1.000	1.000	1.000
	D	1.143	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

	To				
		A	B	C	D
From	A	0.0	0.0	1.6	0.0
	B	0.0	0.0	0.0	0.0
	C	2.7	0.0	0.0	0.0
	D	14.3	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

	To				
		A	B	C	D
From	A	1.000	1.000	1.024	1.000
	B	1.000	1.000	1.100	1.000
	C	1.037	1.000	1.000	1.000
	D	1.000	1.000	1.250	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

	To				
		A	B	C	D
From	A	0.0	0.0	2.4	0.0
	B	0.0	0.0	10.0	0.0
	C	3.7	0.0	0.0	0.0
	D	0.0	0.0	25.0	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

	To				
		A	B	C	D
From	A	1.000	1.000	1.031	1.000
	B	1.000	1.000	1.000	1.000
	C	1.035	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

	To				
		A	B	C	D
From	A	0.0	0.0	3.1	0.0
	B	0.0	0.0	0.0	0.0
	C	3.5	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	9999999999.00	1390.50	12.53	F
B-A	9999999999.00	1522.73	3.13	F
A-B	-	-	-	-
A-C	-	-	-	-
A-D	-	-	-	-
AB-CD	0.13	11.15	0.15	B
AB-C	-	-	-	-
D-AB	9999999999.00	1394.34	17.29	F
D-C	0.06	78.82	0.06	F
C-D	-	-	-	-
C-A	-	-	-	-
C-B	-	-	-	-
CD-AB	0.10	11.09	0.11	B
CD-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	19.24	19.08	0.00	478.93	0.040	0.04	7.826	A
B-A	1.93	1.87	0.00	128.88	0.015	0.01	28.331	D
A-B	7.69	7.69	0.00	-	-	-	-	-
A-C	954.53	954.53	0.00	-	-	-	-	-
A-D	11.55	11.55	0.00	-	-	-	-	-
AB-CD	17.27	17.10	0.00	408.71	0.042	0.04	9.189	A
AB-C	967.88	967.88	0.00	-	-	-	-	-
D-AB	23.09	22.90	0.00	503.86	0.046	0.05	7.479	A
D-C	0.00	0.00	0.00	140.69	0.000	0.00	0.000	A
C-D	13.47	13.47	0.00	-	-	-	-	-
C-A	929.50	929.50	0.00	-	-	-	-	-
C-B	30.79	30.79	0.00	-	-	-	-	-
CD-AB	34.61	34.30	0.00	481.69	0.072	0.08	8.042	A
CD-A	948.59	948.59	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	17.38	17.37	0.00	422.43	0.041	0.04	9.366	A
B-A	7.90	7.15	0.00	42.31	0.187	0.20	100.683	F
A-B	7.97	7.97	0.00	-	-	-	-	-
A-C	1125.61	1125.61	0.00	-	-	-	-	-
A-D	29.20	29.20	0.00	-	-	-	-	-
AB-CD	37.07	36.85	0.00	440.06	0.084	0.10	9.604	A
AB-C	1135.10	1135.10	0.00	-	-	-	-	-
D-AB	24.67	24.62	0.00	435.81	0.057	0.06	8.754	A
D-C	2.90	2.67	0.00	48.14	0.060	0.06	78.825	F
C-D	2.34	2.34	0.00	-	-	-	-	-
C-A	1127.67	1127.67	0.00	-	-	-	-	-
C-B	32.76	32.76	0.00	-	-	-	-	-
CD-AB	38.54	38.44	0.00	416.01	0.093	0.10	9.532	A
CD-A	1146.51	1146.51	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	27.70	0.00	0.00	0.00	999999999.000	6.97	1390.505	F
B-A	3.26	0.00	0.00	0.00	999999999.000	1.02	1522.728	F
A-B	19.06	19.06	0.00	-	-	-	-	-
A-C	1383.26	1383.26	0.00	-	-	-	-	-
A-D	21.78	21.78	0.00	-	-	-	-	-
AB-CD	21.78	21.91	0.00	360.28	0.060	0.07	10.647	B
AB-C	1383.26	1383.26	0.00	-	-	-	-	-
D-AB	33.77	0.00	0.00	0.00	999999999.000	8.50	1394.338	F
D-C	0.00	0.00	0.00	0.00	0.000	0.06	0.000	A
C-D	5.60	5.60	0.00	-	-	-	-	-
C-A	1407.28	1407.28	0.00	-	-	-	-	-
C-B	11.21	11.21	0.00	-	-	-	-	-
CD-AB	11.21	11.47	0.00	336.46	0.033	0.03	11.085	B
CD-A	1407.28	1407.28	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	22.52	0.00	0.00	0.00	999999999.000	12.60	546.913	F
B-A	8.44	0.00	0.00	0.00	999999999.000	3.13	779.781	F
A-B	7.56	7.56	0.00	-	-	-	-	-
A-C	1383.77	1383.77	0.00	-	-	-	-	-
A-D	32.77	32.77	0.00	-	-	-	-	-
AB-CD	32.77	32.63	0.00	355.21	0.092	0.10	11.155	B
AB-C	1383.77	1383.77	0.00	-	-	-	-	-
D-AB	33.77	0.00	0.00	0.00	999999999.000	16.94	-39626.288	?
D-C	0.00	0.00	0.00	0.00	0.000	0.06	0.000	A
C-D	5.49	5.49	0.00	-	-	-	-	-
C-A	1410.37	1410.37	0.00	-	-	-	-	-
C-B	8.23	8.23	0.00	-	-	-	-	-
CD-AB	8.23	8.27	0.00	346.99	0.024	0.02	10.629	B
CD-A	1410.37	1410.37	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	23.87	74.01	0.00	397.69	0.061	0.06	12.882	B
B-A	1.41	13.70	0.00	33.53	0.042	0.05	225.879	F
A-B	2.25	2.25	0.00	-	-	-	-	-
A-C	1135.83	1135.83	0.00	-	-	-	-	-
A-D	24.69	24.69	0.00	-	-	-	-	-
AB-CD	56.72	56.52	0.00	424.72	0.134	0.15	9.659	A
AB-C	1177.83	1177.83	0.00	-	-	-	-	-
D-AB	27.57	95.07	0.00	426.56	0.063	0.07	13.319	B
D-C	0.00	0.23	0.00	33.76	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	1152.73	1152.73	0.00	-	-	-	-	-
C-B	10.04	10.04	0.00	-	-	-	-	-
CD-AB	41.28	40.96	0.00	425.65	0.097	0.11	9.350	A
CD-A	1216.55	1216.55	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	20.44	20.53	0.00	528.69	0.039	0.04	7.313	A
B-A	0.73	0.92	0.00	130.87	0.006	0.01	27.740	D
A-B	8.45	8.45	0.00	-	-	-	-	-
A-C	950.54	950.54	0.00	-	-	-	-	-
A-D	14.78	14.78	0.00	-	-	-	-	-
AB-CD	19.23	19.67	0.00	499.11	0.039	0.04	7.675	A
AB-C	966.62	966.62	0.00	-	-	-	-	-
D-AB	23.09	23.17	0.00	501.04	0.046	0.05	7.533	A
D-C	0.00	0.00	0.00	131.02	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	965.72	965.72	0.00	-	-	-	-	-
C-B	8.04	8.04	0.00	-	-	-	-	-
CD-AB	16.66	16.94	0.00	482.67	0.035	0.04	7.734	A
CD-A	980.28	980.28	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base+Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	Stream B-CD	Capacity of Minor Stream B-CD has been reduced in timesegment(s) 3,4,5,6 due to traffic queuing at the center of the junction.
Last Run	Last Run	Stream D-AB	Capacity of Minor Stream D-AB has been reduced in timesegment(s) 3,4,5 due to traffic queuing at the center of the junction.
Warning	Profile Type	D5 - 2026 Base+Dev, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2026 Base+Dev, AM	2026 Base+Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	NS-OS Stagger (UK LR Stagger)	Two-way	A,B,C,D	1506489363.28	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A421 (East)		Major
B	B	Shucklow Hill		Minor
C	C	A421 (West)		Major
D	D	Little Horwood Rd		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	6.00		0.00	✓	3.49	250.00	✓	10.00
C	6.00		0.00	✓	3.53	200.00	✓	9.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	7.34	6.21	5.81	✓	3.00	33	153
D	One lane plus flare				10.00	9.91	5.97	4.20	3.97	✓	2.00	50	131

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	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
1	AB-D	819.649	-	-	-	-	-	0.318	0.318	0.318	-	-
1	B-A	556.783	0.101	0.256	0.256	-	-	0.161	0.366	-	0.161	0.366
1	B-CD	863.529	0.132	0.335	0.335	-	-	-	-	-	-	-
1	CD-B	789.631	0.306	0.306	0.306	-	-	-	-	-	-	-
1	D-AB	822.092	-	-	-	-	-	0.319	0.319	0.126	-	-
1	D-C	594.060	-	0.172	0.391	0.172	0.391	0.273	0.273	0.108	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1160.45	100.000
B	ONE HOUR	✓	213.03	100.000
C	ONE HOUR	✓	1392.04	100.000
D	ONE HOUR	✓	57.79	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	873.65	914.32		
07:45-08:00	B	160.38	160.38		
07:45-08:00	C	1048.00	1072.12		
07:45-08:00	D	43.51	43.51		
08:00-08:15	A	1043.22	1092.82		
08:00-08:15	B	191.51	191.51		
08:00-08:15	C	1251.42	1284.49		
08:00-08:15	D	51.95	56.18		
08:15-08:30	A	1277.68	1345.75		
08:15-08:30	B	234.55	234.55		
08:15-08:30	C	1532.66	1581.77		
08:15-08:30	D	63.63	69.78		
08:30-08:45	A	1277.68	1369.64		
08:30-08:45	B	234.55	234.55		
08:30-08:45	C	1532.66	1584.37		
08:30-08:45	D	63.63	68.11		
08:45-09:00	A	1043.22	1104.86		
08:45-09:00	B	191.51	191.51		
08:45-09:00	C	1251.42	1315.25		
08:45-09:00	D	51.95	56.50		
09:00-09:15	A	873.65	930.74		
09:00-09:15	B	160.38	160.38		
09:00-09:15	C	1048.00	1111.51		
09:00-09:15	D	43.51	45.86		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

	To				
		A	B	C	D
From	A	0.000	5.470	1137.330	17.650
	B	31.720	0.000	20.170	161.140
	C	1371.860	12.610	0.000	7.570
	D	25.220	32.570	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

	To				
		A	B	C	D
From	A	0.00	0.00	0.98	0.02
	B	0.15	0.00	0.09	0.76
	C	0.99	0.01	0.00	0.01
	D	0.44	0.56	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

	To				
		A	B	C	D
From	A	0.000	16.420	1119.680	27.740
	B	31.720	0.000	30.260	143.230
	C	1495.430	10.090	0.000	5.040
	D	22.700	22.800	2.520	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

	To				
		A	B	C	D
From	A	0.00	0.01	0.96	0.02
	B	0.15	0.00	0.15	0.70
	C	0.99	0.01	0.00	0.00
	D	0.47	0.47	0.05	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

	To				
		A	B	C	D
From	A	0.000	21.350	1011.240	37.830
	B	20.460	0.000	42.870	135.500
	C	1354.210	2.520	0.000	12.610
	D	17.650	24.890	2.520	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

	To				
		A	B	C	D
From	A	0.00	0.02	0.94	0.04
	B	0.10	0.00	0.22	0.68
	C	0.99	0.00	0.00	0.01
	D	0.39	0.55	0.06	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

	To				
		A	B	C	D
From	A	0.000	16.310	1003.680	20.170
	B	30.530	0.000	15.130	120.260
	C	1404.640	7.570	0.000	7.570
	D	32.780	14.800	7.570	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

	To				
		A	B	C	D
From	A	0.00	0.02	0.96	0.02
	B	0.18	0.00	0.09	0.72
	C	0.99	0.01	0.00	0.01
	D	0.59	0.27	0.14	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

	To				
		A	B	C	D
From	A	0.000	8.600	784.280	40.350
	B	23.910	0.000	17.650	103.910
	C	1296.210	27.740	0.000	5.040
	D	15.130	19.260	10.090	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

	To				
		A	B	C	D
From	A	0.00	0.01	0.94	0.05
	B	0.16	0.00	0.12	0.71
	C	0.98	0.02	0.00	0.00
	D	0.34	0.43	0.23	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

	To				
		A	B	C	D
From	A	0.000	14.330	791.850	50.440
	B	9.560	0.000	15.130	311.740
	C	1071.770	12.610	0.000	5.040
	D	17.650	19.260	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

	To				
		A	B	C	D
From	A	0.00	0.02	0.92	0.06
	B	0.03	0.00	0.04	0.93
	C	0.98	0.01	0.00	0.00
	D	0.48	0.52	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

	To				
		A	B	C	D
From	A	1.000	1.000	1.048	1.000
	B	1.000	1.000	1.000	1.000
	C	1.022	1.159	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

	To				
		A	B	C	D
From	A	0.0	0.0	4.8	0.0
	B	0.0	0.0	0.0	0.0
	C	2.2	15.9	0.0	0.0
	D	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

	To				
		A	B	C	D
From	A	1.000	1.000	1.047	1.098
	B	1.000	1.000	1.000	1.000
	C	1.027	1.000	1.000	1.000
	D	1.084	1.000	1.793	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

	To				
		A	B	C	D
From	A	0.0	0.0	4.7	9.8
	B	0.0	0.0	0.0	0.0
	C	2.7	0.0	0.0	0.0
	D	8.4	0.0	79.3	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

	To				
		A	B	C	D
From	A	1.000	1.000	1.052	1.120
	B	1.000	1.000	1.000	1.000
	C	1.032	1.000	1.000	1.000
	D	1.107	1.099	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

	To				
		A	B	C	D
From	A	0.0	0.0	5.2	12.0
	B	0.0	0.0	0.0	0.0
	C	3.2	0.0	0.0	0.0
	D	10.7	9.9	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

	To				
		A	B	C	D
From	A	1.000	1.000	1.072	1.124
	B	1.000	1.000	1.000	1.000
	C	1.034	1.000	1.000	1.000
	D	1.118	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

	To				
		A	B	C	D
From	A	0.0	0.0	7.2	12.4
	B	0.0	0.0	0.0	0.0
	C	3.4	0.0	0.0	0.0
	D	11.8	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

	To				
		A	B	C	D
From	A	1.000	1.000	1.055	1.157
	B	1.000	1.000	1.000	1.000
	C	1.052	1.000	1.000	1.000
	D	1.125	1.000	1.198	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

	To				
		A	B	C	D
From	A	0.0	0.0	5.5	15.7
	B	0.0	0.0	0.0	0.0
	C	5.2	0.0	0.0	0.0
	D	12.5	0.0	19.8	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

	To				
		A	B	C	D
From	A	1.000	1.000	1.071	1.000
	B	1.000	1.000	1.000	1.000
	C	1.062	1.000	1.000	1.000
	D	1.113	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

	To				
		A	B	C	D
From	A	0.0	0.0	7.1	0.0
	B	0.0	0.0	0.0	0.0
	C	6.2	0.0	0.0	0.0
	D	11.3	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	999999999.00	2934.35	138.83	F
B-A	999999999.00	3462.78	25.15	F
A-B	-	-	-	-
A-C	-	-	-	-
A-D	-	-	-	-
AB-CD	0.45	14.53	0.82	B
AB-C	-	-	-	-
D-AB	999999999.00	999999999.00	64.73	F
D-C	999999999.00	999999999.00	7.01	F
C-D	-	-	-	-
C-A	-	-	-	-
C-B	-	-	-	-
CD-AB	0.07	10.77	0.08	B
CD-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	136.50	135.14	0.00	534.01	0.256	0.34	8.995	A
B-A	23.88	23.07	0.00	136.71	0.175	0.20	31.472	D
A-B	4.12	4.12	0.00	-	-	-	-	-
A-C	856.24	856.24	0.00	-	-	-	-	-
A-D	13.29	13.29	0.00	-	-	-	-	-
AB-CD	133.40	131.88	0.00	479.17	0.278	0.38	10.323	B
AB-C	871.28	871.28	0.00	-	-	-	-	-
D-AB	43.51	43.11	0.00	481.69	0.090	0.10	999999999.000	F
D-C	0.00	0.00	0.00	92.27	0.000	0.00	999999999.000	F
C-D	5.70	5.70	0.00	-	-	-	-	-
C-A	1032.81	1032.81	0.00	-	-	-	-	-
C-B	9.49	9.49	0.00	-	-	-	-	-
CD-AB	33.79	33.50	0.00	488.15	0.069	0.07	7.913	A
CD-A	1051.62	1051.62	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	161.91	160.85	0.00	423.65	0.382	0.60	13.643	B
B-A	29.60	26.98	0.00	56.93	0.520	0.86	112.650	F
A-B	14.72	14.72	0.00	-	-	-	-	-
A-C	1003.64	1003.64	0.00	-	-	-	-	-
A-D	24.87	24.87	0.00	-	-	-	-	-
AB-CD	157.77	156.84	0.00	405.60	0.389	0.61	14.257	B
AB-C	1031.57	1031.57	0.00	-	-	-	-	-
D-AB	49.23	1.43	0.00	0.00	999999999.000	12.40	999999999.000	F
D-C	2.73	0.00	0.00	0.00	999999999.000	0.68	999999999.000	F
C-D	4.18	4.18	0.00	-	-	-	-	-
C-A	1238.88	1238.88	0.00	-	-	-	-	-
C-B	8.36	8.36	0.00	-	-	-	-	-
CD-AB	8.36	8.58	0.00	454.59	0.018	0.02	8.356	A
CD-A	1240.32	1240.32	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	210.41	0.00	0.00	0.00	999999999.000	53.21	2619.160	F
B-A	24.14	0.00	0.00	0.00	999999999.000	6.89	2531.577	F
A-B	25.48	25.48	0.00	-	-	-	-	-
A-C	1207.04	1207.04	0.00	-	-	-	-	-
A-D	45.15	45.15	0.00	-	-	-	-	-
AB-CD	45.15	46.91	0.00	284.66	0.159	0.18	14.013	B
AB-C	1207.04	1207.04	0.00	-	-	-	-	-
D-AB	60.07	0.93	0.00	0.00	999999999.000	27.42	999999999.000	F
D-C	3.56	0.00	0.00	0.00	999999999.000	1.57	999999999.000	F
C-D	14.11	14.11	0.00	-	-	-	-	-
C-A	1515.73	1515.73	0.00	-	-	-	-	-
C-B	2.82	2.82	0.00	-	-	-	-	-
CD-AB	3.75	3.78	0.00	300.68	0.013	0.01	10.412	B
CD-A	1515.73	1515.73	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	191.39	0.00	0.00	0.00	999999999.000	101.06	2486.847	F
B-A	43.16	0.00	0.00	0.00	999999999.000	17.68	2695.690	F
A-B	20.03	20.03	0.00	-	-	-	-	-
A-C	1232.87	1232.87	0.00	-	-	-	-	-
A-D	24.78	24.78	0.00	-	-	-	-	-
AB-CD	24.78	25.09	0.00	281.60	0.088	0.10	14.018	B
AB-C	1232.87	1232.87	0.00	-	-	-	-	-
D-AB	54.89	2.74	0.00	0.00	999999999.000	41.15	999999999.000	F
D-C	8.73	0.00	0.00	0.00	999999999.000	3.75	999999999.000	F
C-D	8.17	8.17	0.00	-	-	-	-	-
C-A	1516.32	1516.32	0.00	-	-	-	-	-
C-B	8.17	8.17	0.00	-	-	-	-	-
CD-AB	8.17	8.12	0.00	370.07	0.022	0.02	10.769	B
CD-A	1519.07	1519.07	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	160.03	8.95	0.00	8.95	17.884	138.83	2934.351	F
B-A	31.48	1.62	0.00	1.62	19.420	25.15	3462.783	F
A-B	10.77	10.77	0.00	-	-	-	-	-
A-C	981.93	981.93	0.00	-	-	-	-	-
A-D	50.52	50.52	0.00	-	-	-	-	-
AB-CD	57.48	57.11	0.00	353.25	0.163	0.19	12.089	B
AB-C	983.92	983.92	0.00	-	-	-	-	-
D-AB	40.17	0.50	0.00	0.00	999999999.000	51.19	999999999.000	F
D-C	11.78	0.00	0.00	0.00	999999999.000	6.70	999999999.000	F
C-D	4.75	4.75	0.00	-	-	-	-	-
C-A	1220.55	1220.55	0.00	-	-	-	-	-
C-B	26.12	26.12	0.00	-	-	-	-	-
CD-AB	26.62	26.47	0.00	453.59	0.059	0.06	8.435	A
CD-A	1220.55	1220.55	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	155.82	208.83	0.00	210.33	0.741	125.58	2280.013	F
B-A	4.56	29.91	0.00	31.10	0.147	18.81	2662.279	F
A-B	14.61	14.61	0.00	-	-	-	-	-
A-C	807.59	807.59	0.00	-	-	-	-	-
A-D	51.44	51.44	0.00	-	-	-	-	-
AB-CD	210.95	208.34	0.00	466.78	0.452	0.84	14.529	B
AB-C	856.91	856.91	0.00	-	-	-	-	-
D-AB	43.51	0.14	0.00	0.00	999999999.000	62.06	999999999.000	F
D-C	0.00	0.00	0.00	0.00	0.000	6.70	999999999.000	F
C-D	4.85	4.85	0.00	-	-	-	-	-
C-A	1031.02	1031.02	0.00	-	-	-	-	-
C-B	12.13	12.13	0.00	-	-	-	-	-
CD-AB	12.27	12.42	0.00	508.59	0.024	0.02	7.271	A
CD-A	1031.02	1031.02	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base+Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	Stream B-CD	Capacity of Minor Stream B-CD has been reduced in timesegment(s) 4 due to traffic queuing at the center of the junction.
Last Run	Last Run	Stream D-AB	Capacity of Minor Stream D-AB has been reduced in timesegment(s) 3,4,5 due to traffic queuing at the center of the junction.
Warning	Profile Type	D6 - 2026 Base+Dev, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			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)	Single Time Segment Only	Locked
2026 Base+Dev, PM	2026 Base+Dev	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	NS-OS Stagger (UK LR Stagger)	Two-way	A,B,C,D	1755646241.44	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A421 (East)		Major
B	B	Shucklow Hill		Minor
C	C	A421 (West)		Major
D	D	Little Horwood Rd		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	6.00		0.00	✓	3.49	250.00	✓	10.00
C	6.00		0.00	✓	3.53	200.00	✓	9.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	7.34	6.21	5.81	✓	3.00	33	153
D	One lane plus flare				10.00	9.91	5.97	4.20	3.97	✓	2.00	50	131

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	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
1	AB-D	819.649	-	-	-	-	-	0.318	0.318	0.318	-	-
1	B-A	556.161	0.101	0.256	0.256	-	-	0.161	0.366	-	0.161	0.366
1	B-CD	864.324	0.132	0.335	0.335	-	-	-	-	-	-	-
1	CD-B	789.631	0.306	0.306	0.306	-	-	-	-	-	-	-
1	D-AB	822.092	-	-	-	-	-	0.319	0.319	0.126	-	-
1	D-C	594.060	-	0.172	0.391	0.172	0.391	0.273	0.273	0.108	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1300.88	100.000
B	ONE HOUR	✓	39.86	100.000
C	ONE HOUR	✓	1293.43	100.000
D	ONE HOUR	✓	73.41	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	979.37	1012.13		
16:45-17:00	B	30.01	34.74		
16:45-17:00	C	973.76	1008.41		
16:45-17:00	D	55.27	55.27		
17:00-17:15	A	1169.46	1227.93		
17:00-17:15	B	35.83	35.83		
17:00-17:15	C	1162.77	1193.21		
17:00-17:15	D	65.99	65.99		
17:15-17:30	A	1432.30	1489.49		
17:15-17:30	B	43.89	47.94		
17:15-17:30	C	1424.09	1446.47		
17:15-17:30	D	80.83	80.83		
17:30-17:45	A	1432.30	1455.02		
17:30-17:45	B	43.89	43.89		
17:30-17:45	C	1424.09	1462.46		
17:30-17:45	D	80.83	82.35		
17:45-18:00	A	1169.46	1196.42		
17:45-18:00	B	35.83	37.17		
17:45-18:00	C	1162.77	1205.41		
17:45-18:00	D	65.99	65.99		
18:00-18:15	A	979.37	1008.53		
18:00-18:15	B	30.01	30.01		
18:00-18:15	C	973.76	1007.95		
18:00-18:15	D	55.27	55.27		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

	To			
	A	B	C	D
From	A	0.000	17.660	1267.880
	B	3.120	0.000	17.890
	C	1234.640	40.900	0.000
	D	25.560	47.850	0.000

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

	To			
	A	B	C	D
From	A	0.00	0.01	0.97
	B	0.08	0.00	0.45
	C	0.95	0.03	0.00
	D	0.35	0.65	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

	To				
		A	B	C	D
From	A	0.000	13.240	1083.830	28.120
	B	15.580	0.000	15.340	31.410
	C	1232.090	35.790	0.000	2.560
	D	33.230	95.710	5.110	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

	To				
		A	B	C	D
From	A	0.00	0.01	0.96	0.02
	B	0.25	0.00	0.25	0.50
	C	0.97	0.03	0.00	0.00
	D	0.25	0.71	0.04	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

	To				
		A	B	C	D
From	A	0.000	24.040	1298.550	20.450
	B	8.190	0.000	30.670	33.330
	C	1283.210	10.220	0.000	5.110
	D	33.230	112.190	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

	To				
		A	B	C	D
From	A	0.00	0.02	0.97	0.02
	B	0.11	0.00	0.42	0.46
	C	0.99	0.01	0.00	0.00
	D	0.23	0.77	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

	To				
		A	B	C	D
From	A	0.000	14.170	1403.350	33.230
	B	26.260	0.000	23.010	60.060
	C	1313.890	7.670	0.000	5.110
	D	17.890	117.560	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

	To				
		A	B	C	D
From	A	0.00	0.01	0.97	0.02
	B	0.24	0.00	0.21	0.55
	C	0.99	0.01	0.00	0.00
	D	0.13	0.87	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

	To				
		A	B	C	D
From	A	0.000	8.360	1293.440	28.120
	B	5.470	0.000	25.560	37.290
	C	1173.300	10.220	0.000	0.130
	D	25.560	91.560	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

	To				
		A	B	C	D
From	A	0.00	0.01	0.97	0.02
	B	0.08	0.00	0.37	0.55
	C	0.99	0.01	0.00	0.00
	D	0.22	0.78	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

	To				
		A	B	C	D
From	A	0.000	33.440	1150.290	17.890
	B	5.470	0.000	56.240	31.960
	C	1226.980	10.220	0.000	0.000
	D	12.780	274.690	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

	To				
		A	B	C	D
From	A	0.00	0.03	0.96	0.01
	B	0.06	0.00	0.60	0.34
	C	0.99	0.01	0.00	0.00
	D	0.04	0.96	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

	To				
		A	B	C	D
From	A	1.000	1.000	1.032	1.167
	B	1.000	1.000	1.000	1.333
	C	1.035	1.000	1.000	1.143
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

	To				
		A	B	C	D
From	A	0.0	0.0	3.2	16.7
	B	0.0	0.0	0.0	33.3
	C	3.5	0.0	0.0	14.3
	D	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

	To				
		A	B	C	D
From	A	1.000	1.000	1.052	1.000
	B	1.000	1.000	1.000	1.000
	C	1.027	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

	To				
		A	B	C	D
From	A	0.0	0.0	5.2	0.0
	B	0.0	0.0	0.0	0.0
	C	2.7	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

	To				
		A	B	C	D
From	A	1.000	1.000	1.041	1.000
	B	1.000	1.000	1.000	1.200
	C	1.016	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

	To				
		A	B	C	D
From	A	0.0	0.0	4.1	0.0
	B	0.0	0.0	0.0	20.0
	C	1.6	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

	To				
		A	B	C	D
From	A	1.000	1.000	1.016	1.000
	B	1.000	1.000	1.000	1.000
	C	1.027	1.000	1.000	1.000
	D	1.143	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

	To				
		A	B	C	D
From	A	0.0	0.0	1.6	0.0
	B	0.0	0.0	0.0	0.0
	C	2.7	0.0	0.0	0.0
	D	14.3	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

	To				
		A	B	C	D
From	A	1.000	1.000	1.024	1.000
	B	1.000	1.000	1.100	1.000
	C	1.037	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

	To				
		A	B	C	D
From	A	0.0	0.0	2.4	0.0
	B	0.0	0.0	10.0	0.0
	C	3.7	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

	To				
		A	B	C	D
From	A	1.000	1.000	1.031	1.000
	B	1.000	1.000	1.000	1.000
	C	1.035	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

	To				
		A	B	C	D
From	A	0.0	0.0	3.1	0.0
	B	0.0	0.0	0.0	0.0
	C	3.5	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	9999999999.00	9999999999.00	26.31	F
B-A	9999999999.00	9999999999.00	5.00	F
A-B	-	-	-	-
A-C	-	-	-	-
A-D	-	-	-	-
AB-CD	0.19	11.16	0.22	B
AB-C	-	-	-	-
D-AB	9999999999.00	1608.42	40.81	F
D-C	0.06	85.92	0.06	F
C-D	-	-	-	-
C-A	-	-	-	-
C-B	-	-	-	-
CD-AB	0.32	12.34	0.46	B
CD-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	27.66	27.40	0.00	448.68	0.062	0.07	999999999.000	F
B-A	2.35	2.27	0.00	116.54	0.020	0.02	999999999.000	F
A-B	13.30	13.30	0.00	-	-	-	-	-
A-C	954.53	954.53	0.00	-	-	-	-	-
A-D	11.55	11.55	0.00	-	-	-	-	-
AB-CD	25.61	25.33	0.00	396.93	0.065	0.07	9.681	A
AB-C	967.87	967.87	0.00	-	-	-	-	-
D-AB	55.27	54.78	0.00	503.86	0.110	0.12	8.007	A
D-C	0.00	0.00	0.00	136.31	0.000	0.00	0.000	A
C-D	13.47	13.47	0.00	-	-	-	-	-
C-A	929.50	929.50	0.00	-	-	-	-	-
C-B	30.79	30.79	0.00	-	-	-	-	-
CD-AB	66.50	65.86	0.00	479.98	0.139	0.16	8.680	A
CD-A	948.58	948.58	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	26.88	26.83	0.00	405.88	0.066	0.08	999999999.000	F
B-A	8.96	7.42	0.00	25.61	0.350	0.40	999999999.000	F
A-B	13.76	13.76	0.00	-	-	-	-	-
A-C	1126.48	1126.48	0.00	-	-	-	-	-
A-D	29.23	29.23	0.00	-	-	-	-	-
AB-CD	47.21	46.96	0.00	439.65	0.107	0.13	10.081	B
AB-C	1135.32	1135.32	0.00	-	-	-	-	-
D-AB	63.48	63.29	0.00	436.15	0.146	0.17	9.650	A
D-C	2.52	2.30	0.00	44.01	0.057	0.06	85.921	F
C-D	2.34	2.34	0.00	-	-	-	-	-
C-A	1127.67	1127.67	0.00	-	-	-	-	-
C-B	32.76	32.76	0.00	-	-	-	-	-
CD-AB	79.69	79.39	0.00	413.95	0.193	0.24	10.750	B
CD-A	1144.03	1144.03	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	38.91	0.00	0.00	0.00	999999999.000	9.80	999999999.000	F
B-A	4.98	0.00	0.00	0.00	999999999.000	1.65	999999999.000	F
A-B	25.64	25.64	0.00	-	-	-	-	-
A-C	1384.85	1384.85	0.00	-	-	-	-	-
A-D	21.81	21.81	0.00	-	-	-	-	-
AB-CD	21.81	22.07	0.00	360.28	0.061	0.07	10.660	B
AB-C	1384.85	1384.85	0.00	-	-	-	-	-
D-AB	80.83	0.00	0.00	0.00	999999999.000	20.37	1608.421	F
D-C	0.00	0.00	0.00	0.00	0.000	0.06	0.000	A
C-D	5.60	5.60	0.00	-	-	-	-	-
C-A	1407.28	1407.28	0.00	-	-	-	-	-
C-B	11.21	11.21	0.00	-	-	-	-	-
CD-AB	11.21	12.01	0.00	333.93	0.034	0.04	11.208	B
CD-A	1407.28	1407.28	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	33.35	0.00	0.00	0.00	999999999.000	18.14	999999999.000	F
B-A	10.54	0.00	0.00	0.00	999999999.000	4.28	999999999.000	F
A-B	13.99	13.99	0.00	-	-	-	-	-
A-C	1385.50	1385.50	0.00	-	-	-	-	-
A-D	32.81	32.81	0.00	-	-	-	-	-
AB-CD	32.81	32.67	0.00	355.21	0.092	0.10	11.156	B
AB-C	1385.50	1385.50	0.00	-	-	-	-	-
D-AB	80.83	0.00	0.00	0.00	999999999.000	40.58	-2760.687	?
D-C	0.00	0.00	0.00	0.00	0.000	0.06	0.000	A
C-D	5.49	5.49	0.00	-	-	-	-	-
C-A	1410.37	1410.37	0.00	-	-	-	-	-
C-B	8.23	8.23	0.00	-	-	-	-	-
CD-AB	8.23	8.28	0.00	344.48	0.024	0.02	10.710	B
CD-A	1410.37	1410.37	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	32.96	0.00	0.00	0.00	999999999.000	26.38	999999999.000	F
B-A	2.87	0.00	0.00	0.00	999999999.000	5.00	999999999.000	F
A-B	7.35	7.35	0.00	-	-	-	-	-
A-C	1137.39	1137.39	0.00	-	-	-	-	-
A-D	24.73	24.73	0.00	-	-	-	-	-
AB-CD	24.73	24.89	0.00	436.84	0.057	0.06	8.743	A
AB-C	1137.39	1137.39	0.00	-	-	-	-	-
D-AB	65.99	153.24	0.00	156.70	0.417	18.77	838.321	F
D-C	0.00	0.01	0.00	0.15	0.000	0.05	0.000	A
C-D	0.13	0.13	0.00	-	-	-	-	-
C-A	1152.60	1152.60	0.00	-	-	-	-	-
C-B	10.04	10.04	0.00	-	-	-	-	-
CD-AB	135.18	133.44	0.00	423.63	0.319	0.46	12.336	B
CD-A	1180.70	1180.70	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-CD	28.26	133.53	0.00	481.42	0.056	0.06	999999999.000	F
B-A	1.75	21.67	0.00	93.37	0.019	0.02	999999999.000	F
A-B	27.26	27.26	0.00	-	-	-	-	-
A-C	937.53	937.53	0.00	-	-	-	-	-
A-D	14.58	14.58	0.00	-	-	-	-	-
AB-CD	88.86	88.21	0.00	477.82	0.186	0.22	9.120	A
AB-C	996.78	996.78	0.00	-	-	-	-	-
D-AB	55.27	129.83	0.00	500.13	0.110	0.13	12.120	B
D-C	0.00	0.21	0.00	104.70	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	965.72	965.72	0.00	-	-	-	-	-
C-B	8.04	8.04	0.00	-	-	-	-	-
CD-AB	119.84	120.34	0.00	481.08	0.249	0.34	9.992	A
CD-A	983.75	983.75	0.00	-	-	-	-	-

A421/Nash Road/Winslow Road

Existing Junction Layout

Junctions 8			
ARCADY 8 - Roundabout Module			
Version: 8.0.6.541 [19821,26/11/2015] © Copyright TRL Limited, 2016			
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Filename: Junction 11_FSC.arc8

Path: L:\106xxx\1067760 South West Milton Keynes\09 Docs\C-Cals\01 Modelling\Junctions\2016-03-14 Mitigation

Report generation date: 10/05/2016 14:39:44

- » (Default Analysis Set) - 2015 Base, AM
- » (Default Analysis Set) - 2015 Base, PM
- » (Default Analysis Set) - 2026 Base, AM
- » (Default Analysis Set) - 2026 Base, PM
- » (Default Analysis Set) - 2026 Base+Dev, AM
- » (Default Analysis Set) - 2026 Base+Dev, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2015 Base								
Arm 1	1.92	6.33	0.66	A	1.96	6.15	0.67	A
Arm 2	0.78	7.04	0.44	A	0.38	5.25	0.28	A
Arm 3	1.62	6.93	0.62	A	1.24	5.42	0.56	A
Arm 4	0.22	6.40	0.18	A	0.16	5.94	0.13	A
A1 - 2026 Base								
Arm 1	4.94	13.22	0.84	B	5.63	13.66	0.86	B
Arm 2	1.77	12.92	0.65	B	0.70	7.56	0.42	A
Arm 3	4.42	14.89	0.83	B	2.69	9.29	0.74	A
Arm 4	0.41	9.59	0.29	A	0.28	8.05	0.20	A
A1 - 2026 Base+Dev								
Arm 1	10.64	25.83	0.93	D	6.03	14.31	0.87	B
Arm 2	2.38	17.50	0.71	C	0.75	7.90	0.43	A
Arm 3	4.50	15.11	0.83	C	3.55	11.58	0.79	B
Arm 4	0.41	9.65	0.29	A	0.23	8.36	0.17	A

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

"D1 - 2015 Base, AM" model duration: 07:45 - 09:15

"D2 - 2015 Base, PM" model duration: 16:45 - 18:15

"D3 - 2026 Base, AM" model duration: 07:45 - 09:15

"D4 - 2026 Base, PM" model duration: 16:45 - 18:15

"D5 - 2026 Base+Dev, AM" model duration: 07:45 - 09:15

"D6 - 2026 Base+Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.6.541 at 10/05/2016 14:39:41

File summary

Title	(untitled)
Location	
Site Number	
Date	04/12/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	fsuarez
Description	

Analysis Options

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

Units

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

(Default Analysis Set) - 2015 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D1 - 2015 Base, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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)	Single Time Segment Only	Locked
2015 Base, AM	2015 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			6.65	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	A421 (East)	
2	2	B4033 Nash Road	
3	3	A421 (West)	
4	4	Winslow Rd	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.80	9.38	10.44	47.36	50.00	21.00	
2	3.43	6.98	17.30	9.92	50.00	50.00	
3	3.80	7.52	9.19	23.64	50.00	24.00	
4	3.30	6.60	6.64	17.34	50.00	36.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.660	1880.799
2		(calculated)	(calculated)	0.534	1487.492
3		(calculated)	(calculated)	0.615	1689.032
4		(calculated)	(calculated)	0.534	1346.657

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	988.00	100.000
2	ONE HOUR	✓	364.00	100.000
3	ONE HOUR	✓	776.00	100.000
4	ONE HOUR	✓	112.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	743.82	782.94		
07:45-08:00	2	274.04	283.06		
07:45-08:00	3	584.21	599.28		
07:45-08:00	4	84.32	90.34		
08:00-08:15	1	888.19	943.71		
08:00-08:15	2	327.23	339.66		
08:00-08:15	3	697.61	713.71		
08:00-08:15	4	100.69	106.98		
08:15-08:30	1	1087.81	1138.38		
08:15-08:30	2	400.77	416.32		
08:15-08:30	3	854.39	878.98		
08:15-08:30	4	123.31	123.31		
08:30-08:45	1	1087.81	1181.31		
08:30-08:45	2	400.77	422.09		
08:30-08:45	3	854.39	877.72		
08:30-08:45	4	123.31	129.80		
08:45-09:00	1	888.19	942.55		
08:45-09:00	2	327.23	360.42		
08:45-09:00	3	697.61	728.04		
08:45-09:00	4	100.69	100.69		
09:00-09:15	1	743.82	808.50		
09:00-09:15	2	274.04	289.85		
09:00-09:15	3	584.21	626.57		
09:00-09:15	4	84.32	96.36		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	0.000	124.000	828.000	36.000
	2	332.000	0.000	12.000	20.000
	3	744.000	0.000	0.000	32.000
	4	8.000	44.000	60.000	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	0.00	0.13	0.84	0.04
	2	0.91	0.00	0.03	0.05
	3	0.96	0.00	0.00	0.04
	4	0.07	0.39	0.54	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	0.000	140.000	688.000	68.000
	2	292.000	0.000	20.000	4.000
	3	808.000	0.000	0.000	60.000
	4	12.000	24.000	28.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	0.00	0.16	0.77	0.08
	2	0.92	0.00	0.06	0.01
	3	0.93	0.00	0.00	0.07
	4	0.19	0.38	0.44	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	0.000	164.000	632.000	64.000
	2	360.000	0.000	40.000	12.000
	3	644.000	4.000	0.000	48.000
	4	8.000	52.000	40.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	0.00	0.19	0.73	0.07
	2	0.87	0.00	0.10	0.03
	3	0.93	0.01	0.00	0.07
	4	0.08	0.52	0.40	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

		To			
From		1	2	3	4
	1	0.000	180.000	664.000	40.000
	2	292.000	0.000	72.000	12.000
	3	840.000	4.000	0.000	36.000
	4	4.000	40.000	32.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

		To			
From		1	2	3	4
	1	0.00	0.20	0.75	0.05
	2	0.78	0.00	0.19	0.03
	3	0.95	0.00	0.00	0.04
	4	0.05	0.53	0.42	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

		To			
From		1	2	3	4
	1	0.000	148.000	428.000	12.000
	2	216.000	0.000	48.000	12.000
	3	904.000	0.000	0.000	12.000
	4	12.000	52.000	28.000	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

		To			
From		1	2	3	4
	1	0.00	0.25	0.73	0.02
	2	0.78	0.00	0.17	0.04
	3	0.99	0.00	0.00	0.01
	4	0.13	0.57	0.30	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

		To			
From		1	2	3	4
	1	0.000	92.000	536.000	16.000
	2	192.000	0.000	16.000	0.000
	3	808.000	0.000	0.000	20.000
	4	0.000	12.000	16.000	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

		To			
From		1	2	3	4
	1	0.00	0.14	0.83	0.02
	2	0.92	0.00	0.08	0.00
	3	0.98	0.00	0.00	0.02
	4	0.00	0.43	0.57	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	1.000	1.065	1.053	1.000
	2	1.036	1.000	1.000	1.000
	3	1.027	1.000	1.000	1.000
	4	1.000	1.182	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	0.0	6.5	5.3	0.0
	2	3.6	0.0	0.0	0.0
	3	2.7	0.0	0.0	0.0
	4	0.0	18.2	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	1.000	1.200	1.041	1.000
	2	1.041	1.000	1.000	1.000
	3	1.025	1.000	1.000	1.000
	4	1.333	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	0.0	20.0	4.1	0.0
	2	4.1	0.0	0.0	0.0
	3	2.5	0.0	0.0	0.0
	4	33.3	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	1.000	1.122	1.032	1.000
	2	1.044	1.000	1.000	1.000
	3	1.031	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	0.0	12.2	3.2	0.0
	2	4.4	0.0	0.0	0.0
	3	3.1	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

		To			
From		1	2	3	4
	1	1.000	1.133	1.078	1.000
	2	1.055	1.000	1.056	1.000
	3	1.029	1.000	1.000	1.000
	4	1.000	1.000	1.125	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

		To			
From		1	2	3	4
	1	0.0	13.3	7.8	0.0
	2	5.5	0.0	5.6	0.0
	3	2.9	0.0	0.0	0.0
	4	0.0	0.0	12.5	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

		To			
From		1	2	3	4
	1	1.000	1.108	1.047	1.000
	2	1.130	1.000	1.000	1.000
	3	1.044	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

		To			
From		1	2	3	4
	1	0.0	10.8	4.7	0.0
	2	13.0	0.0	0.0	0.0
	3	4.4	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

		To			
From		1	2	3	4
	1	1.000	1.130	1.082	1.000
	2	1.063	1.000	1.000	1.000
	3	1.074	1.000	1.000	1.000
	4	1.000	1.333	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

		To			
From		1	2	3	4
	1	0.0	13.0	8.2	0.0
	2	6.3	0.0	0.0	0.0
	3	7.4	0.0	0.0	0.0
	4	0.0	33.3	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.66	6.33	1.92	A
2	0.44	7.04	0.78	A
3	0.62	6.93	1.62	A
4	0.18	6.40	0.22	A

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	743.82	740.83	77.89	0.00	1734.23	0.429	0.75	3.614	A
2	274.04	272.66	692.79	0.00	1064.75	0.257	0.34	4.538	A
3	584.21	581.59	290.67	0.00	1467.04	0.398	0.66	4.053	A
4	84.32	83.88	806.29	0.00	843.44	0.100	0.11	4.738	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	888.19	886.96	81.74	0.00	1719.47	0.517	1.06	4.318	A
2	327.23	326.71	792.48	0.00	1010.97	0.324	0.47	5.258	A
3	697.61	696.41	373.27	0.00	1419.22	0.492	0.96	4.972	A
4	100.69	100.55	950.22	0.00	776.07	0.130	0.15	5.327	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1087.81	1085.29	118.04	0.00	1722.70	0.631	1.69	5.625	A
2	400.77	399.74	927.74	0.00	941.91	0.425	0.73	6.628	A
3	854.39	851.70	441.77	0.00	1368.64	0.624	1.63	6.928	A
4	123.31	123.10	1142.35	0.00	715.73	0.172	0.21	6.070	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1087.80	1087.02	120.65	0.00	1655.08	0.657	1.88	6.325	A
2	400.77	400.61	917.65	0.00	911.47	0.440	0.78	7.042	A
3	854.39	854.68	373.54	0.00	1410.46	0.606	1.56	6.481	A
4	123.31	123.27	1130.91	0.00	685.87	0.180	0.22	6.398	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	888.19	891.39	87.92	0.00	1717.29	0.517	1.08	4.377	A
2	327.23	328.36	698.25	0.00	997.48	0.328	0.49	5.390	A
3	697.61	699.99	289.57	0.00	1428.60	0.488	0.96	4.958	A
4	100.69	100.99	947.60	0.00	806.88	0.125	0.14	5.101	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	743.82	744.92	84.29	0.00	1672.11	0.445	0.81	3.888	A
2	274.04	274.53	686.12	0.00	1033.83	0.265	0.36	4.746	A
3	584.21	585.22	271.71	0.00	1410.25	0.414	0.71	4.368	A
4	84.32	84.37	824.26	0.00	766.73	0.110	0.12	5.278	A

(Default Analysis Set) - 2015 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D2 - 2015 Base, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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)	Single Time Segment Only	Locked
2015 Base, PM	2015 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			5.78	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	A421 (East)	
2	2	B4033 Nash Road	
3	3	A421 (West)	
4	4	Winslow Rd	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.80	9.38	10.44	47.36	50.00	21.00	
2	3.43	6.98	17.30	9.92	50.00	50.00	
3	3.80	7.52	9.19	23.64	50.00	24.00	
4	3.30	6.60	6.64	17.34	50.00	36.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.660	1880.799
2		(calculated)	(calculated)	0.534	1487.492
3		(calculated)	(calculated)	0.615	1689.032
4		(calculated)	(calculated)	0.534	1346.657

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1048.00	100.000
2	ONE HOUR	✓	240.00	100.000
3	ONE HOUR	✓	764.00	100.000
4	ONE HOUR	✓	80.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	1	788.99	816.11		
16:45-17:00	2	180.68	183.69		
16:45-17:00	3	575.18	587.20		
16:45-17:00	4	60.23	63.24		
17:00-17:15	1	942.13	987.41		
17:00-17:15	2	215.76	224.05		
17:00-17:15	3	686.82	707.52		
17:00-17:15	4	71.92	71.92		
17:15-17:30	1	1153.87	1201.52		
17:15-17:30	2	264.24	270.25		
17:15-17:30	3	841.18	844.70		
17:15-17:30	4	88.08	88.08		
17:30-17:45	1	1153.87	1175.44		
17:30-17:45	2	264.24	272.24		
17:30-17:45	3	841.18	852.48		
17:30-17:45	4	88.08	100.67		
17:45-18:00	1	942.13	982.80		
17:45-18:00	2	215.76	219.76		
17:45-18:00	3	686.82	710.78		
17:45-18:00	4	71.92	71.92		
18:00-18:15	1	788.99	814.84		
18:00-18:15	2	180.68	188.37		
18:00-18:15	3	575.18	589.05		
18:00-18:15	4	60.23	60.23		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

		To			
From		1	2	3	4
	1	0.000	136.000	880.000	32.000
	2	216.000	0.000	12.000	12.000
	3	716.000	12.000	0.000	36.000
	4	16.000	48.000	16.000	0.000

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

		To			
From		1	2	3	4
	1	0.00	0.13	0.84	0.03
	2	0.90	0.00	0.05	0.05
	3	0.94	0.02	0.00	0.05
	4	0.20	0.60	0.20	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

		To			
From		1	2	3	4
	1	0.000	180.000	636.000	16.000
	2	152.000	0.000	44.000	12.000
	3	888.000	24.000	0.000	16.000
	4	0.000	16.000	8.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

		To			
From		1	2	3	4
	1	0.00	0.22	0.76	0.02
	2	0.73	0.00	0.21	0.06
	3	0.96	0.03	0.00	0.02
	4	0.00	0.67	0.33	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

		To			
From		1	2	3	4
	1	0.000	200.000	740.000	28.000
	2	116.000	0.000	48.000	12.000
	3	892.000	32.000	0.000	36.000
	4	0.000	24.000	8.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

		To			
From		1	2	3	4
	1	0.00	0.21	0.76	0.03
	2	0.66	0.00	0.27	0.07
	3	0.93	0.03	0.00	0.04
	4	0.00	0.75	0.25	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

		To			
From		1	2	3	4
	1	0.000	264.000	772.000	36.000
	2	212.000	0.000	44.000	8.000
	3	836.000	24.000	0.000	36.000
	4	0.000	28.000	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

		To			
From		1	2	3	4
	1	0.00	0.25	0.72	0.03
	2	0.80	0.00	0.17	0.03
	3	0.93	0.03	0.00	0.04
	4	0.00	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

		To			
From		1	2	3	4
	1	0.000	204.000	796.000	20.000
	2	172.000	0.000	40.000	4.000
	3	640.000	28.000	0.000	20.000
	4	0.000	28.000	4.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

		To			
From		1	2	3	4
	1	0.00	0.20	0.78	0.02
	2	0.80	0.00	0.19	0.02
	3	0.93	0.04	0.00	0.03
	4	0.00	0.88	0.13	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

		To			
From		1	2	3	4
	1	0.000	148.000	796.000	32.000
	2	160.000	0.000	24.000	4.000
	3	768.000	24.000	0.000	36.000
	4	0.000	8.000	12.000	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

		To			
From		1	2	3	4
	1	0.00	0.15	0.82	0.03
	2	0.85	0.00	0.13	0.02
	3	0.93	0.03	0.00	0.04
	4	0.00	0.40	0.60	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

		To			
From		1	2	3	4
	1	1.000	1.088	1.027	1.000
	2	1.019	1.000	1.000	1.000
	3	1.022	1.000	1.000	1.000
	4	1.250	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

		To			
From		1	2	3	4
	1	0.0	8.8	2.7	0.0
	2	1.9	0.0	0.0	0.0
	3	2.2	0.0	0.0	0.0
	4	25.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

		To			
From		1	2	3	4
	1	1.000	1.044	1.050	1.000
	2	1.053	1.000	1.000	1.000
	3	1.032	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

		To			
From		1	2	3	4
	1	0.0	4.4	5.0	0.0
	2	5.3	0.0	0.0	0.0
	3	3.2	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

		To			
From		1	2	3	4
	1	1.000	1.060	1.038	1.000
	2	1.035	1.000	1.000	1.000
	3	1.005	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

		To			
From		1	2	3	4
	1	0.0	6.0	3.8	0.0
	2	3.5	0.0	0.0	0.0
	3	0.5	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

		To			
From		1	2	3	4
	1	1.000	1.046	1.010	1.000
	2	1.038	1.000	1.000	1.000
	3	1.014	1.000	1.000	1.000
	4	1.000	1.143	1.250	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

		To			
From		1	2	3	4
	1	0.0	4.6	1.0	0.0
	2	3.8	0.0	0.0	0.0
	3	1.4	0.0	0.0	0.0
	4	0.0	14.3	25.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

		To			
From		1	2	3	4
	1	1.000	1.098	1.030	1.000
	2	1.023	1.000	1.000	1.000
	3	1.038	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

		To			
From		1	2	3	4
	1	0.0	9.8	3.0	0.0
	2	2.3	0.0	0.0	0.0
	3	3.8	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

		To			
From		1	2	3	4
	1	1.000	1.081	1.025	1.000
	2	1.050	1.000	1.000	1.000
	3	1.026	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

		To			
From		1	2	3	4
	1	0.0	8.1	2.5	0.0
	2	5.0	0.0	0.0	0.0
	3	2.6	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.67	6.15	1.96	A
2	0.28	5.25	0.38	A
3	0.56	5.42	1.24	A
4	0.13	5.94	0.16	A

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	788.99	785.83	56.96	0.00	1781.97	0.443	0.79	3.601	A
2	180.68	179.89	695.84	0.00	1088.05	0.166	0.20	3.961	A
3	575.18	572.80	194.89	0.00	1535.32	0.375	0.60	3.730	A
4	60.23	59.95	707.71	0.00	915.31	0.066	0.07	4.208	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	942.13	940.58	89.51	0.00	1738.25	0.542	1.17	4.505	A
2	215.75	215.48	761.29	0.00	1022.30	0.211	0.27	4.461	A
3	686.82	685.94	188.15	0.00	1522.47	0.451	0.81	4.299	A
4	71.92	71.86	831.64	0.00	887.51	0.081	0.09	4.413	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1153.87	1150.74	115.92	0.00	1732.72	0.666	1.95	6.152	A
2	264.24	263.78	934.96	0.00	948.65	0.279	0.38	5.253	A
3	841.18	839.69	225.14	0.00	1540.37	0.546	1.19	5.126	A
4	88.08	87.95	982.20	0.00	817.49	0.108	0.12	4.935	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1153.87	1154.05	110.52	0.00	1766.32	0.653	1.91	5.882	A
2	264.25	264.31	870.26	0.00	988.04	0.267	0.37	4.974	A
3	841.18	840.92	258.81	0.00	1504.92	0.559	1.25	5.419	A
4	88.08	87.97	1019.18	0.00	693.86	0.127	0.14	5.942	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	942.13	944.98	100.07	0.00	1739.92	0.542	1.19	4.544	A
2	215.76	216.18	764.57	0.00	1047.73	0.206	0.26	4.332	A
3	686.82	688.48	194.81	0.00	1514.24	0.454	0.84	4.368	A
4	71.92	72.12	840.57	0.00	882.01	0.081	0.09	4.445	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	788.99	790.53	77.05	0.00	1771.79	0.445	0.81	3.676	A
2	180.69	180.90	706.44	0.00	1056.67	0.171	0.21	4.113	A
3	575.18	576.11	183.60	0.00	1534.38	0.375	0.60	3.759	A
4	60.23	60.32	705.01	0.00	958.98	0.063	0.07	4.006	A

(Default Analysis Set) - 2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D3 - 2026 Base, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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)	Single Time Segment Only	Locked
2026 Base, AM	2026 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			13.56	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	A421 (East)	
2	2	B4033 Nash Road	
3	3	A421 (West)	
4	4	Winslow Rd	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.80	9.38	10.44	47.36	50.00	21.00	
2	3.43	6.98	17.30	9.92	50.00	50.00	
3	3.80	7.52	9.19	23.64	50.00	24.00	
4	3.30	6.60	6.64	17.34	50.00	36.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.660	1880.799
2		(calculated)	(calculated)	0.534	1487.492
3		(calculated)	(calculated)	0.615	1689.032
4		(calculated)	(calculated)	0.534	1346.657

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1245.77	100.000
2	ONE HOUR	✓	458.97	100.000
3	ONE HOUR	✓	978.46	100.000
4	ONE HOUR	✓	141.22	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	937.88	987.21		
07:45-08:00	2	345.54	356.91		
07:45-08:00	3	736.64	755.63		
07:45-08:00	4	106.32	113.91		
08:00-08:15	1	1119.92	1189.92		
08:00-08:15	2	412.60	428.27		
08:00-08:15	3	879.62	899.92		
08:00-08:15	4	126.95	134.89		
08:15-08:30	1	1371.62	1435.38		
08:15-08:30	2	505.34	524.94		
08:15-08:30	3	1077.30	1108.31		
08:15-08:30	4	155.49	155.49		
08:30-08:45	1	1371.62	1489.52		
08:30-08:45	2	505.34	532.22		
08:30-08:45	3	1077.30	1106.72		
08:30-08:45	4	155.49	163.67		
08:45-09:00	1	1119.92	1188.46		
08:45-09:00	2	412.60	454.45		
08:45-09:00	3	879.62	917.99		
08:45-09:00	4	126.95	126.95		
09:00-09:15	1	937.88	1019.44		
09:00-09:15	2	345.54	365.47		
09:00-09:15	3	736.64	790.05		
09:00-09:15	4	106.32	121.51		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	0.000	156.350	1044.030	45.390
	2	418.620	0.000	15.130	25.220
	3	938.110	0.000	0.000	40.350
	4	10.090	55.480	75.650	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	0.00	0.13	0.84	0.04
	2	0.91	0.00	0.03	0.05
	3	0.96	0.00	0.00	0.04
	4	0.07	0.39	0.54	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	0.000	176.530	867.500	85.740
	2	368.180	0.000	25.220	5.040
	3	1018.810	0.000	0.000	75.650
	4	15.130	30.260	35.310	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	0.00	0.16	0.77	0.08
	2	0.92	0.00	0.06	0.01
	3	0.93	0.00	0.00	0.07
	4	0.19	0.37	0.44	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	0.000	206.790	796.890	80.700
	2	453.920	0.000	50.440	15.130
	3	812.020	5.040	0.000	60.520
	4	10.090	65.570	50.440	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	0.00	0.19	0.73	0.07
	2	0.87	0.00	0.10	0.03
	3	0.93	0.01	0.00	0.07
	4	0.08	0.52	0.40	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

		To			
From		1	2	3	4
	1	0.000	226.960	837.240	50.440
	2	368.180	0.000	90.780	15.130
	3	1059.160	5.040	0.000	45.390
	4	5.040	50.440	40.350	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

		To			
From		1	2	3	4
	1	0.00	0.20	0.75	0.05
	2	0.78	0.00	0.19	0.03
	3	0.95	0.00	0.00	0.04
	4	0.05	0.53	0.42	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

		To			
From		1	2	3	4
	1	0.000	186.610	539.670	15.130
	2	272.350	0.000	60.520	15.130
	3	1139.850	0.000	0.000	15.130
	4	15.130	65.570	35.310	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

		To			
From		1	2	3	4
	1	0.00	0.25	0.73	0.02
	2	0.78	0.00	0.17	0.04
	3	0.99	0.00	0.00	0.01
	4	0.13	0.57	0.30	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

		To			
From		1	2	3	4
	1	0.000	116.000	675.840	20.170
	2	242.090	0.000	20.170	0.000
	3	1018.810	0.000	0.000	25.220
	4	0.000	15.130	20.170	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

		To			
From		1	2	3	4
	1	0.00	0.14	0.83	0.02
	2	0.92	0.00	0.08	0.00
	3	0.98	0.00	0.00	0.02
	4	0.00	0.43	0.57	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	1.000	1.065	1.053	1.000
	2	1.036	1.000	1.000	1.000
	3	1.027	1.000	1.000	1.000
	4	1.000	1.182	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	0.0	6.5	5.3	0.0
	2	3.6	0.0	0.0	0.0
	3	2.7	0.0	0.0	0.0
	4	0.0	18.2	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	1.000	1.200	1.041	1.000
	2	1.041	1.000	1.000	1.000
	3	1.025	1.000	1.000	1.000
	4	1.333	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	0.0	20.0	4.1	0.0
	2	4.1	0.0	0.0	0.0
	3	2.5	0.0	0.0	0.0
	4	33.3	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	1.000	1.122	1.032	1.000
	2	1.044	1.000	1.000	1.000
	3	1.031	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	0.0	12.2	3.2	0.0
	2	4.4	0.0	0.0	0.0
	3	3.1	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

		To			
From		1	2	3	4
	1	1.000	1.133	1.078	1.000
	2	1.055	1.000	1.056	1.000
	3	1.029	1.000	1.000	1.000
	4	1.000	1.000	1.125	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

		To			
From		1	2	3	4
	1	0.0	13.3	7.8	0.0
	2	5.5	0.0	5.6	0.0
	3	2.9	0.0	0.0	0.0
	4	0.0	0.0	12.5	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

		To			
From		1	2	3	4
	1	1.000	1.108	1.047	1.000
	2	1.130	1.000	1.000	1.000
	3	1.044	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

		To			
From		1	2	3	4
	1	0.0	10.8	4.7	0.0
	2	13.0	0.0	0.0	0.0
	3	4.4	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

		To			
From		1	2	3	4
	1	1.000	1.130	1.082	1.000
	2	1.063	1.000	1.000	1.000
	3	1.074	1.000	1.000	1.000
	4	1.000	1.333	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

		To			
From		1	2	3	4
	1	0.0	13.0	8.2	0.0
	2	6.3	0.0	0.0	0.0
	3	7.4	0.0	0.0	0.0
	4	0.0	33.3	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.84	13.22	4.94	B
2	0.65	12.92	1.77	B
3	0.83	14.89	4.42	B
4	0.29	9.59	0.41	A

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	937.88	933.14	98.10	0.00	1720.59	0.545	1.19	4.545	A
2	345.54	343.33	872.62	0.00	967.33	0.357	0.55	5.750	A
3	736.64	732.38	366.02	0.00	1420.50	0.519	1.06	5.199	A
4	106.32	105.65	1015.33	0.00	736.25	0.144	0.17	5.703	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1119.92	1117.19	102.99	0.00	1706.27	0.656	1.87	6.081	A
2	412.60	411.48	998.24	0.00	901.37	0.458	0.83	7.332	A
3	879.61	876.70	470.10	0.00	1359.12	0.647	1.79	7.415	A
4	126.95	126.68	1196.42	0.00	648.73	0.196	0.24	6.893	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1371.62	1363.46	148.50	0.00	1703.45	0.805	3.91	10.346	B
2	505.33	502.36	1165.73	0.00	816.19	0.619	1.57	11.363	B
3	1077.30	1066.70	555.18	0.00	1298.53	0.830	4.44	14.887	B
4	155.49	154.95	1432.26	0.00	555.64	0.280	0.38	8.971	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1371.61	1367.84	152.09	0.00	1635.27	0.839	4.85	13.216	B
2	505.34	504.58	1154.92	0.00	782.13	0.646	1.77	12.918	B
3	1077.30	1078.53	470.89	0.00	1349.56	0.798	4.14	13.389	B
4	155.49	155.38	1426.37	0.00	530.80	0.293	0.41	9.585	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1119.92	1131.47	111.21	0.00	1702.44	0.658	1.96	6.427	A
2	412.60	416.25	886.69	0.00	902.23	0.458	0.86	7.461	A
3	879.62	888.96	367.30	0.00	1377.91	0.639	1.80	7.496	A
4	126.95	127.65	1202.56	0.00	661.84	0.192	0.24	6.746	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	937.88	940.45	106.33	0.00	1656.94	0.566	1.32	5.043	A
2	345.54	346.56	865.86	0.00	936.28	0.369	0.59	6.115	A
3	736.63	739.11	342.89	0.00	1367.14	0.539	1.18	5.754	A
4	106.32	106.45	1040.75	0.00	658.57	0.162	0.19	6.524	A

(Default Analysis Set) - 2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D4 - 2026 Base, PM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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)	Single Time Segment Only	Locked
2026 Base, PM	2026 Base	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			11.21	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	A421 (East)	
2	2	B4033 Nash Road	
3	3	A421 (West)	
4	4	Winslow Rd	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.80	9.38	10.44	47.36	50.00	21.00	
2	3.43	6.98	17.30	9.92	50.00	50.00	
3	3.80	7.52	9.19	23.64	50.00	24.00	
4	3.30	6.60	6.64	17.34	50.00	36.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.660	1880.799
2		(calculated)	(calculated)	0.534	1487.492
3		(calculated)	(calculated)	0.615	1689.032
4		(calculated)	(calculated)	0.534	1346.657

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1339.45	100.000
2	ONE HOUR	✓	306.75	100.000
3	ONE HOUR	✓	976.47	100.000
4	ONE HOUR	✓	102.25	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	1	1008.41	1043.07		
16:45-17:00	2	230.94	234.78		
16:45-17:00	3	735.14	750.50		
16:45-17:00	4	76.98	80.83		
17:00-17:15	1	1204.14	1262.00		
17:00-17:15	2	275.76	286.36		
17:00-17:15	3	877.83	904.29		
17:00-17:15	4	91.92	91.92		
17:15-17:30	1	1474.76	1535.66		
17:15-17:30	2	337.74	345.42		
17:15-17:30	3	1075.11	1079.61		
17:15-17:30	4	112.58	112.58		
17:30-17:45	1	1474.76	1502.33		
17:30-17:45	2	337.74	347.96		
17:30-17:45	3	1075.11	1089.56		
17:30-17:45	4	112.58	128.67		
17:45-18:00	1	1204.14	1256.12		
17:45-18:00	2	275.76	280.88		
17:45-18:00	3	877.83	908.45		
17:45-18:00	4	91.92	91.92		
18:00-18:15	1	1008.41	1041.45		
18:00-18:15	2	230.94	240.76		
18:00-18:15	3	735.14	752.87		
18:00-18:15	4	76.98	76.98		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (16:45-17:00)

		To			
From		1	2	3	4
	1	0.000	173.820	1124.730	40.900
	2	276.070	0.000	15.340	15.340
	3	915.120	15.340	0.000	46.010
	4	20.450	61.350	20.450	0.000

Turning Proportions (Veh) - Junction 1 - (16:45-17:00)

		To			
From		1	2	3	4
	1	0.00	0.13	0.84	0.03
	2	0.90	0.00	0.05	0.05
	3	0.94	0.02	0.00	0.05
	4	0.20	0.60	0.20	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:00-17:15)

		To			
From		1	2	3	4
	1	0.000	230.060	812.870	20.450
	2	194.270	0.000	56.240	15.340
	3	1134.950	30.670	0.000	20.450
	4	0.000	20.450	10.220	0.000

Turning Proportions (Veh) - Junction 1 - (17:00-17:15)

		To			
From		1	2	3	4
	1	0.00	0.22	0.76	0.02
	2	0.73	0.00	0.21	0.06
	3	0.96	0.03	0.00	0.02
	4	0.00	0.67	0.33	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:15-17:30)

		To			
From		1	2	3	4
	1	0.000	255.620	945.790	35.790
	2	148.260	0.000	61.350	15.340
	3	1140.070	40.900	0.000	46.010
	4	0.000	30.670	10.220	0.000

Turning Proportions (Veh) - Junction 1 - (17:15-17:30)

		To			
From		1	2	3	4
	1	0.00	0.21	0.76	0.03
	2	0.66	0.00	0.27	0.07
	3	0.93	0.03	0.00	0.04
	4	0.00	0.75	0.25	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:30-17:45)

		To			
From		1	2	3	4
	1	0.000	337.420	986.690	46.010
	2	270.960	0.000	56.240	10.220
	3	1068.490	30.670	0.000	46.010
	4	0.000	35.790	0.000	0.000

Turning Proportions (Veh) - Junction 1 - (17:30-17:45)

		To			
From		1	2	3	4
	1	0.00	0.25	0.72	0.03
	2	0.80	0.00	0.17	0.03
	3	0.93	0.03	0.00	0.04
	4	0.00	1.00	0.00	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (17:45-18:00)

		To			
From		1	2	3	4
	1	0.000	260.730	1017.370	25.560
	2	219.830	0.000	51.120	5.110
	3	817.980	35.790	0.000	25.560
	4	0.000	35.790	5.110	0.000

Turning Proportions (Veh) - Junction 1 - (17:45-18:00)

		To			
From		1	2	3	4
	1	0.00	0.20	0.78	0.02
	2	0.80	0.00	0.19	0.02
	3	0.93	0.04	0.00	0.03
	4	0.00	0.88	0.12	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (18:00-18:15)

		To			
From		1	2	3	4
	1	0.000	189.160	1017.370	40.900
	2	204.500	0.000	30.670	5.110
	3	981.580	30.670	0.000	46.010
	4	0.000	10.220	15.340	0.000

Turning Proportions (Veh) - Junction 1 - (18:00-18:15)

		To			
From		1	2	3	4
	1	0.00	0.15	0.82	0.03
	2	0.85	0.00	0.13	0.02
	3	0.93	0.03	0.00	0.04
	4	0.00	0.40	0.60	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

		To			
From		1	2	3	4
	1	1.000	1.088	1.027	1.000
	2	1.019	1.000	1.000	1.000
	3	1.022	1.000	1.000	1.000
	4	1.250	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

		To			
From		1	2	3	4
	1	0.0	8.8	2.7	0.0
	2	1.9	0.0	0.0	0.0
	3	2.2	0.0	0.0	0.0
	4	25.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

		To			
From		1	2	3	4
	1	1.000	1.044	1.050	1.000
	2	1.053	1.000	1.000	1.000
	3	1.032	1.000	1.000	1.000
	4	1.333	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

		To			
From		1	2	3	4
	1	0.0	4.4	5.0	0.0
	2	5.3	0.0	0.0	0.0
	3	3.2	0.0	0.0	0.0
	4	33.3	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

		To			
From		1	2	3	4
	1	1.000	1.060	1.038	1.000
	2	1.035	1.000	1.000	1.000
	3	1.005	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

		To			
From		1	2	3	4
	1	0.0	6.0	3.8	0.0
	2	3.5	0.0	0.0	0.0
	3	0.5	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

		To			
From		1	2	3	4
	1	1.000	1.046	1.010	1.000
	2	1.038	1.000	1.000	1.000
	3	1.014	1.000	1.000	1.000
	4	1.000	1.143	1.250	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

		To			
From		1	2	3	4
	1	0.0	4.6	1.0	0.0
	2	3.8	0.0	0.0	0.0
	3	1.4	0.0	0.0	0.0
	4	0.0	14.3	25.0	0.0

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

		To			
From		1	2	3	4
	1	1.000	1.098	1.030	1.000
	2	1.023	1.000	1.000	1.000
	3	1.038	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

		To			
From		1	2	3	4
	1	0.0	9.8	3.0	0.0
	2	2.3	0.0	0.0	0.0
	3	3.8	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

		To			
From		1	2	3	4
	1	1.000	1.081	1.025	1.000
	2	1.050	1.000	1.000	1.000
	3	1.026	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

		To			
From		1	2	3	4
	1	0.0	8.1	2.5	0.0
	2	5.0	0.0	0.0	0.0
	3	2.6	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.86	13.66	5.63	B
2	0.42	7.56	0.70	A
3	0.74	9.29	2.69	A
4	0.20	8.05	0.28	A

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1008.41	1003.19	72.74	0.00	1771.90	0.569	1.31	4.652	A
2	230.94	229.72	888.32	0.00	984.31	0.235	0.30	4.763	A
3	735.14	731.34	248.86	0.00	1502.33	0.489	0.95	4.648	A
4	76.98	76.56	903.62	0.00	813.66	0.095	0.10	4.882	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1204.13	1200.27	114.32	0.00	1722.65	0.699	2.27	6.841	A
2	275.76	275.25	971.58	0.00	909.01	0.303	0.43	5.675	A
3	877.83	875.97	240.35	0.00	1489.97	0.589	1.41	5.845	A
4	91.92	91.78	1062.10	0.00	760.07	0.121	0.14	5.385	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1474.77	1461.41	147.98	0.00	1712.37	0.861	5.60	13.664	B
2	337.74	336.66	1187.50	0.00	812.04	0.416	0.70	7.556	A
3	1075.11	1070.98	287.14	0.00	1501.35	0.716	2.45	8.283	A
4	112.58	112.33	1252.94	0.00	671.60	0.168	0.20	6.434	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1474.77	1474.85	141.18	0.00	1743.90	0.845	5.58	13.418	B
2	337.74	337.94	1112.71	0.00	860.94	0.392	0.65	6.885	A
3	1075.11	1074.06	330.74	0.00	1460.00	0.736	2.71	9.290	A
4	112.58	112.35	1301.90	0.00	559.42	0.201	0.25	8.050	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1204.14	1216.90	128.10	0.00	1722.52	0.699	2.38	7.291	A
2	275.76	276.67	983.91	0.00	929.43	0.297	0.43	5.524	A
3	877.83	882.75	249.66	0.00	1481.13	0.593	1.48	6.064	A
4	91.92	92.32	1077.30	0.00	751.37	0.122	0.14	5.467	A

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

Arm	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
1	1008.41	1012.49	98.57	0.00	1757.99	0.574	1.36	4.854	A
2	230.94	231.35	904.52	0.00	952.86	0.242	0.32	4.991	A
3	735.13	737.18	234.80	0.00	1502.35	0.489	0.97	4.716	A
4	76.98	77.14	902.02	0.00	850.64	0.091	0.10	4.656	A

(Default Analysis Set) - 2026 Base+Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D5 - 2026 Base+Dev, AM	'Turning counts vary over time' option has been selected but all arms use ONE HOUR profile types. Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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)	Single Time Segment Only	Locked
2026 Base+Dev, AM	2026 Base+Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3,4			20.28	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	A421 (East)	
2	2	B4033 Nash Road	
3	3	A421 (West)	
4	4	Winslow Rd	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00
4	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.80	9.38	10.44	47.36	50.00	21.00	
2	3.43	6.98	17.30	9.92	50.00	50.00	
3	3.80	7.52	9.19	23.64	50.00	24.00	
4	3.30	6.60	6.64	17.34	50.00	36.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.660	1880.799
2		(calculated)	(calculated)	0.534	1487.492
3		(calculated)	(calculated)	0.615	1689.032
4		(calculated)	(calculated)	0.534	1346.657

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1382.06	100.000
2	ONE HOUR	✓	460.34	100.000
3	ONE HOUR	✓	981.80	100.000
4	ONE HOUR	✓	141.22	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	1	1040.49	1095.33		
07:45-08:00	2	346.57	357.98		
07:45-08:00	3	739.15	758.22		
07:45-08:00	4	106.32	113.91		
08:00-08:15	1	1242.44	1319.79		
08:00-08:15	2	413.84	429.56		
08:00-08:15	3	882.62	903.00		
08:00-08:15	4	126.95	134.89		
08:15-08:30	1	1521.68	1595.55		
08:15-08:30	2	506.84	526.56		
08:15-08:30	3	1080.98	1112.20		
08:15-08:30	4	155.49	155.49		
08:30-08:45	1	1521.68	1655.00		
08:30-08:45	2	506.84	533.81		
08:30-08:45	3	1080.98	1110.60		
08:30-08:45	4	155.49	163.67		
08:45-09:00	1	1242.44	1321.03		
08:45-09:00	2	413.84	455.85		
08:45-09:00	3	882.62	921.21		
08:45-09:00	4	126.95	126.95		
09:00-09:15	1	1040.49	1130.57		
09:00-09:15	2	346.57	366.57		
09:00-09:15	3	739.15	792.75		
09:00-09:15	4	106.32	121.51		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	0.000	164.150	1172.520	45.390
	2	419.990	0.000	15.130	25.220
	3	941.450	0.000	0.000	40.350
	4	10.090	55.480	75.650	0.000

Turning Proportions (Veh) - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	0.00	0.12	0.85	0.03
	2	0.91	0.00	0.03	0.05
	3	0.96	0.00	0.00	0.04
	4	0.07	0.39	0.54	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	0.000	185.330	974.270	85.740
	2	369.390	0.000	25.220	5.040
	3	1022.430	0.000	0.000	75.650
	4	15.130	30.260	35.310	0.000

Turning Proportions (Veh) - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	0.00	0.15	0.78	0.07
	2	0.92	0.00	0.06	0.01
	3	0.93	0.00	0.00	0.07
	4	0.19	0.37	0.44	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	0.000	215.280	899.870	80.700
	2	455.090	0.000	50.440	15.130
	3	815.520	5.040	0.000	60.520
	4	10.090	65.570	50.440	0.000

Turning Proportions (Veh) - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	0.00	0.18	0.75	0.07
	2	0.87	0.00	0.10	0.03
	3	0.93	0.01	0.00	0.07
	4	0.08	0.52	0.40	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:30-08:45)

		To			
From		1	2	3	4
	1	0.000	236.060	947.590	50.440
	2	369.430	0.000	90.780	15.130
	3	1062.900	5.040	0.000	45.390
	4	5.040	50.440	40.350	0.000

Turning Proportions (Veh) - Junction 1 - (08:30-08:45)

		To			
From		1	2	3	4
	1	0.00	0.19	0.77	0.04
	2	0.78	0.00	0.19	0.03
	3	0.95	0.00	0.00	0.04
	4	0.05	0.53	0.42	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (08:45-09:00)

		To			
From		1	2	3	4
	1	0.000	194.300	632.890	15.130
	2	273.410	0.000	60.520	15.130
	3	1143.020	0.000	0.000	15.130
	4	15.130	65.570	35.310	0.000

Turning Proportions (Veh) - Junction 1 - (08:45-09:00)

		To			
From		1	2	3	4
	1	0.00	0.23	0.75	0.02
	2	0.78	0.00	0.17	0.04
	3	0.99	0.00	0.00	0.01
	4	0.13	0.57	0.30	0.00

Turning Counts / Proportions (Veh/hr) - Junction 1 - (09:00-09:15)

		To			
From		1	2	3	4
	1	0.000	120.780	792.590	20.170
	2	243.030	0.000	20.170	0.000
	3	1021.640	0.000	0.000	25.220
	4	0.000	15.130	20.170	0.000

Turning Proportions (Veh) - Junction 1 - (09:00-09:15)

		To			
From		1	2	3	4
	1	0.00	0.13	0.85	0.02
	2	0.92	0.00	0.08	0.00
	3	0.98	0.00	0.00	0.02
	4	0.00	0.43	0.57	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	1.000	1.065	1.053	1.000
	2	1.036	1.000	1.000	1.000
	3	1.027	1.000	1.000	1.000
	4	1.000	1.182	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

		To			
From		1	2	3	4
	1	0.0	6.5	5.3	0.0
	2	3.6	0.0	0.0	0.0
	3	2.7	0.0	0.0	0.0
	4	0.0	18.2	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	1.000	1.199	1.042	1.000
	2	1.041	1.000	1.000	1.000
	3	1.025	1.000	1.000	1.000
	4	1.333	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

		To			
From		1	2	3	4
	1	0.0	19.9	4.2	0.0
	2	4.1	0.0	0.0	0.0
	3	2.5	0.0	0.0	0.0
	4	33.3	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	1.000	1.122	1.035	1.000
	2	1.045	1.000	1.000	1.000
	3	1.031	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

		To			
From		1	2	3	4
	1	0.0	12.2	3.5	0.0
	2	4.5	0.0	0.0	0.0
	3	3.1	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

	To				
		1	2	3	4
From	1	1.000	1.133	1.081	1.000
	2	1.055	1.000	1.056	1.000
	3	1.029	1.000	1.000	1.000
	4	1.000	1.000	1.125	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

	To				
		1	2	3	4
From	1	0.0	13.3	8.1	0.0
	2	5.5	0.0	5.6	0.0
	3	2.9	0.0	0.0	0.0
	4	0.0	0.0	12.5	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

	To				
		1	2	3	4
From	1	1.000	1.108	1.051	1.000
	2	1.130	1.000	1.000	1.000
	3	1.044	1.000	1.000	1.000
	4	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

	To				
		1	2	3	4
From	1	0.0	10.8	5.1	0.0
	2	13.0	0.0	0.0	0.0
	3	4.4	0.0	0.0	0.0
	4	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

	To				
		1	2	3	4
From	1	1.000	1.130	1.082	1.000
	2	1.063	1.000	1.000	1.000
	3	1.074	1.000	1.000	1.000
	4	1.000	1.333	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

	To				
		1	2	3	4
From	1	0.0	13.0	8.2	0.0
	2	6.3	0.0	0.0	0.0
	3	7.4	0.0	0.0	0.0
	4	0.0	33.3	0.0	0.0