Appendix A: Local Authority Consultation Responses

	Development Name	Development Location / Address	Type of development (e.g. residential, employment, mixed use)	Quantum of development (e.g. number of units, employment floor space, number of staff)	Status of development (e.g. committed site in Local Plan or other development in pipeline or draft allocation)	Timescales for development / occupation	Associated Highway works required? Yes / No	Brief details of highway works
Adur	Land at Sompting	Northern parcel	Residential	80	Local Plan Allocation, application likely to be submitted later this year			
		west street	Residential	400	Local Plan Allocation, application likely to be submitted later this year			
	New Monks Farm	Lancing, south of A27	Residential	600 + 10,000sqm employment generating floor space (B class uses but could be retail)	Local Plan Allocation		Yes new roundabout and link to airport	Look in transport study update (2016)
	Shoreham Airport		Commerical	15,000sqm employment generating uses				
	Broad location at Shoreham Harbour		Mixed	1,100 dwellings (flats) + 16,000sqm employment generating uses (B1)				Look in transport study update (2016)
Arun	North Littlehampton		Residential	1260	Strategic housing (permitted development). Included in Transport Study Brief 2015			
	Courtwick		Residential	600	Strategic housing (permitted development). Included in Transport Study Brief 2015			
	Eastergate / Westergate / Barnham Area		Residential	2,000 - 3,000	Included in Transport Study Brief 2015			
	Angmering S&E		Residential	650	Included in Transport Study Brief 2015			
	Angmering North		Residential	400-700	Included in Transport Study Brief 2015			
	Ford		Residential	900-2,000	Included in Transport Study Brief 2015			
	Fontwell		Residential	400	Included in Transport Study Brief 2015			
	West of Bersted		Residential	1,000-2,000	Included in Transport Study Brief 2015			
	Yapton		Residential	500	Included in Transport Study Brief 2015			
	Climping		Residential	500	Included in Transport Study Brief 2015			
	Pagham South		Residential	600	Included in Transport Study Brief 2015			
	Pagham North		Residential	300	Included in Transport Study Brief 2015			
	Ferring East		Residential	336	Included in Transport			
	North Middleton		Residential	500	Included in Transport Study Brief 2017			
	Littlehampton Economic Growth Area and Westbank		Residential	1,000	Included in Transport Study Brief 2018			

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	Bognor Regis Enterprise Zone		Employment Land Allocation	69.4 hectares	Included in Transport Study Brief 2019			
	Greater Littlehampton		Strategic Employment Land Allocation	3.0 hectares	Included in Transport Study Brief 2020			
	Angmering		Strategic Employment Land	8.6 hectares	Included in Transport Study Brief 2021			
Brighton & Hove	Unable to assist due to offier shortages							
	Portfield Football Club site	Church Road, Portfield, Chichester	Residential	80 dwellings	Outline planning permission	Completion expected by 2020	Yes	New roundabout at Westhampnett Road/ Church Road junction (with access spur to Barnfield Drive). Closure of existing A27/Church Road junction.
	Graylingwell Park	Graylingwell, Chichester	Mixed use	c785 dwellings (478 outstanding at April 2015), local community facilities (including retail & business space), care home	Under construction	Completion expected by c2022	Yes	Installation of bus gates on Graylingwell Drive & northern part of Inner Core (to achieve 60/40 east/west split of traffic flows). Improvements to St Pancras/Spitalfields Lane. Kingsmead Avenue / Palmers Field Avenue traffic management. Improvements to Westhampnett Road / Portfield Way roundabout. Traffic management in St Richards Estate
	Roussillon Park	Roussillon Barracks, Chichester	Residential	252 dwellings(117 outstanding at April 2015)	Under construction	Completion expected in 2017	Small scale	Additional new access onto Broyle Road.
	Lower Graylingwell	South of Graylingwell Drive, Chichester	Residential	160 dwellings	Outline planning permission	Completion expected by end of 2019	Yes	New road link from Kingsmead Avenue to Graylingwell Drive. Alter existing roundabout with Palmers Field Avenue to standard priority T-junction. Installation of bus gate at west end of Graylingwell Drive to restrict access to College Lane. Restricted right in/ left out access from Palmers Field Avenue. Provision of new eastern access to Chichester University from Graylingwell Drive.
	Canal Walk, Stockbridge	Southfields Close, Stockbridge	Residential	116 dwellings (41 outstanding at April 2015)	Under construction - nearly complete	Completion expected this year	Small scale	Installation of pre-junction traffic signals on B2201 arm of A286/B2201 roundabout.

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Chichester	Shopwyke Lakes	North of Shopwyke Road, Oving	Mixed use	500 dwellings, 4,400 sq.m employment floorspace, community facilities, elderly care facilities. Current outline application for a further 85 dwellings.	Outline planning permission. Current RM application for 398 dwellings	Completion expected by c2022	Yes	Upgrade of A27 pelican crossing to toucan crossing. New access onto Shopwyke Road. New northern site access onto A27 Arundel Road. Before occupation of 298th dwelling - Interim measures to A27 / Oving Road junction, providing left in and left out operation restricting right turns and cross carriageway movements - North-south spine road through site Before occupation of 398th dwelling - Completion of Oving crossroads works - access through east arm of junction & across A27 central reserve gap for bus & emergency vehicles only - Left arm only access for all vehicles to and from western Oving Road arm of junction Before occupation of 400th dwelling - Closure of existing site access from A27 & provision of new access - Works to the A27 Portfield roundabout and advanced signing/lane guidance
	W of Garsons Road / N of Alfrey Close, Southbourne	W of Garsons Road / N of Alfrey Close, Southbourne	Mixed use	125 dwellings	Outline planning permission on southern part of site for 60 bed care home, 40 assisted living units & 30 age-restricted cottages. Remainder of site allocated in Southbourne Neighbourhood Plan. Outline planning application currently under consideration for 125 dwellings on whole site.	Completion expected by c2022	Small scale	New access onto Alfrey Close. Improvements to A259/Alfrey Close junction.
	Loveders Caravan Park, Southbourne	N of Main Road & W of Inlands Road, Southbourne	Residential	157 dwellings	Outline planning permission	Completion expected by c2022	Small scale	Altered junction onto Main Road providing right hand tunring lane. Existing access onto Inlands Road closed except as emergency access. Widening of Inlands Road adjacent to site
	Former Airfield Hangars, Tangmere	Land to NE of Tangmere Military Aviation Museum, Gamecock Terrace, Tangmere	Residential	160 dwellings. Current planning application for a further 6 dwellings.	Under construction	Completion expected in 2019	Small scale	New access onto Meadow Way.
	Roman Walk, Westhampnett	Maudlin Nursery Hanging Basket Centre, Stane Street, Westhampnett	Residential	100 dwellings	Site clearance underway	Completion expected in 2019	Small scale	Access onto Stane Street

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Westhampnett/NE Chichester SDL (Phase 1)	Land between Stane Street & Madgwick Lane, Westhampnett	Mixed use	c300 dwellings	Part of strategic allocation in Chichester LP Key Policies (Policy 17). Planning Committee resolution to permit outline planning permission subject to S106 agreement	Completion expected by c2023	Small scale	New access points on Stane Street & Madgwick Lane. Financial contribution for mitigation to A27 Chichester Bypass junctions.
Westhampnett/NE Chichester SDL (Phase 2)	Land to E of Winterbourne Road & N of Graylingwell, Chichester	Mixed use	c200 dwellings	Remaining part of strategic allocation in Chichester LP Key Policies (Policy 17)	Completion expected before 2029	Small scale	New site access from Graylingwell site. Financial contribution for mitigation to A27 Chichester Bypass junctions.
West of Chichester SDL (Phase 1)	Land on W side of Broyle Road, Chichester	Mixed use	c750 dwellings with local centre (with associated employment, retail and community uses), primary school, medical/health centre, country park & proposed onsite package treatment plant	Part of strategic allocation in Chichester LP Key Policies (Policy 15). Outline planning application currently under consideration	Completion expected by c2029	Yes	New main access roundabout on Old Broyle Road. Proposed temporary access from Clay Lane to serve onsite wastewater treatment works. Improvements to Westgate mini-roundabout, Via Ravenna and Westgate/A286 roundabout. Sherborne Road/St Paul's Road/Nortwich Road junction improvement. Traffic calming on Sherborne Road & Westgate. Junction widening at Clay Lane/Fishbourne Road. Financial contribution for mitigation to A27 Chichester Bypass junctions.
West of Chichester SDL (Phase 2)	Land to W of Centurion Way (accessing to Westgate), Chichester	Mixed use	c850 dwellings, up to 6 ha employment land & 2nd country park	Remaining part of strategic allocation in Chichester LP Key Policies (Policy 15)	Completion expected by c2034	Yes	New roundabout access onto Westgate (also serving Bishop Luffa School). Completion of north-south spine road through development site. New access on Old Broyle Road serving proposed country park (also providing emergency accesss for development). Financial contribution for mitigation to A27 Chichester Bypass junctions.
Tangmere SDL	Land to W of Tangmere village	Mixed use	c1000 dwellings + local community facilities	Strategic allocation in Chichester LP Key Policies (Policy 18)	Completion expected by c2029	Yes	New access onto roundabout at A27/A285 junction. Proposed spne road through site with secondary access onto Tangmere Road. Financial contribution for mitigation to A27 Chichester Bypass junctions.
Barnfield Drive Retail Park (Phase 1)	Land adjacent to Homebase, Barnfield Drive, Chichester	Non-food retail units	5,667 sq.m net	Under construction	Completion expected late 2016.	Yes	Improvements to Portfield Way at approach to Sainsbury's roundabout. Financial contribution to A27 Bognor Road junction.
Barnfield Drive Retail Park (Phase 2)	Land between Westhampnett Road & Barnfield Drive, Chichester	A1 retail warehouse (7,184 sq.m), two Class A3/A5 units (totalling 520 sq.m) & petrol filling station	7,704 sq.m net	Outline planning permission	Not known - probably before 2020.	Yes	New roundabout access from Westhampnett Road/Church Road. Access from Barnfield Drive. Financial contribution to mitigate Westhampnett Road mini-roundabouts. Signalising Barnfield Drive/Kingsmead Avenue junction.

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East Hampshire	Bordon Garison **28353/004**	Whitehill / Bordon Strategic Allocation	Mixed use	2,400	Comitted in Joint Core Strategy + Planning permission	Occupation 2017/18 - but construction continuing up beyond the Local Plan period (2028)	Yes	New Relief Road (phase 2)
	Louisburg Barracks, Bordon **55369/001**	Whitehill / Bordon Strategic Allocation	Mixed use	500	Comitted in Joint Core Strategy + planning permission	Occupation 2017 - completion of development in 2022/23	Yes	New Relief Road (phase 1 - under construction)
	Quebec Barracks, Bordon **28353/004**	Whitehill / Bordon Strategic Allocation	Residential	100	Comitted in Joint Core Strategy + Planning permission	Occupation 2016	Yes	Minor works
	Land East of Selbourne Road, Alton **30021/056**	Alton	Residential	230	Alton Neighbourhood Plan Allocation + planning permission	Occupation 2017 - completion 2022	Yes	
	Land at Lord Mayor Treloar, Alton **30021/056**	Alton	Residential	299	Alton Neighbourhood Plan Allocation + planning permission	Occupation 2018 - completion2023	Yes	
	Land at Cadnams Farm, Alton **55428/001**	Alton	Residential	275	Alton Neighbourhood Plan Allocation + planning permission	Occupation 2017 - completion 2020		
	Land at Will Hall Farm, Alton **55222/001**	Alton	Residential	180	Alton Neighbourhood Plan Allocation + planning permission	Occupation 2017 - completion 2020		
	Land at Lynch Hill (Allocaion EMP1)	Alton	Employment	7ha	East Hampshire Housing and Employment Allocations Plan	2016-2018		
	Land at Wilsom Road (Allocation EMP1)	Alton	Employment	3ha	East Hampshire Housing and Employment Allocations Plan	2018-23		
	Land East of Horndean **55562/001**	Horndean	Mixed use - predominantly residential	820 dwellings and a 60 bed care home - 1.7ha employment land	East Hampshire Housing and Employment Allocations Plan + planning permission	Occupation 2018/19 - completion 2024/25	Yes	
	Lowsley Farm, Land at Lark Rise **34310/016**	Liphook	Residential	150	Planning permission and Saved Local Plan Allocation.	2016-2018		
	26 Silent Garden, Portsmouth Road **26295/007**	Liphook	Residential	127	Planning permission	2018-23		
	LP1 Land at Lowsley Farm, south of A3	Liphook	Residential	175	East Hampshire Housing and Employment Allocations Plan. Planning Application awaiting determination	2018-21		
	Arndale Centre Extension	Arndale Centre, Terminus Road	Retail and leisure	• A1–A5 – 10,870 sqm (572 jobs) • A3 – 2,415 sqm (134 jobs) • D2 – 3,870 sqm (43 jobs)	Permission granted in 2013. Construction expected to commence July 2016	End 2018	Yes	Terminus Road Improvement Works - public realm improvements

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Eastbourne	Town Centre Development Opportunity Site 2	The Enterprise Centre car park, Commercial Road	Mixed use	450 residential units and 3,000 sqm of office to be delivered across TC Development Opportunity Sites 2 and 3	Allocated in Town Centre Local Plan	Medium term - 2020/21	No	
Eastbourne	Town Centre Development Opportunity Site 3	Upperton Road	Mixed use	450 residential units and 3,000 sqm of office to be delivered across TC Development Opportunity Sites 2 and 3	Allocated in Town Centre Local Plan	Part of site (assisted living) under construction. Remainder not expected to come forward until end of plan period 2026/27	No	
Eastbourne	Sovereign Harbour Site 6 (Sovereign Harbour Innovation Park)	Pacific Drive, Sovereign Harbour	Employment (B1 uses)	11,100 sqm of B1 use	Identified in emerging Employment Land Local Plan and Sovereign Harbour outline application	First building completed, other three buildings expected by 2020	No	
Eastbourne	Devonshire Park Improvement Scheme	Devonshire Park, College Road	Cultural	Additional conference space, refurbishment of tennis facilities, café, refurbisment of listed buildings	Permission granted in Nov 2015	End 2020	No	
Eastleigh	Local Plan at early state, link to issues and options report provided.							
Fareham	Welborne	North of Fareham, South of Wickham	Residential, Employment, District and Local Centre, Community Hub, Education	6000 dwellings, 97,000m² Employment (B Class), 2,400 B Class jobs, 3,500 Non B Class Jobs		Allocated in 2015 Local Plan Part 3: The Welborne Plan	Yes	See Policy WEL25. Creation of All moves junction at J10 M27. Improvements to Junctions of: A32/A334 Fareham Road, Wickham, A32 Wickham Road-Wallington Way & Southampton Road, North Hill-Kiln Road-Old Turnpike & Park Lane
Havant	Market Parade		Residential	225	Allocated in Allocations Plan	Completion 2025/26	Yes	Unknown at this time
Havant	Portsmouth Water HQ (existing HQ on West Street)		Residential	120	Allocated in Allocations Plan	Compeltion 2020/21	No	
Havant	Land south of Barton's Road		Residential	175	Allocated in Allocations Plan	Completion 2020/21	No	
Havant	Beachlands, Hayling Island seafront		Residential	125	Allocated in Allocations Plan	Compeltion 2025/26	No	
Havant	Riders Lane Allotments		Residential	65	Allocated in Allocations Plan	Compeltion 2019/20	Yes	Access to adopted highway
Havant	Dunsbury Way (land at former Procter and Gamble site)		Residential	72	Allocated in Allocations Plan	Completion 2024/25	Yes	Access to adopted highway
Havant	Leigh Park Centre		Residential	62	Allocated in Allocations Plan	Completion 2025/26	No	
Havant	SSE office site, Bartons Road		Residential	90	Allocated in Allocations Plan	Completion 2022/23	No	
Havant	Land north of Leigh Park (Cabbagefield Row)		Residential	116	Allocated in Allocations Plan	Completion 2020/21	Yes	Access to adopted highway

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	Leigh Park Garage & Parking Courts		Residential	60	Allocated in Allocations Plan	Completion 2022/23	No	
	Goodwillies timber yard		Residential	96	Allocated in Allocations Plan	Completion 2022/23	No	
	Padnell Grange		Residential	84	Allocated in Allocations Plan	Completion 2024/25	No	
	Meadowlands Infant and Junior School		Residential	52	Allocated in Allocations Plan	Completion 2019/20	No	
	Harts Farm way North		Employment	16,300sqm	Allocated in Allocations Plan	Unknown	No	
	Brockhampton West		Employment	23400sqm	Allocated in Allocations Plan	Unknown		
	Kingscroft Farm		Employment	12000sqm	Allocated in Allocations Plan	Unknown		
	Dunsbury Hill Farm		Employment	60,000sqm	Allocated in Allocations Plan	Under construction		
Lewes	Edge of Haywards Heath (Wivelsfield Parish)		Residential	175				
	Seaford		Residential	337				
	Lewes		Residential	960				
	Newhaven		Residential	1610				
	Peacehaven / Telscombe		Residential	989				
	Edge of Burgess Hill (Wivelsfield Parish)		Residential	127				
	Ringmer		Residential	379				
	Newick		Residential	102				
	Barcombe Cross		Residential	31				
	Plumpton Green		Residential	55				
	Wivelsfield Green		Residential	106				
	Cooksbridge		Residential	33				
	North Chailey		Residential	30				
	South Chailey		Residential	11				
	Ditchling		Residential	21				
Mid Sussex	Northern Arc, Burgess Hill	Land to the north and north-west of Burgess Hill	Mixed-use	3,500 dwellings; 30ha. of employment land; 2 primary schools; sports centre	Draft allocation	2017/18 - 2030/31	Yes	Dualling of the A2300 and construction of new link road
	Kings Way, Burgess Hill	Land to the east of Burgess Hill at Kings Way	Residential	480 dwellings	Permitted	2016/17 - 2024/25	No	
	Land east of Pease Pottage	Hardriding Farm, Pease Pottage	Mixed-use	600 dwellings; primary school; hospice	Draft allocation	2018/19 - 2029/30	Yes	Improvements to junction 10 of the M23
	Science & Technology Park	Land to the west of Burgess Hill	Employment (Class B1)	100,000m²	Aspirational notation on draft local plan key diagram	Unknown	Yes	New access to A2300
Waverley	Sturt Farm	Land at Sturt Road, Haslemere	Residential	135 dwellings	Full planning permission	Not known	Yes. Application ref. WA/2014/1054 - see link to WBC webpage	http://plandocs.waverley.gov.uk/Planning/lg/dialog.page?org.apache.shale.dialog.DIALOG_NAME=gfplanningsearch&Param=lg.Planning&SDescription=WA/2014/1054&viewdocs=true

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Weal don	Unable to assist due to offier shortages							
	Barton Farm	Winchester	Residential	2000	Committed in LPP1, planning permission and under construction	2016-28	Yes	Works to Andover Road
	North Whiteley	Whiteley	Residential	3500	Committed in LPP1, Has planning permission	2016-30	Yes	New link road connecting the M27 to the A3501 Botley Road - Whiteley Way
	West of Waterlooville	West of Waterlooville	Residential	~2,500	Committed in LPP1, Has planning permission	now- 2030	Yes	•construction of three vehicular access points to the public highway at Maurepas Way, London Road and Milk Lane
	Coppice Hill	Bishops Waltham	Residential	80	Draft allocation	2019-24	Yes	New access could incorporate the existing Shore Lane junction. Provide single, vehicular access point, taking into consideration the Shore Lane junction and visibility on Coppice Hill; new/improved pedestrian and cycle access from the site across the B2177, along the northern side to the Crown Roundabout, and improve provision on the southern side of Coppice Hill where possible;
	Martin Street	Bishops Waltham	Residential	60	Draft allocation	2017-21	Yes	Improve Martin Street and its junction with Victoria Road. Provide new/improved pedestrian and cycle access from the site: • to the Station Roundabout; and • across the site from the Bishop's Waltham to Botley railway trail to Priory Park; and to link with Policy BW3, Policy BW4, Policy BW5 and beyond.
	The Vineyard	Bishops Waltham	Residential	120	Draft allocation	2018-24	Yes	Provide access points via Albany Road, Tangier Lane and The Avenue, including traffic management measures to address any potential problems at the junctions with Winchester Road and with on-street parking; provide a new/improved footpath/cycleway through the site as part of a route linking with neighbouring allocations
	Albany Farm	Bishops Waltham	Residential	120	Draft allocation	2017-23	No	Provide a new access point on Winchester Road including for pedestrians and cyclists; provide a new/improved footpath/cycleway through the site as part of a route linking the neighbouring allocations

Winchester

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Tollgate House	Bishops Waltham	Employment with limited residential	10	Draft allocation	2025-27	No	Provide improvements as necessary to the existing access onto Winters Hill; provide a pedestrian/cycle link to the Albany Farm development (Policy BW4) as part of a wider route linking the allocated sites.
Sandy Fields	Colden Common	Residential	165	Draft allocation	2016-21	Yes	Provide a single point of access from Main Road with junction arrangements designed to facilitate safe vehicle, pedestrian and cycle access and crossing arrangements, along with any wider traffic management and mitigation measures necessary. HCC advice on LPP2 is that future reviews of the LPP2 transport assessments should include the Spring Lane junction in Colden Common and consideration of legitimate HGV use of the corridor to assess measures necessary to accommodate development cumulatively with what's being plannned in Eastleigh Borough.
Clayfield Park	Colden Common	Residential	56	Draft allocation	2015-25	No	Provide safe vehicle, pedestrian and cycle access from Main Road along with any wider traffic management and mitigation measures necessary. HCC advice on LPP2 is that future reviews of the LPP2 transport assessments should include the Spring Lane junction in Colden Common and consideration of legitimate HGV use of the corridor to assess measures necessary to accommodate development cumulatively with what's being plannned in Eastleigh Borough.
Lovedon Lane	Kings Worthy	Residential	50	Draft allocation	2016-19	No	Provide safe vehicle, pedestrian and cycle access from Lovedon Lane and contribute to any off-site junction improvements necessary
The Dean	Alresford	Residential	75	Draft allocation	2019-24	No	Provide safe vehicle, pedestrian and cycle access from The Dean and contribute to any off-site junction or pedestrian improvements necessary. Provide 50-100 space public car parking spaces.
Sun Lane	Alresford	Mixed Use	325	Draft allocation	2019-27	Yes	New junction onto the A31 Alresford Bypass as main access.
The Lakes	Swanmore	Residential	140	Draft allocation	2017-24	No	Provide vehicle, pedestrian and cycle access points onto New Road and Hillpound. Footpath/cycleway links between New Road and Hillpound and link with facilities to north.
Lower Chase Road	Swanmore	Open space with limited residential	5	Draft allocation	2019-20	No	Provide vehicle, pedestrian and cycle access from Lower Chase Road.
Morgans Yard	Waltham Chase	Residential	60	Draft allocation	2025-30	Yes	Access from Solomons Lane. HCC advise that a section of the B2177 between Clewers Hill and Solomans Lane may require specific safety related interventions generally but specifically measures for pedestrians.

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	Clewers Lane	Waltham Chase	Residential	30	Draft allocation, and part permitted	2017/19	Yes	Access from Clewers Lane. HCC advise that a section of the B2177 between Clewers Hill and Solomans Lane may require specific safety related interventions generally but specifically measures for pedestrians.
	Sandy Lane	Waltham Chase	Residential	60	Draft allocation	2018-22	Yes	Access from Curdridge Lane. HCC advise that a section of the B2177 between Clewers Hill and Solomans Lane may require specific safety related interventions generally but specifically measures for pedestrians.
	Forest Road	Waltham Chase	Residential	85	Draft allocation	2016-21	Yes	Access points onto Forest Road. HCC advise that a section of the B2177 between Clewers Hill and Solomans Lane may require specific safety related interventions generally but specifically measures for pedestrians.
	Winchester Road	Wickham	Residential	125	Draft allocation	2018-23	Yes	New A32/A334 junction with improved facilities for pedestrians/cyclists and to the north, on School Road and Southwick Road
	The Glebe	Wickham	Residential	80	Draft allocation	2019-23	Yes	Junction into the site from A334 Winchester Road – possibly traffic light junction. Off-site junction improvements particularly to the Winchester Road/Titchfield Lane junction and to sports site in Mill Lane. Improve pedestrian/cycle access along Winchester Road and via The Circle and Dairymoor.
	Botley Bypass	Whiteley	Infrastructure	0	Saved Policy and Draft Allocation	?	Yes	
Worthing	West Durrington	Land East of Titnore Lane, Titnore Lane, Worthing	Predominantly residential with associated school, youth facility, sports facilities, play areas and allotments	700 with potential for an additional 250-300 dwellings as part of a second phase (Potential Future Development Area)	Allocated / identified in Core Strategy. Outline approval granted for 700 dwelling (2011). Reserved Matters application approved for 254 dwellings (2014). Further Reserved Matter application expected.	Building work has commenced. First completions expected in 2017.	Yes	Speed management measures on Titnore Lane. Principal vehicular access and bus routing via Fulbeck Avenue, with Tasman Way providing vehicular access limited to the community facilities and bus routing, and Cherwell Road providing emergency vehicular access only.

Note
Horsham District Council were omitted in error from the list of consultees. However, a review of the modelling data supporting their Local Plan, showed a negligible impact on the areas being tested in this Transport Assessment, and West Sussex County Council as Local Highway Authority were happy to accept that there would be no adverse traffic impacts.

Appendix B: TRICS Trip Rate Outputs

Calculation Reference: AUDIT-146301-160203-0216

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 days
11	SCOTLAND		
	HI	HIGHLAND	1 days

Filtering Stage 2 selection:

Parameter:	Number of dwellings
Actual Range:	16 to 280 (units:)
Range Selected by User:	11 to 300 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 25/02/15

Selected survey days:

Tuesday	3 days
Thursday	1 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	3
No Sub Category	1

Filtering Stage 3 selection:

Use Class:

C3	4 days

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days

Population within 5 miles:

5,001 to 25,000	3 days
75,001 to 100,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

Filtering Stage 3 selection (Cont.):

Travel Plan:

No	4 days

LIST OF SITES relevant to selection parameters

1 HI-03-B-05 TERRACED HIGHLAND
PLANTATION ESTATE
KENNEDY ROAD
FORT WILLIAM
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 126
Survey date: TUESDAY 19/05/09 Survey Type: MANUAL

2 MS-03-B-01 TERRACED MERSEYSIDE
TARBOCK ROAD
SPEKE
LIVERPOOL
Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: TUESDAY 18/06/13 Survey Type: MANUAL

3 NY-03-B-01 TERRACED HOUSING NORTH YORKSHIRE
NORTHALLERTON ROAD
NORBY
THIRSK
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 280
Survey date: THURSDAY 20/09/07 Survey Type: MANUAL

4 WY-03-B-02 MIXED HOUSES WEST YORKSHIRE
WHITEACRE STREET
DEIGHTON
HUDDERSFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: TUESDAY 17/09/13 Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	119	0.040	4	119	0.139	4	119	0.179
08:00 - 09:00	4	119	0.116	4	119	0.252	4	119	0.368
09:00 - 10:00	4	119	0.158	4	119	0.118	4	119	0.276
10:00 - 11:00	4	119	0.137	4	119	0.137	4	119	0.274
11:00 - 12:00	4	119	0.132	4	119	0.145	4	119	0.277
12:00 - 13:00	4	119	0.145	4	119	0.166	4	119	0.311
13:00 - 14:00	4	119	0.124	4	119	0.088	4	119	0.212
14:00 - 15:00	4	119	0.134	4	119	0.162	4	119	0.296
15:00 - 16:00	4	119	0.206	4	119	0.139	4	119	0.345
16:00 - 17:00	4	119	0.206	4	119	0.189	4	119	0.395
17:00 - 18:00	4	119	0.254	4	119	0.164	4	119	0.418
18:00 - 19:00	4	119	0.132	4	119	0.099	4	119	0.231
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.784			1.798			3.582

Parameter summary

Trip rate parameter range selected:	16 - 280 (units:)
Survey date date range:	01/01/07 - 25/02/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	119	0.006	4	119	0.006	4	119	0.012
08:00 - 09:00	4	119	0.008	4	119	0.011	4	119	0.019
09:00 - 10:00	4	119	0.011	4	119	0.011	4	119	0.022
10:00 - 11:00	4	119	0.011	4	119	0.017	4	119	0.028
11:00 - 12:00	4	119	0.017	4	119	0.017	4	119	0.034
12:00 - 13:00	4	119	0.015	4	119	0.013	4	119	0.028
13:00 - 14:00	4	119	0.000	4	119	0.004	4	119	0.004
14:00 - 15:00	4	119	0.019	4	119	0.011	4	119	0.030
15:00 - 16:00	4	119	0.013	4	119	0.013	4	119	0.026
16:00 - 17:00	4	119	0.017	4	119	0.013	4	119	0.030
17:00 - 18:00	4	119	0.011	4	119	0.013	4	119	0.024
18:00 - 19:00	4	119	0.006	4	119	0.006	4	119	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.134			0.135			0.269

Parameter summary

Trip rate parameter range selected:	16 - 280 (units:)
Survey date date range:	01/01/07 - 25/02/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	119	0.000	4	119	0.000	4	119	0.000
08:00 - 09:00	4	119	0.002	4	119	0.000	4	119	0.002
09:00 - 10:00	4	119	0.004	4	119	0.000	4	119	0.004
10:00 - 11:00	4	119	0.000	4	119	0.006	4	119	0.006
11:00 - 12:00	4	119	0.000	4	119	0.000	4	119	0.000
12:00 - 13:00	4	119	0.000	4	119	0.000	4	119	0.000
13:00 - 14:00	4	119	0.000	4	119	0.000	4	119	0.000
14:00 - 15:00	4	119	0.000	4	119	0.000	4	119	0.000
15:00 - 16:00	4	119	0.000	4	119	0.000	4	119	0.000
16:00 - 17:00	4	119	0.000	4	119	0.000	4	119	0.000
17:00 - 18:00	4	119	0.002	4	119	0.000	4	119	0.002
18:00 - 19:00	4	119	0.000	4	119	0.002	4	119	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

Parameter summary

Trip rate parameter range selected:	16 - 280 (units:)
Survey date date range:	01/01/07 - 25/02/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	119	0.004	4	119	0.004	4	119	0.008
08:00 - 09:00	4	119	0.004	4	119	0.004	4	119	0.008
09:00 - 10:00	4	119	0.006	4	119	0.006	4	119	0.012
10:00 - 11:00	4	119	0.004	4	119	0.004	4	119	0.008
11:00 - 12:00	4	119	0.006	4	119	0.006	4	119	0.012
12:00 - 13:00	4	119	0.002	4	119	0.006	4	119	0.008
13:00 - 14:00	4	119	0.008	4	119	0.004	4	119	0.012
14:00 - 15:00	4	119	0.004	4	119	0.004	4	119	0.008
15:00 - 16:00	4	119	0.004	4	119	0.004	4	119	0.008
16:00 - 17:00	4	119	0.006	4	119	0.004	4	119	0.010
17:00 - 18:00	4	119	0.002	4	119	0.004	4	119	0.006
18:00 - 19:00	4	119	0.002	4	119	0.002	4	119	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.052			0.104

Parameter summary

Trip rate parameter range selected:	16 - 280 (units:)
Survey date date range:	01/01/07 - 25/02/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	119	0.002	4	119	0.000	4	119	0.002
08:00 - 09:00	4	119	0.002	4	119	0.008	4	119	0.010
09:00 - 10:00	4	119	0.002	4	119	0.006	4	119	0.008
10:00 - 11:00	4	119	0.002	4	119	0.000	4	119	0.002
11:00 - 12:00	4	119	0.002	4	119	0.002	4	119	0.004
12:00 - 13:00	4	119	0.006	4	119	0.002	4	119	0.008
13:00 - 14:00	4	119	0.002	4	119	0.002	4	119	0.004
14:00 - 15:00	4	119	0.002	4	119	0.002	4	119	0.004
15:00 - 16:00	4	119	0.011	4	119	0.000	4	119	0.011
16:00 - 17:00	4	119	0.002	4	119	0.002	4	119	0.004
17:00 - 18:00	4	119	0.002	4	119	0.004	4	119	0.006
18:00 - 19:00	4	119	0.008	4	119	0.008	4	119	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.036			0.079

Parameter summary

Trip rate parameter range selected:	16 - 280 (units:)
Survey date date range:	01/01/07 - 25/02/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-146301-160211-0250

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	2 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
10	WALES		
	MT	MERTHYR TYDFIL	1 days

Filtering Stage 2 selection:

Parameter:	Gross floor area
Actual Range:	2525 to 8000 (units: sqm)
Range Selected by User:	1000 to 10000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 12/05/15

Selected survey days:

Monday	2 days
Tuesday	1 days
Friday	1 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	3

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1
No Sub Category	1

Filtering Stage 3 selection:

Use Class:

B1	4 days

Population within 1 mile:

10,001 to 15,000	3 days
15,001 to 20,000	1 days

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	3 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

Filtering Stage 3 selection (Cont.):

Travel Plan:

Yes	3 days
No	1 days

LIST OF SITES relevant to selection parameters

1 KC-02-A-06 LAND REGISTRY KENT
FOREST ROAD
CAMDEN PARK
TUNBRIDGE WELLS
Edge of Town
Residential Zone
Total Gross floor area: 5677 sqm
Survey date: TUESDAY 01/12/09 Survey Type: MANUAL

2 KC-02-A-07 KCC HIGHWAYS REG. KENT
KAVELIN WAY
HENWOOD IND. ESTATE
ASHFORD
Edge of Town
Commercial Zone
Total Gross floor area: 2525 sqm
Survey date: MONDAY 05/12/11 Survey Type: MANUAL

3 MT-02-A-01 OFFICE MERTHYR TYDFIL
A4102
RHYD-Y-CAR
MERTHYR TYDFIL
Edge of Town
No Sub Category
Total Gross floor area: 5950 sqm
Survey date: FRIDAY 05/10/07 Survey Type: MANUAL

4 SF-02-A-01 COUNCIL OFFICES SUFFOLK
BEETONS WAY

BURY ST. EDMUNDS
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 8000 sqm
Survey date: MONDAY 27/09/10 Survey Type: MANUAL

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DH-02-A-01	NOT REPRESENTATIVE - TOO URBAN

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	5538	0.844	4	5538	0.135	4	5538	0.979
08:00 - 09:00	4	5538	1.752	4	5538	0.257	4	5538	2.009
09:00 - 10:00	4	5538	1.427	4	5538	0.456	4	5538	1.883
10:00 - 11:00	4	5538	0.524	4	5538	0.348	4	5538	0.872
11:00 - 12:00	4	5538	0.596	4	5538	0.415	4	5538	1.011
12:00 - 13:00	4	5538	0.564	4	5538	0.600	4	5538	1.164
13:00 - 14:00	4	5538	0.609	4	5538	0.501	4	5538	1.110
14:00 - 15:00	4	5538	0.325	4	5538	0.600	4	5538	0.925
15:00 - 16:00	4	5538	0.424	4	5538	0.799	4	5538	1.223
16:00 - 17:00	4	5538	0.339	4	5538	1.300	4	5538	1.639
17:00 - 18:00	4	5538	0.248	4	5538	1.526	4	5538	1.774
18:00 - 19:00	4	5538	0.117	4	5538	0.506	4	5538	0.623
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.769			7.443			15.212

Parameter summary

Trip rate parameter range selected:	2525 - 8000 (units: sqm)
Survey date date range:	01/01/07 - 12/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	5538	0.014	4	5538	0.014	4	5538	0.028
08:00 - 09:00	4	5538	0.009	4	5538	0.009	4	5538	0.018
09:00 - 10:00	4	5538	0.018	4	5538	0.018	4	5538	0.036
10:00 - 11:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
11:00 - 12:00	4	5538	0.005	4	5538	0.005	4	5538	0.010
12:00 - 13:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
13:00 - 14:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
14:00 - 15:00	4	5538	0.005	4	5538	0.005	4	5538	0.010
15:00 - 16:00	4	5538	0.005	4	5538	0.005	4	5538	0.010
16:00 - 17:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
17:00 - 18:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
18:00 - 19:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.056			0.112

Parameter summary

Trip rate parameter range selected:	2525 - 8000 (units: sqm)
Survey date date range:	01/01/07 - 12/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	5538	0.014	4	5538	0.018	4	5538	0.032
08:00 - 09:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
09:00 - 10:00	4	5538	0.005	4	5538	0.005	4	5538	0.010
10:00 - 11:00	4	5538	0.005	4	5538	0.000	4	5538	0.005
11:00 - 12:00	4	5538	0.005	4	5538	0.009	4	5538	0.014
12:00 - 13:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
13:00 - 14:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
14:00 - 15:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
15:00 - 16:00	4	5538	0.018	4	5538	0.014	4	5538	0.032
16:00 - 17:00	4	5538	0.018	4	5538	0.018	4	5538	0.036
17:00 - 18:00	4	5538	0.005	4	5538	0.009	4	5538	0.014
18:00 - 19:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.073			0.143

Parameter summary

Trip rate parameter range selected:	2525 - 8000 (units: sqm)
Survey date date range:	01/01/07 - 12/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
08:00 - 09:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
09:00 - 10:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
10:00 - 11:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
11:00 - 12:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
12:00 - 13:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
13:00 - 14:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
14:00 - 15:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
15:00 - 16:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
16:00 - 17:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
17:00 - 18:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
18:00 - 19:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected:	2525 - 8000 (units: sqm)
Survey date date range:	01/01/07 - 12/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	5538	0.009	4	5538	0.000	4	5538	0.009
08:00 - 09:00	4	5538	0.041	4	5538	0.000	4	5538	0.041
09:00 - 10:00	4	5538	0.005	4	5538	0.000	4	5538	0.005
10:00 - 11:00	4	5538	0.005	4	5538	0.000	4	5538	0.005
11:00 - 12:00	4	5538	0.009	4	5538	0.000	4	5538	0.009
12:00 - 13:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
13:00 - 14:00	4	5538	0.005	4	5538	0.014	4	5538	0.019
14:00 - 15:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
15:00 - 16:00	4	5538	0.005	4	5538	0.005	4	5538	0.010
16:00 - 17:00	4	5538	0.009	4	5538	0.023	4	5538	0.032
17:00 - 18:00	4	5538	0.000	4	5538	0.041	4	5538	0.041
18:00 - 19:00	4	5538	0.000	4	5538	0.000	4	5538	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.088			0.083			0.171

Parameter summary

Trip rate parameter range selected:	2525 - 8000 (units: sqm)
Survey date date range:	01/01/07 - 12/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

Calculation Reference: AUDIT-146301-160211-0257

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
11	SCOTLAND		
	SR	STIRLING	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Actual Range: 1100 to 5467 (units: sqm)
Range Selected by User: 1000 to 10000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 16/06/14

Selected survey days:

Monday	2 days
Tuesday	2 days
Friday	1 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	1
Village	1
No Sub Category	1

Filtering Stage 3 selection:

Use Class:

B1	3 days
B2	2 days

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days

Filtering Stage 3 selection (Cont.):

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days

Car ownership within 5 miles:

1.1 to 1.5	5 days

Travel Plan:

No	5 days

LIST OF SITES relevant to selection parameters

1 DC-02-C-07 NEW LOOK DORSET
MERCERY ROAD

WEYMOUTH
Edge of Town
No Sub Category
Total Gross floor area: 5467 sqm
Survey date: MONDAY 07/07/08 Survey Type: MANUAL

2 HE-02-C-02 THERMAL PROCESSING HEREFORDSHIRE
COLLEGE ROAD
BURCOTT
HEREFORD
Edge of Town
Commercial Zone
Total Gross floor area: 1880 sqm
Survey date: TUESDAY 22/10/13 Survey Type: MANUAL

3 NY-02-C-01 FOOD PRODUCTION NORTH YORKSHIRE
FEARBY ROAD

MASHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 2491 sqm
Survey date: TUESDAY 23/09/08 Survey Type: MANUAL

4 SF-02-C-01 JOINERY SUFFOLK
ANSON ROAD
MARTLESHAM HEATH
IPSWICH
Edge of Town
Industrial Zone
Total Gross floor area: 1100 sqm
Survey date: FRIDAY 12/07/13 Survey Type: MANUAL

5 SR-02-C-01 SPECIALIST MODEL MAKING STIRLING
BORROWMEADOW ROAD

STIRLING
Edge of Town
Industrial Zone
Total Gross floor area: 2350 sqm
Survey date: MONDAY 16/06/14 Survey Type: MANUAL

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
FI-02-C-01	SITE NOT REPRESENTATIVE - TOO URBAN

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	2350	0.298	1	2350	0.043	1	2350	0.341
07:00 - 08:00	5	2658	0.843	5	2658	0.120	5	2658	0.963
08:00 - 09:00	5	2658	2.130	5	2658	0.241	5	2658	2.371
09:00 - 10:00	5	2658	0.278	5	2658	0.173	5	2658	0.451
10:00 - 11:00	5	2658	0.203	5	2658	0.143	5	2658	0.346
11:00 - 12:00	5	2658	0.143	5	2658	0.173	5	2658	0.316
12:00 - 13:00	5	2658	0.248	5	2658	0.331	5	2658	0.579
13:00 - 14:00	5	2658	0.429	5	2658	0.346	5	2658	0.775
14:00 - 15:00	5	2658	0.309	5	2658	0.233	5	2658	0.542
15:00 - 16:00	5	2658	0.151	5	2658	0.369	5	2658	0.520
16:00 - 17:00	5	2658	0.135	5	2658	0.436	5	2658	0.571
17:00 - 18:00	5	2658	0.113	5	2658	1.573	5	2658	1.686
18:00 - 19:00	4	2735	0.165	5	2658	0.753	4	2735	0.918
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.445			4.934			10.379

Parameter summary

Trip rate parameter range selected:	1100 - 5467 (units: sqm)
Survey date date range:	01/01/07 - 16/06/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	2350	0.000	1	2350	0.000	1	2350	0.000
07:00 - 08:00	5	2658	0.038	5	2658	0.030	5	2658	0.068
08:00 - 09:00	5	2658	0.008	5	2658	0.023	5	2658	0.031
09:00 - 10:00	5	2658	0.008	5	2658	0.008	5	2658	0.016
10:00 - 11:00	5	2658	0.030	5	2658	0.030	5	2658	0.060
11:00 - 12:00	5	2658	0.015	5	2658	0.015	5	2658	0.030
12:00 - 13:00	5	2658	0.015	5	2658	0.015	5	2658	0.030
13:00 - 14:00	5	2658	0.015	5	2658	0.015	5	2658	0.030
14:00 - 15:00	5	2658	0.008	5	2658	0.008	5	2658	0.016
15:00 - 16:00	5	2658	0.000	5	2658	0.008	5	2658	0.008
16:00 - 17:00	5	2658	0.030	5	2658	0.008	5	2658	0.038
17:00 - 18:00	5	2658	0.015	5	2658	0.045	5	2658	0.060
18:00 - 19:00	5	2658	0.015	5	2658	0.015	5	2658	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.197			0.220			0.417

Parameter summary

Trip rate parameter range selected:	1100 - 5467 (units: sqm)
Survey date date range:	01/01/07 - 16/06/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2658	0.008	5	2658	0.000	5	2658	0.008
08:00 - 09:00	5	2658	0.023	5	2658	0.015	5	2658	0.038
09:00 - 10:00	5	2658	0.008	5	2658	0.008	5	2658	0.016
10:00 - 11:00	5	2658	0.015	5	2658	0.000	5	2658	0.015
11:00 - 12:00	5	2658	0.008	5	2658	0.023	5	2658	0.031
12:00 - 13:00	5	2658	0.000	5	2658	0.008	5	2658	0.008
13:00 - 14:00	5	2658	0.023	5	2658	0.015	5	2658	0.038
14:00 - 15:00	5	2658	0.008	5	2658	0.015	5	2658	0.023
15:00 - 16:00	5	2658	0.008	5	2658	0.008	5	2658	0.016
16:00 - 17:00	5	2658	0.000	5	2658	0.008	5	2658	0.008
17:00 - 18:00	5	2658	0.008	5	2658	0.008	5	2658	0.016
18:00 - 19:00	5	2658	0.008	5	2658	0.000	5	2658	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.117			0.108			0.225

Parameter summary

Trip rate parameter range selected:	1100 - 5467 (units: sqm)
Survey date date range:	01/01/07 - 16/06/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	2350	0.000	1	2350	0.000	1	2350	0.000
07:00 - 08:00	5	2658	0.000	5	2658	0.000	5	2658	0.000
08:00 - 09:00	5	2658	0.000	5	2658	0.000	5	2658	0.000
09:00 - 10:00	5	2658	0.000	5	2658	0.000	5	2658	0.000
10:00 - 11:00	5	2658	0.000	5	2658	0.000	5	2658	0.000
11:00 - 12:00	5	2658	0.000	5	2658	0.000	5	2658	0.000
12:00 - 13:00	5	2658	0.000	5	2658	0.000	5	2658	0.000
13:00 - 14:00	5	2658	0.000	5	2658	0.000	5	2658	0.000
14:00 - 15:00	5	2658	0.000	5	2658	0.000	5	2658	0.000
15:00 - 16:00	5	2658	0.000	5	2658	0.000	5	2658	0.000
16:00 - 17:00	5	2658	0.000	5	2658	0.000	5	2658	0.000
17:00 - 18:00	5	2658	0.000	5	2658	0.000	5	2658	0.000
18:00 - 19:00	5	2658	0.000	5	2658	0.000	5	2658	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected:	1100 - 5467 (units: sqm)
Survey date date range:	01/01/07 - 16/06/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2658	0.053	5	2658	0.000	5	2658	0.053
08:00 - 09:00	5	2658	0.015	5	2658	0.000	5	2658	0.015
09:00 - 10:00	5	2658	0.015	5	2658	0.000	5	2658	0.015
10:00 - 11:00	5	2658	0.000	5	2658	0.000	5	2658	0.000
11:00 - 12:00	5	2658	0.000	5	2658	0.000	5	2658	0.000
12:00 - 13:00	5	2658	0.000	5	2658	0.000	5	2658	0.000
13:00 - 14:00	5	2658	0.000	5	2658	0.000	5	2658	0.000
14:00 - 15:00	5	2658	0.000	5	2658	0.008	5	2658	0.008
15:00 - 16:00	5	2658	0.000	5	2658	0.008	5	2658	0.008
16:00 - 17:00	5	2658	0.000	5	2658	0.045	5	2658	0.045
17:00 - 18:00	5	2658	0.000	5	2658	0.015	5	2658	0.015
18:00 - 19:00	5	2658	0.000	5	2658	0.015	5	2658	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.083			0.091			0.174

Parameter summary

Trip rate parameter range selected:	1100 - 5467 (units: sqm)
Survey date date range:	01/01/07 - 16/06/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

Calculation Reference: AUDIT-146301-160211-0251

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	CW	CORNWALL	1 days
09	NORTH		
	CB	CUMBRIA	1 days
10	WALES		
	BG	BRIDGEND	1 days
	WR	WREXHAM	1 days

Filtering Stage 2 selection:

Parameter:	Gross floor area
Actual Range:	2950 to 9000 (units: sqm)
Range Selected by User:	1000 to 10000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 13/10/14

Selected survey days:

Monday	1 days
Tuesday	3 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	3
Free Standing (PPS6 Out of Town)	1

Selected Location Sub Categories:

Industrial Zone	3
No Sub Category	1

Filtering Stage 3 selection:

Use Class:

B8	4 days

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days

Car ownership within 5 miles:

1.1 to 1.5	4 days

Filtering Stage 3 selection (Cont.):

Travel Plan:

No	4 days

LIST OF SITES relevant to selection parameters

1 BG-02-F-01 LOGISTICS COMPANY BRIDGEND
PARC CRESCENT
WATERTON IND. EST.
BRIDGEND
Edge of Town
Industrial Zone
Total Gross floor area: 3050 sqm
Survey date: MONDAY 13/10/14 Survey Type: MANUAL

2 CB-02-F-01 DOMINO'S PIZZA CUMBRIA
COWPER ROAD
GILWILLY IND. ESTATE
PENRITH
Edge of Town
Industrial Zone
Total Gross floor area: 2950 sqm
Survey date: TUESDAY 10/06/14 Survey Type: MANUAL

3 CW-02-F-01 WAREHOUSING CORNWALL
A390
THREEMILESTONE
NEAR TRURO
Edge of Town
No Sub Category
Total Gross floor area: 5150 sqm
Survey date: TUESDAY 18/09/07 Survey Type: MANUAL

4 WR-02-F-01 WAREHOUSE WREXHAM
UNIT 1-2 PACIFIC PARK
WREXHAM IND. ESTATE
NEAR WREXHAM
Free Standing (PPS6 Out of Town)
Industrial Zone
Total Gross floor area: 9000 sqm
Survey date: TUESDAY 18/10/11 Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	2950	0.102	1	2950	0.000	1	2950	0.102
06:00 - 07:00	1	2950	0.136	1	2950	0.034	1	2950	0.170
07:00 - 08:00	4	5038	0.169	4	5038	0.074	4	5038	0.243
08:00 - 09:00	4	5038	0.199	4	5038	0.149	4	5038	0.348
09:00 - 10:00	4	5038	0.154	4	5038	0.104	4	5038	0.258
10:00 - 11:00	4	5038	0.099	4	5038	0.129	4	5038	0.228
11:00 - 12:00	4	5038	0.094	4	5038	0.109	4	5038	0.203
12:00 - 13:00	4	5038	0.084	4	5038	0.089	4	5038	0.173
13:00 - 14:00	4	5038	0.099	4	5038	0.104	4	5038	0.203
14:00 - 15:00	4	5038	0.114	4	5038	0.114	4	5038	0.228
15:00 - 16:00	4	5038	0.119	4	5038	0.099	4	5038	0.218
16:00 - 17:00	4	5038	0.149	4	5038	0.164	4	5038	0.313
17:00 - 18:00	4	5038	0.065	4	5038	0.218	4	5038	0.283
18:00 - 19:00	4	5038	0.055	4	5038	0.069	4	5038	0.124
19:00 - 20:00	1	2950	0.203	1	2950	0.203	1	2950	0.406
20:00 - 21:00	1	2950	0.102	1	2950	0.136	1	2950	0.238
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.943			1.795			3.738

Parameter summary

Trip rate parameter range selected:	2950 - 9000 (units: sqm)
Survey date date range:	01/01/07 - 13/10/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 07:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
07:00 - 08:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
08:00 - 09:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
09:00 - 10:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
10:00 - 11:00	4	5038	0.005	4	5038	0.005	4	5038	0.010
11:00 - 12:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
12:00 - 13:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
13:00 - 14:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
14:00 - 15:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
15:00 - 16:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
16:00 - 17:00	4	5038	0.005	4	5038	0.005	4	5038	0.010
17:00 - 18:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
18:00 - 19:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
19:00 - 20:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:00 - 21:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

Parameter summary

Trip rate parameter range selected:	2950 - 9000 (units: sqm)
Survey date date range:	01/01/07 - 13/10/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 07:00	1	2950	0.068	1	2950	0.000	1	2950	0.068
07:00 - 08:00	4	5038	0.025	4	5038	0.055	4	5038	0.080
08:00 - 09:00	4	5038	0.065	4	5038	0.084	4	5038	0.149
09:00 - 10:00	4	5038	0.035	4	5038	0.050	4	5038	0.085
10:00 - 11:00	4	5038	0.040	4	5038	0.035	4	5038	0.075
11:00 - 12:00	4	5038	0.045	4	5038	0.050	4	5038	0.095
12:00 - 13:00	4	5038	0.025	4	5038	0.025	4	5038	0.050
13:00 - 14:00	4	5038	0.040	4	5038	0.035	4	5038	0.075
14:00 - 15:00	4	5038	0.035	4	5038	0.025	4	5038	0.060
15:00 - 16:00	4	5038	0.074	4	5038	0.050	4	5038	0.124
16:00 - 17:00	4	5038	0.065	4	5038	0.015	4	5038	0.080
17:00 - 18:00	4	5038	0.020	4	5038	0.015	4	5038	0.035
18:00 - 19:00	4	5038	0.020	4	5038	0.030	4	5038	0.050
19:00 - 20:00	1	2950	0.000	1	2950	0.203	1	2950	0.203
20:00 - 21:00	1	2950	0.000	1	2950	0.102	1	2950	0.102
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.557			0.774			1.331

Parameter summary

Trip rate parameter range selected:	2950 - 9000 (units: sqm)
Survey date date range:	01/01/07 - 13/10/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 07:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
07:00 - 08:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
08:00 - 09:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
09:00 - 10:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
10:00 - 11:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
11:00 - 12:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
12:00 - 13:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
13:00 - 14:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
14:00 - 15:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
15:00 - 16:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
16:00 - 17:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
17:00 - 18:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
18:00 - 19:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
19:00 - 20:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:00 - 21:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected:	2950 - 9000 (units: sqm)
Survey date date range:	01/01/07 - 13/10/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
06:00 - 07:00	1	2950	0.034	1	2950	0.000	1	2950	0.034
07:00 - 08:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
08:00 - 09:00	4	5038	0.005	4	5038	0.000	4	5038	0.005
09:00 - 10:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
10:00 - 11:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
11:00 - 12:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
12:00 - 13:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
13:00 - 14:00	4	5038	0.005	4	5038	0.005	4	5038	0.010
14:00 - 15:00	4	5038	0.000	4	5038	0.005	4	5038	0.005
15:00 - 16:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
16:00 - 17:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
17:00 - 18:00	4	5038	0.000	4	5038	0.005	4	5038	0.005
18:00 - 19:00	4	5038	0.000	4	5038	0.000	4	5038	0.000
19:00 - 20:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
20:00 - 21:00	1	2950	0.000	1	2950	0.000	1	2950	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.015			0.059

Parameter summary

Trip rate parameter range selected:	2950 - 9000 (units: sqm)
Survey date date range:	01/01/07 - 13/10/14
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-146301-160122-0143

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	5 days
09	NORTH		
	CB	CUMBRIA	2 days
10	WALES		
	PS	POWYS	1 days
11	SCOTLAND		
	EA	EAST AYRSHIRE	1 days
	FI	FIFE	1 days
	PK	PERTH & KINROSS	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Actual Range: 23 to 155 (units:)
Range Selected by User: 20 to 300 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 12/11/15

Selected survey days:

Monday	3 days
Tuesday	4 days
Wednesday	2 days
Thursday	3 days
Friday	2 days

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	7

Selected Location Sub Categories:

Residential Zone	11
No Sub Category	3

Filtering Stage 3 selection:

Use Class:

C3	14 days

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	5 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	4 days
50,001 to 75,000	1 days
75,001 to 100,000	5 days

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	10 days

Travel Plan:

No	14 days

LIST OF SITES relevant to selection parameters

1 CB-03-A-03 SEMI DETACHED CUMBRIA
HAWKSHEAD AVENUE

WORKINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 40
Survey date: THURSDAY 20/11/08 Survey Type: MANUAL

2 CB-03-A-04 SEMI DETACHED CUMBRIA
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: FRIDAY 24/04/09 Survey Type: MANUAL

3 CW-03-A-02 SEMI D./DETATCHED CORNWALL
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: TUESDAY 18/09/07 Survey Type: MANUAL

4 EA-03-A-01 DETATCHED EAST AYRSHIRE
TALISKER AVENUE

KILMARNOCK
Edge of Town
Residential Zone
Total Number of dwellings: 39
Survey date: THURSDAY 05/06/08 Survey Type: MANUAL

5 FI-03-A-03 MIXED HOUSES FIFE
WOODMILL ROAD

DUNFERMLINE
Edge of Town
Residential Zone
Total Number of dwellings: 155
Survey date: MONDAY 30/04/07 Survey Type: MANUAL

6 HC-03-A-17 HOUSES & FLATS HAMPSHIRE
CANADA WAY

LIPHOOK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 36
Survey date: THURSDAY 12/11/15 Survey Type: MANUAL

7 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD

CAISTER-ON-SEA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY 16/10/12 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 NY-03-A-06 BUNGALOWS & SEMI DET. NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY 14/10/11 Survey Type: MANUAL

9 NY-03-A-07 DETACHED & SEMI DET. NORTH YORKSHIRE
CRAVEN WAY

BOROUGHBRIDGE
Edge of Town
No Sub Category
Total Number of dwellings: 23
Survey date: TUESDAY 18/10/11 Survey Type: MANUAL

10 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY 16/09/13 Survey Type: MANUAL

11 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY 17/09/13 Survey Type: MANUAL

12 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

13 PK-03-A-01 DETAC. & BUNGALOWS PERTH & KINROSS
TULLYLUMB TERRACE
GORNHILL
PERTH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 36
Survey date: WEDNESDAY 11/05/11 Survey Type: MANUAL

14 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD

WELSHPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY 11/05/15 Survey Type: MANUAL

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
FA-03-A-01	SITE NOT REPRESENTATIVE - TOO URBAN
LN-03-A-03	SITE NOT REPRESENTATIVE - TOO URBAN
SH-03-A-05	SITE NOT REPRESENTATIVE - TOO URBAN
SR-03-A-01	SITE NOT REPRESENTATIVE - TOO URBAN

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	57	0.069	14	57	0.269	14	57	0.338
08:00 - 09:00	14	57	0.177	14	57	0.424	14	57	0.601
09:00 - 10:00	14	57	0.159	14	57	0.189	14	57	0.348
10:00 - 11:00	14	57	0.164	14	57	0.169	14	57	0.333
11:00 - 12:00	14	57	0.141	14	57	0.142	14	57	0.283
12:00 - 13:00	14	57	0.165	14	57	0.163	14	57	0.328
13:00 - 14:00	14	57	0.180	14	57	0.164	14	57	0.344
14:00 - 15:00	14	57	0.191	14	57	0.229	14	57	0.420
15:00 - 16:00	14	57	0.256	14	57	0.175	14	57	0.431
16:00 - 17:00	14	57	0.354	14	57	0.204	14	57	0.558
17:00 - 18:00	14	57	0.406	14	57	0.212	14	57	0.618
18:00 - 19:00	14	57	0.254	14	57	0.177	14	57	0.431
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.516			2.517			5.033

Parameter summary

Trip rate parameter range selected:	23 - 155 (units:)
Survey date date range:	01/01/07 - 12/11/15
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	57	0.000	14	57	0.000	14	57	0.000
08:00 - 09:00	14	57	0.004	14	57	0.001	14	57	0.005
09:00 - 10:00	14	57	0.000	14	57	0.003	14	57	0.003
10:00 - 11:00	14	57	0.000	14	57	0.000	14	57	0.000
11:00 - 12:00	14	57	0.000	14	57	0.000	14	57	0.000
12:00 - 13:00	14	57	0.000	14	57	0.000	14	57	0.000
13:00 - 14:00	14	57	0.000	14	57	0.000	14	57	0.000
14:00 - 15:00	14	57	0.000	14	57	0.000	14	57	0.000
15:00 - 16:00	14	57	0.000	14	57	0.000	14	57	0.000
16:00 - 17:00	14	57	0.003	14	57	0.003	14	57	0.006
17:00 - 18:00	14	57	0.000	14	57	0.000	14	57	0.000
18:00 - 19:00	14	57	0.001	14	57	0.001	14	57	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

Parameter summary

Trip rate parameter range selected:	23 - 155 (units:)
Survey date date range:	01/01/07 - 12/11/15
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	57	0.000	14	57	0.000	14	57	0.000
08:00 - 09:00	14	57	0.001	14	57	0.001	14	57	0.002
09:00 - 10:00	14	57	0.001	14	57	0.001	14	57	0.002
10:00 - 11:00	14	57	0.003	14	57	0.000	14	57	0.003
11:00 - 12:00	14	57	0.001	14	57	0.001	14	57	0.002
12:00 - 13:00	14	57	0.000	14	57	0.001	14	57	0.001
13:00 - 14:00	14	57	0.000	14	57	0.000	14	57	0.000
14:00 - 15:00	14	57	0.003	14	57	0.004	14	57	0.007
15:00 - 16:00	14	57	0.001	14	57	0.000	14	57	0.001
16:00 - 17:00	14	57	0.001	14	57	0.003	14	57	0.004
17:00 - 18:00	14	57	0.000	14	57	0.000	14	57	0.000
18:00 - 19:00	14	57	0.000	14	57	0.000	14	57	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

Parameter summary

Trip rate parameter range selected:	23 - 155 (units:)
Survey date date range:	01/01/07 - 12/11/15
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	57	0.000	14	57	0.000	14	57	0.000
08:00 - 09:00	14	57	0.003	14	57	0.003	14	57	0.006
09:00 - 10:00	14	57	0.000	14	57	0.000	14	57	0.000
10:00 - 11:00	14	57	0.000	14	57	0.000	14	57	0.000
11:00 - 12:00	14	57	0.000	14	57	0.000	14	57	0.000
12:00 - 13:00	14	57	0.000	14	57	0.000	14	57	0.000
13:00 - 14:00	14	57	0.000	14	57	0.000	14	57	0.000
14:00 - 15:00	14	57	0.001	14	57	0.000	14	57	0.001
15:00 - 16:00	14	57	0.000	14	57	0.001	14	57	0.001
16:00 - 17:00	14	57	0.000	14	57	0.000	14	57	0.000
17:00 - 18:00	14	57	0.000	14	57	0.000	14	57	0.000
18:00 - 19:00	14	57	0.001	14	57	0.001	14	57	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

Parameter summary

Trip rate parameter range selected:	23 - 155 (units:)
Survey date date range:	01/01/07 - 12/11/15
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	57	0.000	14	57	0.014	14	57	0.014
08:00 - 09:00	14	57	0.003	14	57	0.011	14	57	0.014
09:00 - 10:00	14	57	0.003	14	57	0.007	14	57	0.010
10:00 - 11:00	14	57	0.005	14	57	0.010	14	57	0.015
11:00 - 12:00	14	57	0.001	14	57	0.003	14	57	0.004
12:00 - 13:00	14	57	0.003	14	57	0.005	14	57	0.008
13:00 - 14:00	14	57	0.005	14	57	0.003	14	57	0.008
14:00 - 15:00	14	57	0.004	14	57	0.004	14	57	0.008
15:00 - 16:00	14	57	0.009	14	57	0.004	14	57	0.013
16:00 - 17:00	14	57	0.022	14	57	0.010	14	57	0.032
17:00 - 18:00	14	57	0.019	14	57	0.004	14	57	0.023
18:00 - 19:00	14	57	0.004	14	57	0.004	14	57	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.078			0.079			0.157

Parameter summary

Trip rate parameter range selected:	23 - 155 (units:)
Survey date date range:	01/01/07 - 12/11/15
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

Appendix C: Trip Distribution and Assignment Methodology

Methodology for Trip Distribution and Assignment - Housing

1

- The location of housing sites will be based on infomation presented in the SDNP Local Plan Preferred Options, Neighbourhood Plans or SHLAA documetns (depending on information available for each settlement).
- 2011 Census Origin Destination travel to work data (obtained from Nomis) used to determine where people residing within the SDNP travel to work. Dataset: Census 2011 - Origin Destination - WF02EW - Location of usual residence and place of work (with outside UK collapsed) (OA/WPZ level).
- Census Output Areas (2011) selected based on existing settlement to generate representative destination dataset.
- The use of Local Authority Areas will be used to allocate where residents work. Where in close proximity to / within the areas under investiagtion, then Census Middle Super Output Areas will be used for more clarity and more accurate route assignment.

2

- Using route planning tools such as Google Maps, and knowledge of the local roads, the next stage of the assessment is to understand the route choices that drivers make to / from their place of work. This will determine the AM peak hour departures and PM peak hour arrivals.
- For the reverse journeys, AM arrivals and PM departures, in the absence of first principles data (obtained from traffic surveys) it will be assumed that the distribution of AM peak arrivals will be based on the same distribution of PM peak arrivals, and PM peak departures will be based on the same distribution of AM peak departures.
- This will provide a percentage of traffic arriving and departing using each route in the peak hours.

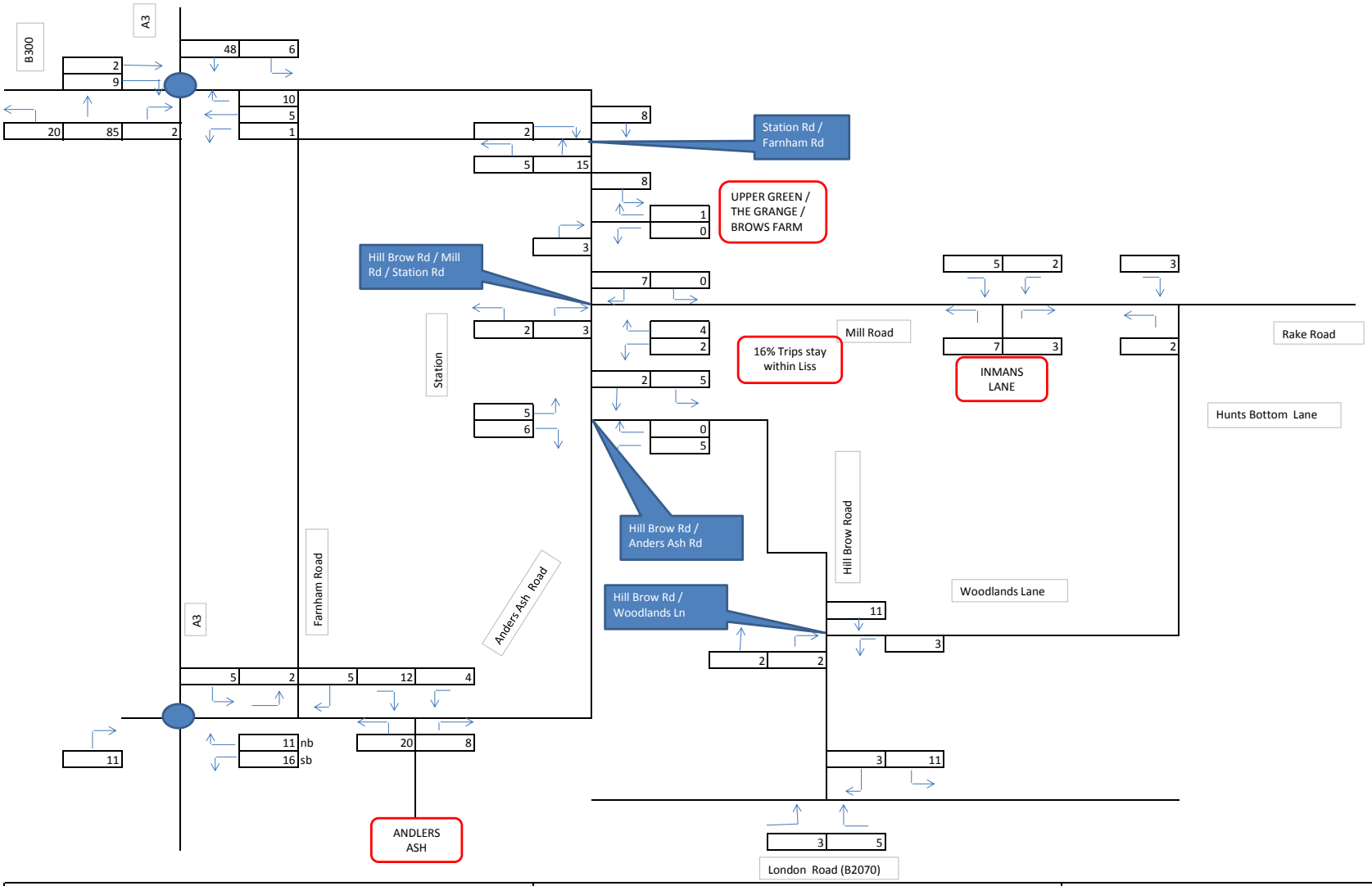
3

- The TRICS database will be used to generate Trip Rates, and appropriate filters will be applied to ensure a representative trip rate is determined. The Trip rate will be agreed with the LHAs.
- The trip rate will then be applied to the LP sites to determine the number of vehicle movements departing and arriving during the peak hours from each site.
- The number of trips will then be multiplied by the trip distribution in order to determine the expected number of vehicle movements using each route.

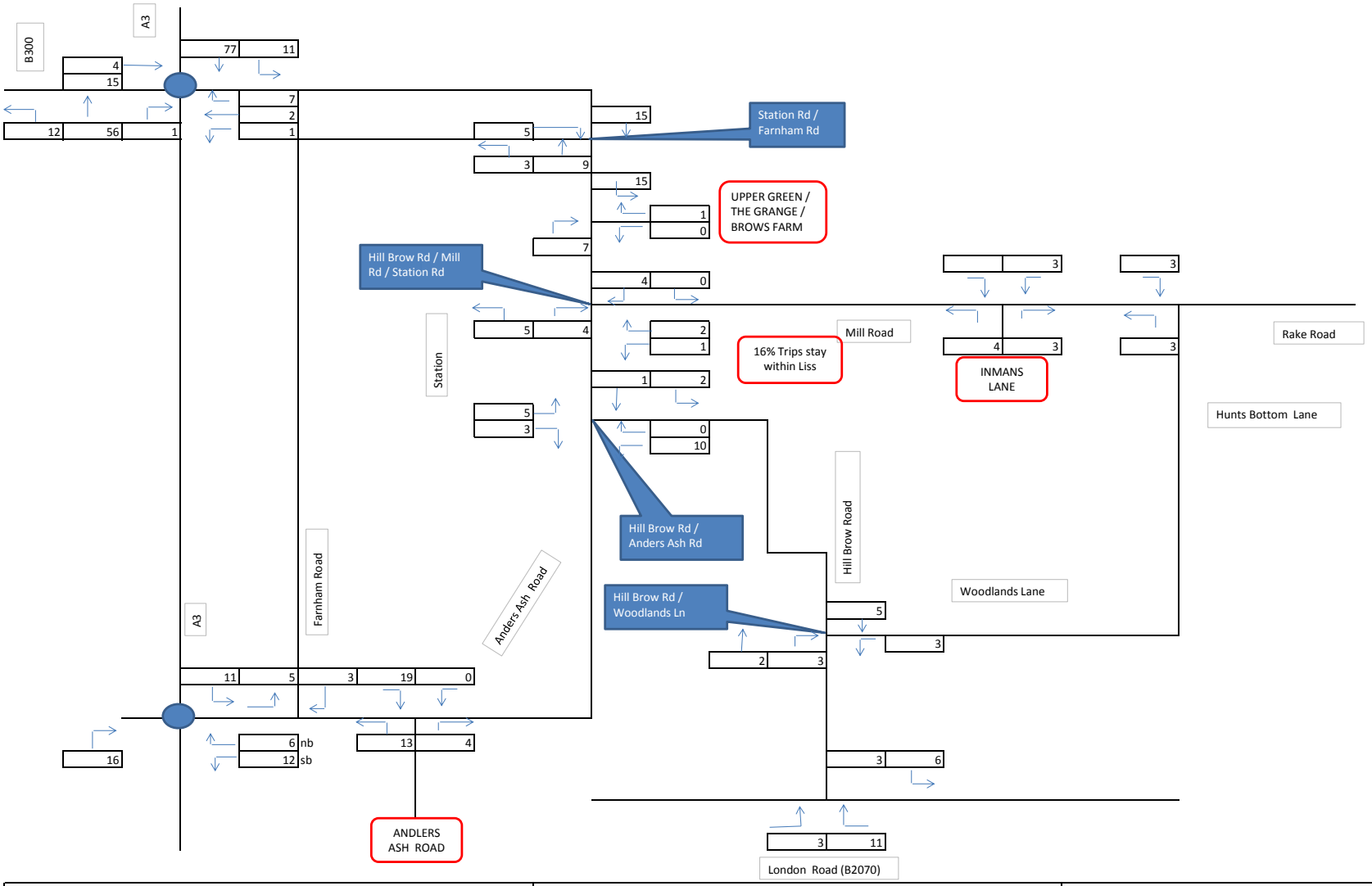
4

- Once trips have been assigned to routes the number of trips forecast to travel through each junction will be determined.
- The need for junction capacity assessments will be considered in conjunction with the LHAs.

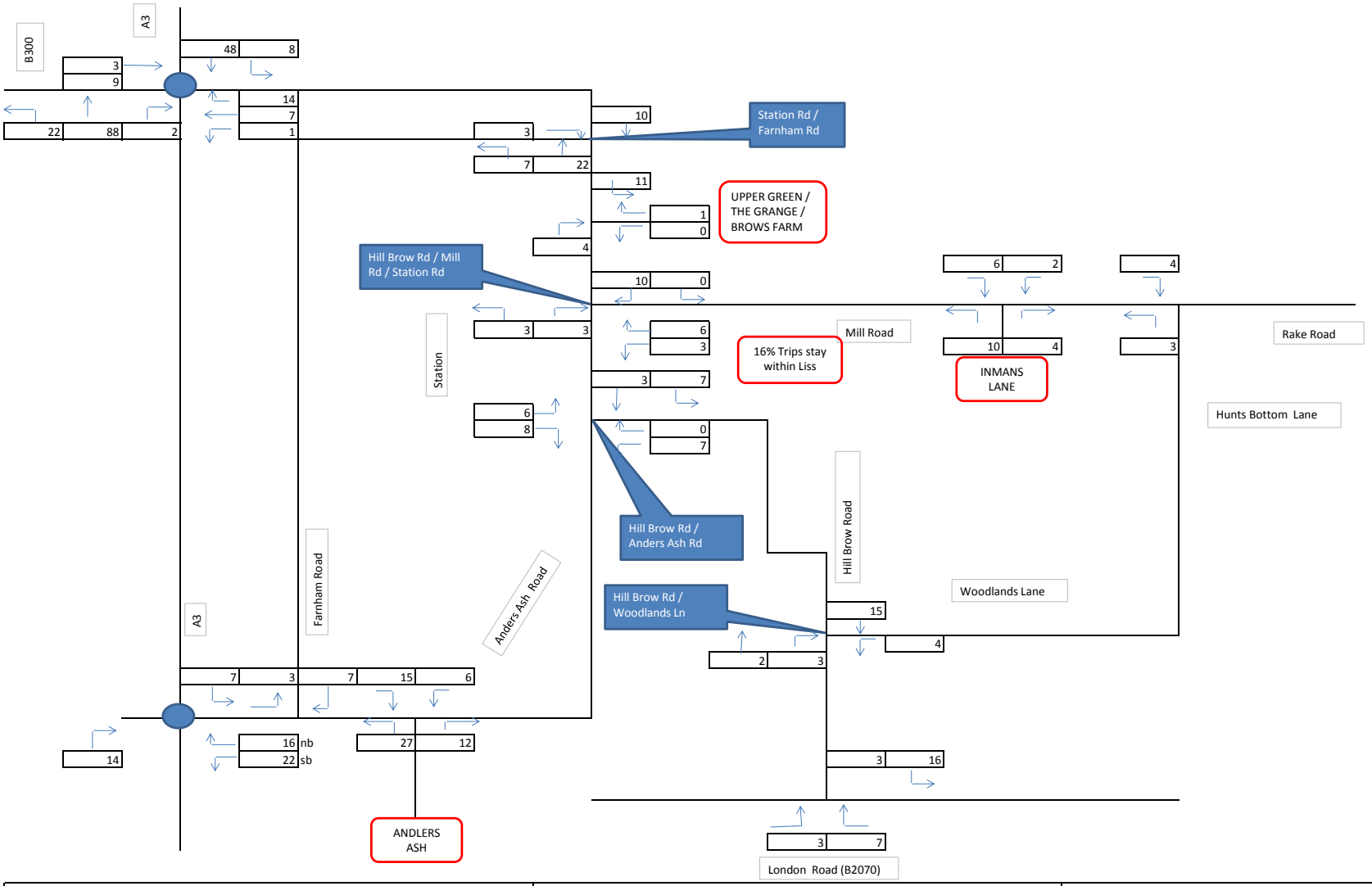
Appendix D: Liss Traffic Flow Diagrams



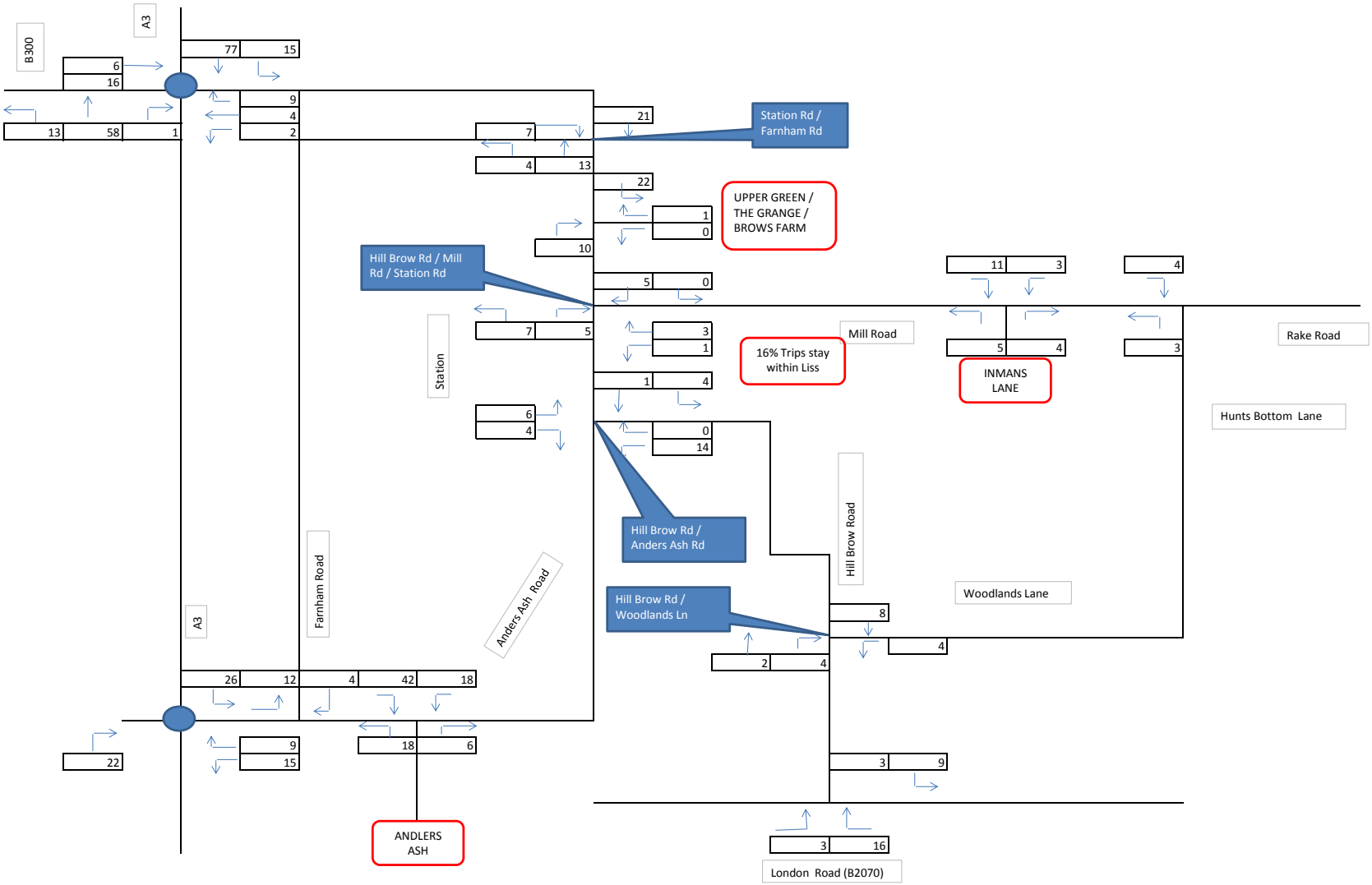
Hampshire Services	PROJECT: South Downs National Park Local Plan Transport Assessment	PLAN TITLE: Liss - Traffic Flow Diagrams Preferred Housing Option + Employment	
	TIME PERIOD: AM		
	DATE: February 2016	JOB NUMBER:	DRAWN BY: KB	FIGURE: Appendix D



Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Liss - Traffic Flow Diagrams Preferred Housing Option + Employment	
	TIME PERIOD: PM		
	DATE: February 2016	**JOB NUMBER:**	**DRAWN BY:** KB	**FIGURE:** Appendix D



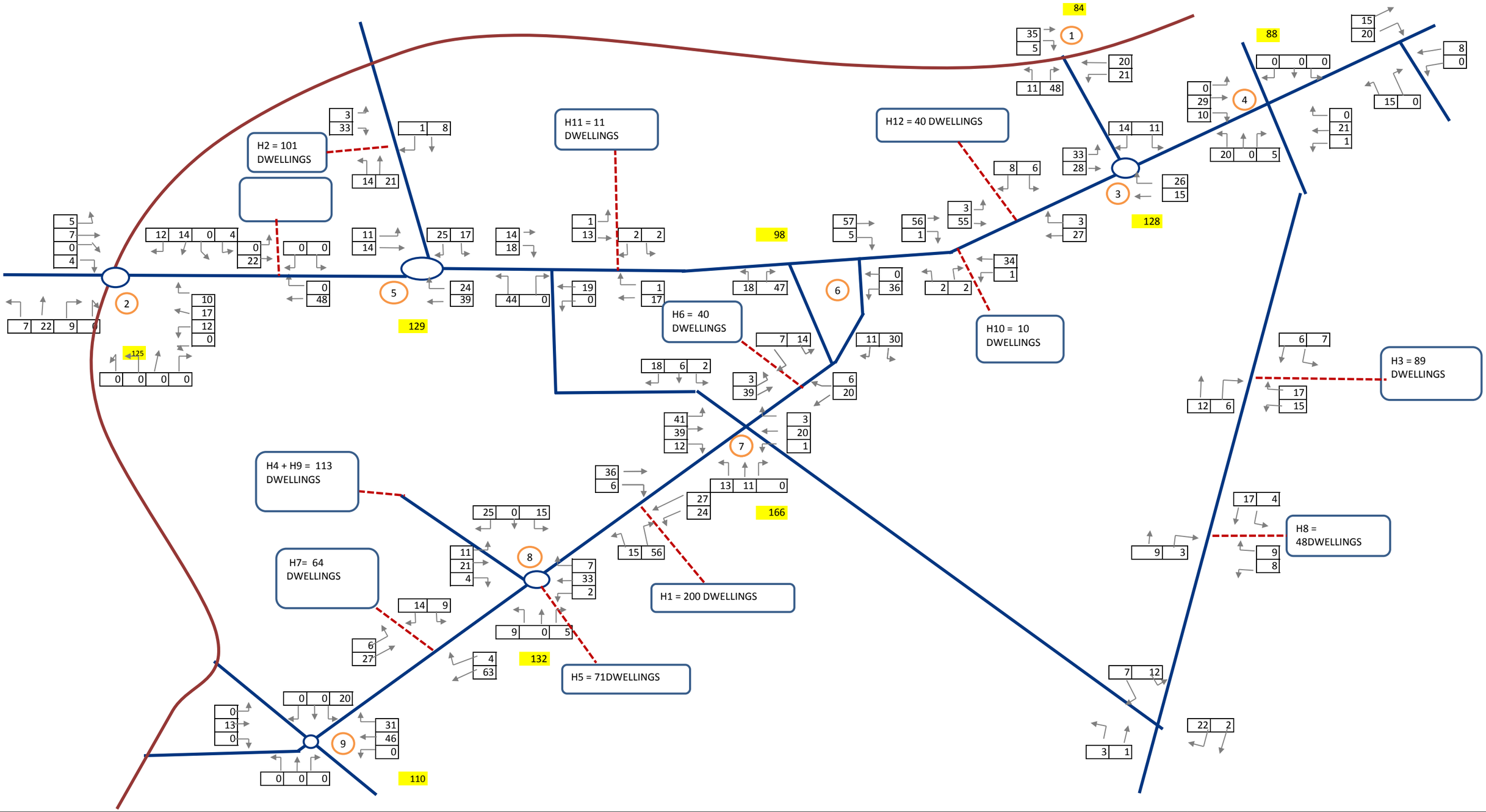
Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Liss - Traffic Flow Diagrams Mid Housing Option plus 60%+ Employment	
	TIME PERIOD: AM		
	DATE: February 2016	**JOB NUMBER:**	**DRAWN BY:** KB	**FIGURE:** Appendix D



Hampshire Services

PROJECT:		PLAN TITLE:	
South Downs National Park Local Plan Transport Assessment		Liss - Traffic Flow Diagrams Mid Housing Option plus 60% + Employment	
TIME PERIOD:			
PM			
DATE:	JOB NUMBER:	DRAWN BY:	FIGURE:
February 2016		KB	Appendix D

Appendix E: Petersfield Traffic Flow Diagrams



Hampshire Services

NOTES:
Internal Trips = 15%

PROJECT:
South Downs Nationl Park Local Plan Transport Assessment

TIME PERIOD:
AM Peak Hour (08:00 - 09:00)

DATE:
Feb 2016

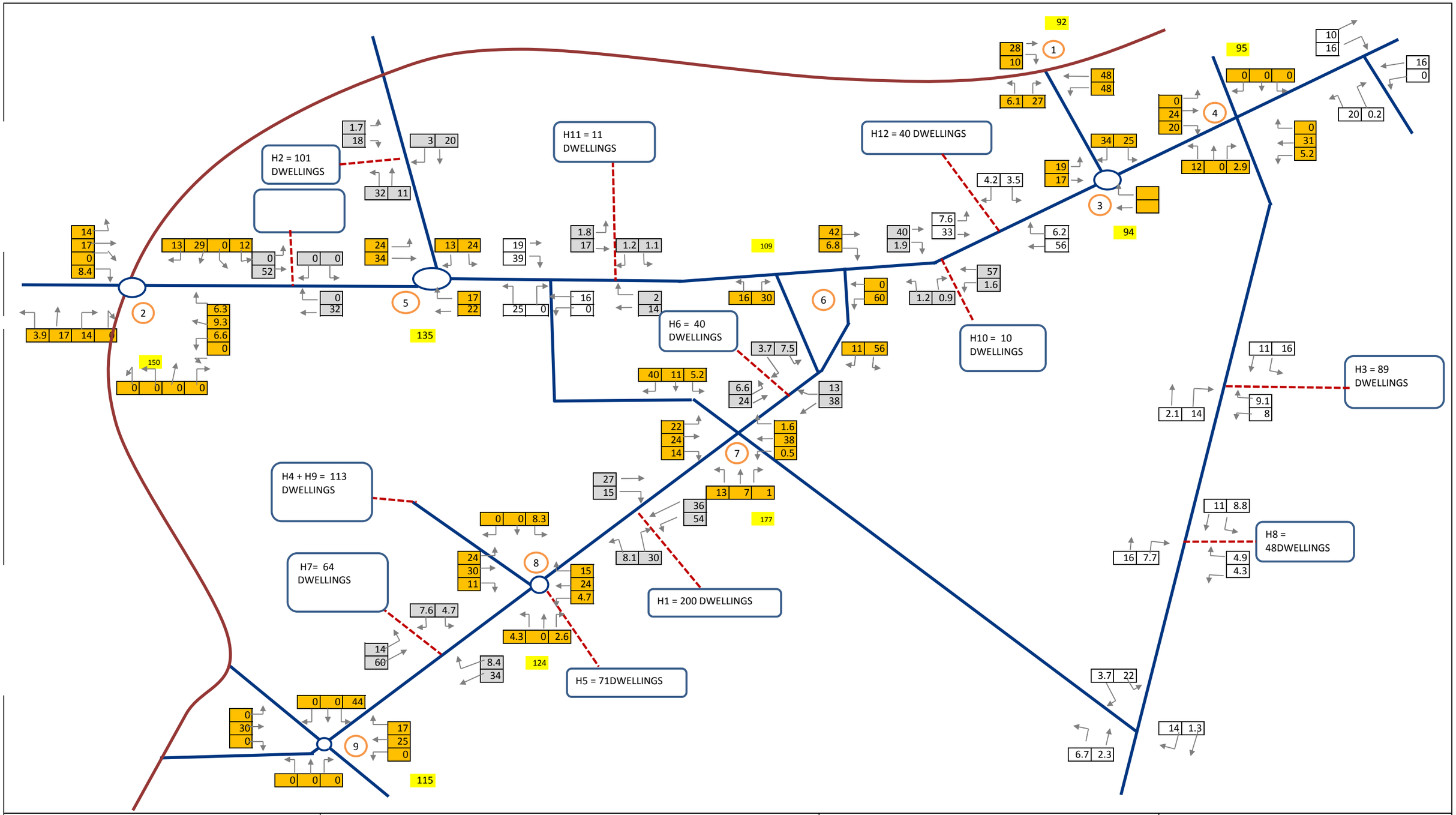
JOB NUMBER:

PLAN TITLE:
Petersfield - Traffic Flow Diagrams

Preferred Option Development Traffic

DRAWN BY:
IN

FIGURE:
Appendix E



Hampshire Services

NOTES:
Internal Trips = 15%

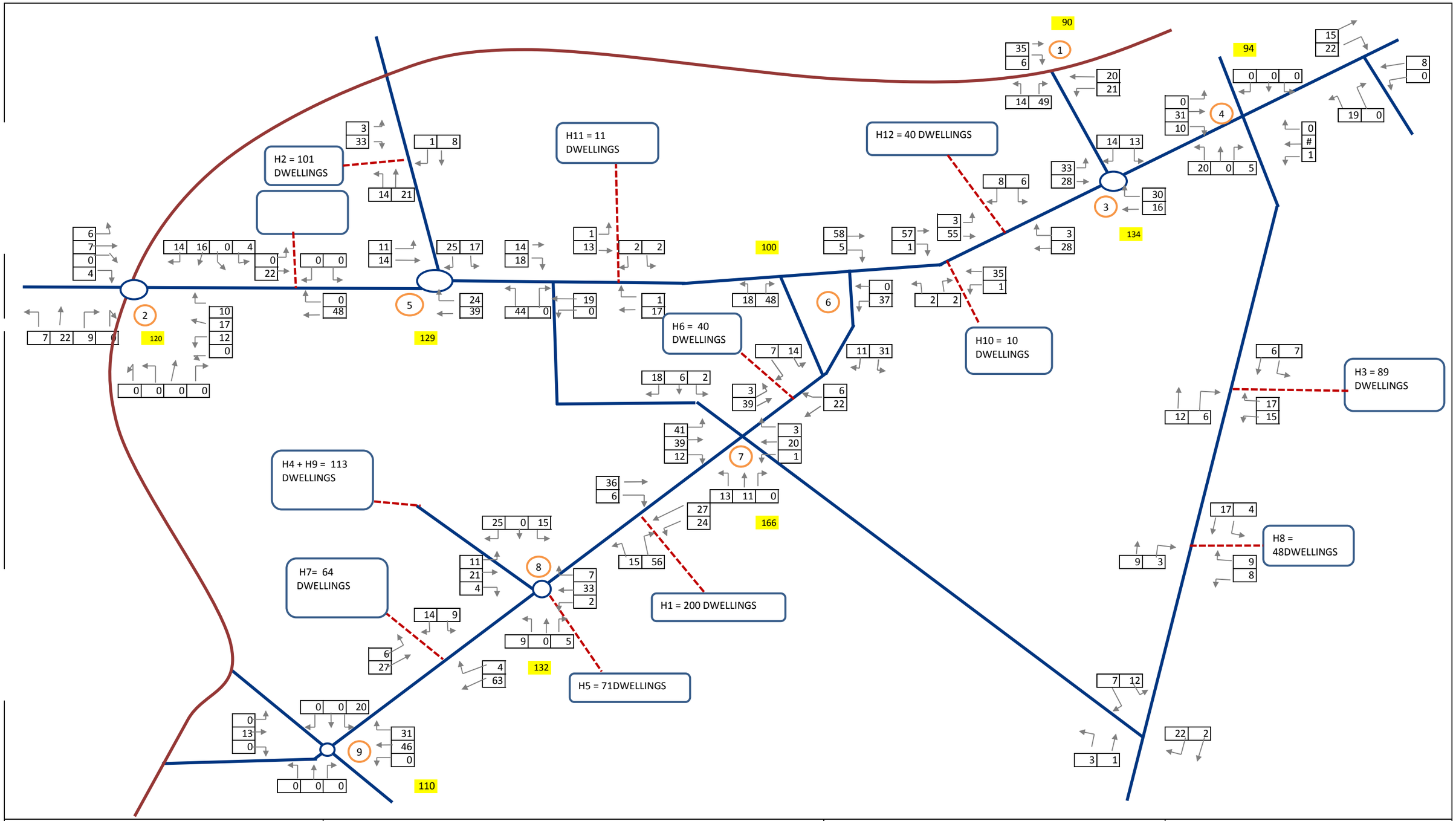
PROJECT:
South Downs Nationl Park Local Plan Transport Assessment

TIME PERIOD:
PM Peak Hour (17:00 - 18:00)

PLAN TITLE:
Petersfield - Taffic Flow Diagrams

Preferred Option Development Traffic

DATE:	JOB NUMBER:	DRAWN BY:	FIGURE:
Feb 2016		IN	Appendix E



Hampshire Services

NOTES:
Petersfield does not have a mid option plus 60% housing allocation option. This diagram is to take into account traffic flows from the other housing areas which do.
Internal Trips = 15%

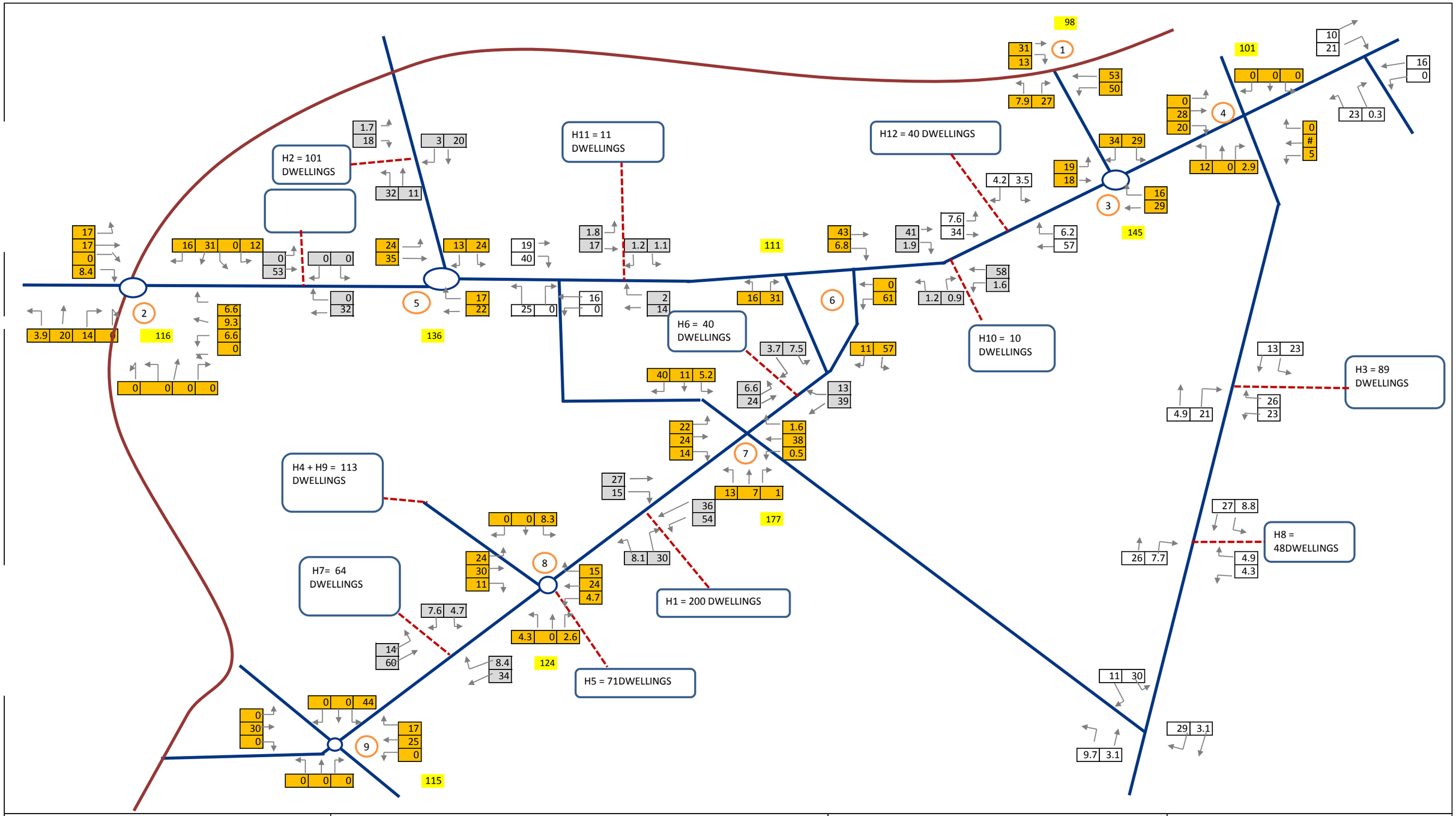
PROJECT: South Downs Nationl Park Local Plan Transport Assessment

TIME PERIOD: AM Peak Hour (08:00 - 09:00)

PLAN TITLE: Petersfield - Traffic Flow Diagrams

Mid Option plus 60% Development Traffic

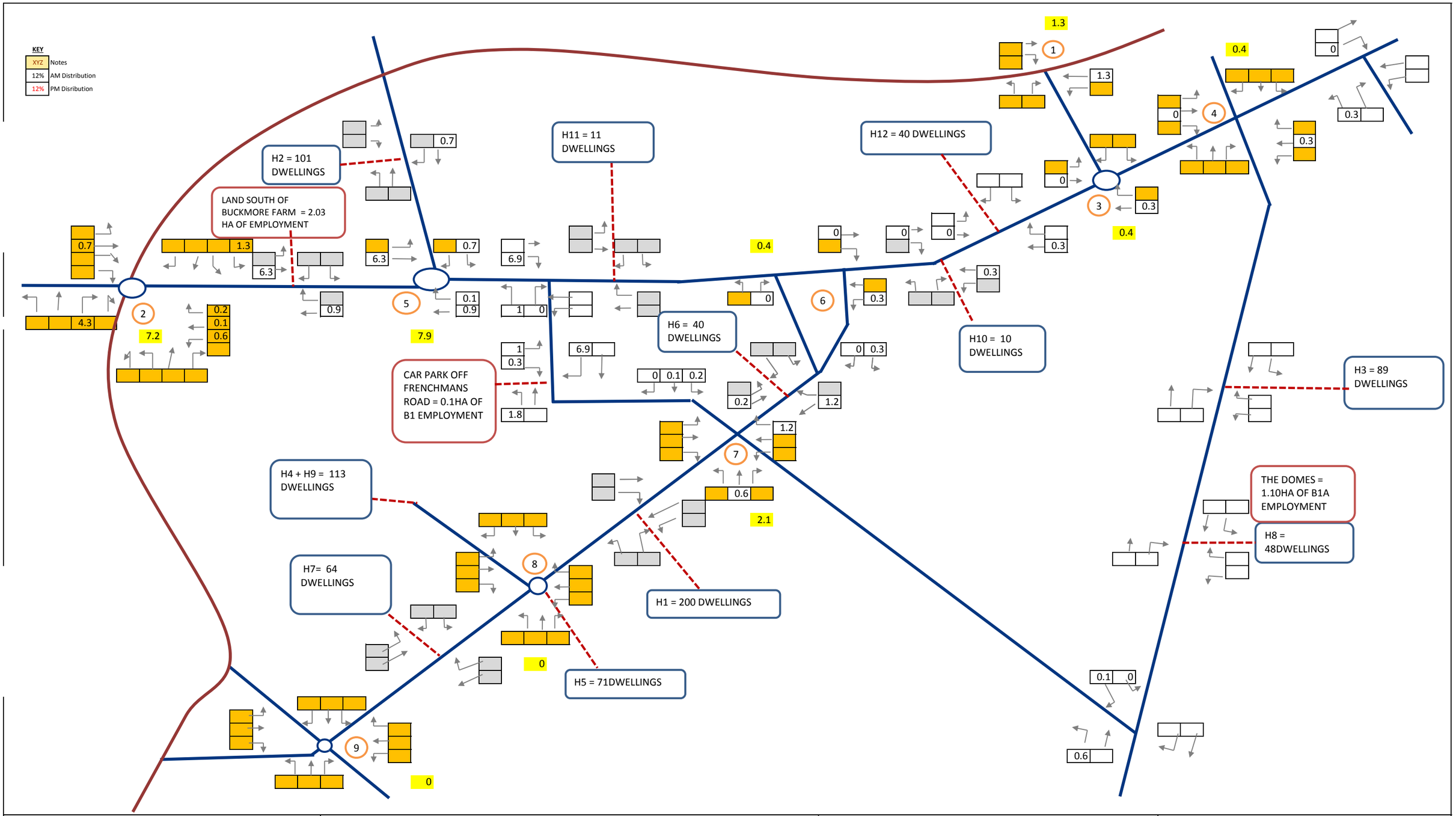
DATE:	JOB NUMBER:	DRAWN BY:	FIGURE:
Feb 2016		IN	Appendix E



Hampshire Services

NOTES:
Petersfield does not have a mid option plus 60% housing allocation option. This diagram is to take into account traffic flows from the other housing areas which do.
Internal Trips = 15%

PROJECT: South Downs Nationl Park Local Plan Transport Assessment		**PLAN TITLE:** Petersfield - Traffic Flow Diagrams	
TIME PERIOD: PM Peak Hour (17:00 - 18:00)		Mid Option plus 60% Development Traffic	
DATE: Feb 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix E



Hampshire Services

NOTES:
Internal Trips = 15%

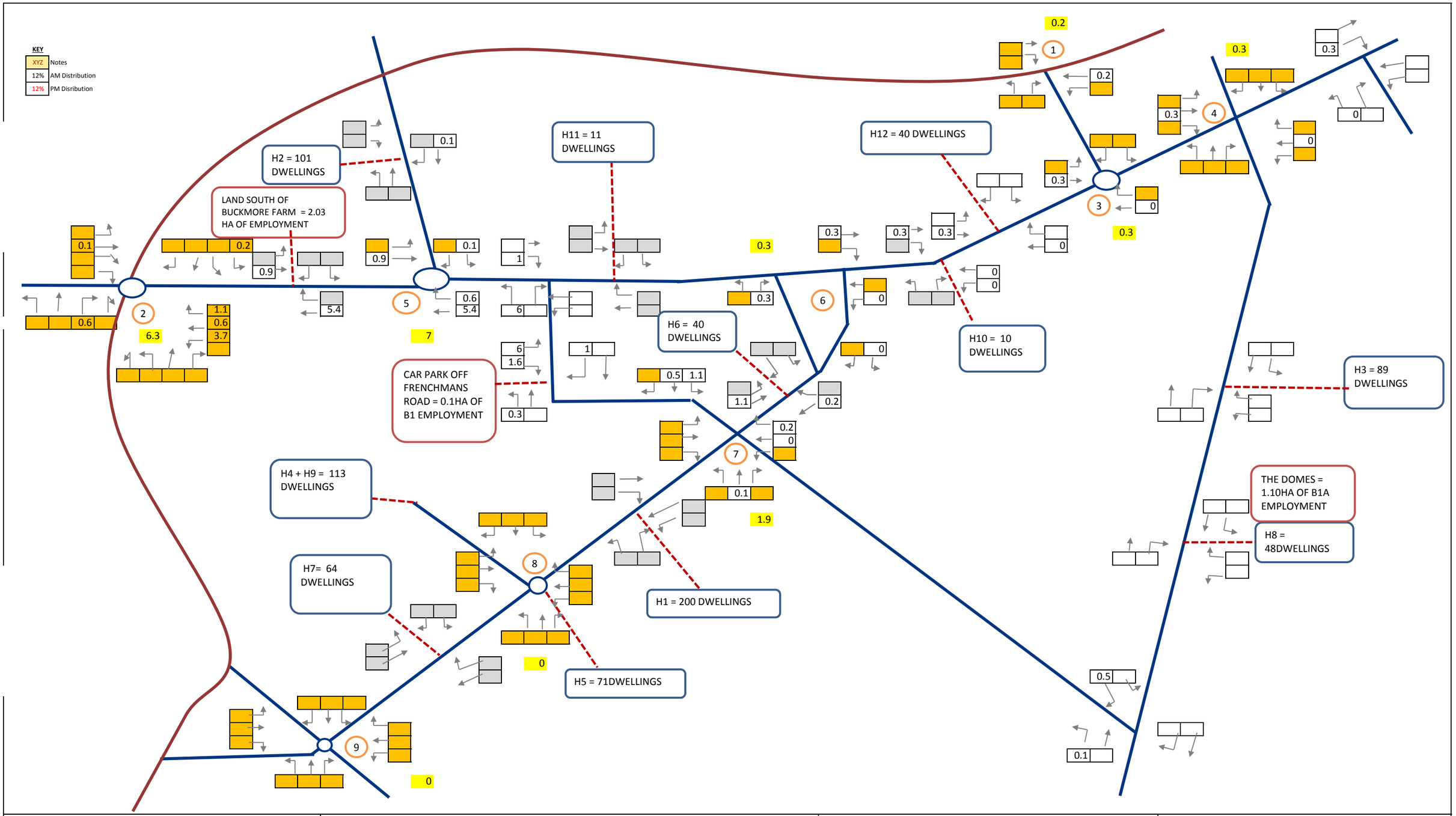
PROJECT: South Downs Nationl Park Local Plan Transport Assessment

TIME PERIOD: AM Peak Hour (08:00 - 09:00)

PLAN TITLE: Petersfield - Traffic Flow Diagrams

Frenchmans Road Employment Development Traffic

DATE:	JOB NUMBER:	DRAWN BY:	FIGURE:
Feb 2016		IN	Appendix E



Hampshire Services

NOTES:
Internal Trips = 15%

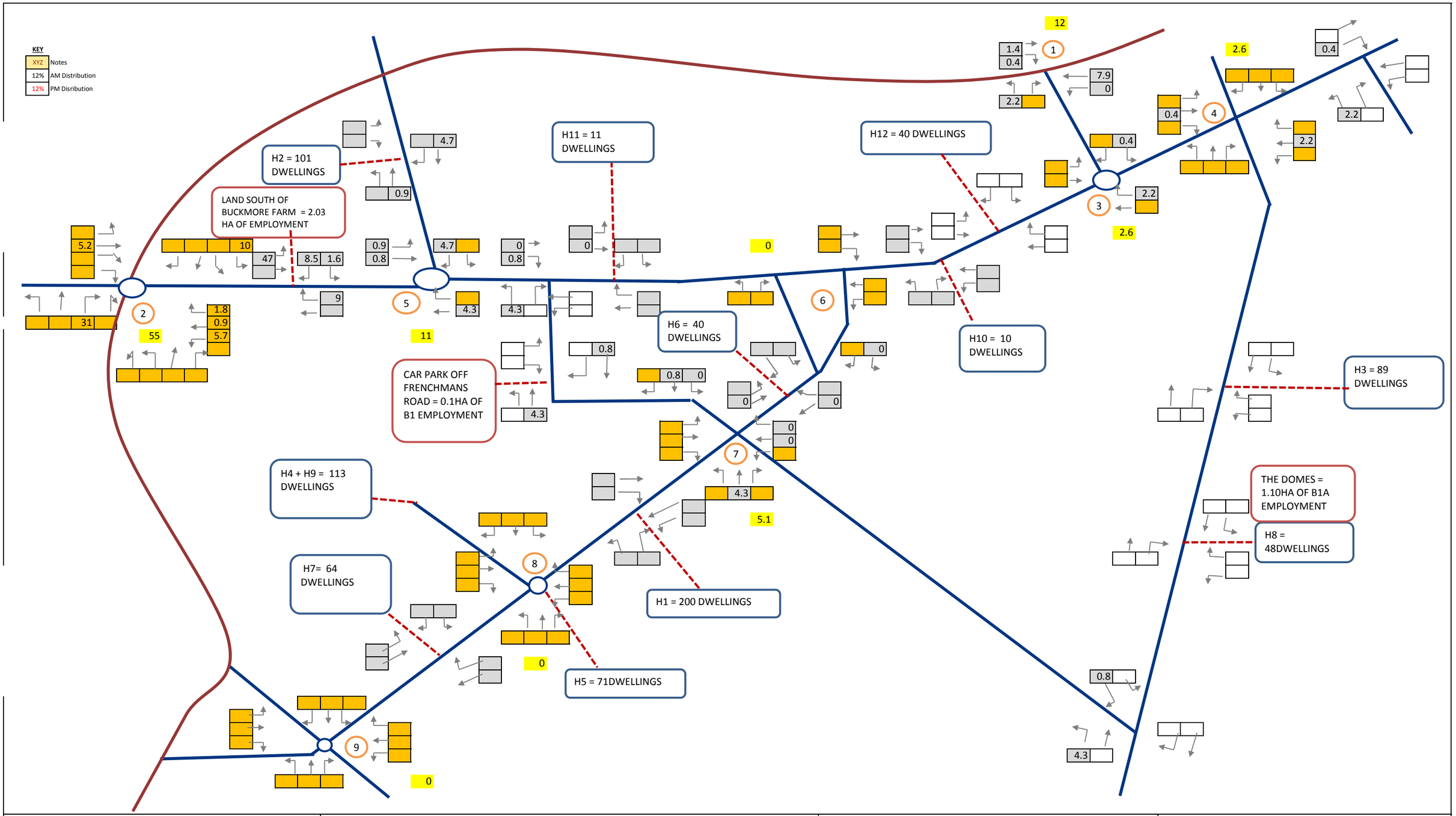
PROJECT: South Downs Nationl Park Local Plan Transport Assessment

TIME PERIOD: PM Peak Hour (17:00 - 18:00)

PLAN TITLE: Petersfield - Traffic Flow Diagrams

Frenchmans Road Employment Development Traffic

DATE:	JOB NUMBER:	DRAWN BY:	FIGURE:
Feb 2016		IN	Appendix E



Hampshire Services

NOTES:
Internal Trips = 15%

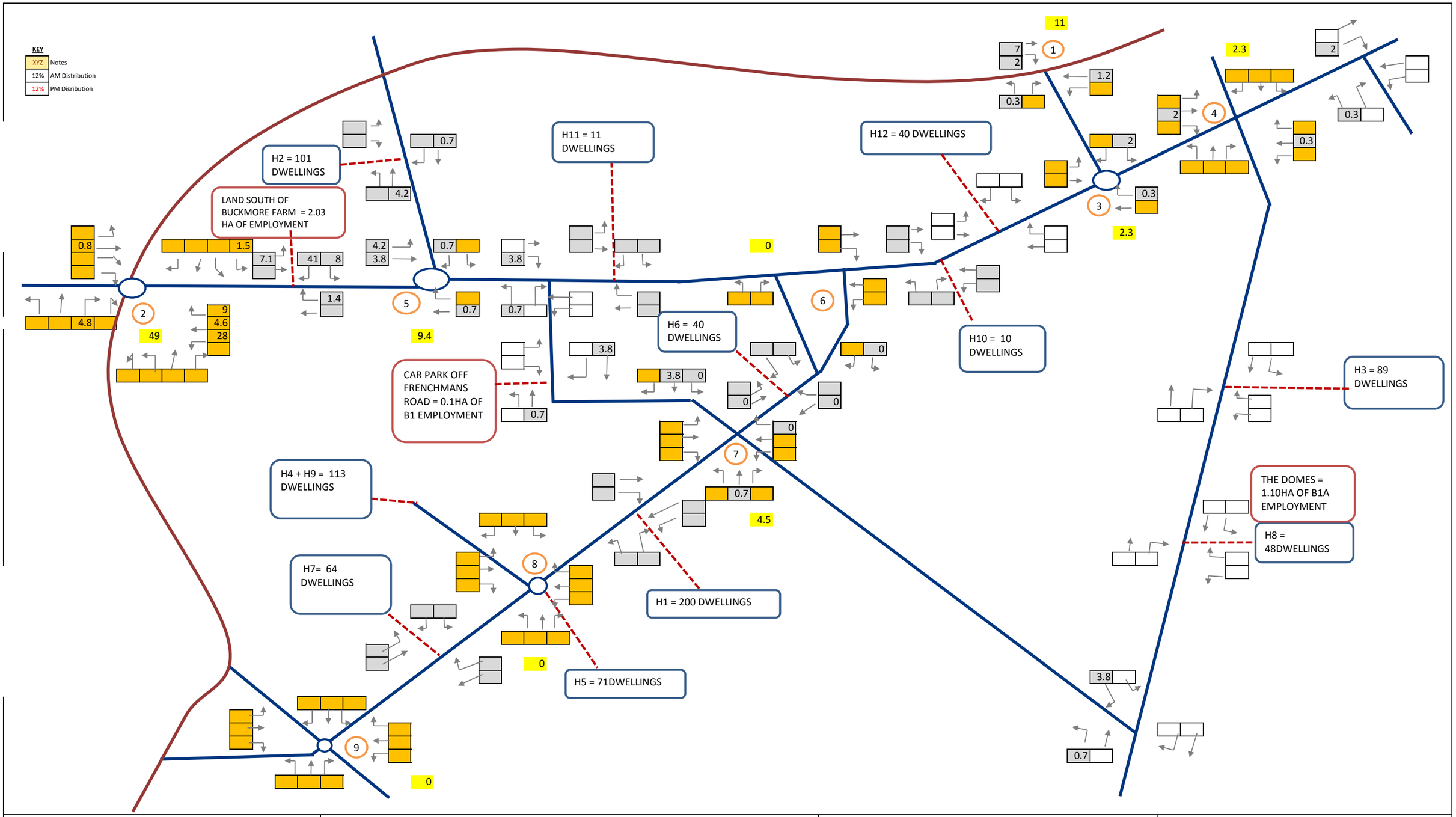
PROJECT: South Downs Nationl Park Local Plan Transport Assessment

TIME PERIOD: AM Peak Hour (08:00 - 09:00)

PLAN TITLE: Petersfield - Traffic Flow Diagrams

Land South of Buckmore Farm Employment Development Traffic

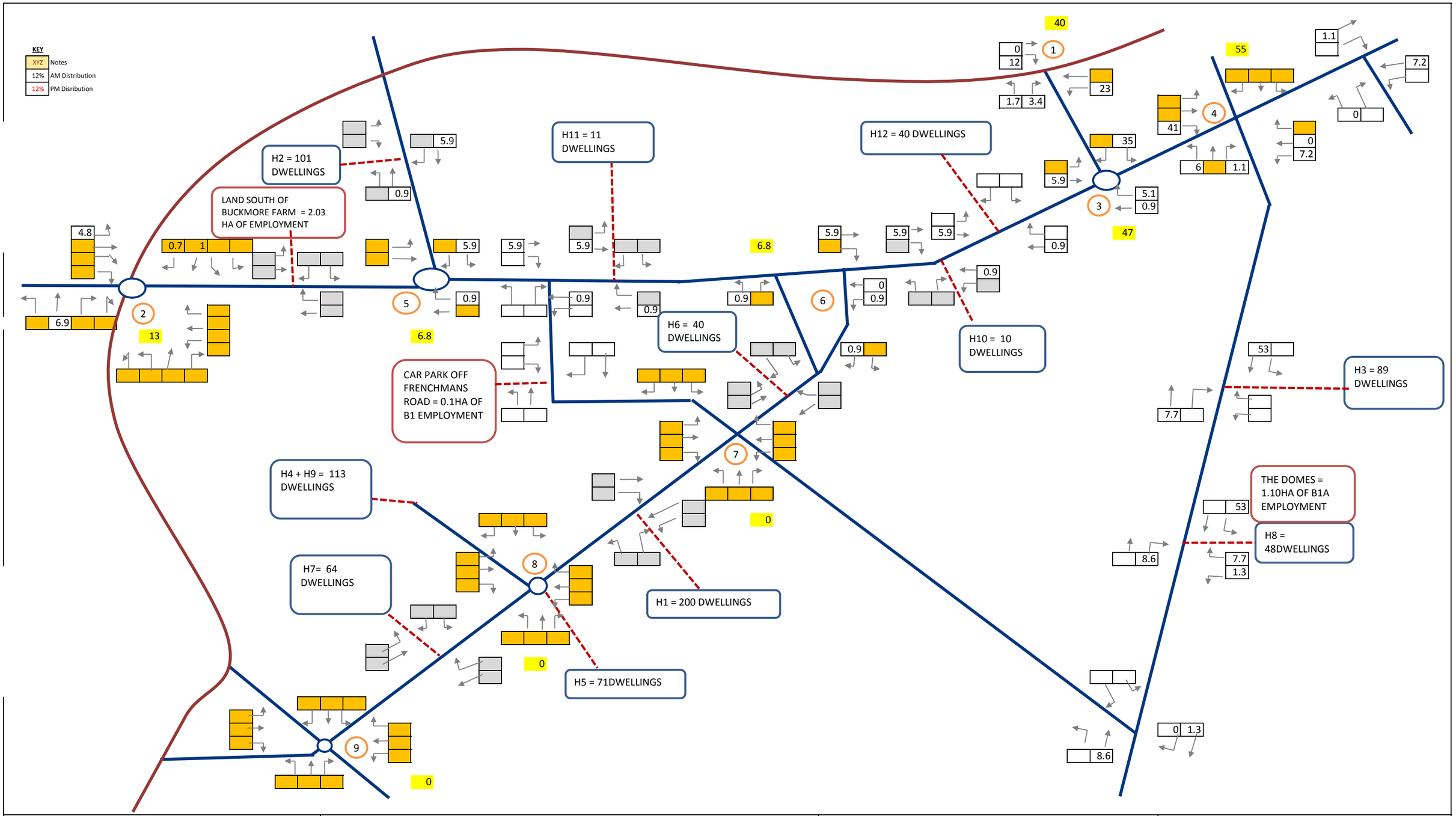
DATE:	JOB NUMBER:	DRAWN BY:	FIGURE:
Feb 2016		IN	Appendix E



Hampshire Services

NOTES:
Internal Trips = 15%

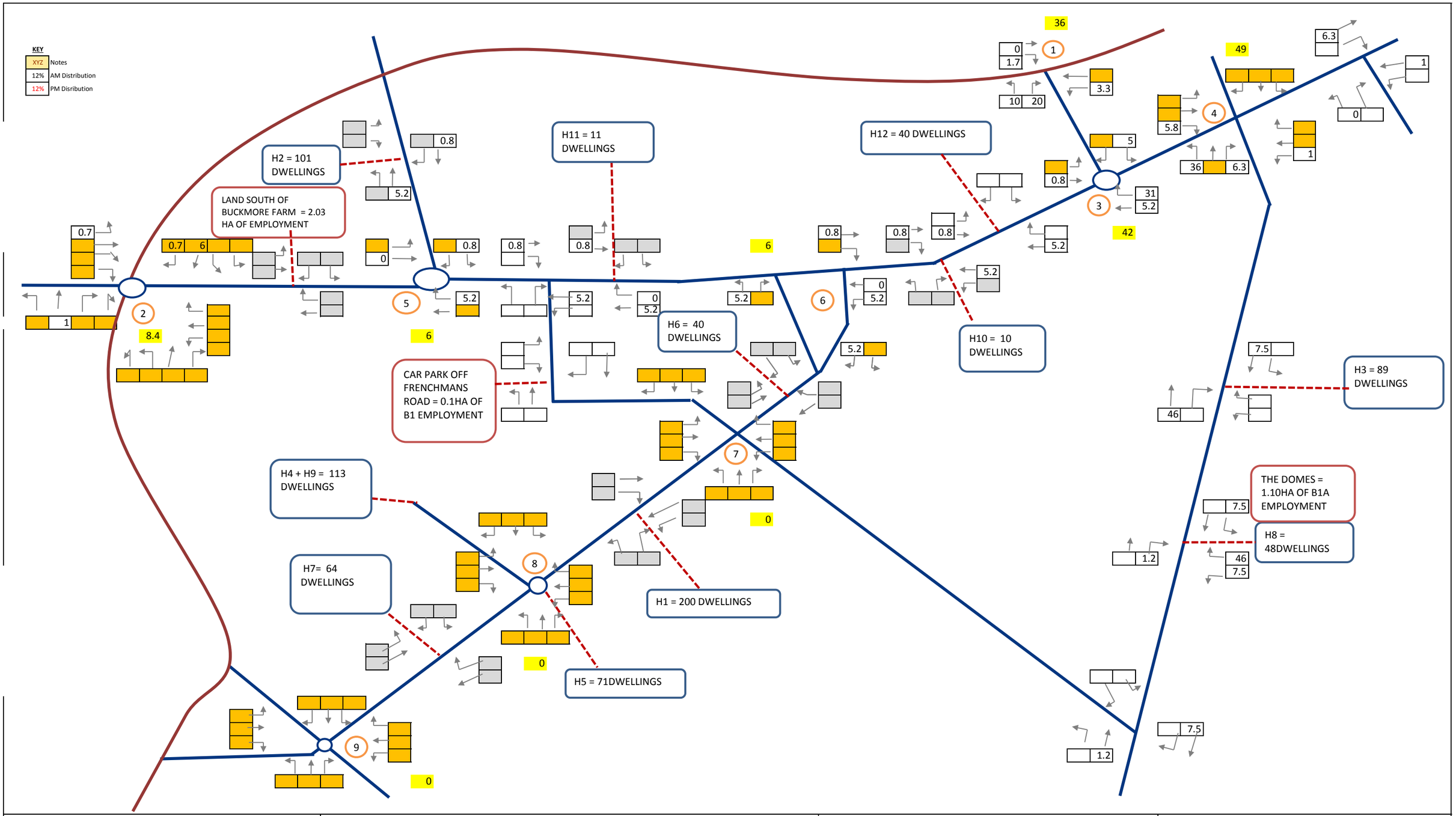
PROJECT: South Downs Nationl Park Local Plan Transport Assessment		**PLAN TITLE:** Petersfield - Traffic Flow Diagrams	
TIME PERIOD: PM Peak Hour (17:00 - 18:00)		Land South of Buckmore Farm Employment Development Traffic	
DATE: Feb 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix E



Hampshire Services

NOTES:
Internal Trips = 15%

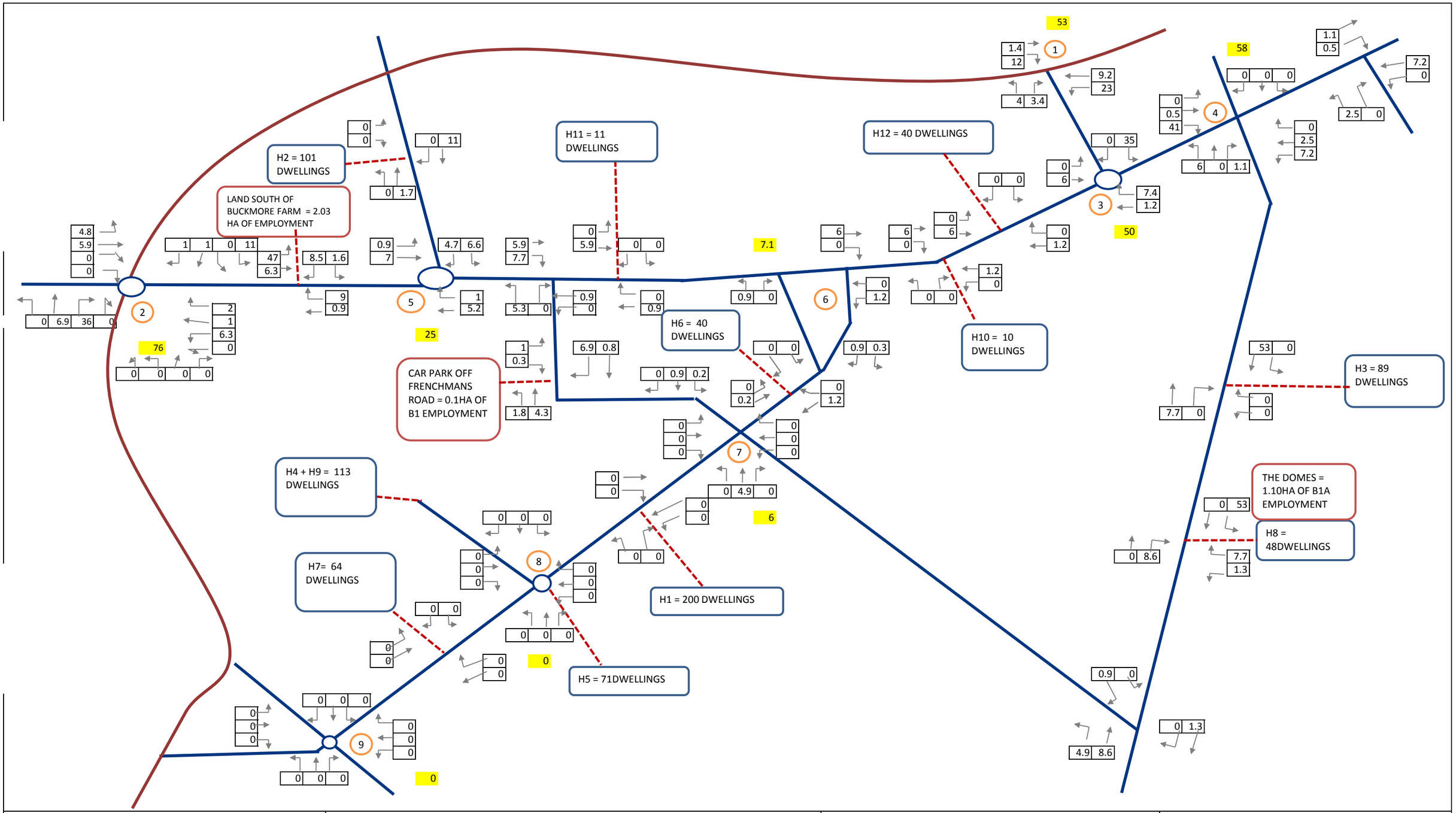
PROJECT: South Downs Nationl Park Local Plan Transport Assessment		**PLAN TITLE:** Petersfield - Traffic Flow Diagrams	
TIME PERIOD: AM Peak Hour (08:00 - 09:00)		Land South of Buckmore Farm Employment Development Traffic	
DATE: Feb 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix E



Hampshire Services

NOTES:
Internal Trips = 15%

PROJECT: South Downs Nationl Park Local Plan Transport Assessment		**PLAN TITLE:** Petersfield - Traffic Flow Diagrams	
TIME PERIOD: PM Peak Hour (17:00 - 18:00)		Land South of Buckmore Farm Employment Development Traffic	
DATE: Feb 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix E



Hampshire Services

NOTES:
Internal Trips = 15%

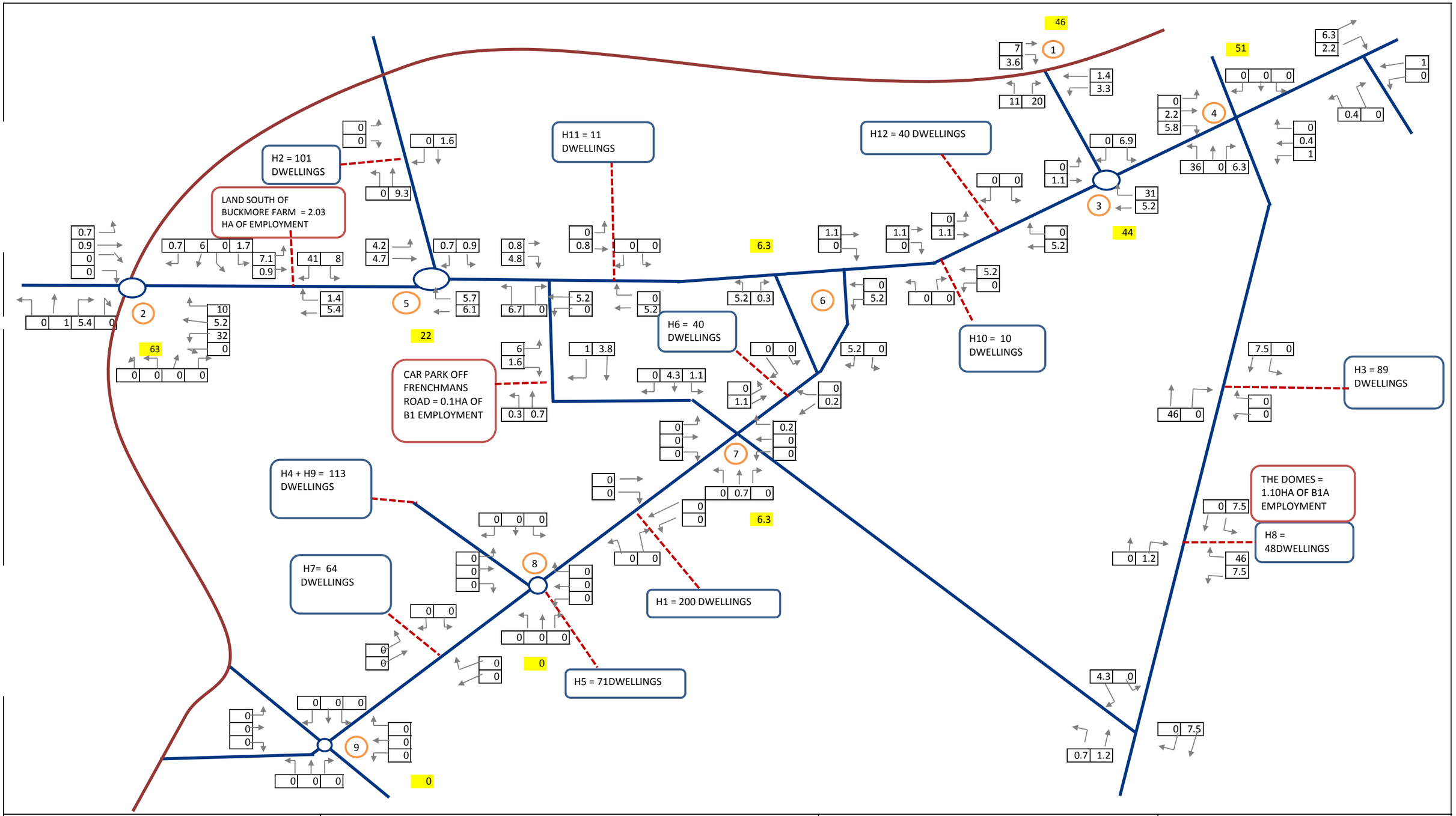
PROJECT: South Downs Nationl Park Local Plan Transport Assessment

TIME PERIOD: AM Peak Hour (08:00 - 09:00)

PLAN TITLE: Petersfield - Traffic Flow Diagrams

Total Employment Development Traffic

DATE:	JOB NUMBER:	DRAWN BY:	FIGURE:
Feb 2016		IN	Appendix E



Hampshire Services

NOTES:
Internal Trips = 15%

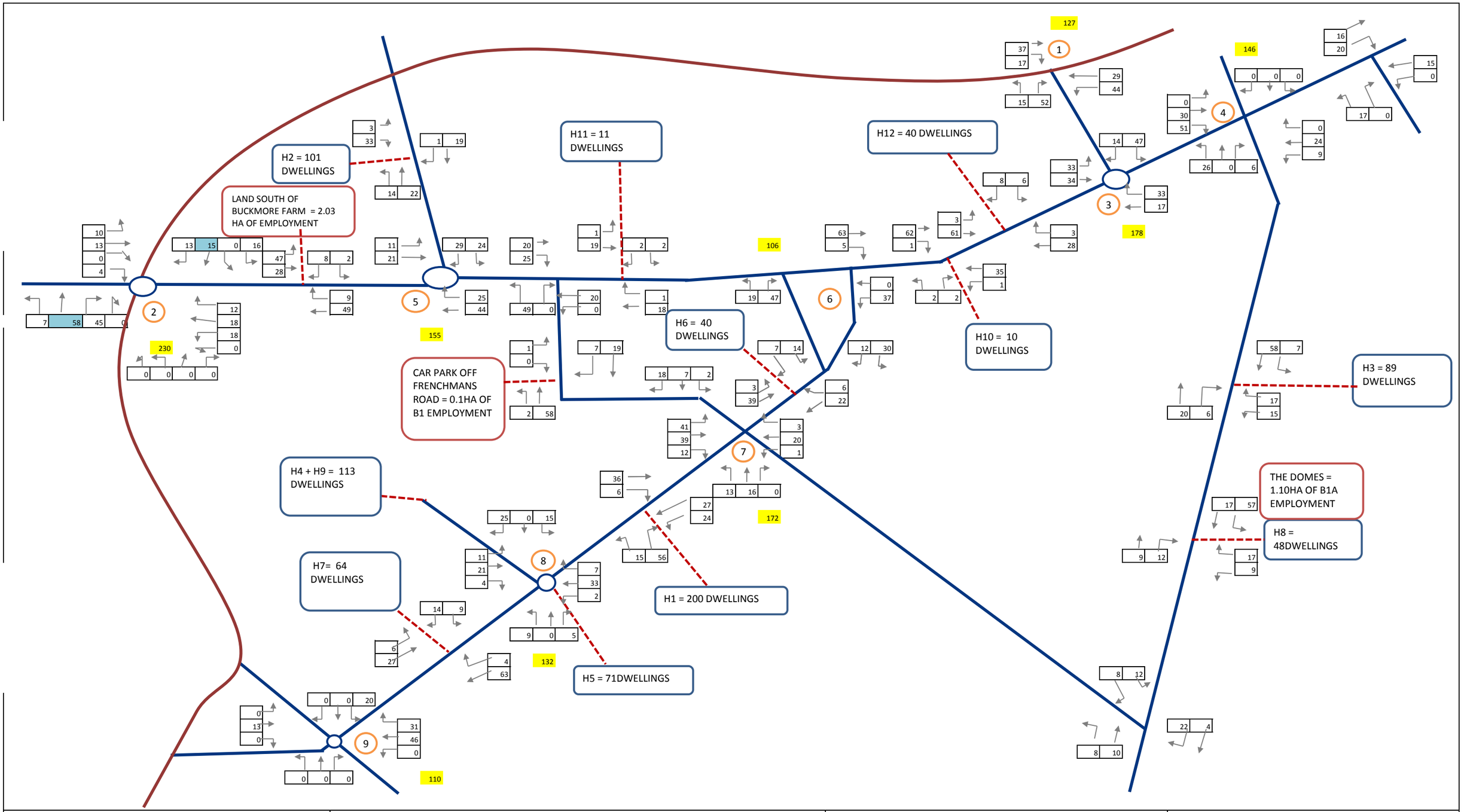
PROJECT: South Downs Nationl Park Local Plan Transport Assessment

TIME PERIOD: PM Peak Hour (17:00 - 18:00)

PLAN TITLE: Petersfield - Traffic Flow Diagrams

Total Employment Development Traffic

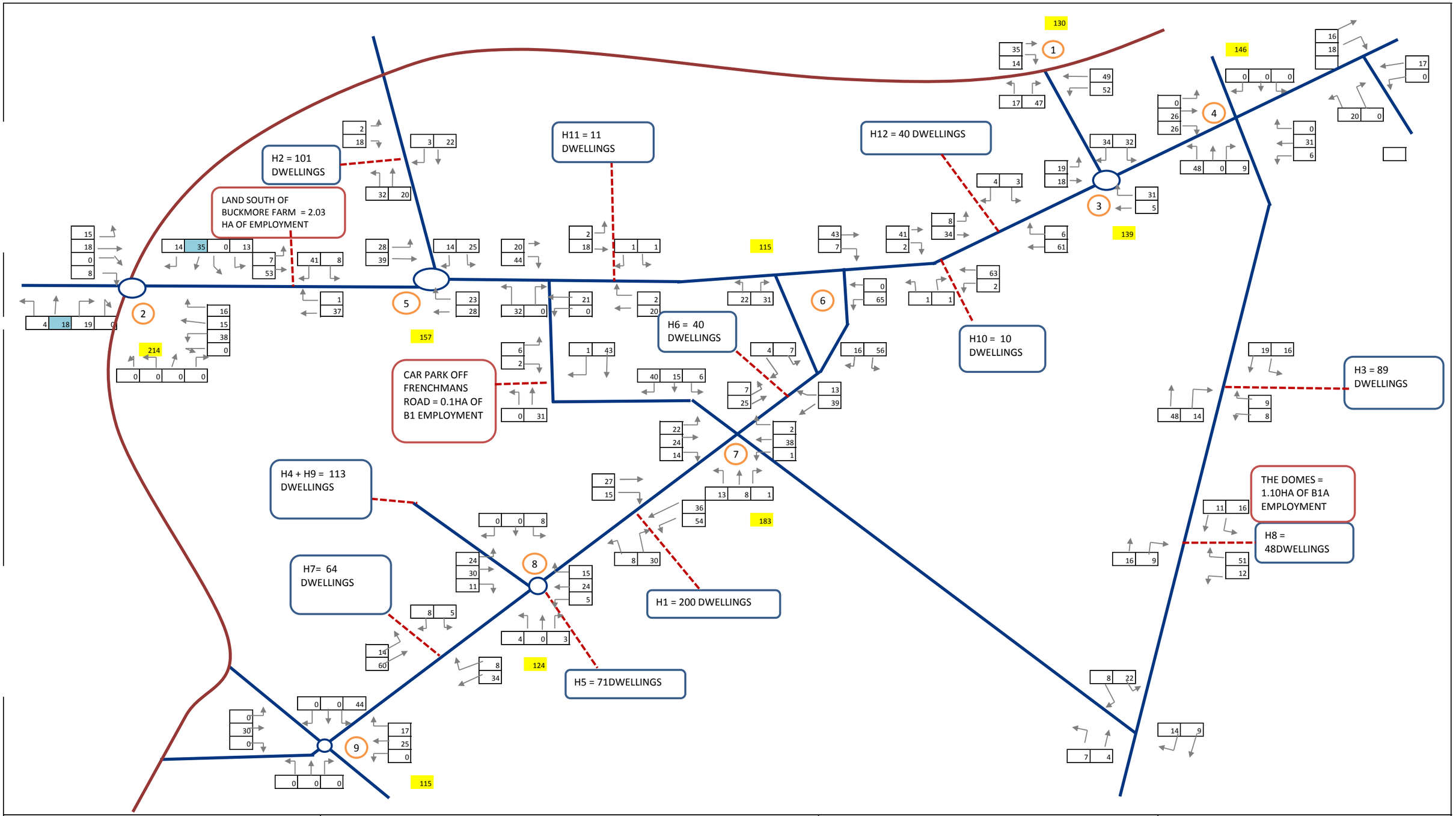
DATE:	JOB NUMBER:	DRAWN BY:	FIGURE:
Feb 2016		IN	Appendix E



Hampshire Services

NOTES:
Internal Trips = 15%

PROJECT: South Downs Nationl Park Local Plan Transport Assessment		**PLAN TITLE:** Petersfield- Traffic Flow Diagrams	
TIME PERIOD: AM Peak Hour (08:00 - 09:00)		Preferred Option + Employment Development Traffic	
DATE: Feb 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix E



Hampshire Services

NOTES:
Internal Trips = 15%

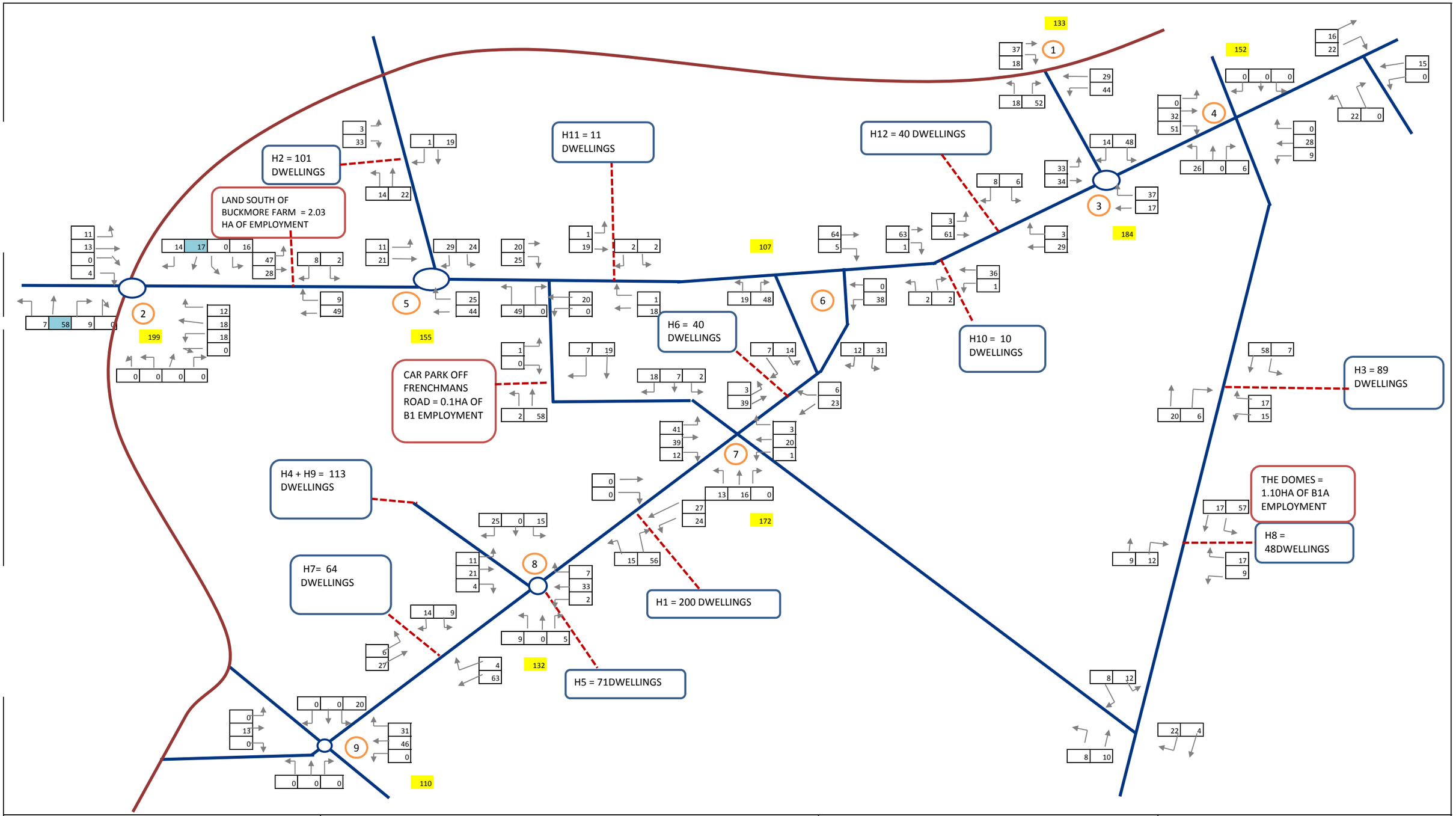
PROJECT: South Downs Nationl Park Local Plan Transport Assessment

TIME PERIOD: PM Peak Hour (17:00 - 18:00)

PLAN TITLE: Petersfield- Traffic Flow Diagrams

Preferred Option + Employment Development Traffic

DATE:	JOB NUMBER:	DRAWN BY:	FIGURE:
Feb 2016		IN	Appendix E



Hampshire Services

NOTES:
Internal Trips = 15%

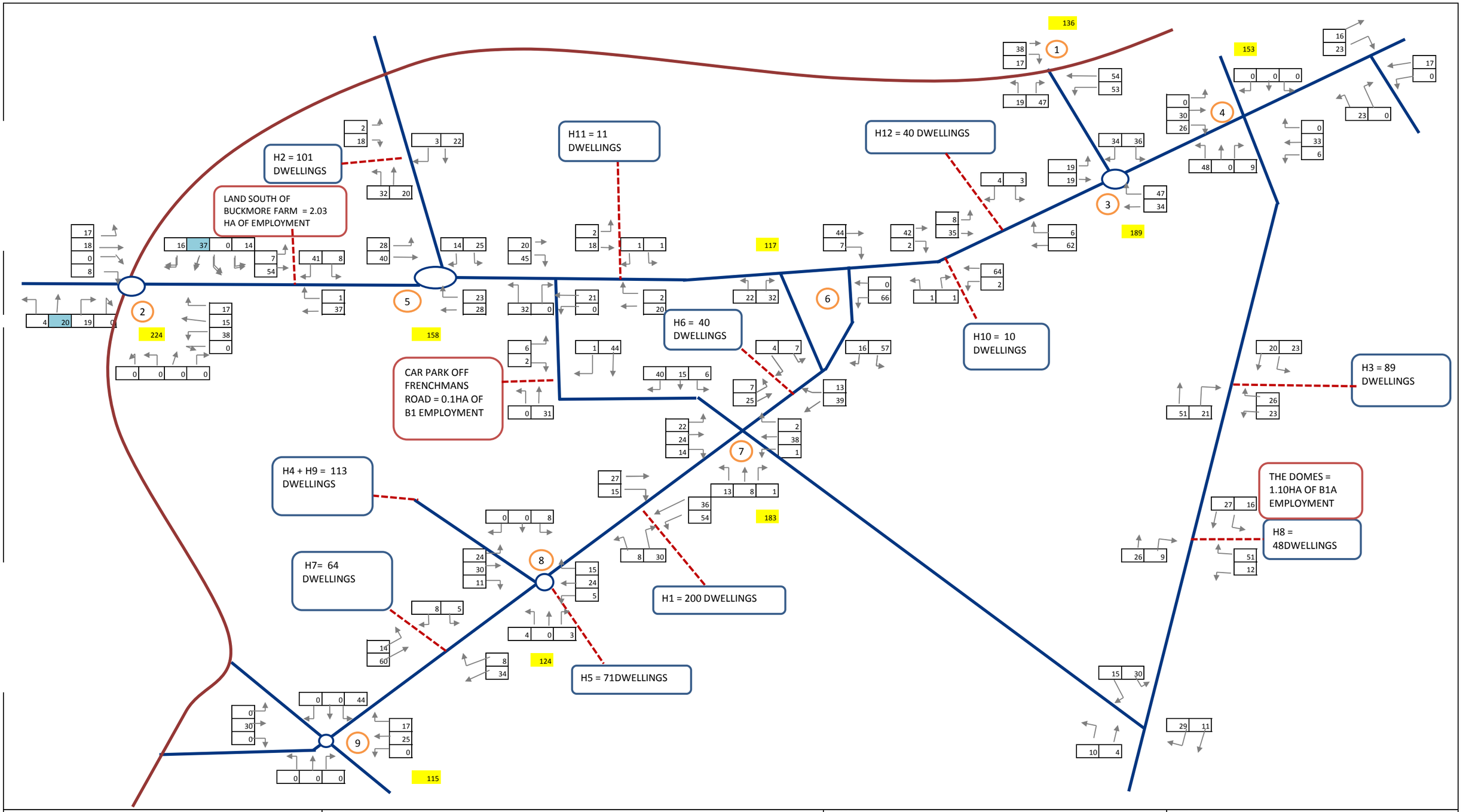
PROJECT: South Downs Nationl Park Local Plan Transport Assessment

TIME PERIOD: AM Peak Hour (08:00 - 09:00)

PLAN TITLE: Petersfield- Traffic Flow Diagrams

Mid Housing Option plus 60% + Employment Development Traffic

DATE:	JOB NUMBER:	DRAWN BY:	FIGURE:
Feb 2016		IN	Appendix E



Hampshire Services

NOTES:
Internal Trips = 15%

PROJECT: South Downs Nationl Park Local Plan Transport Assessment

TIME PERIOD: PM Peak Hour (17:00 - 18:00)

DATE: Feb 2016

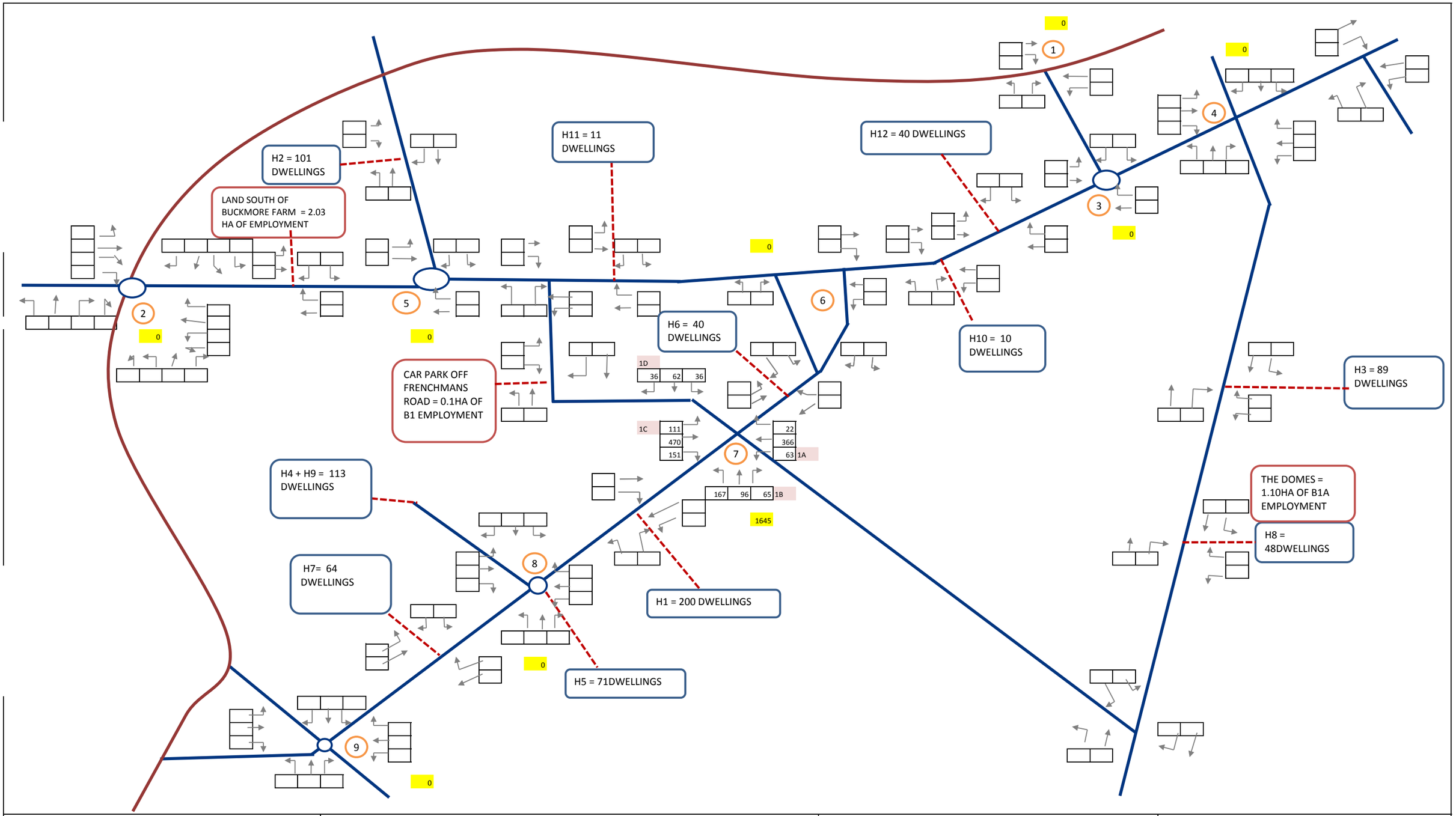
JOB NUMBER:

PLAN TITLE: Petersfield - Traffic Flow Diagrams

Mid Housing Option plus 60% + Employment Development Traffic + Employment Development Traffic

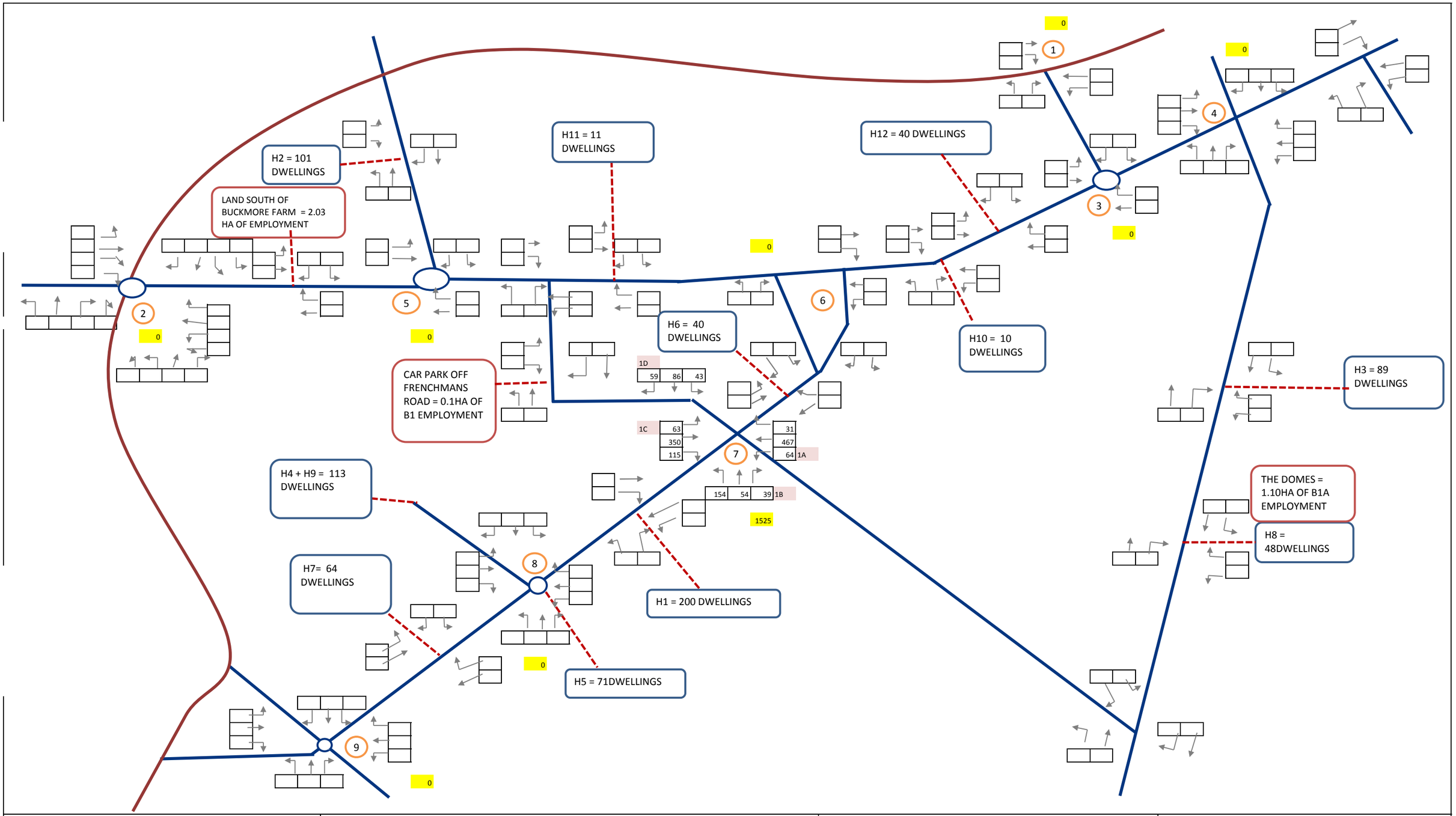
DRAWN BY: IN

FIGURE: Appendix E



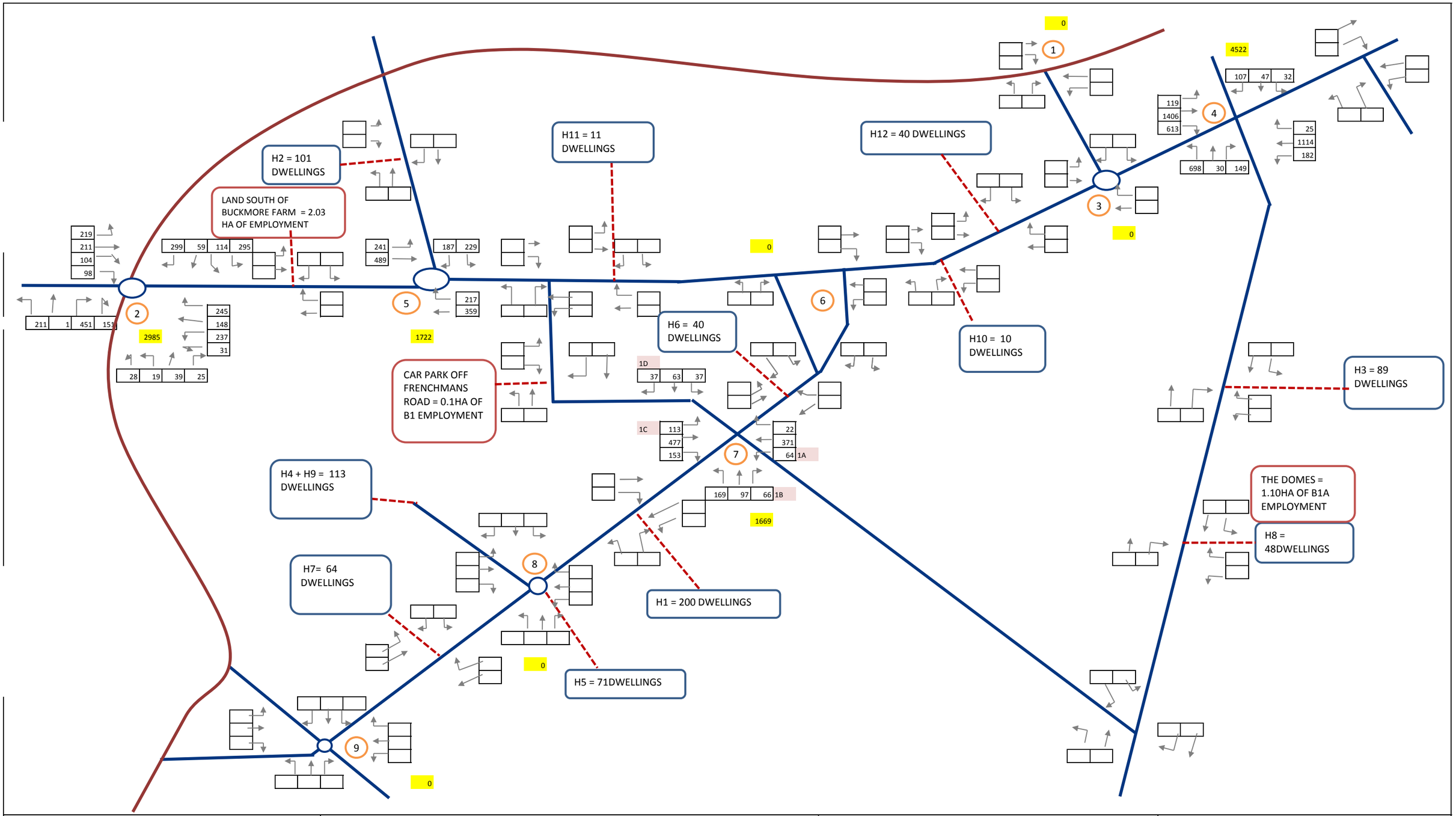
Hampshire Services

NOTES:	PROJECT: South Downs Nationl Park Local Plan Transport Assessment		PLAN TITLE: Petersfield - Traffic Flow Diagrams	
	TIME PERIOD: AM Peak Hour (08:00 - 09:00)		2013 Traffic	
	DATE: Feb 2016	JOB NUMBER:	DRAWN BY: IN	FIGURE: Appendix E

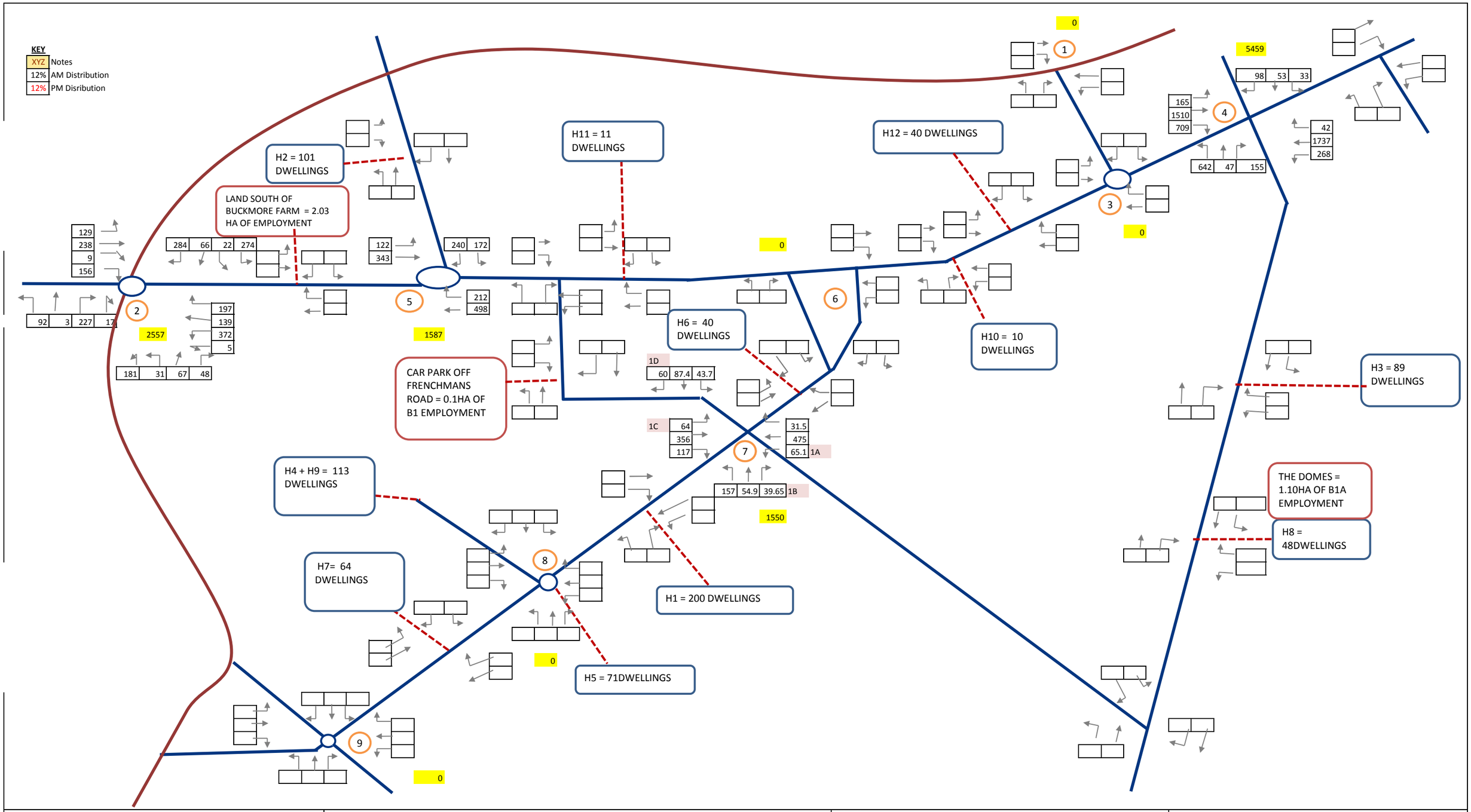


Hampshire Services

NOTES:	PROJECT: South Downs Nationl Park Local Plan Transport Assessment		PLAN TITLE: Petersfield- Traffic Flow Diagrams	
	TIME PERIOD: PM Peak Hour (08:00 - 09:00)		2013 Traffic	
	DATE: Feb 2016	JOB NUMBER:	DRAWN BY: IN	FIGURE: Appendix E

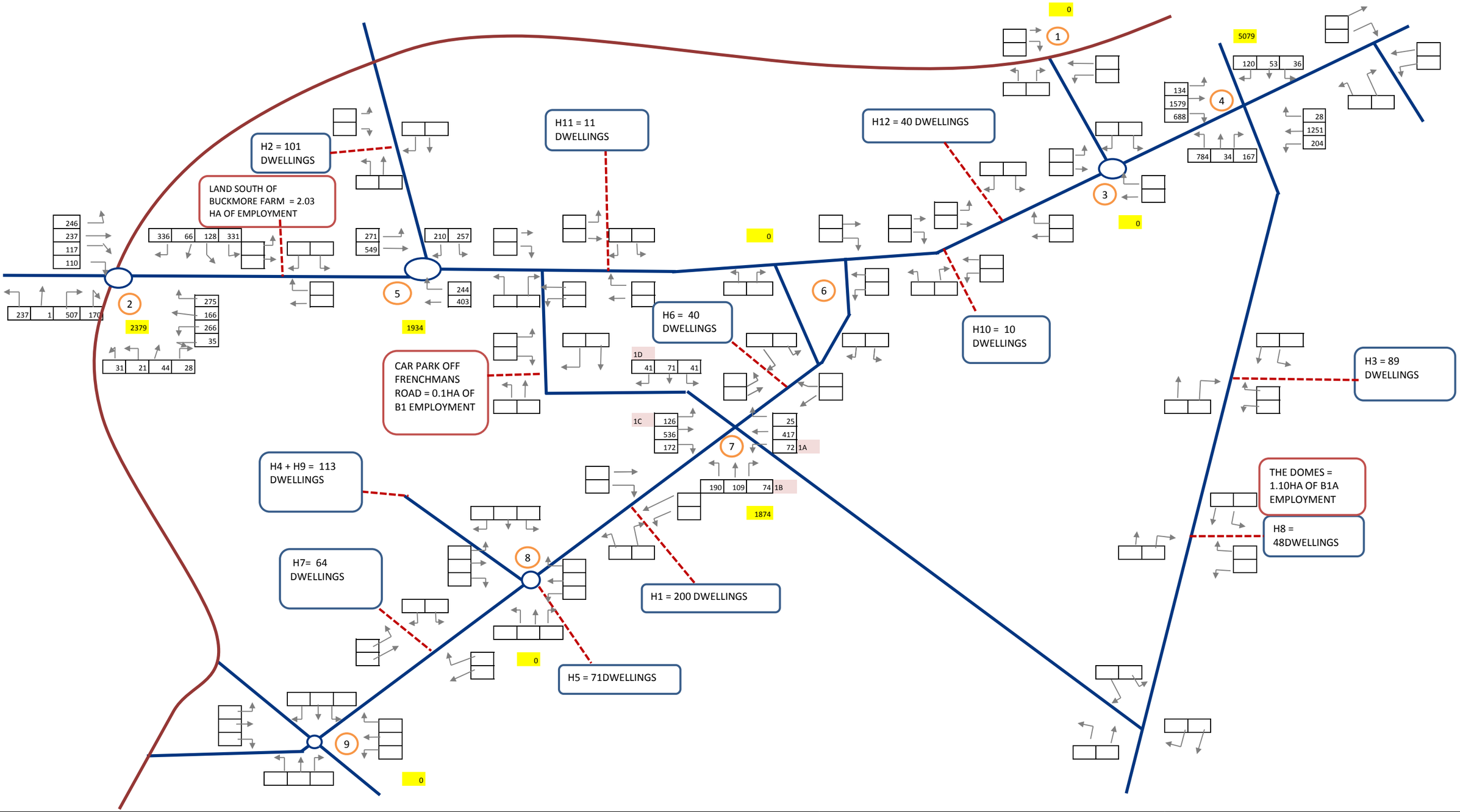


Hampshire Services	NOTES:	PROJECT: South Downs Nationl Park Local Plan Transport Assessment		PLAN TITLE: Petersfield - Traffic Flow Diagrams	
		TIME PERIOD: AM Peak Hour (08:00 - 09:00)		2016 Traffic Data	
		DATE: Feb 2016	JOB NUMBER:	DRAWN BY: IN	FIGURE: Appendix E

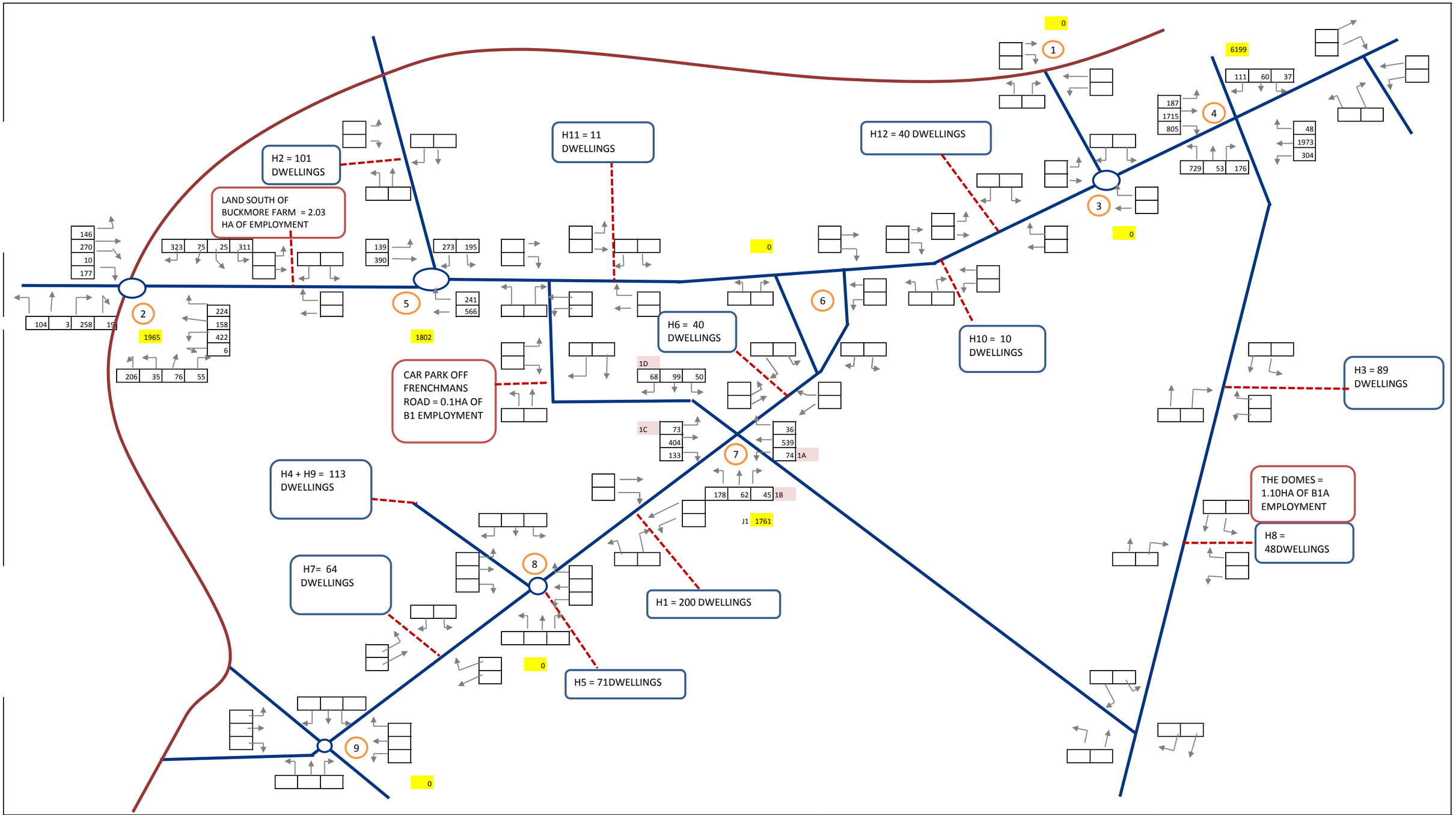


Hampshire Services

NOTES:	PROJECT: South Downs Nationl Park Local Plan Transport Assessment	PLAN TITLE: Petersfield - Traffic Flow Diagrams
	TIME PERIOD: PM Peak Hour (08:00 - 09:00)	2016 Traffic Data
	DATE: Feb 2016 / JOB NUMBER:	DRAWN BY: IN / FIGURE: Appendix E

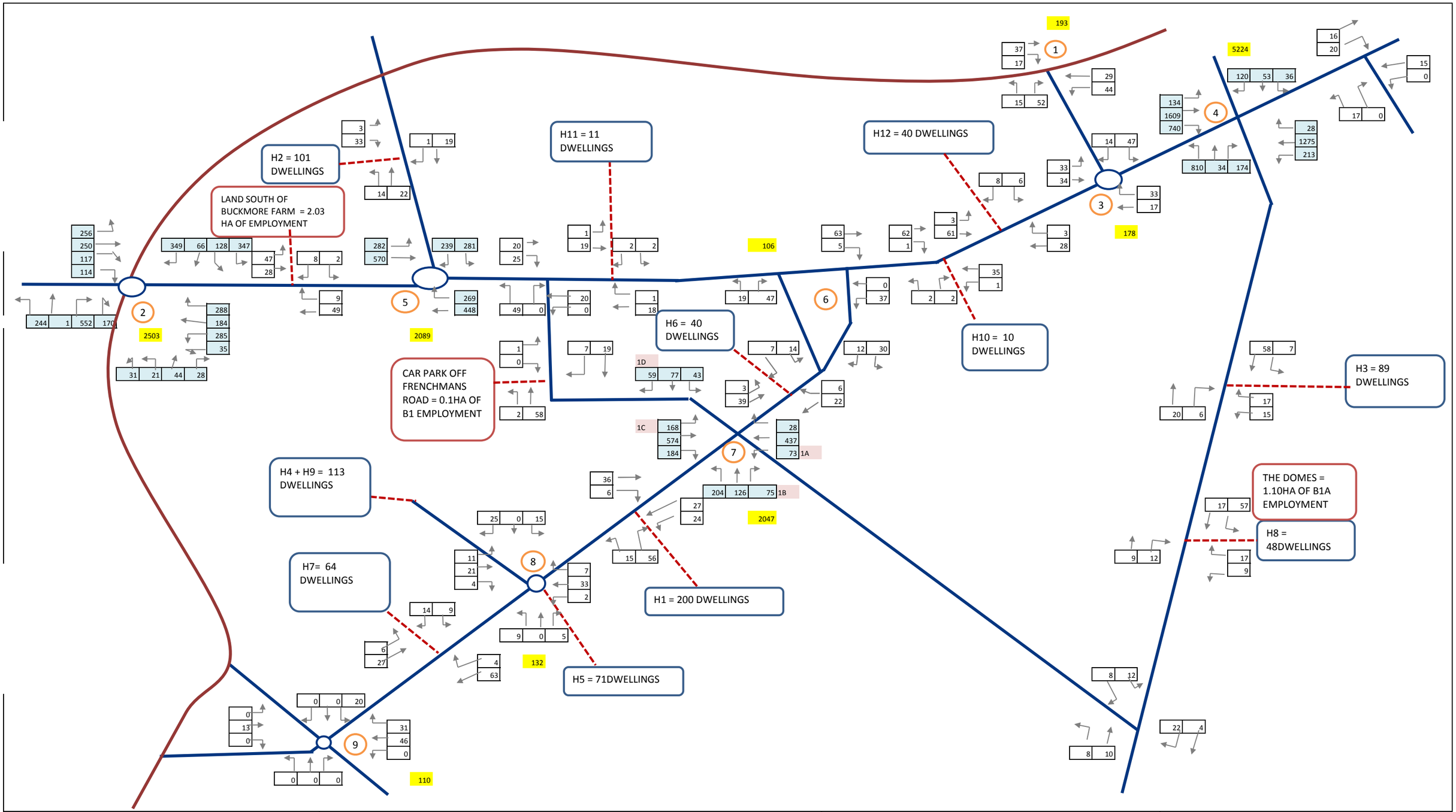


Hampshire Services	NOTES:	PROJECT: South Downs Nationl Park Local Plan Transport Assessment		PLAN TITLE: Petersfield- Traffic Flow Diagrams
		TIME PERIOD: AM Peak Hour (08:00 - 09:00)		2032 Preferred Option Reference Case
		DATE: Feb 2016	JOB NUMBER:	DRAWN BY: IN / FIGURE: Appendix E



Hampshire Services

NOTES:	PROJECT: South Downs Nationl Park Local Plan Transport Assessment		PLAN TITLE: Petersfield- Traffic Flow Diagrams	
	TIME PERIOD: PM Peak Hour (08:00 - 09:00)		2032 Preferred Option Reference Case	
	DATE: Feb 2016	JOB NUMBER:	DRAWN BY: IN	FIGURE: Appendix E



Hampshire Services

NOTES:
Internal Trips = 15%

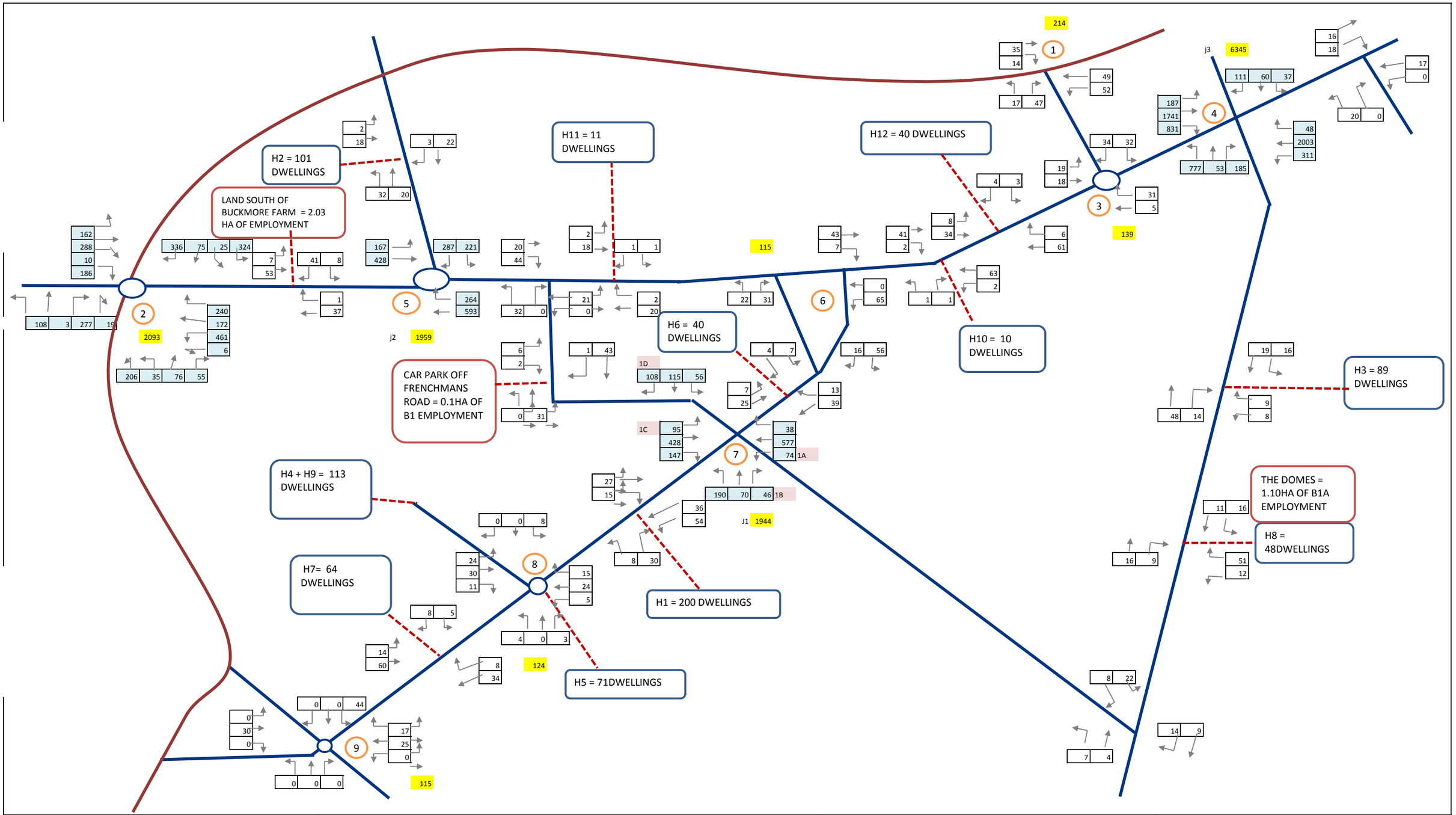
PROJECT: South Downs Nationl Park Local Plan Transport Assessment

TIME PERIOD: AM Peak Hour (08:00 - 09:00)

PLAN TITLE: Petersfield - Traffic Flow Diagrams

2032 Preferred Option Reference Case + Preferred Option Development Traffic

DATE:	JOB NUMBER:	DRAWN BY:	FIGURE:
Feb 2016		IN	Appendix E



Hampshire Services

NOTES:
Internal Trips = 15%

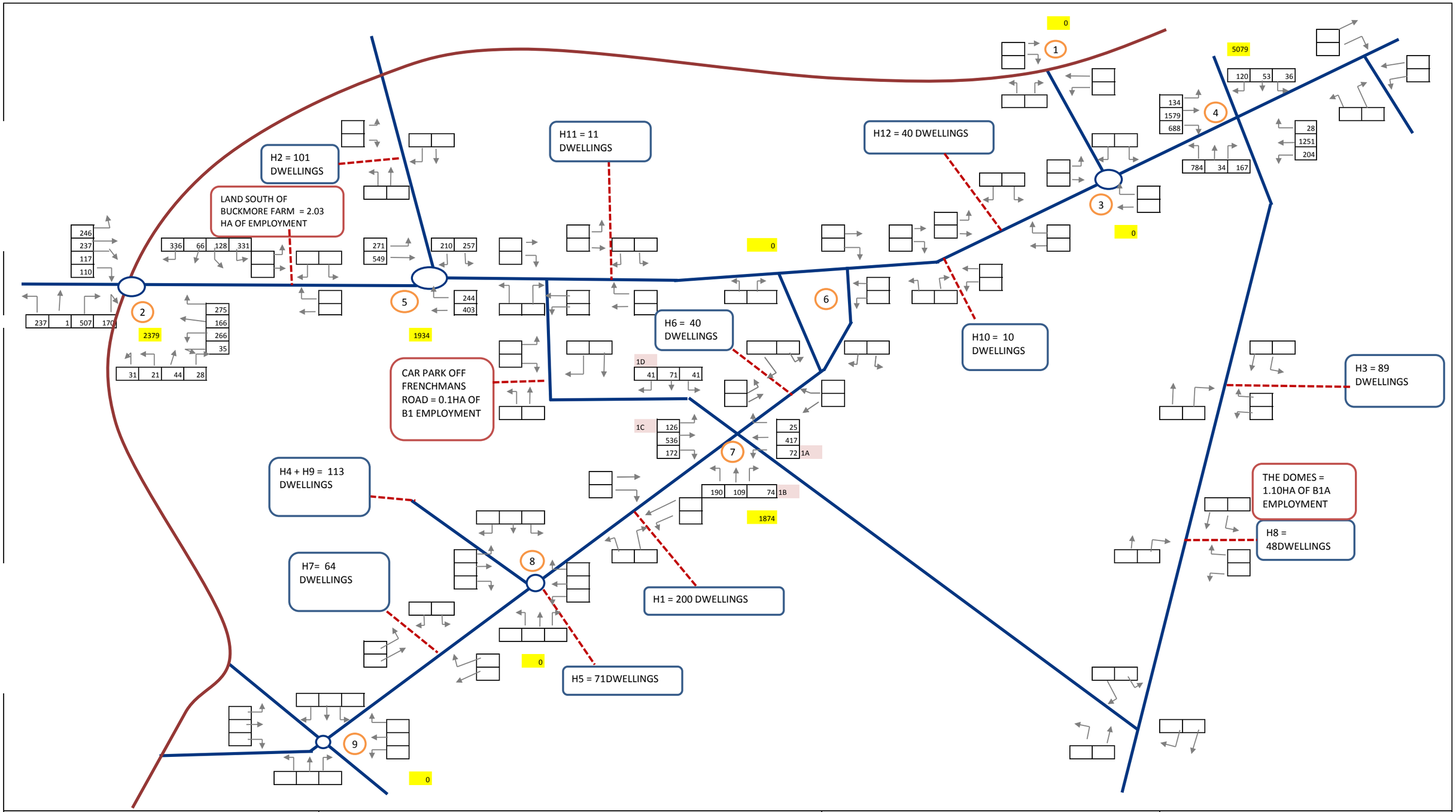
PROJECT: South Downs Nationl Park Local Plan Transport Assessment

TIME PERIOD: PM Peak Hour (08:00 - 09:00)

PLAN TITLE: Petersfield - Traffic Flow Diagrams

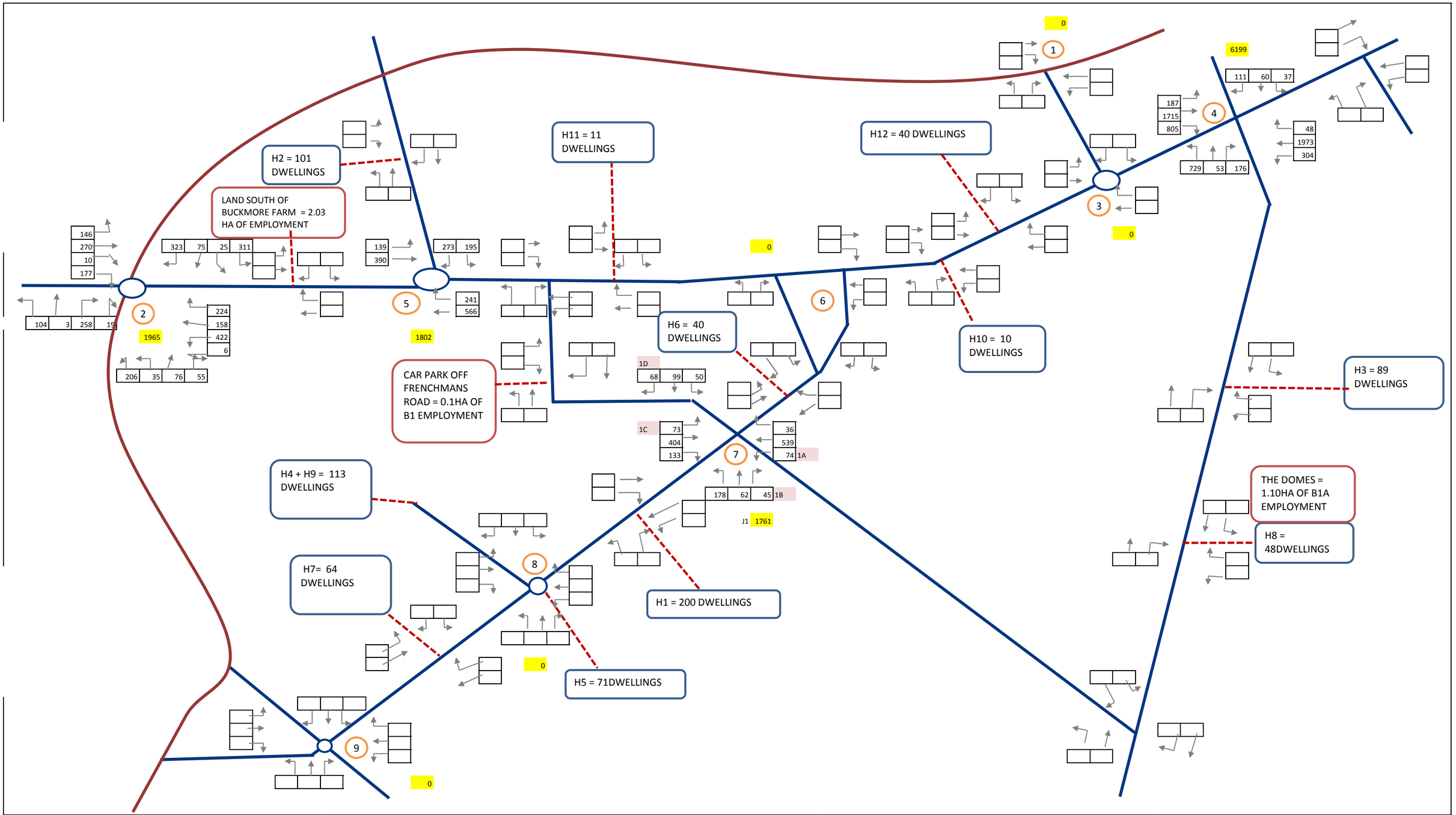
2032 Preferred Option Reference Case + Preferred Option Development Traffic

DATE:	JOB NUMBER:	DRAWN BY:	FIGURE:
Feb 2016		IN	Appendix E



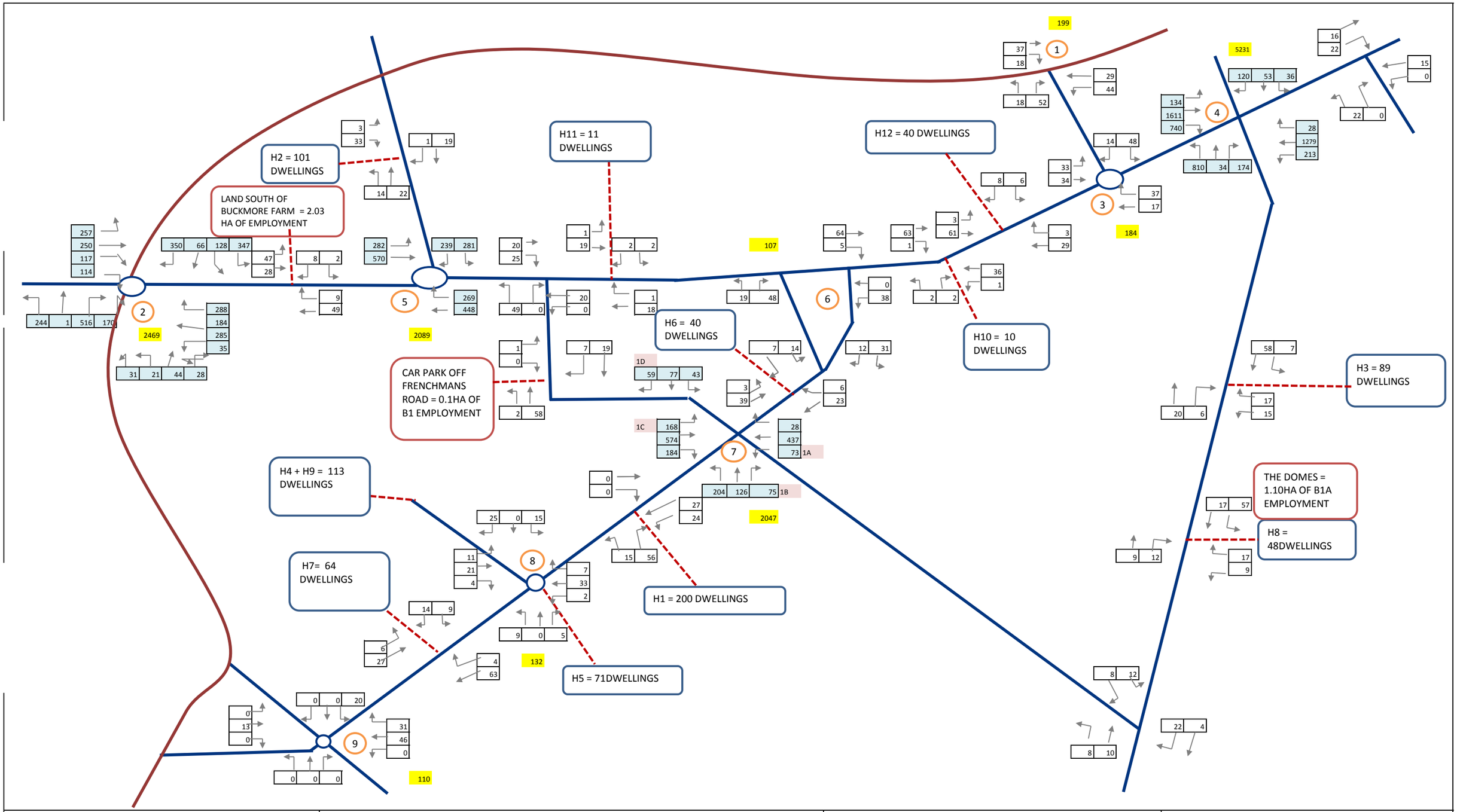
Hampshire Services

NOTES:	PROJECT: South Downs Nationl Park Local Plan Transport Assessment	PLAN TITLE: Distribution Model - Traffic Flow Diagrams
	TIME PERIOD: AM Peak Hour (08:00 - 09:00)	2032 Mid Option plus 60% Reference Case
	DATE: Feb 2016 / JOB NUMBER:	DRAWN BY: IN / FIGURE: Appendix E



Hampshire Services

NOTES:	PROJECT: South Downs Nationl Park Local Plan Transport Assessment		PLAN TITLE: Distribution Model - Traffic Flow Diagrams	
	TIME PERIOD: PM Peak Hour (08:00 - 09:00)		2032 Mid Option plus 60% Reference Case	
	DATE: Feb 2016	JOB NUMBER:	DRAWN BY: IN	FIGURE: Appendix E



Hampshire Services

NOTES:
Internal Trips = 15%

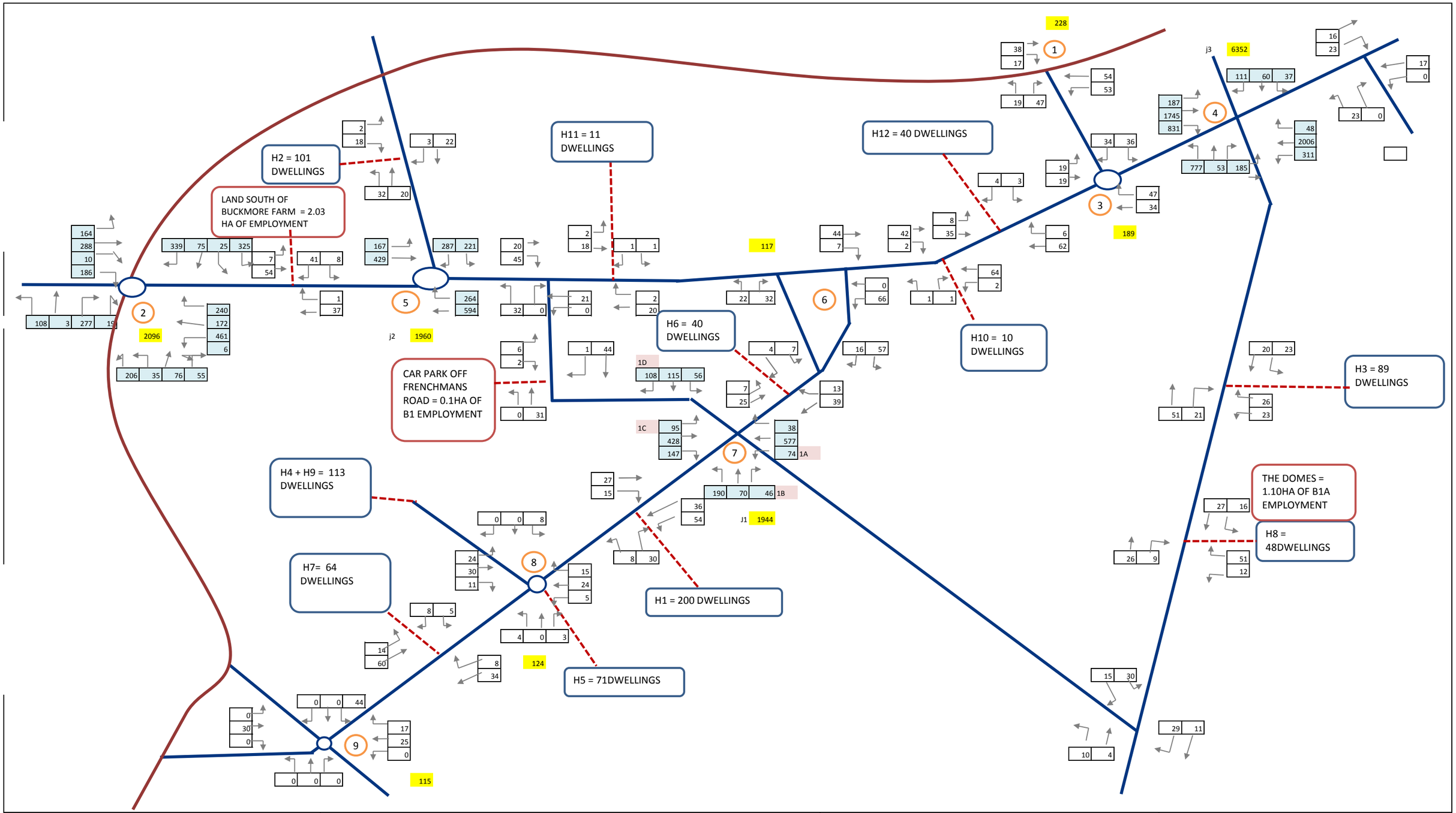
PROJECT: South Downs Nationl Park Local Plan Transport Assessment

TIME PERIOD: AM Peak Hour (08:00 - 09:00)

PLAN TITLE: Distribution Model - Traffic Flow Diagrams

2032 Mid Option plus 60% Reference Case + Mid Option plus 60% Development Traffic

DATE:	JOB NUMBER:	DRAWN BY:	FIGURE:
Feb 2016		IN	Appendix E

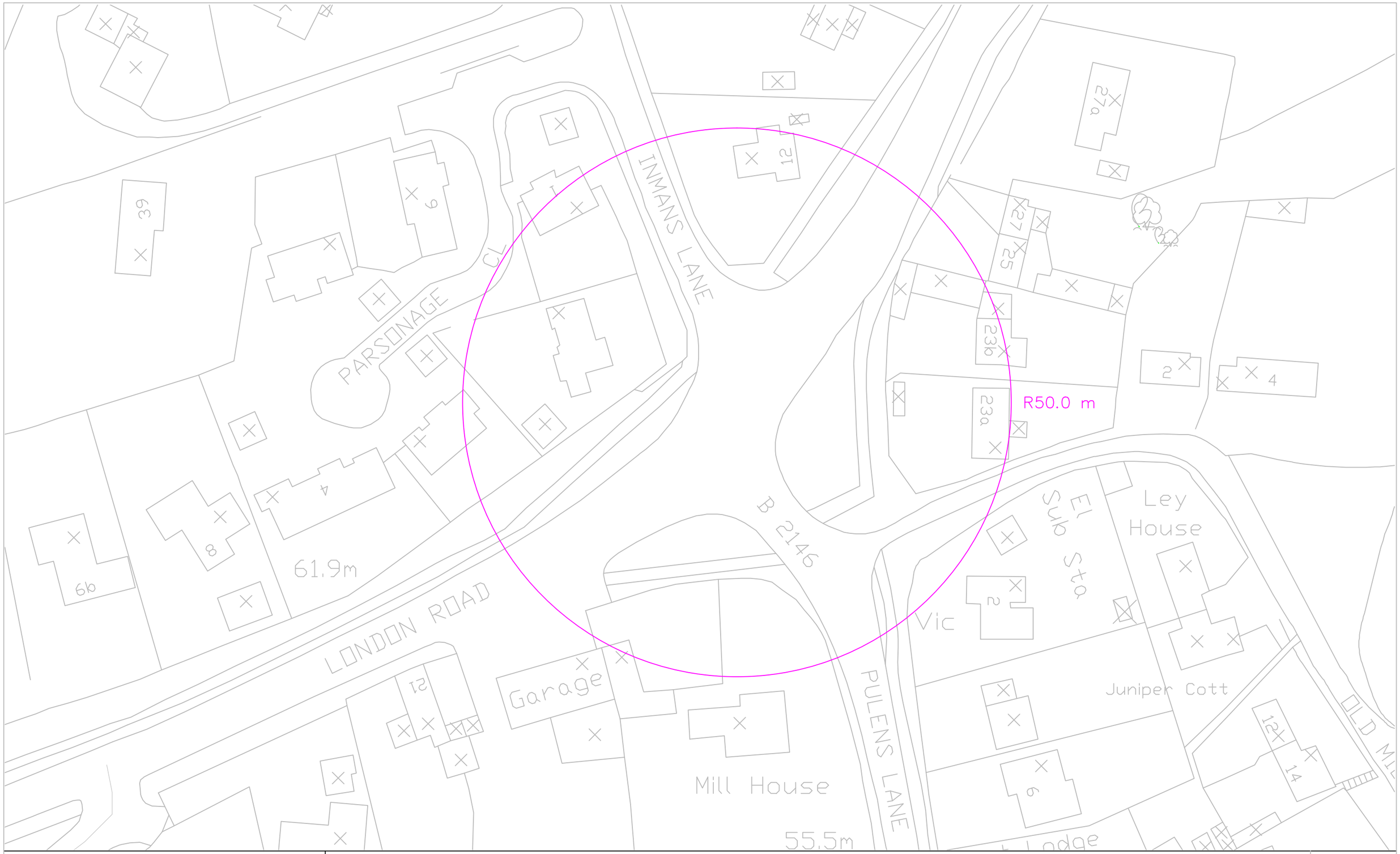


Hampshire Services

NOTES:
Internal Trips = 15%

PROJECT: South Downs Nationl Park Local Plan Transport Assessment	**PLAN TITLE:** Distribution Model - Traffic Flow Diagrams
TIME PERIOD: PM Peak Hour (08:00 - 09:00)	2032 Mid Option plus 60% Reference Case + Mid Option plus 60% Development Traffic
DATE: Feb 2016 / **JOB NUMBER:**	**DRAWN BY:** IN / **FIGURE:** Appendix E

Appendix F: Petersfield Personal Injury Accident Data



Hampshire County Council

STUART JARVIS BSc DipTP FCIHT MRTPI,
DIRECTOR OF ECONOMY, TRANSPORT and ENVIRONMENT,
THE CASTLE, WINCHESTER.

Cert No. FS 21845

Personal Injury Accidents
A272 London Road jw Pullens Lane and Inmans Lane Petersfield
01-01-13 to 31-12-15 (3 years)
No accidents found in search area

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Title: A272 London Road jw Pullens Lane and Inmans Lane Petersfield

Query:
Accident Date BETWEEN '01-Jan-2013' AND '31-Dec-2015'

No accident records found for this search

Hampshire County Council

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Cert No. FS 21845

Personal Injury Accidents
A272 Winchester Road jw A3 and Winchester Road and Bedford Road Petersfield
01-01-13 to 31-12-15 (3 years)

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A272 Winchester Road jw A3 and Winchester Road and Bedford Road Petersfield
Accident Date BETWEEN '01-Jan-2013' AND '31-Dec-2015'

130268528 SLIGHT 473867/123712 20/07/2013 10:40

LOCATION WINCHESTER ROAD 38 METRES EAST OF STONEHAM PARK, PETERSFIELD, HAMPSHIRE

DESCRIPTION VEH 1 (CAR) TRAVELLING W ALONG WINCHESTER ROAD FAILS TO STOP IN TIME AND COLLIDES WITH REAR OF VEH 2 (CAR) STOPPED BEHIND A BUS IN FRONT.

VEHICLES		DRIVER		CASUALTIES			VEH	SEX	AGE
1	Car	Male	24	1	Driver/Rider	SLIGHT	2	Male	50
2	Car	Male	50						

130276691 SLIGHT 473450/123709 23/07/2013 12:50

LOCATION A272 WINCHESTER ROAD AT JUNCTION WITH A3 NORTHBOUND, PETERSFIELD, HAMPSHIRE

DESCRIPTION VEH 1 (CAR) TRAVELLING NW ON THE RBT AT A272 WINCHESTER ROAD AND A3 NORTHBOUND JUNCTION STOPPED BEFORE THE EXIT ONTO WINCHESTER ROAD DUE TO TRAFFIC. VEH 2 (CAR) WAS UNABLE TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1.

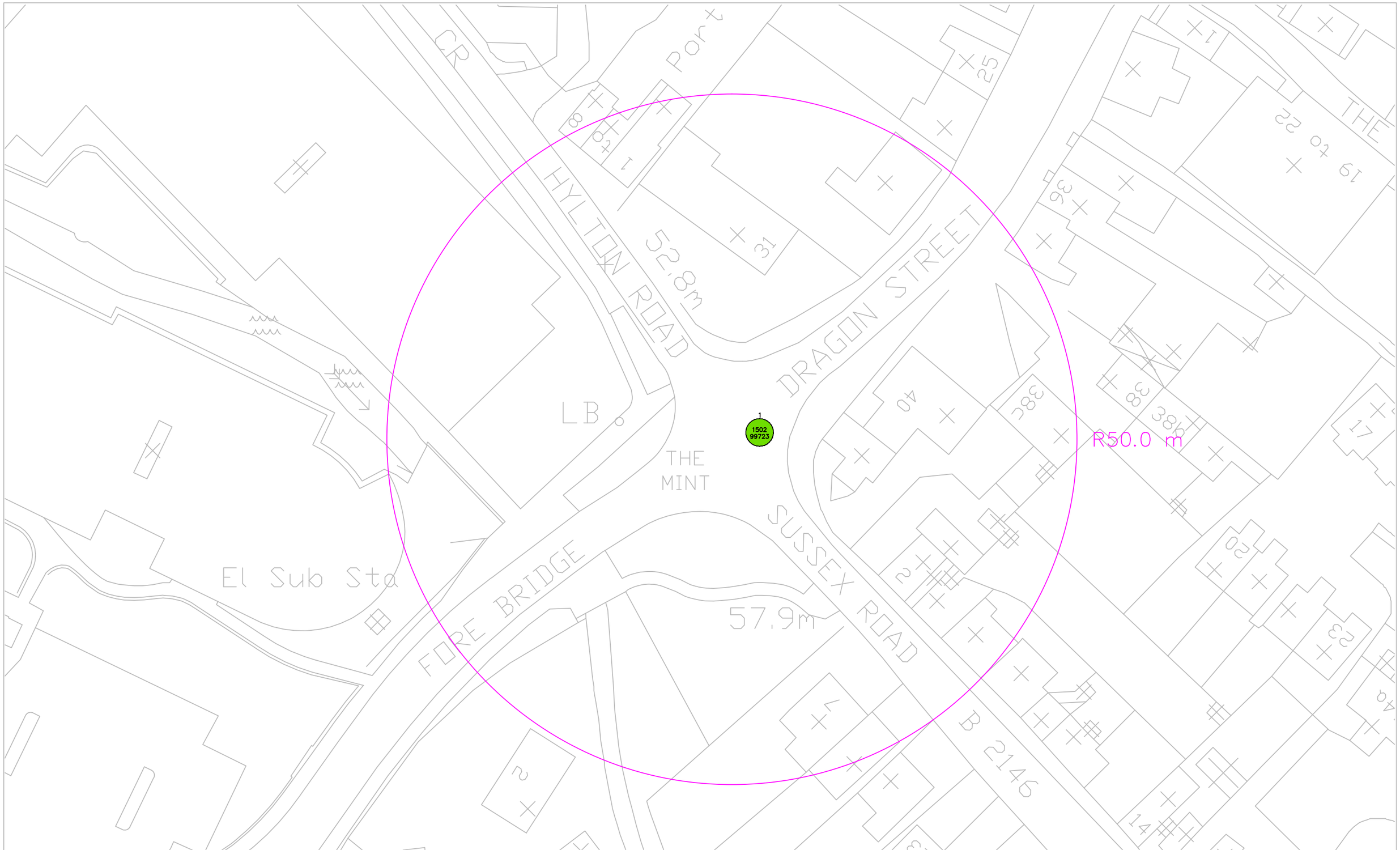
VEHICLES		DRIVER		CASUALTIES			VEH	SEX	AGE
1	Car	Female	37	1	Driver/Rider	SLIGHT	1	Female	37
2	Car	Not known	Unk						

150456330 SLIGHT 473763/123727 29/12/2015 11:05

LOCATION WINCHESTER ROAD AT JUNCTION WITH PRINCES ROAD, PETERSFIELD, HAMPSHIRE

DESCRIPTION VEH 1 (CAR) TRAV E ALONG WINCHESTER ROAD TURNED RIGHT FOR PRINCES ROAD INTO THE PATH OF VEH 2 (P/CYCLE) AND VEH 3 (P/CYCLE) TRAV W IN CLOSE CONVOY. VEH 2 AND VEH 3 COLLIDED WITH THE NEARSIDE OF VEH 1 CAUSING THE RIDERS TO FALL OVER VEH 1'S BONNET.

VEHICLES		DRIVER		CASUALTIES			VEH	SEX	AGE
1	Car	Female	59	1	Driver/Rider	SLIGHT	2	Male	23
2	Pedal Cycle	Male	23	2	Driver/Rider	SLIGHT	3	Male	25
3	Pedal Cycle	Male	25						



Hampshire County Council

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THE CASTLE, WINCHESTER.

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Personal Injury Accidents
The Causeway jw Dragon Street and Hylton Road and Sussex Road Petersfield
01-01-13 to 31-12-15 (3 years)

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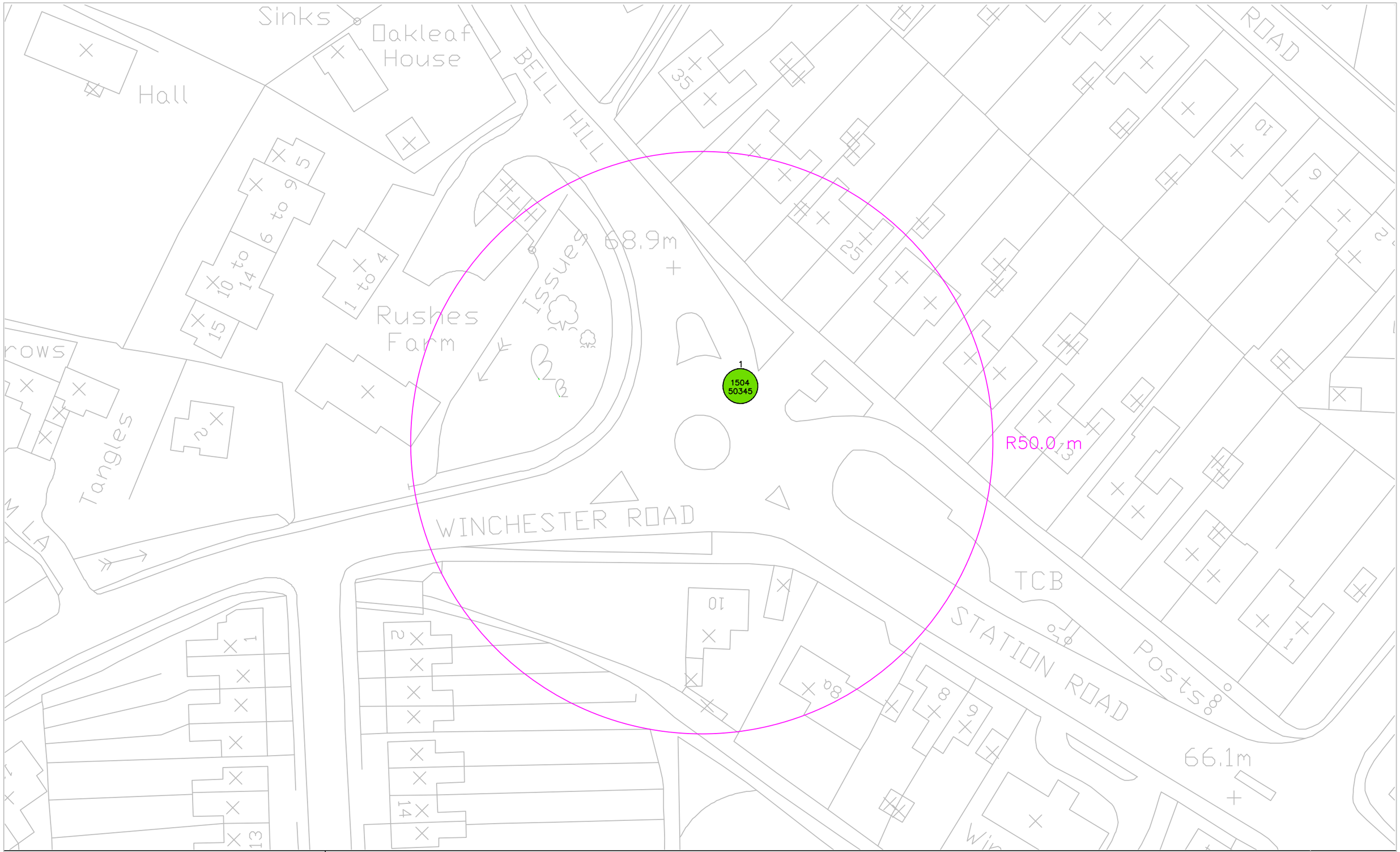
150299723 SLIGHT 474748/122987 29/08/2015 09:30

LOCATION DRAGON STREET JW HYLTON ROAD PETERSFIELD

DESCRIPTION CAR1 TRAV SE HYLTON ROAD FAILED TO GIVE WAY AND ENTERED CROSSROADS INTO PATH OF P/C2 TRAV SW DRAGON STREET CAUSING P/C2 TO COLLIDE WITH NEARSIDE OF CAR1.

VEHICLES		DRIVER		CASUALTIES			VEH	SEX	AGE
1	Car	Male	54	1	Driver/Rider	SLIGHT	2	Male	24
2	Pedal Cycle	Male	24						



Hampshire County Council

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THE CASTLE, WINCHESTER.

Cert No. FS 21845

Personal Injury Accidents
Winchester Road jw Bell Hill and Station Road Petersfield
01-01-13 to 31-12-15 (3 years)

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150450345 SLIGHT 474141/123802 23/12/2015 08:50

LOCATION BELL HILL AT JUNCTION WITH WINCHESTER ROAD, PETERSFIELD, HAMPSHIRE

DESCRIPTION VEH 1 (CAR) TRAVELLING S ALONG BELL HILL ENTERED THE RBT AT WINCHESTER ROAD AND COLLIDED WITH THE NEARSIDE OF VEH 2 (CAR) TRAVELLING E ACROSS THE RBT.

VEHICLES		DRIVER		CASUALTIES			VEH	SEX	AGE
1	Car	Male	49	1	Driver/Rider	SLIGHT	2	Female	59
2	Car	Female	59						

Appendix G: Petersfield Junction Modelling Outputs

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.4.487 [15039,24/03/2014]
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: BELL HILL - STATION ROAD - WINCHESTER ROAD.arc8
Path: E:\Petersfield\BELL HILL - STATION RD - WINCHESTER RD
Report generation date: 03/06/2016 13:42:14

» (Default Analysis Set) - 1. BASE 2016, AM
» (Default Analysis Set) - 1. BASE 2016, PM
» (Default Analysis Set) - 2. BASE 2032, AM
» (Default Analysis Set) - 2. BASE 2032, PM
» (Default Analysis Set) - 3. BASE + PO DEV 2032, AM
» (Default Analysis Set) - 3. BASE + PO DEV 2032, PM
» (Default Analysis Set) - 4. BASE + MID+60% DEV 2032, AM
» (Default Analysis Set) - 4. BASE + MID+60% DEV 2032, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 1. BASE 2016							
RESIDENTIAL ROAD	0.05	15.52	0.05	C	0.00	0.00	0.00	A
STATION ROAD	1.22	6.98	0.55	A	2.31	10.74	0.70	B
WINCHESTER ROAD	1.57	7.05	0.61	A	0.64	4.47	0.39	A
BELL HILL	0.71	5.59	0.42	A	0.60	4.80	0.38	A
	A1 - 2. BASE 2032							
RESIDENTIAL ROAD	0.07	20.23	0.07	C	0.00	0.00	0.00	A
STATION ROAD	1.67	8.53	0.63	A	4.16	17.34	0.81	C
WINCHESTER ROAD	2.29	9.19	0.70	A	0.58	4.38	0.37	A
BELL HILL	0.94	6.61	0.49	A	0.79	5.50	0.44	A
	A1 - 3. BASE + PO DEV 2032							
RESIDENTIAL ROAD	0.09	25.25	0.08	D	0.00	0.00	0.00	A
STATION ROAD	2.37	11.01	0.71	B	6.13	24.50	0.87	C
WINCHESTER ROAD	2.73	10.62	0.74	B	1.05	5.78	0.52	A
BELL HILL	1.21	7.64	0.55	A	0.95	6.17	0.49	A
	A1 - 4. BASE + MID+60% DEV 2032							
RESIDENTIAL ROAD	0.09	25.25	0.08	D	0.00	0.00	0.00	A
STATION ROAD	2.37	11.01	0.71	B	6.14	24.55	0.87	C
WINCHESTER ROAD	2.73	10.62	0.74	B	1.06	5.78	0.52	A
BELL HILL	1.21	7.64	0.55	A	0.95	6.17	0.49	A

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

"D1 - 1. BASE 2016, AM " model duration: 07:45 - 09:15
"D2 - 1. BASE 2016, PM" model duration: 16:45 - 18:15
"D3 - 2. BASE 2032, AM" model duration: 07:45 - 09:15
"D4 - 2. BASE 2032, PM" model duration: 16:45 - 18:15
"D5 - 3. BASE + PO DEV 2032, AM" model duration: 07:45 - 09:15
"D6 - 3. BASE + PO DEV 2032, PM" model duration: 16:45 - 18:15
"D7 - 4. BASE + MID+60% DEV 2032, AM" model duration: 07:45 - 09:15
"D8 - 4. BASE + MID+60% DEV 2032, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 03/06/2016 13:42:09

File summary

Title	BELL HILL - STATION ROAD - WINCHESTER ROAD
Location	PETERSFIELD
Site Number	
Date	31/03/2016
Version	
Status	(new file)
Identifier	
Client	SOUTH DOWNS NATIONAL PARK
Jobnumber	
Enumerator	IN
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) - 1. BASE 2016, AM

Data Errors and Warnings

No errors or warnings

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
1. BASE 2016, AM	1. BASE 2016	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			6.73	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
RESIDENTIAL ROAD	1	RESIDENTIAL ROAD	
STATION ROAD	2	STATION ROAD	
WINCHESTER ROAD	3	WINCHESTER ROAD	
BELL HILL	4	BELL HILL	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
RESIDENTIAL ROAD	0.00	99999.00
STATION ROAD	0.00	99999.00
WINCHESTER ROAD	0.00	99999.00
BELL HILL	0.00	99999.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
RESIDENTIAL ROAD	2.00	4.00	3.50	6.00	29.50	24.00	
STATION ROAD	3.65	5.40	7.50	30.00	29.50	35.00	
WINCHESTER ROAD	3.65	5.70	26.00	31.00	29.50	31.00	
BELL HILL	3.25	5.70	26.00	23.00	29.50	23.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
RESIDENTIAL ROAD		(calculated)	(calculated)	0.434	743.730
STATION ROAD		(calculated)	(calculated)	0.598	1408.048
WINCHESTER ROAD		(calculated)	(calculated)	0.647	1624.192
BELL HILL		(calculated)	(calculated)	0.648	1602.806

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
RESIDENTIAL ROAD	ONE HOUR	✓	11.00	100.000
STATION ROAD	ONE HOUR	✓	578.00	100.000
WINCHESTER ROAD	ONE HOUR	✓	735.00	100.000
BELL HILL	ONE HOUR	✓	417.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.000	4.000	6.000	1.000
	STATION ROAD	2.000	0.000	359.000	217.000
	WINCHESTER ROAD	5.000	489.000	0.000	241.000
	BELL HILL	1.000	229.000	187.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.00	0.36	0.55	0.09
	STATION ROAD	0.00	0.00	0.62	0.38
	WINCHESTER ROAD	0.01	0.67	0.00	0.33
	BELL HILL	0.00	0.55	0.45	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	1.000	1.100	1.100	1.100
	STATION ROAD	1.100	1.000	1.100	1.100
	WINCHESTER ROAD	1.100	1.100	1.000	1.100
	BELL HILL	1.100	1.100	1.100	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.0	10.0	10.0	10.0
	STATION ROAD	10.0	0.0	10.0	10.0
	WINCHESTER ROAD	10.0	10.0	0.0	10.0
	BELL HILL	10.0	10.0	10.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
RESIDENTIAL ROAD	0.05	15.52	0.05	C
STATION ROAD	0.55	6.98	1.22	A
WINCHESTER ROAD	0.61	7.05	1.57	A
BELL HILL	0.42	5.59	0.71	A

Main Results for each time segment

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

Name	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
RESIDENTIAL ROAD	8.28	8.19	678.16	0.00	382.05	0.022	0.02	9.627	A
STATION ROAD	435.15	432.87	145.38	0.00	1193.07	0.365	0.57	4.721	A
WINCHESTER ROAD	553.35	550.66	164.76	0.00	1369.91	0.404	0.67	4.380	A
BELL HILL	313.94	312.56	371.60	0.00	1216.30	0.258	0.35	3.978	A

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

Name	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
RESIDENTIAL ROAD	9.89	9.85	812.35	0.00	323.87	0.031	0.03	11.462	B
STATION ROAD	519.61	518.75	174.16	0.00	1175.85	0.442	0.78	5.472	A
WINCHESTER ROAD	660.75	659.64	197.45	0.00	1348.76	0.490	0.95	5.215	A
BELL HILL	374.87	374.38	445.14	0.00	1168.64	0.321	0.47	4.529	A

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

Name	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
RESIDENTIAL ROAD	12.11	12.03	993.88	0.00	245.15	0.049	0.05	15.437	C
STATION ROAD	636.39	634.67	213.12	0.00	1152.54	0.552	1.21	6.927	A
WINCHESTER ROAD	809.25	806.84	241.57	0.00	1320.20	0.613	1.55	6.978	A
BELL HILL	459.13	458.18	544.48	0.00	1104.28	0.416	0.70	5.564	A

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

Name	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
RESIDENTIAL ROAD	12.11	12.11	996.36	0.00	244.08	0.050	0.05	15.519	C
STATION ROAD	636.39	636.35	213.59	0.00	1152.26	0.552	1.22	6.977	A
WINCHESTER ROAD	809.25	809.19	242.21	0.00	1319.79	0.613	1.57	7.047	A
BELL HILL	459.13	459.11	546.06	0.00	1103.25	0.416	0.71	5.588	A

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

Name	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
RESIDENTIAL ROAD	9.89	9.97	816.09	0.00	322.24	0.031	0.03	11.532	B
STATION ROAD	519.61	521.30	174.87	0.00	1175.42	0.442	0.80	5.517	A
WINCHESTER ROAD	660.75	663.14	198.42	0.00	1348.13	0.490	0.97	5.273	A
BELL HILL	374.87	375.80	447.51	0.00	1167.11	0.321	0.48	4.554	A

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

Name	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
RESIDENTIAL ROAD	8.28	8.32	682.60	0.00	380.13	0.022	0.02	9.682	A
STATION ROAD	435.15	436.03	146.30	0.00	1192.51	0.365	0.58	4.765	A
WINCHESTER ROAD	553.35	554.50	165.97	0.00	1369.13	0.404	0.68	4.425	A
BELL HILL	313.94	314.44	374.19	0.00	1214.62	0.258	0.35	4.002	A

(Default Analysis Set) - 1. BASE 2016, PM

Data Errors and Warnings

No errors or warnings

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
1. BASE 2016, PM	1. BASE 2016	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			7.36	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
RESIDENTIAL ROAD	1	RESIDENTIAL ROAD	
STATION ROAD	2	STATION ROAD	
WINCHESTER ROAD	3	WINCHESTER ROAD	
BELL HILL	4	BELL HILL	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
RESIDENTIAL ROAD	0.00	99999.00
STATION ROAD	0.00	99999.00
WINCHESTER ROAD	0.00	99999.00
BELL HILL	0.00	99999.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
RESIDENTIAL ROAD	2.00	4.00	3.50	6.00	29.50	24.00	
STATION ROAD	3.65	5.40	7.50	30.00	29.50	35.00	
WINCHESTER ROAD	3.65	5.70	26.00	31.00	29.50	31.00	
BELL HILL	3.25	5.70	26.00	23.00	29.50	23.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
RESIDENTIAL ROAD		(calculated)	(calculated)	0.434	743.730
STATION ROAD		(calculated)	(calculated)	0.598	1408.048
WINCHESTER ROAD		(calculated)	(calculated)	0.647	1624.192
BELL HILL		(calculated)	(calculated)	0.648	1602.806

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
RESIDENTIAL ROAD	ONE HOUR	✓	4.00	100.000
STATION ROAD	ONE HOUR	✓	715.00	100.000
WINCHESTER ROAD	ONE HOUR	✓	470.00	100.000
BELL HILL	ONE HOUR	✓	413.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.000	3.000	1.000	0.000
	STATION ROAD	5.000	0.000	498.000	212.000
	WINCHESTER ROAD	5.000	343.000	0.000	122.000
	BELL HILL	1.000	172.000	240.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.00	0.75	0.25	0.00
	STATION ROAD	0.01	0.00	0.70	0.30
	WINCHESTER ROAD	0.01	0.73	0.00	0.26
	BELL HILL	0.00	0.42	0.58	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	1.000	1.100	1.100	1.100
	STATION ROAD	1.100	1.000	1.100	1.100
	WINCHESTER ROAD	1.100	1.100	1.000	1.100
	BELL HILL	1.100	1.100	1.100	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.0	10.0	10.0	10.0
	STATION ROAD	10.0	0.0	10.0	10.0
	WINCHESTER ROAD	10.0	10.0	0.0	10.0
	BELL HILL	10.0	10.0	10.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
RESIDENTIAL ROAD	0.00	0.00	0.00	A
STATION ROAD	0.70	10.74	2.31	B
WINCHESTER ROAD	0.39	4.47	0.64	A
BELL HILL	0.38	4.80	0.60	A

Main Results for each time segment

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	566.13	0.00	430.63	0.000	0.00	0.000	A
STATION ROAD	538.29	534.93	179.95	0.00	1172.39	0.459	0.84	5.619	A
WINCHESTER ROAD	353.84	352.46	162.35	0.00	1371.47	0.258	0.35	3.528	A
BELL HILL	310.93	309.66	264.71	0.00	1285.57	0.242	0.32	3.684	A

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	678.01	0.00	382.12	0.000	0.00	0.000	A
STATION ROAD	642.77	641.15	215.52	0.00	1151.10	0.558	1.24	7.036	A
WINCHESTER ROAD	422.52	422.09	194.59	0.00	1350.61	0.313	0.45	3.875	A
BELL HILL	371.28	370.87	317.01	0.00	1251.67	0.297	0.42	4.085	A

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	830.01	0.00	316.21	0.000	0.00	0.000	A
STATION ROAD	787.23	783.14	263.82	0.00	1122.20	0.702	2.26	10.490	B
WINCHESTER ROAD	517.48	516.74	237.68	0.00	1322.72	0.391	0.64	4.463	A
BELL HILL	454.72	454.00	388.08	0.00	1205.62	0.377	0.60	4.786	A

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	831.25	0.00	315.67	0.000	0.00	0.000	A
STATION ROAD	787.23	787.06	264.24	0.00	1121.96	0.702	2.31	10.735	B
WINCHESTER ROAD	517.48	517.47	238.87	0.00	1321.95	0.391	0.64	4.474	A
BELL HILL	454.72	454.71	388.65	0.00	1205.25	0.377	0.60	4.796	A

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	679.97	0.00	381.27	0.000	0.00	0.000	A
STATION ROAD	642.77	646.85	216.17	0.00	1150.71	0.559	1.29	7.203	A
WINCHESTER ROAD	422.52	423.25	196.32	0.00	1349.49	0.313	0.46	3.891	A
BELL HILL	371.28	371.99	317.91	0.00	1251.09	0.297	0.42	4.099	A

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	569.13	0.00	429.33	0.000	0.00	0.000	A
STATION ROAD	538.29	540.00	180.93	0.00	1171.80	0.459	0.86	5.715	A
WINCHESTER ROAD	353.84	354.28	163.89	0.00	1370.47	0.258	0.35	3.543	A
BELL HILL	310.93	311.34	266.09	0.00	1284.67	0.242	0.32	3.702	A

(Default Analysis Set) - 2. BASE 2032, AM

Data Errors and Warnings

No errors or warnings

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
2. BASE 2032, AM	2. BASE 2032	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			8.42	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
RESIDENTIAL ROAD	1	RESIDENTIAL ROAD	
STATION ROAD	2	STATION ROAD	
WINCHESTER ROAD	3	WINCHESTER ROAD	
BELL HILL	4	BELL HILL	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
RESIDENTIAL ROAD	0.00	99999.00
STATION ROAD	0.00	99999.00
WINCHESTER ROAD	0.00	99999.00
BELL HILL	0.00	99999.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
RESIDENTIAL ROAD	2.00	4.00	3.50	6.00	29.50	24.00	
STATION ROAD	3.65	5.40	7.50	30.00	29.50	35.00	
WINCHESTER ROAD	3.65	5.70	26.00	31.00	29.50	31.00	
BELL HILL	3.25	5.70	26.00	23.00	29.50	23.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
RESIDENTIAL ROAD		(calculated)	(calculated)	0.434	743.730
STATION ROAD		(calculated)	(calculated)	0.598	1408.048
WINCHESTER ROAD		(calculated)	(calculated)	0.647	1624.192
BELL HILL		(calculated)	(calculated)	0.648	1602.806

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
RESIDENTIAL ROAD	ONE HOUR	✓	12.00	100.000
STATION ROAD	ONE HOUR	✓	649.00	100.000
WINCHESTER ROAD	ONE HOUR	✓	826.00	100.000
BELL HILL	ONE HOUR	✓	468.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.000	4.000	7.000	1.000
	STATION ROAD	2.000	0.000	403.000	244.000
	WINCHESTER ROAD	6.000	549.000	0.000	271.000
	BELL HILL	1.000	257.000	210.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.00	0.33	0.58	0.08
	STATION ROAD	0.00	0.00	0.62	0.38
	WINCHESTER ROAD	0.01	0.66	0.00	0.33
	BELL HILL	0.00	0.55	0.45	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	1.000	1.100	1.100	1.100
	STATION ROAD	1.100	1.000	1.100	1.100
	WINCHESTER ROAD	1.100	1.100	1.000	1.100
	BELL HILL	1.100	1.100	1.100	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.0	10.0	10.0	10.0
	STATION ROAD	10.0	0.0	10.0	10.0
	WINCHESTER ROAD	10.0	10.0	0.0	10.0
	BELL HILL	10.0	10.0	10.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
RESIDENTIAL ROAD	0.07	20.23	0.07	C
STATION ROAD	0.63	8.53	1.67	A
WINCHESTER ROAD	0.70	9.19	2.29	A
BELL HILL	0.49	6.61	0.94	A

Main Results for each time segment

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

Name	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
RESIDENTIAL ROAD	9.03	8.93	761.00	0.00	346.13	0.026	0.03	10.672	B
STATION ROAD	488.60	485.81	163.30	0.00	1182.35	0.413	0.70	5.148	A
WINCHESTER ROAD	621.86	618.51	184.89	0.00	1356.88	0.458	0.84	4.855	A
BELL HILL	352.33	350.66	417.08	0.00	1186.83	0.297	0.42	4.296	A

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

Name	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
RESIDENTIAL ROAD	10.79	10.74	911.63	0.00	280.82	0.038	0.04	13.329	B
STATION ROAD	583.44	582.25	195.65	0.00	1162.99	0.502	0.99	6.186	A
WINCHESTER ROAD	742.56	740.95	221.59	0.00	1333.13	0.557	1.24	6.061	A
BELL HILL	420.72	420.06	499.65	0.00	1133.32	0.371	0.59	5.043	A

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

Name	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
RESIDENTIAL ROAD	13.21	13.08	1114.57	0.00	192.82	0.069	0.07	20.016	C
STATION ROAD	714.56	711.93	239.32	0.00	1136.87	0.629	1.65	8.419	A
WINCHESTER ROAD	909.44	905.40	270.94	0.00	1301.19	0.699	2.25	9.010	A
BELL HILL	515.28	513.90	610.55	0.00	1061.46	0.485	0.93	6.559	A

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

Name	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
RESIDENTIAL ROAD	13.21	13.21	1118.50	0.00	191.11	0.069	0.07	20.233	C
STATION ROAD	714.56	714.48	240.00	0.00	1136.45	0.629	1.67	8.527	A
WINCHESTER ROAD	909.44	909.29	271.92	0.00	1300.56	0.699	2.29	9.191	A
BELL HILL	515.28	515.24	613.17	0.00	1059.76	0.486	0.94	6.610	A

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

Name	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
RESIDENTIAL ROAD	10.79	10.92	917.41	0.00	278.31	0.039	0.04	13.471	B
STATION ROAD	583.44	586.04	196.68	0.00	1162.38	0.502	1.02	6.276	A
WINCHESTER ROAD	742.56	746.59	223.05	0.00	1332.19	0.557	1.28	6.190	A
BELL HILL	420.72	422.09	503.45	0.00	1130.86	0.372	0.60	5.088	A

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

Name	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
RESIDENTIAL ROAD	9.03	9.09	766.71	0.00	343.66	0.026	0.03	10.761	B
STATION ROAD	488.60	489.84	164.47	0.00	1181.65	0.413	0.71	5.212	A
WINCHESTER ROAD	621.86	623.55	186.43	0.00	1355.89	0.459	0.86	4.928	A
BELL HILL	352.33	353.02	420.48	0.00	1184.63	0.297	0.43	4.333	A

(Default Analysis Set) - 2. BASE 2032, PM

Data Errors and Warnings

No errors or warnings

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
2. BASE 2032, PM	2. BASE 2032	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			10.82	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
RESIDENTIAL ROAD	1	RESIDENTIAL ROAD	
STATION ROAD	2	STATION ROAD	
WINCHESTER ROAD	3	WINCHESTER ROAD	
BELL HILL	4	BELL HILL	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
RESIDENTIAL ROAD	0.00	99999.00
STATION ROAD	0.00	99999.00
WINCHESTER ROAD	0.00	99999.00
BELL HILL	0.00	99999.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
RESIDENTIAL ROAD	2.00	4.00	3.50	6.00	29.50	24.00	
STATION ROAD	3.65	5.40	7.50	30.00	29.50	35.00	
WINCHESTER ROAD	3.65	5.70	26.00	31.00	29.50	31.00	
BELL HILL	3.25	5.70	26.00	23.00	29.50	23.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
RESIDENTIAL ROAD		(calculated)	(calculated)	0.434	743.730
STATION ROAD		(calculated)	(calculated)	0.598	1408.048
WINCHESTER ROAD		(calculated)	(calculated)	0.647	1624.192
BELL HILL		(calculated)	(calculated)	0.648	1602.806

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
RESIDENTIAL ROAD	ONE HOUR	✓	4.00	100.000
STATION ROAD	ONE HOUR	✓	813.00	100.000
WINCHESTER ROAD	ONE HOUR	✓	435.00	100.000
BELL HILL	ONE HOUR	✓	469.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.000	3.000	1.000	0.000
	STATION ROAD	6.000	0.000	566.000	241.000
	WINCHESTER ROAD	6.000	390.000	0.000	39.000
	BELL HILL	1.000	195.000	273.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.00	0.75	0.25	0.00
	STATION ROAD	0.01	0.00	0.70	0.30
	WINCHESTER ROAD	0.01	0.90	0.00	0.09
	BELL HILL	0.00	0.42	0.58	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	1.000	1.100	1.100	1.100
	STATION ROAD	1.100	1.000	1.100	1.100
	WINCHESTER ROAD	1.100	1.100	1.000	1.100
	BELL HILL	1.100	1.100	1.100	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.0	10.0	10.0	10.0
	STATION ROAD	10.0	0.0	10.0	10.0
	WINCHESTER ROAD	10.0	10.0	0.0	10.0
	BELL HILL	10.0	10.0	10.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
RESIDENTIAL ROAD	0.00	0.00	0.00	A
STATION ROAD	0.81	17.34	4.16	C
WINCHESTER ROAD	0.37	4.38	0.58	A
BELL HILL	0.44	5.50	0.79	A

Main Results for each time segment

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	643.27	0.00	397.18	0.000	0.00	0.000	A
STATION ROAD	612.07	607.65	204.63	0.00	1157.62	0.529	1.10	6.494	A
WINCHESTER ROAD	327.49	326.22	184.61	0.00	1357.06	0.241	0.32	3.487	A
BELL HILL	353.09	351.54	301.46	0.00	1261.75	0.280	0.39	3.949	A

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	770.44	0.00	342.04	0.000	0.00	0.000	A
STATION ROAD	730.87	728.22	245.10	0.00	1133.40	0.645	1.77	8.825	A
WINCHESTER ROAD	391.06	390.67	221.24	0.00	1333.36	0.293	0.41	3.816	A
BELL HILL	421.62	421.08	361.02	0.00	1223.16	0.345	0.52	4.485	A

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	943.05	0.00	267.19	0.000	0.00	0.000	A
STATION ROAD	895.13	886.27	299.98	0.00	1100.57	0.813	3.98	16.157	C
WINCHESTER ROAD	478.94	478.28	269.26	0.00	1302.28	0.368	0.58	4.365	A
BELL HILL	516.38	515.34	441.94	0.00	1170.72	0.441	0.78	5.483	A

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	944.65	0.00	266.50	0.000	0.00	0.000	A
STATION ROAD	895.13	894.44	300.57	0.00	1100.22	0.814	4.16	17.340	C
WINCHESTER ROAD	478.94	478.93	271.74	0.00	1300.68	0.368	0.58	4.380	A
BELL HILL	516.38	516.36	442.59	0.00	1170.30	0.441	0.79	5.504	A

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	772.92	0.00	340.96	0.000	0.00	0.000	A
STATION ROAD	730.87	740.03	246.01	0.00	1132.86	0.645	1.87	9.368	A
WINCHESTER ROAD	391.06	391.70	224.83	0.00	1331.03	0.294	0.42	3.834	A
BELL HILL	421.62	422.64	362.05	0.00	1222.49	0.345	0.53	4.507	A

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	646.86	0.00	395.63	0.000	0.00	0.000	A
STATION ROAD	612.07	614.98	205.85	0.00	1156.89	0.529	1.14	6.677	A
WINCHESTER ROAD	327.49	327.88	186.84	0.00	1355.62	0.242	0.32	3.503	A
BELL HILL	353.09	353.64	303.03	0.00	1260.74	0.280	0.39	3.970	A

(Default Analysis Set) - 3. BASE + PO DEV 2032, AM

Data Errors and Warnings

No errors or warnings

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
3. BASE + PO DEV 2032, AM	3. BASE + PO DEV 2032	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			10.10	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
RESIDENTIAL ROAD	1	RESIDENTIAL ROAD	
STATION ROAD	2	STATION ROAD	
WINCHESTER ROAD	3	WINCHESTER ROAD	
BELL HILL	4	BELL HILL	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
RESIDENTIAL ROAD	0.00	99999.00
STATION ROAD	0.00	99999.00
WINCHESTER ROAD	0.00	99999.00
BELL HILL	0.00	99999.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
RESIDENTIAL ROAD	2.00	4.00	3.50	6.00	29.50	24.00	
STATION ROAD	3.65	5.40	7.50	30.00	29.50	35.00	
WINCHESTER ROAD	3.65	5.70	26.00	31.00	29.50	31.00	
BELL HILL	3.25	5.70	26.00	23.00	29.50	23.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
RESIDENTIAL ROAD		(calculated)	(calculated)	0.434	743.730
STATION ROAD		(calculated)	(calculated)	0.598	1408.048
WINCHESTER ROAD		(calculated)	(calculated)	0.647	1624.192
BELL HILL		(calculated)	(calculated)	0.648	1602.806

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
RESIDENTIAL ROAD	ONE HOUR	✓	12.00	100.000
STATION ROAD	ONE HOUR	✓	718.32	100.000
WINCHESTER ROAD	ONE HOUR	✓	858.17	100.000
BELL HILL	ONE HOUR	✓	521.02	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.000	4.000	7.000	1.000
	STATION ROAD	2.000	0.000	447.570	268.750
	WINCHESTER ROAD	6.000	570.097	0.000	282.070
	BELL HILL	1.000	280.725	239.290	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.00	0.33	0.58	0.08
	STATION ROAD	0.00	0.00	0.62	0.37
	WINCHESTER ROAD	0.01	0.66	0.00	0.33
	BELL HILL	0.00	0.54	0.46	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	1.000	1.100	1.100	1.100
	STATION ROAD	1.100	1.000	1.100	1.100
	WINCHESTER ROAD	1.100	1.100	1.000	1.100
	BELL HILL	1.100	1.100	1.100	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.0	10.0	10.0	10.0
	STATION ROAD	10.0	0.0	10.0	10.0
	WINCHESTER ROAD	10.0	10.0	0.0	10.0
	BELL HILL	10.0	10.0	10.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
RESIDENTIAL ROAD	0.08	25.25	0.09	D
STATION ROAD	0.71	11.01	2.37	B
WINCHESTER ROAD	0.74	10.62	2.73	B
BELL HILL	0.55	7.64	1.21	A

Main Results for each time segment

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

Name	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
RESIDENTIAL ROAD	9.03	8.92	816.28	0.00	322.16	0.028	0.03	11.489	B
STATION ROAD	540.79	537.39	185.19	0.00	1169.25	0.463	0.85	5.667	A
WINCHESTER ROAD	646.07	642.42	203.30	0.00	1344.97	0.480	0.91	5.098	A
BELL HILL	392.25	390.26	432.76	0.00	1176.67	0.333	0.50	4.567	A

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

Name	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
RESIDENTIAL ROAD	10.79	10.73	977.88	0.00	252.09	0.043	0.04	14.912	B
STATION ROAD	645.75	644.10	221.87	0.00	1147.30	0.563	1.27	7.129	A
WINCHESTER ROAD	771.47	769.59	243.67	0.00	1318.84	0.585	1.39	6.532	A
BELL HILL	468.38	467.53	518.43	0.00	1121.16	0.418	0.71	5.501	A

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

Name	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
RESIDENTIAL ROAD	13.21	13.03	1194.90	0.00	157.99	0.084	0.09	24.804	C
STATION ROAD	790.89	786.64	271.27	0.00	1117.75	0.708	2.33	10.733	B
WINCHESTER ROAD	944.86	939.71	297.59	0.00	1283.95	0.736	2.67	10.303	B
BELL HILL	573.65	571.73	633.03	0.00	1046.90	0.548	1.19	7.546	A

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

Name	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
RESIDENTIAL ROAD	13.21	13.20	1200.02	0.00	155.77	0.085	0.09	25.246	D
STATION ROAD	790.89	790.70	272.24	0.00	1117.17	0.708	2.37	11.009	B
WINCHESTER ROAD	944.86	944.62	299.13	0.00	1282.95	0.736	2.73	10.620	B
BELL HILL	573.65	573.59	636.34	0.00	1044.75	0.549	1.21	7.637	A

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

Name	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
RESIDENTIAL ROAD	10.79	10.97	985.34	0.00	248.86	0.043	0.05	15.143	C
STATION ROAD	645.75	650.00	223.30	0.00	1146.45	0.563	1.31	7.314	A
WINCHESTER ROAD	771.47	776.66	245.91	0.00	1317.39	0.586	1.44	6.719	A
BELL HILL	468.38	470.29	523.19	0.00	1118.07	0.419	0.73	5.573	A

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

Name	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
RESIDENTIAL ROAD	9.03	9.10	822.92	0.00	319.29	0.028	0.03	11.607	B
STATION ROAD	540.79	542.55	186.63	0.00	1168.39	0.463	0.87	5.770	A
WINCHESTER ROAD	646.07	648.08	205.26	0.00	1343.70	0.481	0.94	5.191	A
BELL HILL	392.25	393.14	436.57	0.00	1174.20	0.334	0.51	4.615	A

(Default Analysis Set) - 3. BASE + PO DEV 2032, PM

Data Errors and Warnings

No errors or warnings

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
3. BASE + PO DEV 2032, PM	3. BASE + PO DEV 2032	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			14.07	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
RESIDENTIAL ROAD	1	RESIDENTIAL ROAD	
STATION ROAD	2	STATION ROAD	
WINCHESTER ROAD	3	WINCHESTER ROAD	
BELL HILL	4	BELL HILL	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
RESIDENTIAL ROAD	0.00	99999.00
STATION ROAD	0.00	99999.00
WINCHESTER ROAD	0.00	99999.00
BELL HILL	0.00	99999.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
RESIDENTIAL ROAD	2.00	4.00	3.50	6.00	29.50	24.00	
STATION ROAD	3.65	5.40	7.50	30.00	29.50	35.00	
WINCHESTER ROAD	3.65	5.70	26.00	31.00	29.50	31.00	
BELL HILL	3.25	5.70	26.00	23.00	29.50	23.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
RESIDENTIAL ROAD		(calculated)	(calculated)	0.434	743.730
STATION ROAD		(calculated)	(calculated)	0.598	1408.048
WINCHESTER ROAD		(calculated)	(calculated)	0.647	1624.192
BELL HILL		(calculated)	(calculated)	0.648	1602.806

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
RESIDENTIAL ROAD	ONE HOUR	✓	4.00	100.000
STATION ROAD	ONE HOUR	✓	863.05	100.000
WINCHESTER ROAD	ONE HOUR	✓	601.02	100.000
BELL HILL	ONE HOUR	✓	508.13	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.000	3.000	1.000	0.000
	STATION ROAD	6.000	0.000	593.458	263.590
	WINCHESTER ROAD	6.000	428.451	0.000	166.571
	BELL HILL	1.000	220.543	286.587	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.00	0.75	0.25	0.00
	STATION ROAD	0.01	0.00	0.69	0.31
	WINCHESTER ROAD	0.01	0.71	0.00	0.28
	BELL HILL	0.00	0.43	0.56	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	1.000	1.100	1.100	1.100
	STATION ROAD	1.100	1.000	1.100	1.100
	WINCHESTER ROAD	1.100	1.100	1.000	1.100
	BELL HILL	1.100	1.100	1.100	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.0	10.0	10.0	10.0
	STATION ROAD	10.0	0.0	10.0	10.0
	WINCHESTER ROAD	10.0	10.0	0.0	10.0
	BELL HILL	10.0	10.0	10.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
RESIDENTIAL ROAD	0.00	0.00	0.00	A
STATION ROAD	0.87	24.50	6.13	C
WINCHESTER ROAD	0.52	5.78	1.05	A
BELL HILL	0.49	6.17	0.95	A

Main Results for each time segment

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	701.16	0.00	372.08	0.000	0.00	0.000	A
STATION ROAD	649.75	644.66	214.76	0.00	1151.56	0.564	1.27	7.031	A
WINCHESTER ROAD	452.48	450.47	201.37	0.00	1346.22	0.336	0.50	4.010	A
BELL HILL	382.55	380.78	330.10	0.00	1243.19	0.308	0.44	4.166	A

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	839.88	0.00	311.93	0.000	0.00	0.000	A
STATION ROAD	775.86	772.39	257.26	0.00	1126.13	0.689	2.14	10.076	B
WINCHESTER ROAD	540.31	539.57	241.27	0.00	1320.40	0.409	0.69	4.607	A
BELL HILL	456.80	456.13	395.40	0.00	1200.88	0.380	0.61	4.830	A

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	1027.73	0.00	230.47	0.000	0.00	0.000	A
STATION ROAD	950.23	936.06	314.78	0.00	1091.72	0.870	5.68	21.396	C
WINCHESTER ROAD	661.74	660.31	292.40	0.00	1287.31	0.514	1.04	5.729	A
BELL HILL	559.46	558.11	483.81	0.00	1143.59	0.489	0.95	6.135	A

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	1030.04	0.00	229.47	0.000	0.00	0.000	A
STATION ROAD	950.23	948.47	315.52	0.00	1091.27	0.871	6.13	24.497	C
WINCHESTER ROAD	661.74	661.70	296.27	0.00	1284.80	0.515	1.05	5.777	A
BELL HILL	559.46	559.43	484.90	0.00	1142.88	0.490	0.95	6.169	A

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	843.40	0.00	310.40	0.000	0.00	0.000	A
STATION ROAD	775.86	791.17	258.39	0.00	1125.46	0.689	2.30	11.226	B
WINCHESTER ROAD	540.31	541.72	247.14	0.00	1316.60	0.410	0.70	4.653	A
BELL HILL	456.80	458.13	397.08	0.00	1199.79	0.381	0.62	4.862	A

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	705.59	0.00	370.16	0.000	0.00	0.000	A
STATION ROAD	649.75	653.66	216.15	0.00	1150.73	0.565	1.32	7.300	A
WINCHESTER ROAD	452.48	453.25	204.18	0.00	1344.40	0.337	0.51	4.042	A
BELL HILL	382.55	383.23	332.17	0.00	1241.85	0.308	0.45	4.197	A

(Default Analysis Set) - 4. BASE + MID+60% DEV 2032, AM

Data Errors and Warnings

No errors or warnings

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
4. BASE + MID+60% DEV 2032, AM	4. BASE + MID+60% DEV 2032	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			10.10	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
RESIDENTIAL ROAD	1	RESIDENTIAL ROAD	
STATION ROAD	2	STATION ROAD	
WINCHESTER ROAD	3	WINCHESTER ROAD	
BELL HILL	4	BELL HILL	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
RESIDENTIAL ROAD	0.00	99999.00
STATION ROAD	0.00	99999.00
WINCHESTER ROAD	0.00	99999.00
BELL HILL	0.00	99999.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
RESIDENTIAL ROAD	2.00	4.00	3.50	6.00	29.50	24.00	
STATION ROAD	3.65	5.40	7.50	30.00	29.50	35.00	
WINCHESTER ROAD	3.65	5.70	26.00	31.00	29.50	31.00	
BELL HILL	3.25	5.70	26.00	23.00	29.50	23.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
RESIDENTIAL ROAD		(calculated)	(calculated)	0.434	743.730
STATION ROAD		(calculated)	(calculated)	0.598	1408.048
WINCHESTER ROAD		(calculated)	(calculated)	0.647	1624.192
BELL HILL		(calculated)	(calculated)	0.648	1602.806

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
RESIDENTIAL ROAD	ONE HOUR	✓	12.00	100.000
STATION ROAD	ONE HOUR	✓	718.32	100.000
WINCHESTER ROAD	ONE HOUR	✓	858.17	100.000
BELL HILL	ONE HOUR	✓	521.02	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.000	4.000	7.000	1.000
	STATION ROAD	2.000	0.000	447.570	268.750
	WINCHESTER ROAD	6.000	570.097	0.000	282.070
	BELL HILL	1.000	280.725	239.290	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.00	0.33	0.58	0.08
	STATION ROAD	0.00	0.00	0.62	0.37
	WINCHESTER ROAD	0.01	0.66	0.00	0.33
	BELL HILL	0.00	0.54	0.46	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	1.000	1.100	1.100	1.100
	STATION ROAD	1.100	1.000	1.100	1.100
	WINCHESTER ROAD	1.100	1.100	1.000	1.100
	BELL HILL	1.100	1.100	1.100	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.0	10.0	10.0	10.0
	STATION ROAD	10.0	0.0	10.0	10.0
	WINCHESTER ROAD	10.0	10.0	0.0	10.0
	BELL HILL	10.0	10.0	10.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
RESIDENTIAL ROAD	0.08	25.25	0.09	D
STATION ROAD	0.71	11.01	2.37	B
WINCHESTER ROAD	0.74	10.62	2.73	B
BELL HILL	0.55	7.64	1.21	A

Main Results for each time segment

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

Name	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
RESIDENTIAL ROAD	9.03	8.92	816.28	0.00	322.16	0.028	0.03	11.489	B
STATION ROAD	540.79	537.39	185.19	0.00	1169.25	0.463	0.85	5.667	A
WINCHESTER ROAD	646.07	642.42	203.30	0.00	1344.97	0.480	0.91	5.098	A
BELL HILL	392.25	390.26	432.76	0.00	1176.67	0.333	0.50	4.567	A

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

Name	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
RESIDENTIAL ROAD	10.79	10.73	977.88	0.00	252.09	0.043	0.04	14.912	B
STATION ROAD	645.75	644.10	221.87	0.00	1147.30	0.563	1.27	7.129	A
WINCHESTER ROAD	771.47	769.59	243.67	0.00	1318.84	0.585	1.39	6.532	A
BELL HILL	468.38	467.53	518.43	0.00	1121.16	0.418	0.71	5.501	A

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

Name	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
RESIDENTIAL ROAD	13.21	13.03	1194.90	0.00	157.99	0.084	0.09	24.804	C
STATION ROAD	790.89	786.64	271.27	0.00	1117.75	0.708	2.33	10.733	B
WINCHESTER ROAD	944.86	939.71	297.59	0.00	1283.95	0.736	2.67	10.303	B
BELL HILL	573.65	571.73	633.03	0.00	1046.90	0.548	1.19	7.546	A

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

Name	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
RESIDENTIAL ROAD	13.21	13.20	1200.02	0.00	155.77	0.085	0.09	25.246	D
STATION ROAD	790.89	790.70	272.24	0.00	1117.17	0.708	2.37	11.009	B
WINCHESTER ROAD	944.86	944.62	299.13	0.00	1282.95	0.736	2.73	10.620	B
BELL HILL	573.65	573.59	636.34	0.00	1044.75	0.549	1.21	7.637	A

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

Name	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
RESIDENTIAL ROAD	10.79	10.97	985.34	0.00	248.86	0.043	0.05	15.143	C
STATION ROAD	645.75	650.00	223.30	0.00	1146.45	0.563	1.31	7.314	A
WINCHESTER ROAD	771.47	776.66	245.91	0.00	1317.39	0.586	1.44	6.719	A
BELL HILL	468.38	470.29	523.19	0.00	1118.07	0.419	0.73	5.573	A

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

Name	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
RESIDENTIAL ROAD	9.03	9.10	822.92	0.00	319.29	0.028	0.03	11.607	B
STATION ROAD	540.79	542.55	186.63	0.00	1168.39	0.463	0.87	5.770	A
WINCHESTER ROAD	646.07	648.08	205.26	0.00	1343.70	0.481	0.94	5.191	A
BELL HILL	392.25	393.14	436.57	0.00	1174.20	0.334	0.51	4.615	A

(Default Analysis Set) - 4. BASE + MID+60% DEV 2032, PM

Data Errors and Warnings

No errors or warnings

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
4. BASE + MID+60% DEV 2032, PM	4. BASE + MID+60% DEV 2032	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			14.09	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
RESIDENTIAL ROAD	1	RESIDENTIAL ROAD	
STATION ROAD	2	STATION ROAD	
WINCHESTER ROAD	3	WINCHESTER ROAD	
BELL HILL	4	BELL HILL	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
RESIDENTIAL ROAD	0.00	99999.00
STATION ROAD	0.00	99999.00
WINCHESTER ROAD	0.00	99999.00
BELL HILL	0.00	99999.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
RESIDENTIAL ROAD	2.00	4.00	3.50	6.00	29.50	24.00	
STATION ROAD	3.65	5.40	7.50	30.00	29.50	35.00	
WINCHESTER ROAD	3.65	5.70	26.00	31.00	29.50	31.00	
BELL HILL	3.25	5.70	26.00	23.00	29.50	23.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
RESIDENTIAL ROAD		(calculated)	(calculated)	0.434	743.730
STATION ROAD		(calculated)	(calculated)	0.598	1408.048
WINCHESTER ROAD		(calculated)	(calculated)	0.647	1624.192
BELL HILL		(calculated)	(calculated)	0.648	1602.806

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
RESIDENTIAL ROAD	ONE HOUR	✓	4.00	100.000
STATION ROAD	ONE HOUR	✓	863.34	100.000
WINCHESTER ROAD	ONE HOUR	✓	601.71	100.000
BELL HILL	ONE HOUR	✓	508.13	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.000	3.000	1.000	0.000
	STATION ROAD	6.000	0.000	593.754	263.590
	WINCHESTER ROAD	6.000	429.139	0.000	166.571
	BELL HILL	1.000	220.543	286.587	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.00	0.75	0.25	0.00
	STATION ROAD	0.01	0.00	0.69	0.31
	WINCHESTER ROAD	0.01	0.71	0.00	0.28
	BELL HILL	0.00	0.43	0.56	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	1.000	1.100	1.100	1.100
	STATION ROAD	1.100	1.000	1.100	1.100
	WINCHESTER ROAD	1.100	1.100	1.000	1.100
	BELL HILL	1.100	1.100	1.100	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		RESIDENTIAL ROAD	STATION ROAD	WINCHESTER ROAD	BELL HILL
From	RESIDENTIAL ROAD	0.0	10.0	10.0	10.0
	STATION ROAD	10.0	0.0	10.0	10.0
	WINCHESTER ROAD	10.0	10.0	0.0	10.0
	BELL HILL	10.0	10.0	10.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
RESIDENTIAL ROAD	0.00	0.00	0.00	A
STATION ROAD	0.87	24.55	6.14	C
WINCHESTER ROAD	0.52	5.78	1.06	A
BELL HILL	0.49	6.17	0.95	A

Main Results for each time segment

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	701.67	0.00	371.86	0.000	0.00	0.000	A
STATION ROAD	649.97	644.88	214.76	0.00	1151.56	0.564	1.27	7.036	A
WINCHESTER ROAD	453.00	450.98	201.37	0.00	1346.22	0.337	0.50	4.012	A
BELL HILL	382.55	380.78	330.62	0.00	1242.85	0.308	0.44	4.167	A

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	840.49	0.00	311.66	0.000	0.00	0.000	A
STATION ROAD	776.13	772.65	257.26	0.00	1126.13	0.689	2.14	10.082	B
WINCHESTER ROAD	540.93	540.19	241.27	0.00	1320.40	0.410	0.69	4.610	A
BELL HILL	456.80	456.13	396.02	0.00	1200.48	0.381	0.61	4.832	A

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	1028.48	0.00	230.15	0.000	0.00	0.000	A
STATION ROAD	950.56	936.35	314.78	0.00	1091.72	0.871	5.70	21.427	C
WINCHESTER ROAD	662.50	661.06	292.39	0.00	1287.31	0.515	1.05	5.736	A
BELL HILL	559.46	558.11	484.57	0.00	1143.10	0.489	0.95	6.141	A

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	1030.80	0.00	229.14	0.000	0.00	0.000	A
STATION ROAD	950.56	948.79	315.52	0.00	1091.27	0.871	6.14	24.546	C
WINCHESTER ROAD	662.50	662.46	296.27	0.00	1284.80	0.516	1.06	5.784	A
BELL HILL	559.46	559.43	485.66	0.00	1142.39	0.490	0.95	6.175	A

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	844.02	0.00	310.13	0.000	0.00	0.000	A
STATION ROAD	776.13	791.48	258.39	0.00	1125.46	0.690	2.30	11.240	B
WINCHESTER ROAD	540.93	542.34	247.15	0.00	1316.59	0.411	0.70	4.659	A
BELL HILL	456.80	458.13	397.70	0.00	1199.38	0.381	0.62	4.866	A

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

Name	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
RESIDENTIAL ROAD	0.00	0.00	706.11	0.00	369.94	0.000	0.00	0.000	A
STATION ROAD	649.97	653.89	216.15	0.00	1150.73	0.565	1.32	7.301	A
WINCHESTER ROAD	453.00	453.77	204.19	0.00	1344.39	0.337	0.51	4.046	A
BELL HILL	382.55	383.23	332.69	0.00	1241.51	0.308	0.45	4.199	A

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.6.541 [19821,26/11/2015]
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Filename: DRAGON ST -SUSSEX RD -THE CAUSEWAY -HYLTON RD.arc8
Path: E:\
Report generation date: 03/08/2016 11:08:28

» (Default Analysis Set) - 1. 2016 BASE, AM
» (Default Analysis Set) - 1. 2016 BASE, PM
» (Default Analysis Set) - 2. 2032 BASE, AM
» (Default Analysis Set) - 2. 2032 BASE, PM
» (Default Analysis Set) - 3. 2032 BASE + PO DEV, AM
» (Default Analysis Set) - 3. 2032 BASE + PO DEV, PM
» (Default Analysis Set) - 4. 2032 BASE + MID+60% DEV, AM
» (Default Analysis Set) - 4. 2032 BASE + MID+60% DEV, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	A1 - 1. 2016 BASE					
Stream B-ACD	17.01	167.07	1.04	2.58	35.21	0.73
Stream A-BCD	0.15	5.30	0.08	0.24	4.79	0.11
Stream D-ABC	1.26	31.20	0.57	2.30	41.54	0.71
Stream C-ABD	2.23	8.30	0.54	1.09	7.26	0.38
	A1 - 2. 2032 BASE					
Stream B-ACD	52.59	472.53	1.29	7.08	87.62	0.92
Stream A-BCD	0.21	5.25	0.10	0.37	4.69	0.14
Stream D-ABC	2.82	65.05	0.77	6.55	105.79	0.92
Stream C-ABD	4.03	11.48	0.68	1.65	8.24	0.47
	A1 - 3. 2032 BASE + PO DEV					
Stream B-ACD	91.65	937.47	1.54	21.09	217.05	1.10
Stream A-BCD	0.29	5.28	0.12	0.45	4.66	0.16
Stream D-ABC	18.03	314.79	1.24	44.90	538.67	1.37
Stream C-ABD	7.59	18.54	0.80	2.37	9.53	0.56
	A1 - 4. 2032 BASE + MID+60% DEV					
Stream B-ACD	90.95	931.96	1.53	21.09	217.05	1.10
Stream A-BCD	0.29	5.28	0.12	0.45	4.66	0.16
Stream D-ABC	17.94	313.01	1.24	44.90	538.67	1.37
Stream C-ABD	7.61	18.59	0.81	2.37	9.53	0.56

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

"D1 - 1. 2016 BASE, AM " model duration: 07:45 - 09:15
"D2 - 1. 2016 BASE, PM" model duration: 16:45 - 18:15
"D3 - 2. 2032 BASE, AM" model duration: 07:45 - 09:15
"D4 - 2. 2032 BASE, PM" model duration: 16:45 - 18:15
"D5 - 3. 2032 BASE + PO DEV, AM" model duration: 07:45 - 09:15
"D6 - 3. 2032 BASE + PO DEV, PM" model duration: 16:45 - 18:15
"D7 - 4. 2032 BASE + MID+60% DEV, AM" model duration: 07:45 - 09:15
"D8 - 4. 2032 BASE + MID+60% DEV, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.6.541 at 03/08/2016 11:08:18

File summary

Title	Dragon St / Sussex Rd / The Causeway / Hylton Rd
Location	
Site Number	
Date	10/03/2016
Version	
Status	(new file)
Identifier	
Client	South Downs National Park
Jobnumber	
Enumerator	Hantsnet
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) - 1. 2016 BASE, AM

Data Errors and Warnings

No errors or warnings

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
1. 2016 BASE, AM	1. 2016 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	Dragon St / Sussex Rd / The Causeway / Hylton Rd	Crossroads	Two-way	A,B,C,D	68.96	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Dragon St		Major
B	B	Sussex Rd		Minor
C	C	Causeway		Major
D	D	Hylton 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	7.00		0.00		2.20	68.00	✓	0.00
C	7.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.20								✓		42	30
D	One lane	3.00								✓		22	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	613.343	-	-	-	-	-	-	0.227	0.325	0.227	-	-	-
1	B-A	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	-	0.227	0.227	0.114
1	B-C	655.694	0.096	0.243	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	0.143	-	-	-
1	B-D, offside lane	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	0.143	-	-	-
1	C-B	602.919	0.223	0.223	0.319	-	-	-	-	-	-	-	-	-
1	D-A	636.527	-	-	-	-	-	-	0.236	-	0.093	-	-	-
1	D-B, nearside lane	494.566	0.137	0.137	0.311	-	-	-	0.218	0.218	0.086	-	-	-
1	D-B, offside lane	494.566	0.137	0.137	0.311	-	-	-	0.218	0.218	0.086	-	-	-
1	D-C	494.566	-	0.137	0.311	0.109	0.218	0.218	0.218	0.218	0.086	-	-	-

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	✓	457.00	100.000
B	ONE HOUR	✓	332.00	100.000
C	ONE HOUR	✓	743.00	100.000
D	ONE HOUR	✓	137.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	64.000	371.000	22.000
	B	66.000	0.000	169.000	97.000
	C	477.000	153.000	0.000	113.000
	D	37.000	63.000	37.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.14	0.81	0.05
	B	0.20	0.00	0.51	0.29
	C	0.64	0.21	0.00	0.15
	D	0.27	0.46	0.27	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	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	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	1.04	167.07	17.01	F
A-BCD	0.08	5.30	0.15	A
D-ABC	0.57	31.20	1.26	D
C-ABD	0.54	8.30	2.23	A

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-ACD	249.95	244.72	0.00	431.84	0.579	1.31	18.761	C
A-BCD	29.24	29.01	0.00	709.48	0.041	0.06	5.289	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	103.14	101.55	0.00	357.12	0.289	0.40	14.006	B
C-ABD	243.54	240.74	0.00	838.34	0.291	0.70	6.021	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	298.46	293.27	0.00	399.61	0.747	2.60	32.318	D
A-BCD	39.43	39.33	0.00	730.32	0.054	0.08	5.212	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	123.16	122.34	0.00	321.09	0.384	0.60	18.034	C
C-ABD	339.47	337.86	0.00	888.53	0.382	1.10	6.563	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	365.54	330.93	0.00	353.21	1.035	11.26	98.872	F
A-BCD	61.47	61.22	0.00	774.70	0.079	0.15	5.046	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	150.84	148.52	0.00	269.88	0.559	1.18	29.110	D
C-ABD	519.48	515.17	0.00	961.55	0.540	2.18	8.133	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	365.54	342.54	0.00	352.26	1.038	17.01	167.073	F
A-BCD	61.66	61.66	0.00	774.04	0.080	0.15	5.056	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	150.84	150.54	0.00	265.29	0.569	1.26	31.202	D
C-ABD	522.58	522.35	0.00	963.84	0.542	2.23	8.303	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	298.46	351.76	0.00	398.36	0.749	3.68	93.421	F
A-BCD	39.60	39.84	0.00	729.27	0.054	0.09	5.226	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	123.16	125.53	0.00	314.10	0.392	0.67	19.317	C
C-ABD	342.40	346.67	0.00	891.67	0.384	1.17	6.709	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	249.95	258.88	0.00	430.83	0.580	1.45	21.903	C
A-BCD	29.41	29.51	0.00	708.58	0.042	0.06	5.302	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	103.14	104.13	0.00	354.92	0.291	0.42	14.409	B
C-ABD	245.89	247.62	0.00	840.22	0.293	0.73	6.117	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

(Default Analysis Set) - 1. 2016 BASE, PM

Data Errors and Warnings

No errors or warnings

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
1. 2016 BASE, PM	1. 2016 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	Dragon St / Sussex Rd / The Causeway / Hylton Rd	Crossroads	Two-way	A,B,C,D	24.84	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Dragon St		Major
B	B	Sussex Rd		Minor
C	C	Causeway		Major
D	D	Hylton 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	7.00		0.00		2.20	68.00	✓	0.00
C	7.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.20								✓		42	30
D	One lane	3.00								✓		22	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	613.343	-	-	-	-	-	-	0.227	0.325	0.227	-	-	-
1	B-A	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	-	0.227	0.227	0.114
1	B-C	655.694	0.096	0.243	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	0.143	-	-	-
1	B-D, offside lane	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	0.143	-	-	-
1	C-B	602.919	0.223	0.223	0.319	-	-	-	-	-	-	-	-	-
1	D-A	636.527	-	-	-	-	-	-	0.236	-	0.093	-	-	-
1	D-B, nearside lane	494.566	0.137	0.137	0.311	-	-	-	0.218	0.218	0.086	-	-	-
1	D-B, offside lane	494.566	0.137	0.137	0.311	-	-	-	0.218	0.218	0.086	-	-	-
1	D-C	494.566	-	0.137	0.311	0.109	0.218	0.218	0.218	0.218	0.086	-	-	-

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	✓	572.00	100.000
B	ONE HOUR	✓	252.00	100.000
C	ONE HOUR	✓	537.00	100.000
D	ONE HOUR	✓	191.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	65.000	475.000	32.000
	B	40.000	0.000	157.000	55.000
	C	356.000	117.000	0.000	64.000
	D	44.000	87.000	60.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.11	0.83	0.06
	B	0.16	0.00	0.62	0.22
	C	0.66	0.22	0.00	0.12
	D	0.23	0.46	0.31	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	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	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.73	35.21	2.58	E
A-BCD	0.11	4.79	0.24	A
D-ABC	0.71	41.54	2.30	E
C-ABD	0.38	7.26	1.09	A

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-ACD	189.72	186.91	0.00	453.24	0.419	0.70	13.382	B
A-BCD	48.04	47.65	0.00	800.97	0.060	0.10	4.779	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	143.79	141.33	0.00	371.13	0.387	0.62	15.508	C
C-ABD	154.01	152.32	0.00	730.97	0.211	0.42	6.217	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	226.54	224.91	0.00	422.60	0.536	1.11	18.055	C
A-BCD	66.10	65.91	0.00	840.46	0.079	0.14	4.650	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	171.71	170.25	0.00	339.82	0.505	0.98	21.043	C
C-ABD	207.26	206.46	0.00	759.47	0.273	0.62	6.523	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	277.46	272.15	0.00	378.35	0.733	2.44	32.367	D
A-BCD	97.99	97.60	0.00	895.89	0.109	0.24	4.512	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	210.29	205.58	0.00	295.95	0.711	2.16	37.972	E
C-ABD	303.70	301.92	0.00	803.05	0.378	1.07	7.213	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	277.46	276.86	0.00	377.64	0.735	2.58	35.211	E
A-BCD	98.23	98.22	0.00	895.78	0.110	0.24	4.520	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	210.29	209.71	0.00	294.97	0.713	2.30	41.541	E
C-ABD	304.62	304.55	0.00	803.89	0.379	1.09	7.264	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	226.54	232.04	0.00	421.67	0.537	1.21	19.488	C
A-BCD	66.35	66.73	0.00	840.25	0.079	0.15	4.658	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	171.71	176.61	0.00	338.48	0.507	1.08	22.850	C
C-ABD	208.23	209.96	0.00	760.62	0.274	0.65	6.582	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	189.72	191.60	0.00	452.48	0.419	0.74	13.898	B
A-BCD	48.34	48.53	0.00	800.65	0.060	0.10	4.789	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	143.79	145.49	0.00	370.06	0.389	0.65	16.148	C
C-ABD	155.07	155.92	0.00	731.75	0.212	0.44	6.274	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

(Default Analysis Set) - 2. 2032 BASE, AM

Data Errors and Warnings

No errors or warnings

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
2. 2032 BASE, AM	2. 2032 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	Dragon St / Sussex Rd / The Causeway / Hylton Rd	Crossroads	Two-way	A,B,C,D	174.20	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Dragon St		Major
B	B	Sussex Rd		Minor
C	C	Causeway		Major
D	D	Hylton 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	7.00		0.00		2.20	68.00	✓	0.00
C	7.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.20								✓		42	30
D	One lane	3.00								✓		22	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	613.343	-	-	-	-	-	-	0.227	0.325	0.227	-	-	-
1	B-A	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	-	0.227	0.227	0.114
1	B-C	655.694	0.096	0.243	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	0.143	-	-	-
1	B-D, offside lane	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	0.143	-	-	-
1	C-B	602.919	0.223	0.223	0.319	-	-	-	-	-	-	-	-	-
1	D-A	636.527	-	-	-	-	-	-	0.236	-	0.093	-	-	-
1	D-B, nearside lane	494.566	0.137	0.137	0.311	-	-	-	0.218	0.218	0.086	-	-	-
1	D-B, offside lane	494.566	0.137	0.137	0.311	-	-	-	0.218	0.218	0.086	-	-	-
1	D-C	494.566	-	0.137	0.311	0.109	0.218	0.218	0.218	0.218	0.086	-	-	-

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	✓	514.00	100.000
B	ONE HOUR	✓	373.00	100.000
C	ONE HOUR	✓	834.00	100.000
D	ONE HOUR	✓	153.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	72.000	417.000	25.000
	B	74.000	0.000	190.000	109.000
	C	536.000	172.000	0.000	126.000
	D	41.000	71.000	41.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.14	0.81	0.05
	B	0.20	0.00	0.51	0.29
	C	0.64	0.21	0.00	0.15
	D	0.27	0.46	0.27	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	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	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	1.29	472.53	52.59	F
A-BCD	0.10	5.25	0.21	A
D-ABC	0.77	65.05	2.82	F
C-ABD	0.68	11.48	4.03	B

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-ACD	280.81	272.96	0.00	411.98	0.682	1.96	24.694	C
A-BCD	35.80	35.50	0.00	723.27	0.050	0.07	5.234	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	115.19	113.14	0.00	334.77	0.344	0.51	16.102	C
C-ABD	300.60	296.88	0.00	869.03	0.346	0.93	6.287	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	335.32	321.74	0.00	374.55	0.895	5.36	57.098	F
A-BCD	52.28	52.10	0.00	758.61	0.069	0.12	5.096	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	137.54	136.20	0.00	293.12	0.469	0.85	22.741	C
C-ABD	432.04	429.41	0.00	928.47	0.465	1.59	7.257	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	410.68	315.35	0.00	319.91	1.284	29.19	222.393	F
A-BCD	79.90	79.55	0.00	800.09	0.100	0.21	4.998	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	168.46	162.97	0.00	232.25	0.725	2.22	48.579	E
C-ABD	682.68	673.71	0.00	1012.31	0.674	3.83	10.803	B
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	410.68	317.07	0.00	317.81	1.292	52.59	460.463	F
A-BCD	80.38	80.36	0.00	798.71	0.101	0.21	5.016	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	168.46	166.06	0.00	218.01	0.773	2.82	65.053	F
C-ABD	690.94	690.15	0.00	1017.32	0.679	4.03	11.476	B
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	335.32	364.88	0.00	371.82	0.902	45.20	472.526	F
A-BCD	52.68	53.03	0.00	756.57	0.070	0.12	5.123	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	137.54	144.37	0.00	268.83	0.512	1.11	30.290	D
C-ABD	439.21	448.45	0.00	935.20	0.470	1.72	7.632	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	280.81	401.57	0.00	410.45	0.684	15.02	277.354	F
A-BCD	36.06	36.25	0.00	722.02	0.050	0.08	5.253	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	115.19	117.27	0.00	316.75	0.364	0.59	18.226	C
C-ABD	304.37	307.31	0.00	872.05	0.349	0.98	6.445	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

(Default Analysis Set) - 2. 2032 BASE, PM

Data Errors and Warnings

No errors or warnings

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
2. 2032 BASE, PM	2. 2032 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	Dragon St / Sussex Rd / The Causeway / Hylton Rd	Crossroads	Two-way	A,B,C,D	55.94	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Dragon St		Major
B	B	Sussex Rd		Minor
C	C	Causeway		Major
D	D	Hylton 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	7.00		0.00		2.20	68.00	✓	0.00
C	7.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.20								✓		42	30
D	One lane	3.00								✓		22	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	613.343	-	-	-	-	-	-	0.227	0.325	0.227	-	-	-
1	B-A	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	-	0.227	0.227	0.114
1	B-C	655.694	0.096	0.243	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	0.143	-	-	-
1	B-D, offside lane	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	0.143	-	-	-
1	C-B	602.919	0.223	0.223	0.319	-	-	-	-	-	-	-	-	-
1	D-A	636.527	-	-	-	-	-	-	0.236	-	0.093	-	-	-
1	D-B, nearside lane	494.566	0.137	0.137	0.311	-	-	-	0.218	0.218	0.086	-	-	-
1	D-B, offside lane	494.566	0.137	0.137	0.311	-	-	-	0.218	0.218	0.086	-	-	-
1	D-C	494.566	-	0.137	0.311	0.109	0.218	0.218	0.218	0.218	0.086	-	-	-

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	✓	649.00	100.000
B	ONE HOUR	✓	285.00	100.000
C	ONE HOUR	✓	610.00	100.000
D	ONE HOUR	✓	217.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	74.000	539.000	36.000
	B	45.000	0.000	178.000	62.000
	C	404.000	133.000	0.000	73.000
	D	50.000	99.000	68.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.11	0.83	0.06
	B	0.16	0.00	0.62	0.22
	C	0.66	0.22	0.00	0.12
	D	0.23	0.46	0.31	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	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	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.92	87.62	7.08	F
A-BCD	0.14	4.69	0.37	A
D-ABC	0.92	105.79	6.55	F
C-ABD	0.47	8.24	1.65	A

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-ACD	214.56	210.77	0.00	432.80	0.496	0.95	15.959	C
A-BCD	59.47	58.97	0.00	828.51	0.072	0.13	4.676	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	163.37	160.00	0.00	350.03	0.467	0.84	18.638	C
C-ABD	189.64	187.42	0.00	750.61	0.253	0.56	6.386	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	256.21	253.21	0.00	396.78	0.646	1.70	24.553	C
A-BCD	83.43	83.16	0.00	873.69	0.095	0.19	4.555	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	195.08	192.36	0.00	313.80	0.622	1.52	28.987	D
C-ABD	263.36	262.12	0.00	786.32	0.335	0.87	6.891	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	313.79	297.79	0.00	343.79	0.913	5.70	63.363	F
A-BCD	132.88	132.21	0.00	947.38	0.140	0.36	4.422	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	238.92	224.46	0.00	262.60	0.910	5.14	75.598	F
C-ABD	392.77	389.78	0.00	835.64	0.470	1.62	8.126	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	313.79	308.27	0.00	341.90	0.918	7.08	87.620	F
A-BCD	133.39	133.36	0.00	947.29	0.141	0.37	4.431	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	238.92	233.28	0.00	260.08	0.919	6.55	105.790	F
C-ABD	394.62	394.48	0.00	837.12	0.471	1.65	8.239	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	256.21	276.49	0.00	394.34	0.650	2.01	34.663	D
A-BCD	83.90	84.56	0.00	873.43	0.096	0.20	4.571	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	195.08	213.85	0.00	310.34	0.629	1.85	42.691	E
C-ABD	265.26	268.20	0.00	788.40	0.336	0.92	7.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	214.56	218.52	0.00	431.62	0.497	1.02	17.187	C
A-BCD	59.92	60.20	0.00	828.11	0.072	0.13	4.693	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	163.37	167.12	0.00	348.40	0.469	0.92	20.242	C
C-ABD	191.26	192.59	0.00	751.87	0.254	0.58	6.472	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

(Default Analysis Set) - 3. 2032 BASE + PO DEV, AM

Data Errors and Warnings

No errors or warnings

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
3. 2032 BASE + PO DEV, AM	3. 2032 BASE + PO 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	Dragon St / Sussex Rd / The Causeway / Hylton Rd	Crossroads	Two-way	A,B,C,D	346.60	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Dragon St		Major
B	B	Sussex Rd		Minor
C	C	Causeway		Major
D	D	Hylton 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	7.00		0.00		2.20	68.00	✓	0.00
C	7.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.20								✓		42	30
D	One lane	3.00								✓		22	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	613.343	-	-	-	-	-	-	0.227	0.325	0.227	-	-	-
1	B-A	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	-	0.227	0.227	0.114
1	B-C	655.694	0.096	0.243	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	0.143	-	-	-
1	B-D, offside lane	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	0.143	-	-	-
1	C-B	602.919	0.223	0.223	0.319	-	-	-	-	-	-	-	-	-
1	D-A	636.527	-	-	-	-	-	-	0.236	-	0.093	-	-	-
1	D-B, nearside lane	494.566	0.137	0.137	0.311	-	-	-	0.218	0.218	0.086	-	-	-
1	D-B, offside lane	494.566	0.137	0.137	0.311	-	-	-	0.218	0.218	0.086	-	-	-
1	D-C	494.566	-	0.137	0.311	0.109	0.218	0.218	0.218	0.218	0.086	-	-	-

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	✓	537.74	100.000
B	ONE HOUR	✓	404.64	100.000
C	ONE HOUR	✓	925.24	100.000
D	ONE HOUR	✓	179.38	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	72.798	437.000	27.939
	B	75.000	0.000	204.000	125.639
	C	574.000	183.726	0.000	167.512
	D	43.000	77.376	59.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.14	0.81	0.05
	B	0.19	0.00	0.50	0.31
	C	0.62	0.20	0.00	0.18
	D	0.24	0.43	0.33	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	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	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	1.54	937.47	91.65	F
A-BCD	0.12	5.28	0.29	A
D-ABC	1.24	314.79	18.03	F
C-ABD	0.80	18.54	7.59	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-ACD	304.63	293.38	0.00	397.65	0.766	2.81	31.821	D
A-BCD	43.71	43.32	0.00	728.98	0.060	0.10	5.250	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	135.04	132.08	0.00	310.28	0.435	0.74	19.895	C
C-ABD	353.29	348.66	0.00	907.83	0.389	1.16	6.435	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	363.76	332.64	0.00	356.39	1.021	10.59	97.014	F
A-BCD	61.94	61.72	0.00	757.41	0.082	0.15	5.178	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	161.26	158.41	0.00	263.03	0.613	1.45	33.511	D
C-ABD	520.16	516.24	0.00	976.52	0.533	2.14	7.890	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	445.52	294.19	0.00	295.46	1.508	48.42	386.633	F
A-BCD	96.83	96.31	0.00	799.76	0.121	0.28	5.123	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	197.50	172.53	0.00	190.63	1.036	7.69	131.301	F
C-ABD	851.10	832.59	0.00	1073.19	0.793	6.76	15.403	C
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	445.52	289.83	0.00	290.01	1.536	87.34	789.166	F
A-BCD	97.95	97.91	0.00	796.89	0.123	0.29	5.158	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	197.50	156.15	0.00	159.12	1.241	18.03	314.787	F
C-ABD	872.10	868.79	0.00	1083.72	0.805	7.59	18.542	C
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	363.76	346.56	0.00	347.20	1.048	91.65	937.468	F
A-BCD	62.81	63.32	0.00	753.09	0.083	0.16	5.228	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	161.26	197.16	0.00	208.09	0.775	9.05	253.756	F
C-ABD	537.44	558.20	0.00	990.91	0.542	2.40	8.904	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	304.63	389.40	0.00	393.65	0.774	70.45	750.974	F
A-BCD	44.12	44.37	0.00	727.32	0.061	0.10	5.276	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	135.04	166.70	0.00	262.83	0.514	1.14	47.820	E
C-ABD	358.95	363.61	0.00	912.34	0.393	1.24	6.669	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

(Default Analysis Set) - 3. 2032 BASE + PO DEV, PM

Data Errors and Warnings

No errors or warnings

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
3. 2032 BASE + PO DEV, PM	3. 2032 BASE + PO 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	Dragon St / Sussex Rd / The Causeway / Hylton Rd	Crossroads	Two-way	A,B,C,D	206.11	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Dragon St		Major
B	B	Sussex Rd		Minor
C	C	Causeway		Major
D	D	Hylton 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	7.00		0.00		2.20	68.00	✓	0.00
C	7.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.20								✓		42	30
D	One lane	3.00								✓		22	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	613.343	-	-	-	-	-	-	0.227	0.325	0.227	-	-	-
1	B-A	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	-	0.227	0.227	0.114
1	B-C	655.694	0.096	0.243	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	0.143	-	-	-
1	B-D, offside lane	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	0.143	-	-	-
1	C-B	602.919	0.223	0.223	0.319	-	-	-	-	-	-	-	-	-
1	D-A	636.527	-	-	-	-	-	-	0.236	-	0.093	-	-	-
1	D-B, nearside lane	494.566	0.137	0.137	0.311	-	-	-	0.218	0.218	0.086	-	-	-
1	D-B, offside lane	494.566	0.137	0.137	0.311	-	-	-	0.218	0.218	0.086	-	-	-
1	D-C	494.566	-	0.137	0.311	0.109	0.218	0.218	0.218	0.218	0.086	-	-	-

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	✓	689.09	100.000
B	ONE HOUR	✓	306.46	100.000
C	ONE HOUR	✓	669.45	100.000
D	ONE HOUR	✓	278.46	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	74.433	577.135	37.520
	B	46.000	0.000	190.334	70.126
	C	428.000	146.625	0.000	94.826
	D	56.000	114.782	107.673	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.11	0.84	0.05
	B	0.15	0.00	0.62	0.23
	C	0.64	0.22	0.00	0.14
	D	0.20	0.41	0.39	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	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	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	1.10	217.05	21.09	F
A-BCD	0.16	4.66	0.45	A
D-ABC	1.37	538.67	44.90	F
C-ABD	0.56	9.53	2.37	A

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-ACD	230.72	226.00	0.00	417.52	0.553	1.18	18.381	C
A-BCD	65.50	64.93	0.00	840.27	0.078	0.14	4.642	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	209.64	203.16	0.00	328.68	0.638	1.62	27.460	D
C-ABD	224.55	221.79	0.00	771.49	0.291	0.69	6.545	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	275.50	270.59	0.00	377.14	0.731	2.41	32.343	D
A-BCD	93.02	92.69	0.00	888.03	0.105	0.22	4.530	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	250.33	239.44	0.00	288.38	0.868	4.34	62.780	F
C-ABD	313.75	312.06	0.00	810.55	0.387	1.11	7.252	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	337.42	298.08	0.00	316.14	1.067	12.24	114.380	F
A-BCD	151.86	150.99	0.00	967.37	0.157	0.44	4.415	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	306.59	226.98	0.00	231.14	1.326	24.24	259.267	F
C-ABD	481.88	477.12	0.00	868.53	0.555	2.30	9.286	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	337.42	302.04	0.00	307.41	1.098	21.09	217.052	F
A-BCD	152.63	152.60	0.00	967.15	0.158	0.45	4.432	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	306.59	223.98	0.00	224.60	1.365	44.90	538.667	F
C-ABD	485.31	485.03	0.00	871.05	0.557	2.37	9.531	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	275.50	341.66	0.00	362.57	0.760	4.55	142.313	F
A-BCD	93.69	94.55	0.00	887.54	0.106	0.23	4.549	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	250.33	271.10	0.00	277.14	0.903	39.70	538.391	F
C-ABD	316.94	321.69	0.00	813.94	0.389	1.18	7.447	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	230.72	243.38	0.00	406.40	0.568	1.38	23.591	C
A-BCD	66.06	66.40	0.00	839.76	0.079	0.15	4.661	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	209.64	317.55	0.00	325.55	0.644	12.72	306.122	F
C-ABD	226.86	228.70	0.00	773.31	0.293	0.72	6.663	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

(Default Analysis Set) - 4. 2032 BASE + MID+60% DEV, AM

Data Errors and Warnings

No errors or warnings

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
4. 2032 BASE + MID+60% DEV, AM	4. 2032 BASE + MID+60% 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	Dragon St / Sussex Rd / The Causeway / Hylton Rd	Crossroads	Two-way	A,B,C,D	344.11	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Dragon St		Major
B	B	Sussex Rd		Minor
C	C	Causeway		Major
D	D	Hylton 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	7.00		0.00		2.20	68.00	✓	0.00
C	7.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.20								✓		42	30
D	One lane	3.00								✓		22	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	613.343	-	-	-	-	-	-	0.227	0.325	0.227	-	-	-
1	B-A	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	-	0.227	0.227	0.114
1	B-C	655.694	0.096	0.243	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	0.143	-	-	-
1	B-D, offside lane	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	0.143	-	-	-
1	C-B	602.919	0.223	0.223	0.319	-	-	-	-	-	-	-	-	-
1	D-A	636.527	-	-	-	-	-	-	0.236	-	0.093	-	-	-
1	D-B, nearside lane	494.566	0.137	0.137	0.311	-	-	-	0.218	0.218	0.086	-	-	-
1	D-B, offside lane	494.566	0.137	0.137	0.311	-	-	-	0.218	0.218	0.086	-	-	-
1	D-C	494.566	-	0.137	0.311	0.109	0.218	0.218	0.218	0.218	0.086	-	-	-

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	✓	538.23	100.000
B	ONE HOUR	✓	403.81	100.000
C	ONE HOUR	✓	925.51	100.000
D	ONE HOUR	✓	179.48	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	73.000	437.226	28.000
	B	74.501	0.000	203.667	125.639
	C	574.273	183.726	0.000	167.512
	D	43.482	77.000	59.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.14	0.81	0.05
	B	0.18	0.00	0.50	0.31
	C	0.62	0.20	0.00	0.18
	D	0.24	0.43	0.33	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	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	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	1.53	931.96	90.95	F
A-BCD	0.12	5.28	0.29	A
D-ABC	1.24	313.01	17.94	F
C-ABD	0.81	18.59	7.61	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-ACD	304.01	292.83	0.00	397.61	0.765	2.79	31.689	D
A-BCD	43.83	43.44	0.00	729.18	0.060	0.10	5.250	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	135.12	132.16	0.00	310.60	0.435	0.74	19.870	C
C-ABD	353.44	348.80	0.00	907.91	0.389	1.16	6.436	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	363.01	332.28	0.00	356.33	1.019	10.48	96.283	F
A-BCD	62.12	61.90	0.00	757.65	0.082	0.15	5.175	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	161.35	158.51	0.00	263.32	0.613	1.45	33.451	D
C-ABD	520.44	516.51	0.00	976.63	0.533	2.14	7.895	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	444.60	294.08	0.00	295.37	1.505	48.11	384.169	F
A-BCD	97.13	96.61	0.00	800.06	0.121	0.28	5.121	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	197.61	172.73	0.00	190.92	1.035	7.67	130.837	F
C-ABD	851.70	833.14	0.00	1073.35	0.794	6.78	15.429	C
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	444.60	289.74	0.00	289.92	1.534	86.82	784.870	F
A-BCD	98.25	98.22	0.00	797.18	0.123	0.29	5.158	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	197.61	156.52	0.00	159.52	1.239	17.94	313.013	F
C-ABD	872.79	869.46	0.00	1083.91	0.805	7.61	18.591	C
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	363.01	346.51	0.00	347.17	1.046	90.95	931.956	F
A-BCD	62.99	63.51	0.00	753.32	0.084	0.16	5.226	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	161.35	197.63	0.00	208.64	0.773	8.87	251.107	F
C-ABD	537.79	558.62	0.00	991.07	0.543	2.40	8.910	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	304.01	389.39	0.00	393.67	0.772	69.60	743.899	F
A-BCD	44.25	44.49	0.00	727.51	0.061	0.10	5.276	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	135.12	166.09	0.00	263.47	0.513	1.13	46.878	E
C-ABD	359.11	363.77	0.00	912.43	0.394	1.24	6.670	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

(Default Analysis Set) - 4. 2032 BASE + MID+60% DEV, PM

Data Errors and Warnings

No errors or warnings

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
4. 2032 BASE + MID+60% DEV, PM	4. 2032 BASE + MID+60% 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	Dragon St / Sussex Rd / The Causeway / Hylton Rd	Crossroads	Two-way	A,B,C,D	206.11	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Dragon St		Major
B	B	Sussex Rd		Minor
C	C	Causeway		Major
D	D	Hylton 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	7.00		0.00		2.20	68.00	✓	0.00
C	7.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.20								✓		42	30
D	One lane	3.00								✓		22	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	613.343	-	-	-	-	-	-	0.227	0.325	0.227	-	-	-
1	B-A	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	-	0.227	0.227	0.114
1	B-C	655.694	0.096	0.243	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	0.143	-	-	-
1	B-D, offside lane	516.080	0.090	0.227	0.227	-	-	-	0.143	0.325	0.143	-	-	-
1	C-B	602.919	0.223	0.223	0.319	-	-	-	-	-	-	-	-	-
1	D-A	636.527	-	-	-	-	-	-	0.236	-	0.093	-	-	-
1	D-B, nearside lane	494.566	0.137	0.137	0.311	-	-	-	0.218	0.218	0.086	-	-	-
1	D-B, offside lane	494.566	0.137	0.137	0.311	-	-	-	0.218	0.218	0.086	-	-	-
1	D-C	494.566	-	0.137	0.311	0.109	0.218	0.218	0.218	0.218	0.086	-	-	-

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	✓	689.09	100.000
B	ONE HOUR	✓	306.46	100.000
C	ONE HOUR	✓	669.45	100.000
D	ONE HOUR	✓	278.46	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	74.433	577.135	37.520
	B	46.000	0.000	190.334	70.126
	C	428.000	146.625	0.000	94.826
	D	56.000	114.782	107.673	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.11	0.84	0.05
	B	0.15	0.00	0.62	0.23
	C	0.64	0.22	0.00	0.14
	D	0.20	0.41	0.39	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	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	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	1.10	217.05	21.09	F
A-BCD	0.16	4.66	0.45	A
D-ABC	1.37	538.67	44.90	F
C-ABD	0.56	9.53	2.37	A

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-ACD	230.72	226.00	0.00	417.52	0.553	1.18	18.381	C
A-BCD	65.50	64.93	0.00	840.27	0.078	0.14	4.642	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	209.64	203.16	0.00	328.68	0.638	1.62	27.460	D
C-ABD	224.55	221.79	0.00	771.49	0.291	0.69	6.545	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	275.50	270.59	0.00	377.14	0.731	2.41	32.343	D
A-BCD	93.02	92.69	0.00	888.03	0.105	0.22	4.530	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	250.33	239.44	0.00	288.38	0.868	4.34	62.780	F
C-ABD	313.75	312.06	0.00	810.55	0.387	1.11	7.252	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	337.42	298.08	0.00	316.14	1.067	12.24	114.380	F
A-BCD	151.86	150.99	0.00	967.37	0.157	0.44	4.415	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	306.59	226.98	0.00	231.14	1.326	24.24	259.267	F
C-ABD	481.88	477.12	0.00	868.53	0.555	2.30	9.286	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	337.42	302.04	0.00	307.41	1.098	21.09	217.052	F
A-BCD	152.63	152.60	0.00	967.15	0.158	0.45	4.432	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	306.59	223.98	0.00	224.60	1.365	44.90	538.667	F
C-ABD	485.31	485.03	0.00	871.05	0.557	2.37	9.531	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	275.50	341.66	0.00	362.57	0.760	4.55	142.313	F
A-BCD	93.69	94.55	0.00	887.54	0.106	0.23	4.549	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	250.33	271.10	0.00	277.14	0.903	39.70	538.391	F
C-ABD	316.94	321.69	0.00	813.94	0.389	1.18	7.447	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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-ACD	230.72	243.38	0.00	406.40	0.568	1.38	23.591	C
A-BCD	66.06	66.40	0.00	839.76	0.079	0.15	4.661	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	209.64	317.55	0.00	325.55	0.644	12.72	306.122	F
C-ABD	226.86	228.70	0.00	773.31	0.293	0.72	6.663	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Appendix H: Highways England Junction Assessments

LISS		Preferred Option		Mid Option + 60%		Employment *		Preferred Housing Option + Employment *		Mid Housing Option + 60% + Employment *	
Ham Barn Roundabout		**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
A3 Northbound	To Liss	1	1	1	1	0	0	2	1	2	1
	A3 Northbound	84	47	88	49	2	10	86	56	90	58
	To Selborne	19	10	22	11	0	2	20	12	22	13
Sub total A3 northbound arm		*105*	*57*	*111*	*60*	*2*	*12*	*107*	*69*	*114*	*73*
Station Road	A3 northbound	12	7	17	10	0	0	12	7	17	10
	To Selborne	5	2	7	4	0	0	5	2	7	4
	A3 southbound	1	1	1	1	1	0	1	1	1	2
Sub total Station Road arm		*17*	*11*	*25*	*15*	*1*	*0*	*18*	*11*	*25*	*15*
A3 Southbound	To Liss	6	12	9	17	0	0	6	12	9	17
	A3 southbound	36	75	37	75	11	2	47	77	48	77
	To Selborne	0	0	0	0	0	0	0	0	0	0
Sub total A3 southbound arm		*43*	*87*	*45*	*93*	*11*	*2*	*54*	*89*	*56*	*94*
B3006	A3 northbound	0	0	0	0	0	0	0	0	0	0
	To Liss	2	5	3	7	0	0	2	5	3	7
	A3 Southbound	6	15	7	15	3	0	9	15	9	16
Sub total B3006 arm		*8*	*19*	*10*	*22*	*3*	*0*	*11*	*20*	*12*	*22*
TOTAL Development Traffic at Junction		**174**	**175**	**191**	**190**	**16**	**14**	**190**	**189**	**207**	**204**

		Preferred Option		Mid Option + 60%		Employment *		Preferred Housing Option + Employment *		Mid Housing Option + 60% + Employment *	
A3 slip roads south of Liss		**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Northbound	on-slip	13	6	18	9	0	0	13	6	18	9
	off-slip	11	15	13	21	0	2	11	17	14	22
Southbound	on-slip	15	12	21	15	2	0	17	12	23	15
	off-slip	5	12	8	30	0	0	5	12	8	30
TOTAL Development Traffic		**44**	**45**	**60**	**74**	**2**	**2**	**46**	**47**	**63**	**76**

Note
* employment from Petersfield

Petersfield		Preferred Housing Option		Mid Housing Option + 60%		Employment *		Preferred Housing Option + Employment *		Mid Housing Option + 60% + Employment *	
A3 / A272 Winchester Road slip road West of Petersfield		**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
A3 Northbound	on-slip	22	26	24	32	7	11	29	37	31	42
	off-slip	25	21	25	21	7	5	32	26	32	26
A3 Southbound	on-slip	17	17	17	17	6	32	23	49	23	49
	off-slip	30	23	35	25	12	2	42	25	47	28
A3 Northbound mainline		*29*	*23*	*31*	*28*	*36*	*1*	*65*	*24*	*67*	*29*
A3 Southbound mainline		*25*	*38*	*30*	*40*	*1*	*6*	*26*	*44*	*31*	*46*
A272 eastbound		*7*	*17*	*7*	*17*	*6*	*1*	*13*	*17*	*13*	*17*
A272 westbound		*17*	*9*	*17*	*9*	*1*	*5*	*18*	*14*	*18*	*14*
TOTAL Development Traffic		**172**	**174**	**187**	**188**	**76**	**63**	**248**	**237**	**263**	**251**

		Preferred Housing Option		Mid Housing Option + 60%		Employment *		Preferred Housing Option + Employment *		Mid Housing Option + 60% + Employment *	
A3 / A272 slip road North of Petersfield		**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
A3 Northbound	on-slip	54	30	56	32	3	20	58	50	59	52
	off-slip	4	10	6	13	12	4	17	14	18	17
A3 Southbound	on-slip	11	6	13	7	4	11	14	16	17	18
	off-slip	26	52	27	54	23	3	49	56	51	57
A3 Northbound mainline		*53*	*43*	*57*	*51*	*1*	*7*	*55*	*50*	*58*	*58*
A3 Southbound mainline		*40*	*55*	*48*	*59*	*9*	*1*	*49*	*57*	*57*	*61*
TOTAL Development Traffic		**189**	**197**	**207**	**215**	**53**	**46**	**241**	**243**	**260**	**262**

		Preferred Housing Option		Mid Housing Option + 60%		Employment *		Preferred Housing Option + Employment *		Mid Housing Option + 60% + Employment *	
A3 / B2070 slip road South of Petersfield		**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
A3 Northbound	on-slip	45	22	45	22	0	0	45	22	45	22
	off-slip	20	47	20	47	0	0	20	47	20	47
A3 Southbound	on-slip	49	24	49	24	0	0	49	24	49	24
	off-slip	19	43	19	43	0	0	19	43	19	43
TOTAL Development Traffic		**133**	**136**	**133**	**136**	**0**	**0**	**133**	**136**	**133**	**136**

Note
* employment from Petersfield

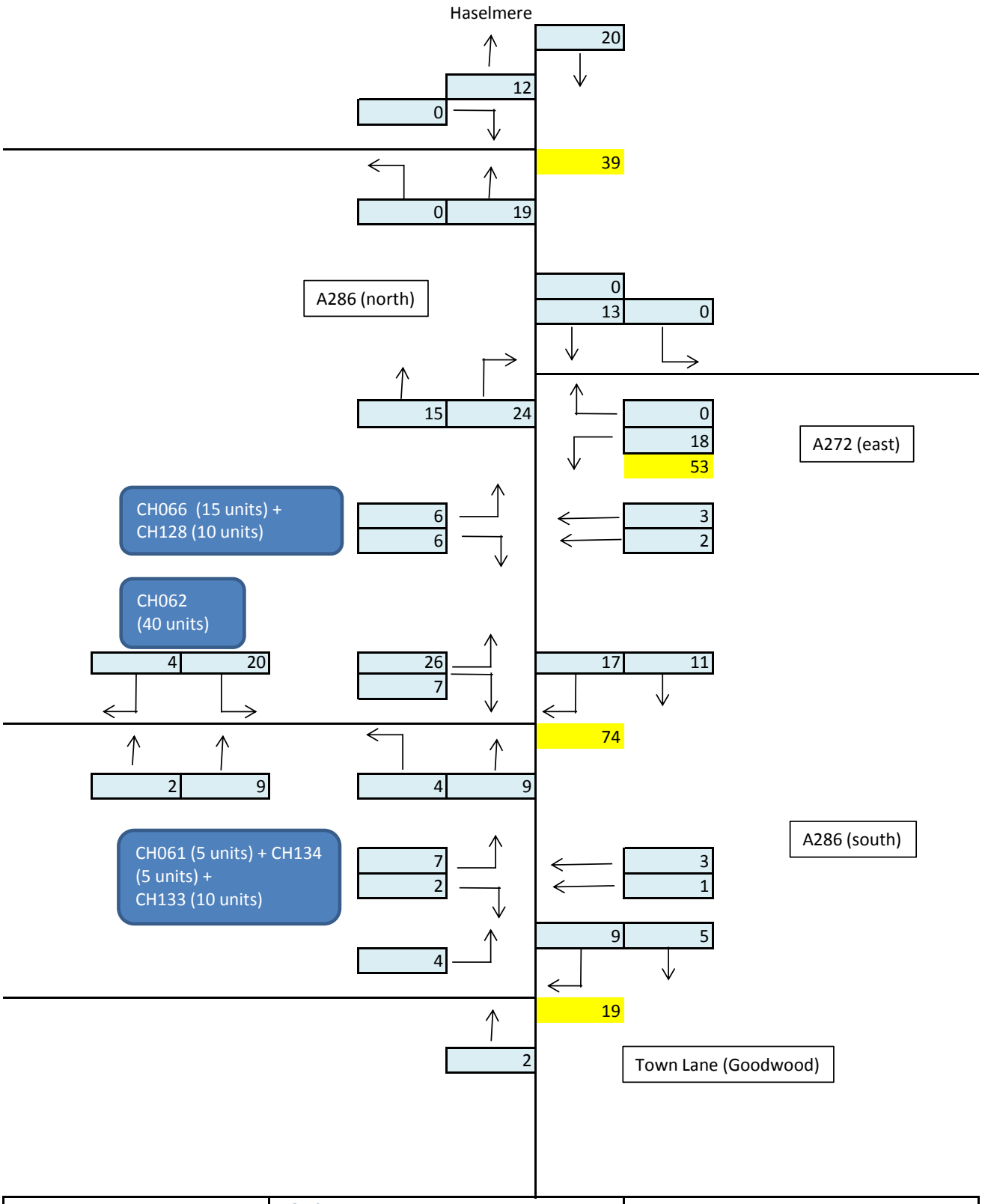
AM PEAK PERIOD

ROAD		YEAR	BASE FLOW	PO DEVELOPMENT TRAFFIC	BASE + PO DEVELOPMENT FLOWS	% INCREASE FROM BASE	MID+60% DEVELOPMENT TRAFFIC	BASE + MID+60% DEVELOPMENT FLOWS	% INCREASE FROM BASE
A3	NORTH BOUND OFF SLIP ROAD	2016	814						
		2032	914	32	946	3%	32	946	3%
	NORTH BOUND ON SLIP ROAD	2016	504						
		2032	566	29	595	5%	31	597	5%
	SOUTH BOUND OFF SLIP ROAD	2016	767						
		2032	861	42	903	5%	47	909	6%
	SOUTH BOUND ON SLIP ROAD	2016	422						
		2032	474	23	497	5%	23	497	5%

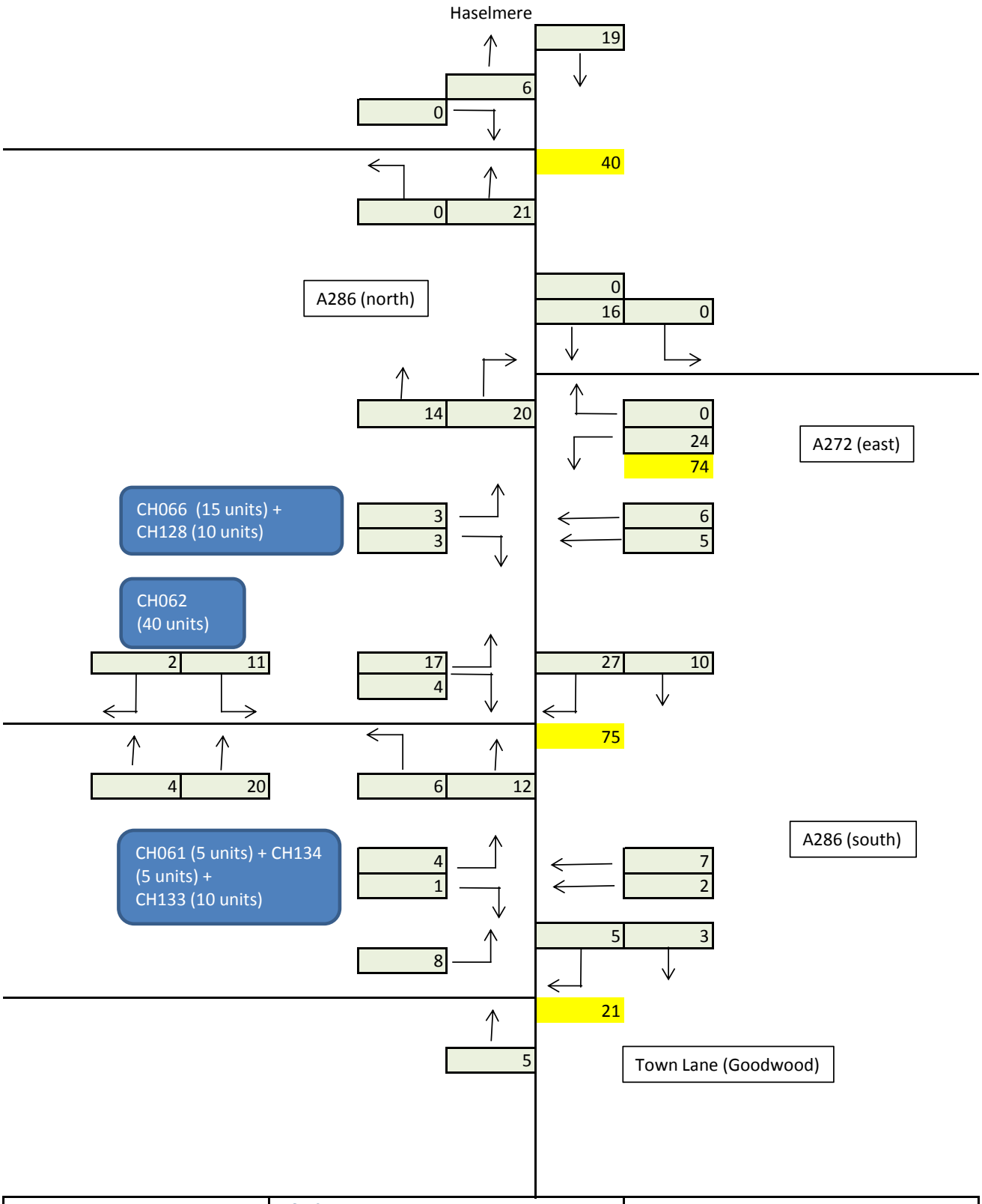
PM PEAK PERIOD

ROAD		YEAR	BASE FLOW	PO DEVELOPMENT TRAFFIC	BASE + DEVELOPMENT FLOWS	% INCREASE FROM BASE	MID+60% DEVELOPMENT TRAFFIC	BASE + MID+60% DEVELOPMENT FLOWS	% INCREASE FROM BASE
A3	NORTH BOUND OFF SLIP ROAD	2016	339						
		2032	385	26	411	7%	26	411	7%
	NORTH BOUND ON SLIP ROAD	2016	396						
		2032	450	37	486	8%	42	492	9%
	SOUTH BOUND OFF SLIP ROAD	2016	646						
		2032	734	25	759	3%	28	761	4%
	SOUTH BOUND ON SLIP ROAD	2016	775						
		2032	880	49	929	6%	49	929	6%
					Average % increase	6.01%		Average % increase	6.40%

Appendix I: Midhurst Traffic Flow Diagrams



Hampshire Services	**PROJECT:**		**PLAN TITLE:**	
	SDNP Local Plan Transport Assessment		Midhurst - Traffic Flow Diagrams	
	TIME PERIOD:		Preferred Option Development Traffic	
	AM Peak			
	DATE:	**JOB NUMBER:**	**DRAWN BY:**	**FIGURE:**
	FEB 2016	TBC	KB	Appendix I



Hampshire Services	PROJECT:		PLAN TITLE:	
	SDNP Local Plan Transport Assessment		Midhurst - Traffic Flow Diagrams	
	TIME PERIOD:		Preferred Option Development Traffic	
	PM Peak			
	DATE:	JOB NUMBER:	DRAWN BY:	FIGURE:
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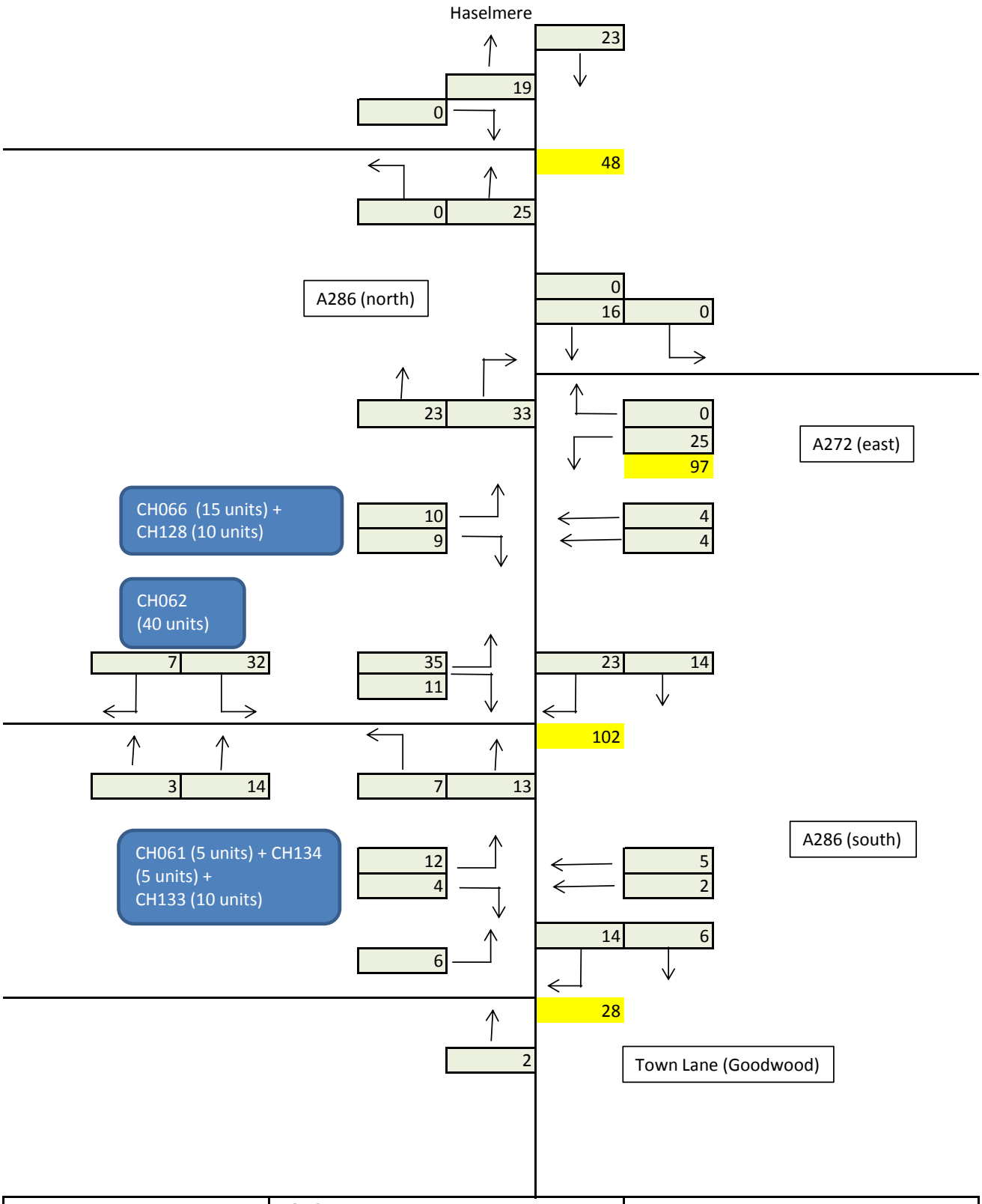

Hampshire Services	**PROJECT:**		**PLAN TITLE:**	
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	TIME PERIOD:		Mid Option plus 60% Development Traffic	
	AM Peak			
	DATE:	**JOB NUMBER:**	**DRAWN BY:**	**FIGURE:**
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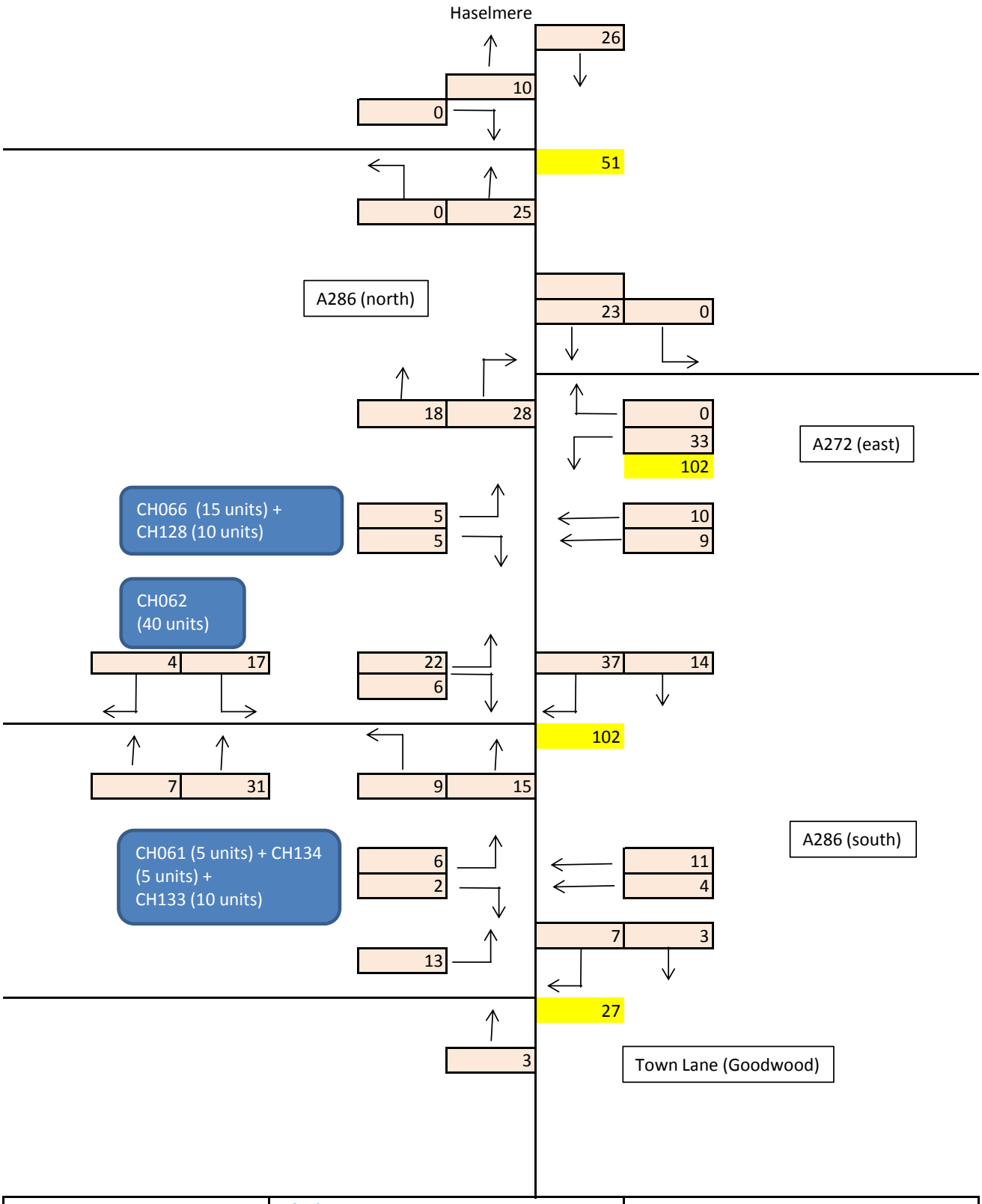

Hampshire Services	**PROJECT:**		**PLAN TITLE:**	
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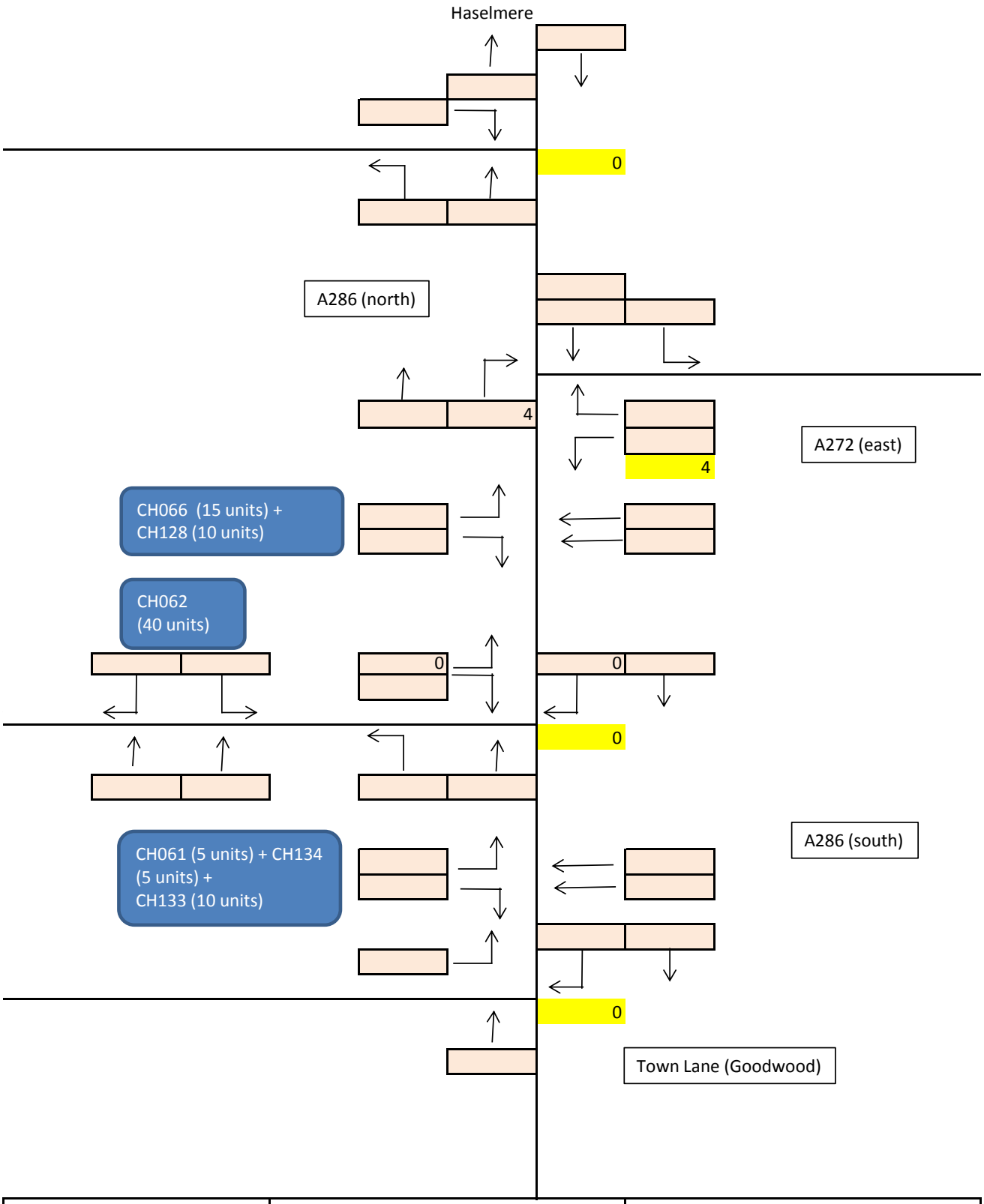
	TIME PERIOD:		Mid Option plus 60% Development Traffic	
	PM Peak			
	DATE:	**JOB NUMBER:**	**DRAWN BY:**	**FIGURE:**
	FEB 2016	TBC	KB	Appendix I



Hampshire Services	**PROJECT:**		**PLAN TITLE:**	
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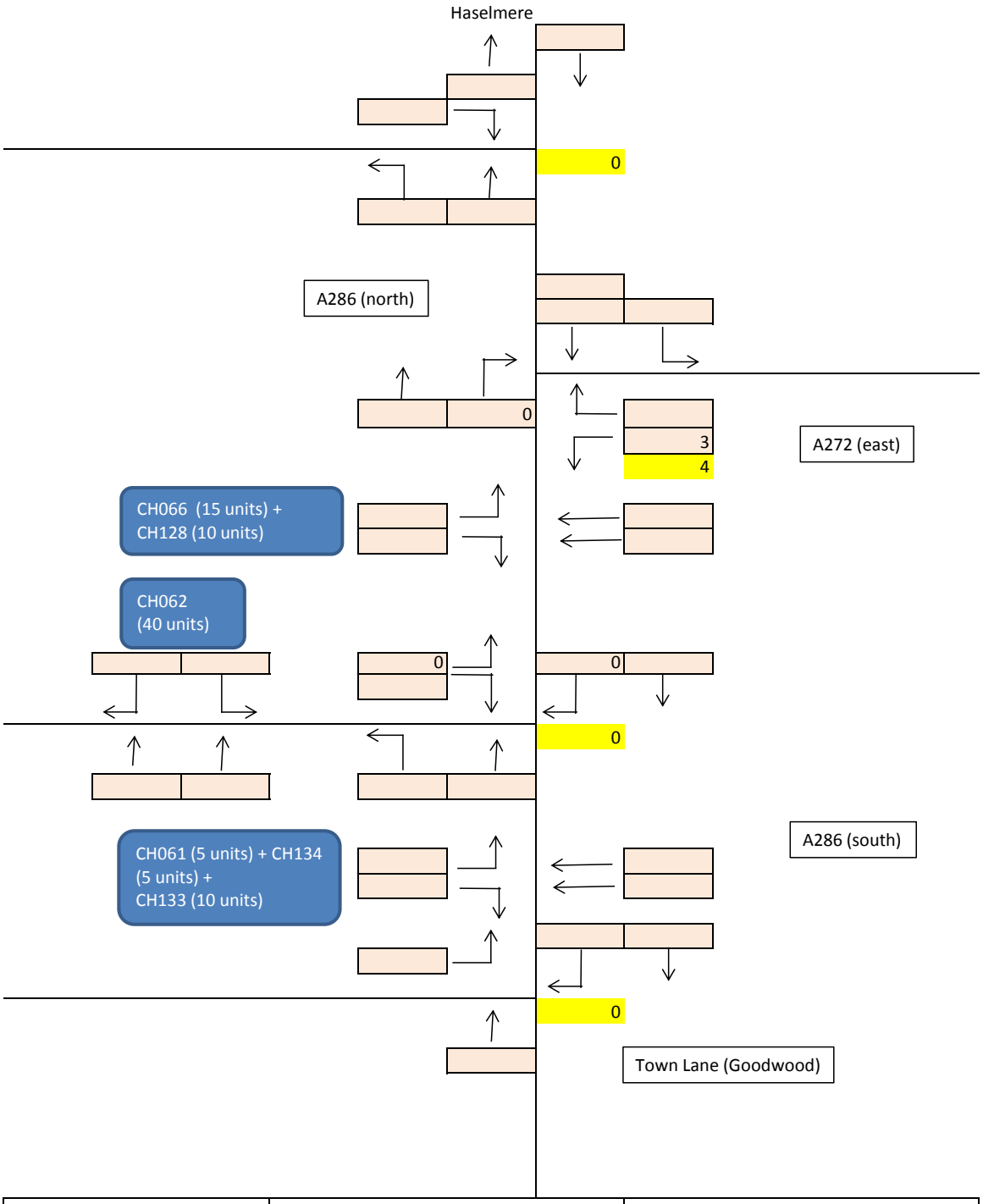
	TIME PERIOD:		Petworth Employment Traffic	
	AM Peak			
	DATE:	**JOB NUMBER:**	**DRAWN BY:**	**FIGURE:**
	FEB 2016	TBC	KB	Appendix I



Hampshire Services	PROJECT:		PLAN TITLE:	
	SDNP Local Plan Transport Assessment		Midhurst - Traffic Flow Diagrams	
	TIME PERIOD:		Petworth Employment Traffic	
	PM Peak			
	DATE:	JOB NUMBER:	DRAWN BY:	FIGURE:
	FEB 2016	TBC	KB	Appendix I

A27

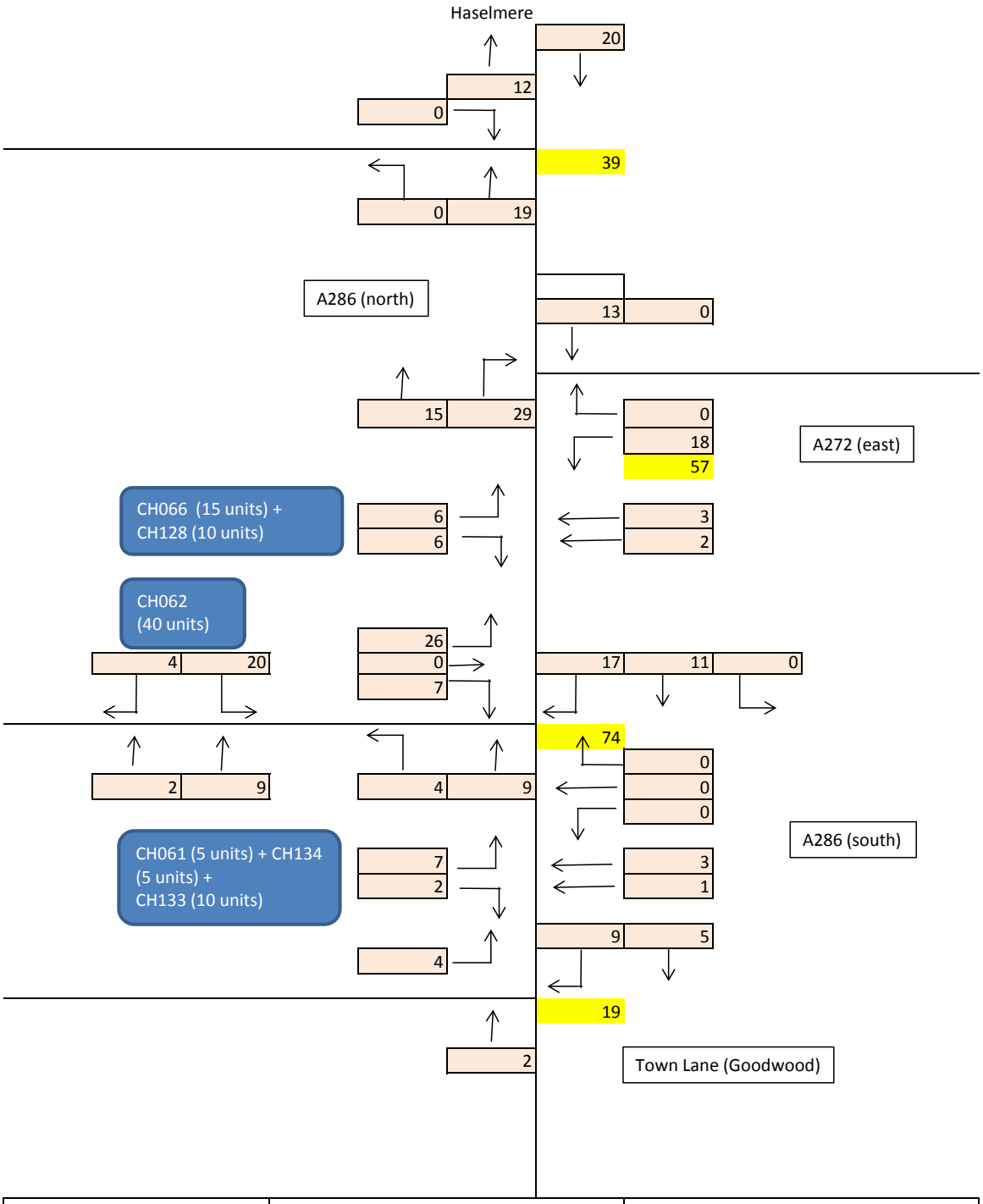
es) are based on the South Downs National Park Strategic Housing Land Availability
. totals 85 units, which have been factored up using the TRICS trip rates to the respective
e entry points onto the highway network are inline with the SHLAA.

PROJECT:

TIME PERIOD:

DATE:

FEB 2



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	TIME PERIOD:		Preferred Option + Employment Development Traffic	
	AM Peak			
	DATE:	JOB NUMBER:	DRAWN BY:	FIGURE:
	FEB 2016	TBC	KB	Appendix I

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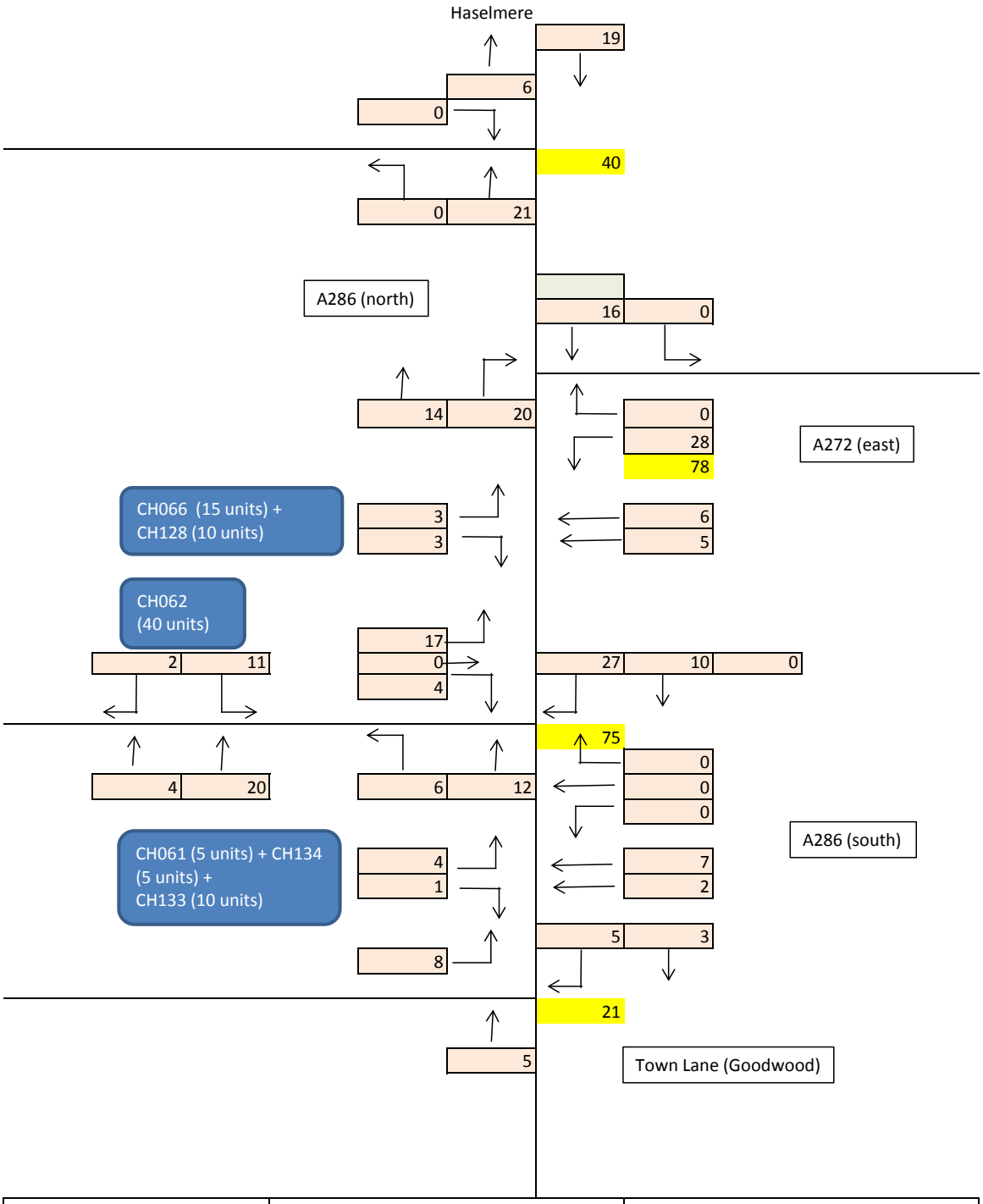
FEB 2



Hampshire Services	PROJECT:		PLAN TITLE:	
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	TIME PERIOD:		Preferred Option + Employment Development Traffic	
	PM Peak			
	DATE:	JOB NUMBER:	DRAWN BY:	FIGURE:
	FEB 2016	TBC	KB	Appendix I

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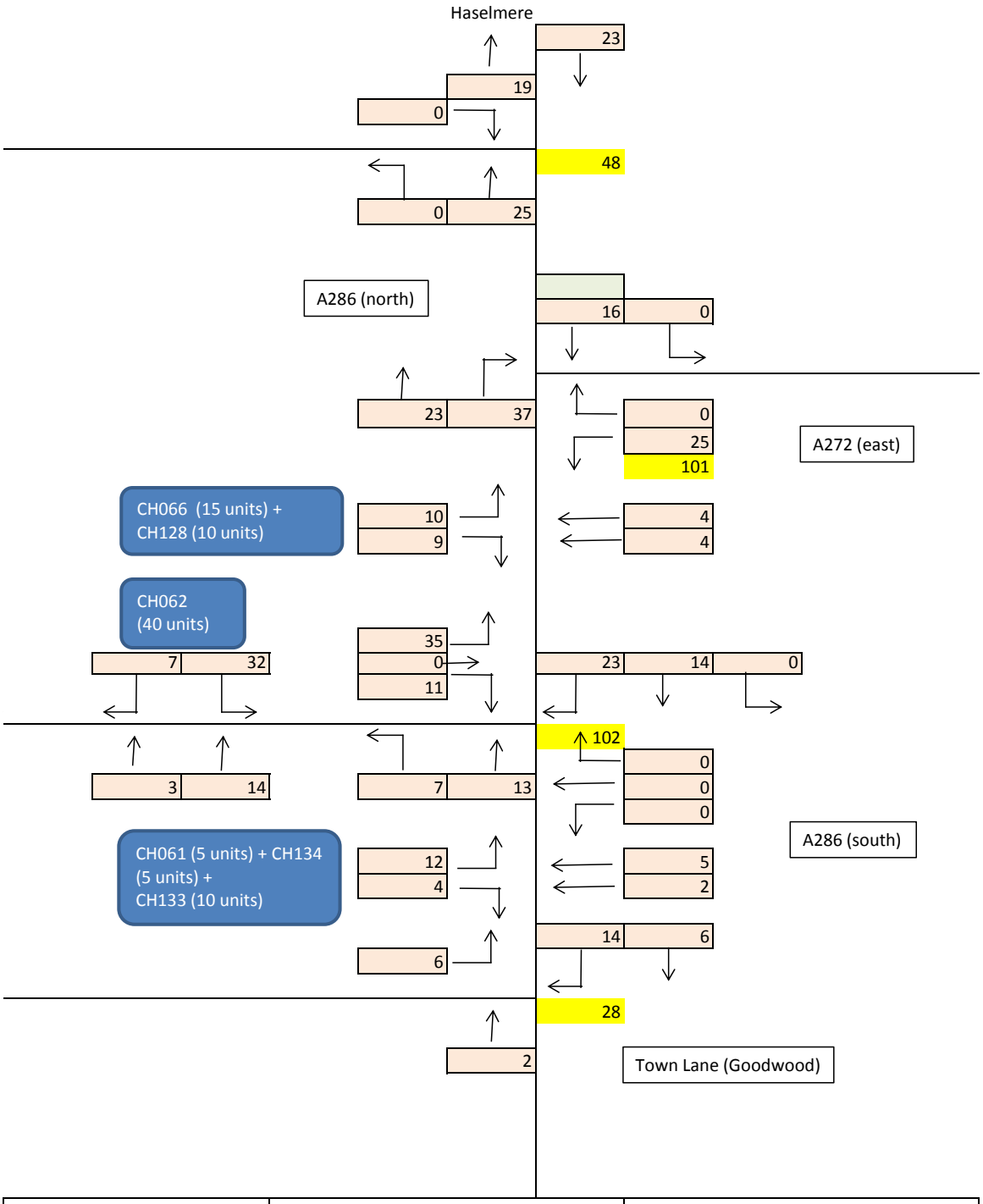

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Hampshire Services	SDNP Local Plan Transport Assessment		Midhurst - Traffic Flow Diagrams	
	TIME PERIOD:		Mid Option plus 60% + Employment Development Traffic	
	AM Peak			
	DATE:	JOB NUMBER:	DRAWN BY:	FIGURE:
	FEB 2016	TBC	KB	Appendix I

A27

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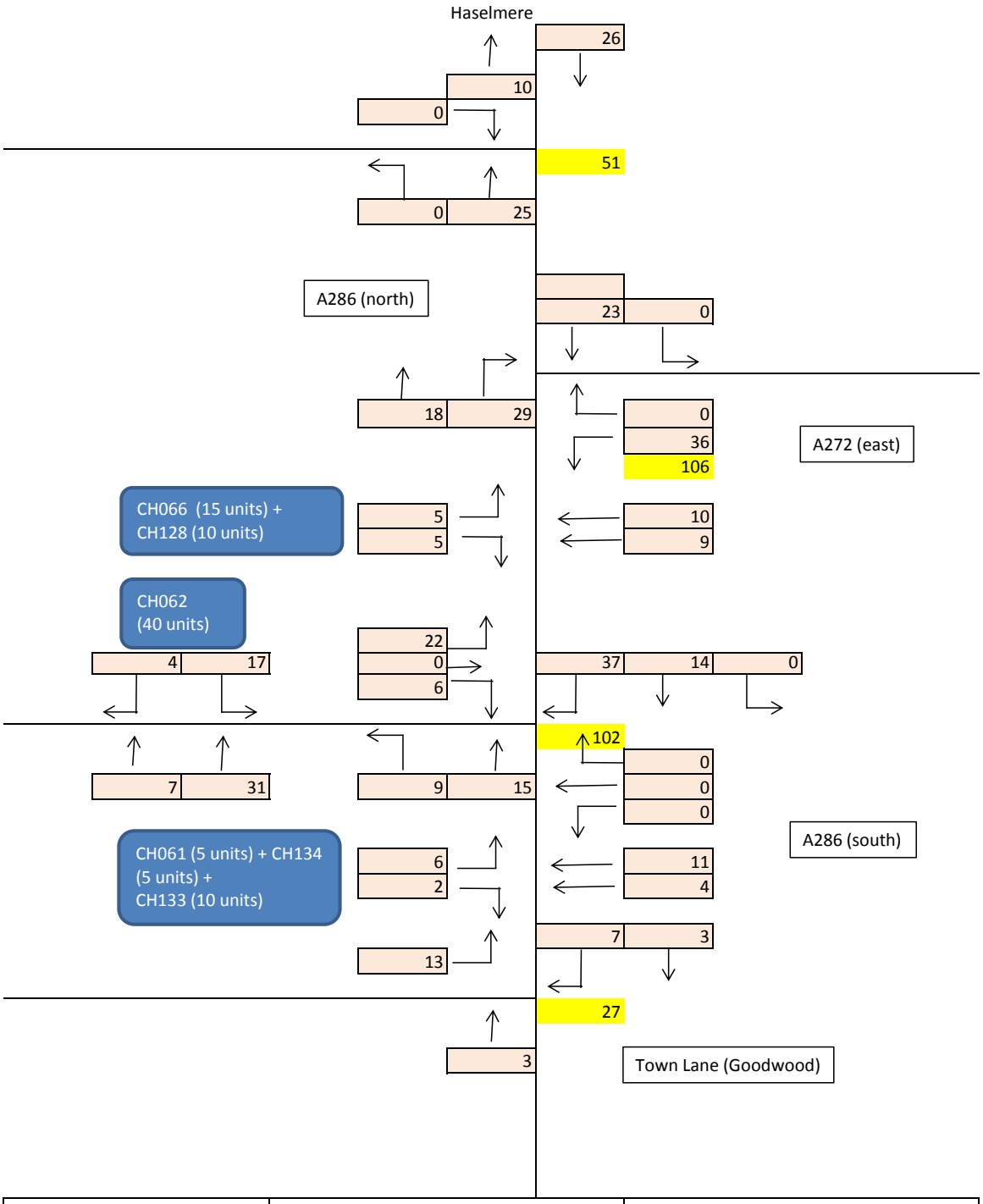
PROJECT:

TIME PERIOD:

DATE:

FEB 2



Hampshire Services	PROJECT:		PLAN TITLE:	
	SDNP Local Plan Transport Assessment		Midhurst - Traffic Flow Diagrams	
	TIME PERIOD:		Mid Option plus 60% + Employment Development Traffic	
	PM Peak			
	DATE:	JOB NUMBER:	DRAWN BY:	FIGURE:
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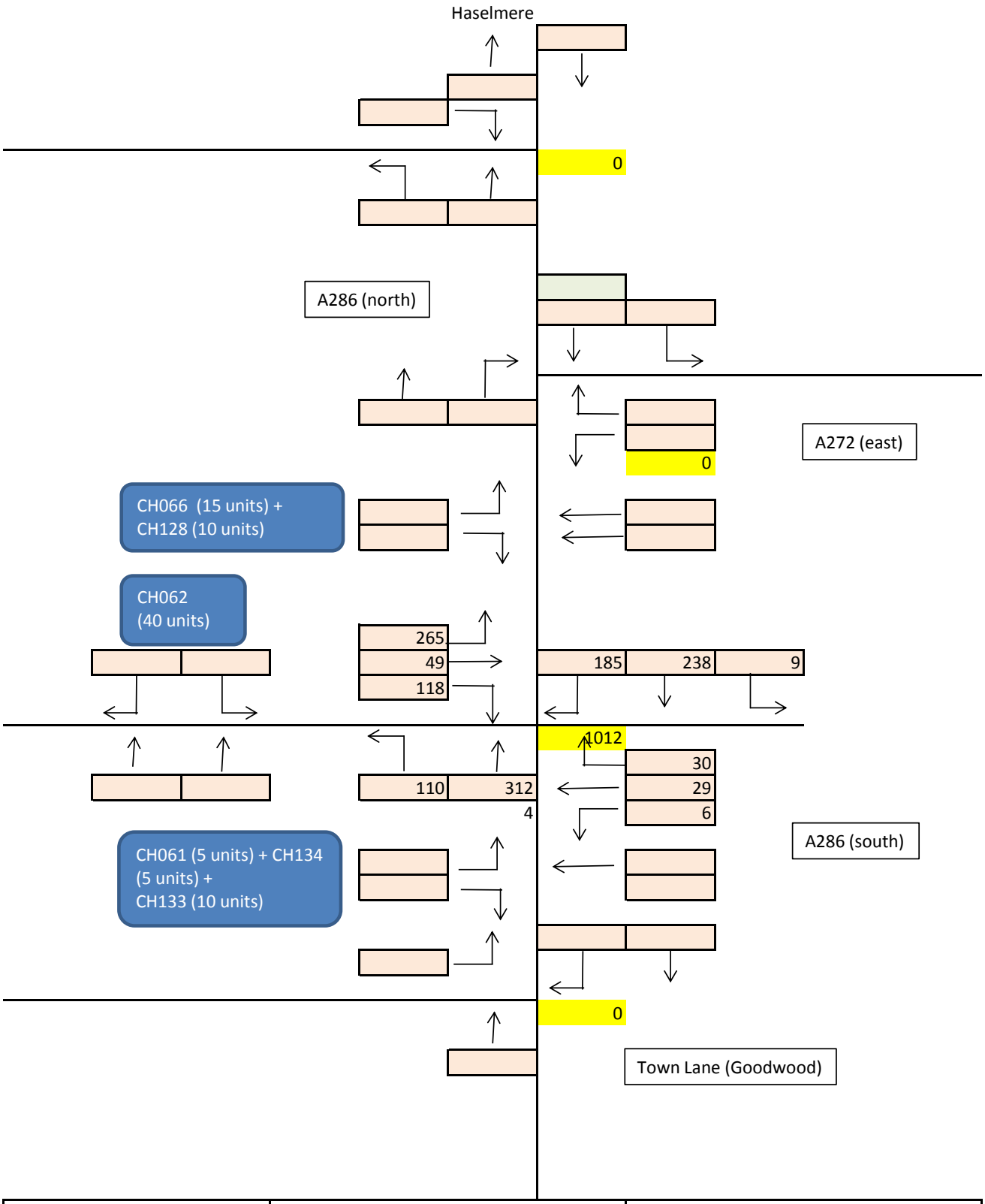
FEB 2



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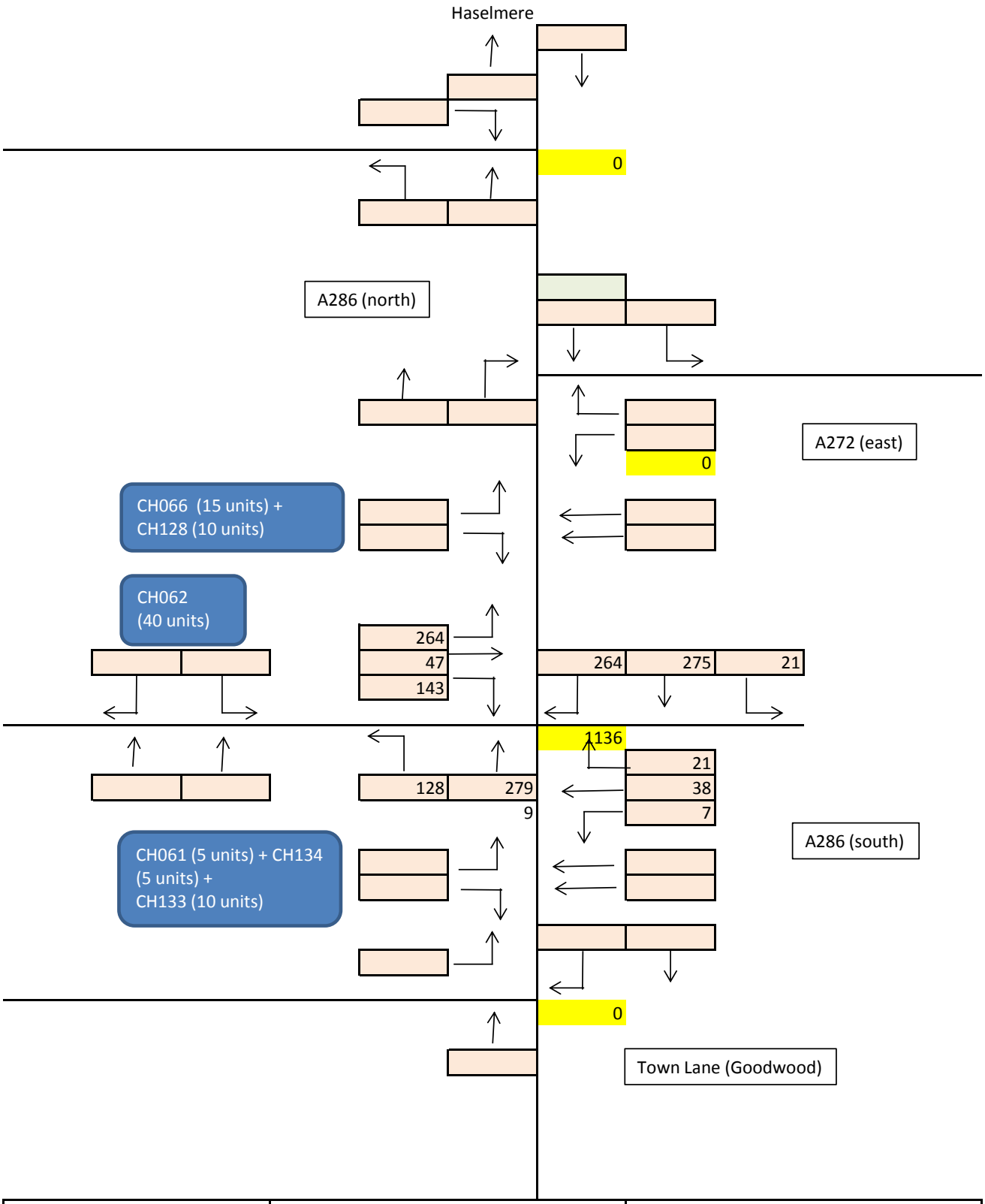

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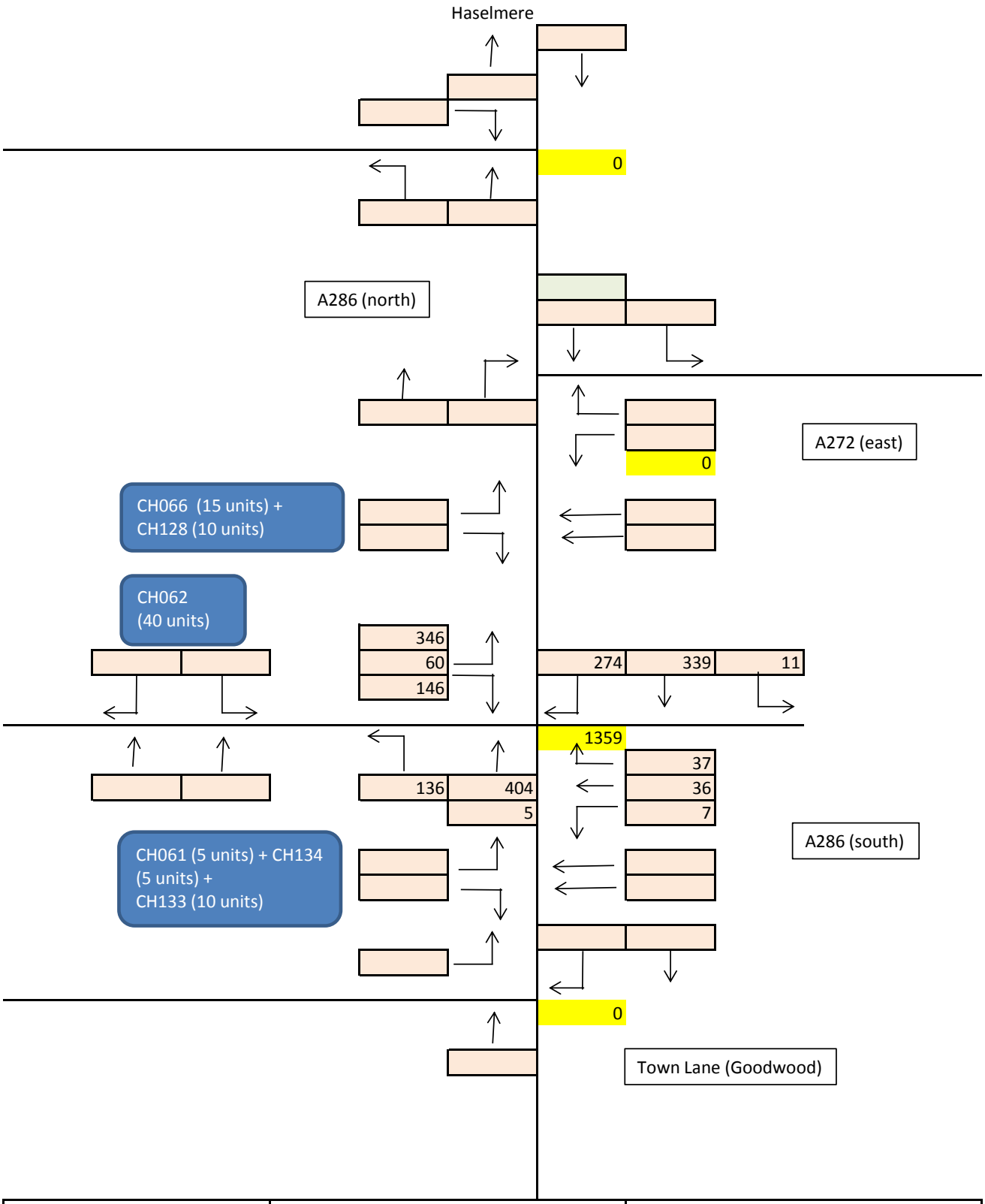

Hampshire Services	PROJECT:		PLAN TITLE:	
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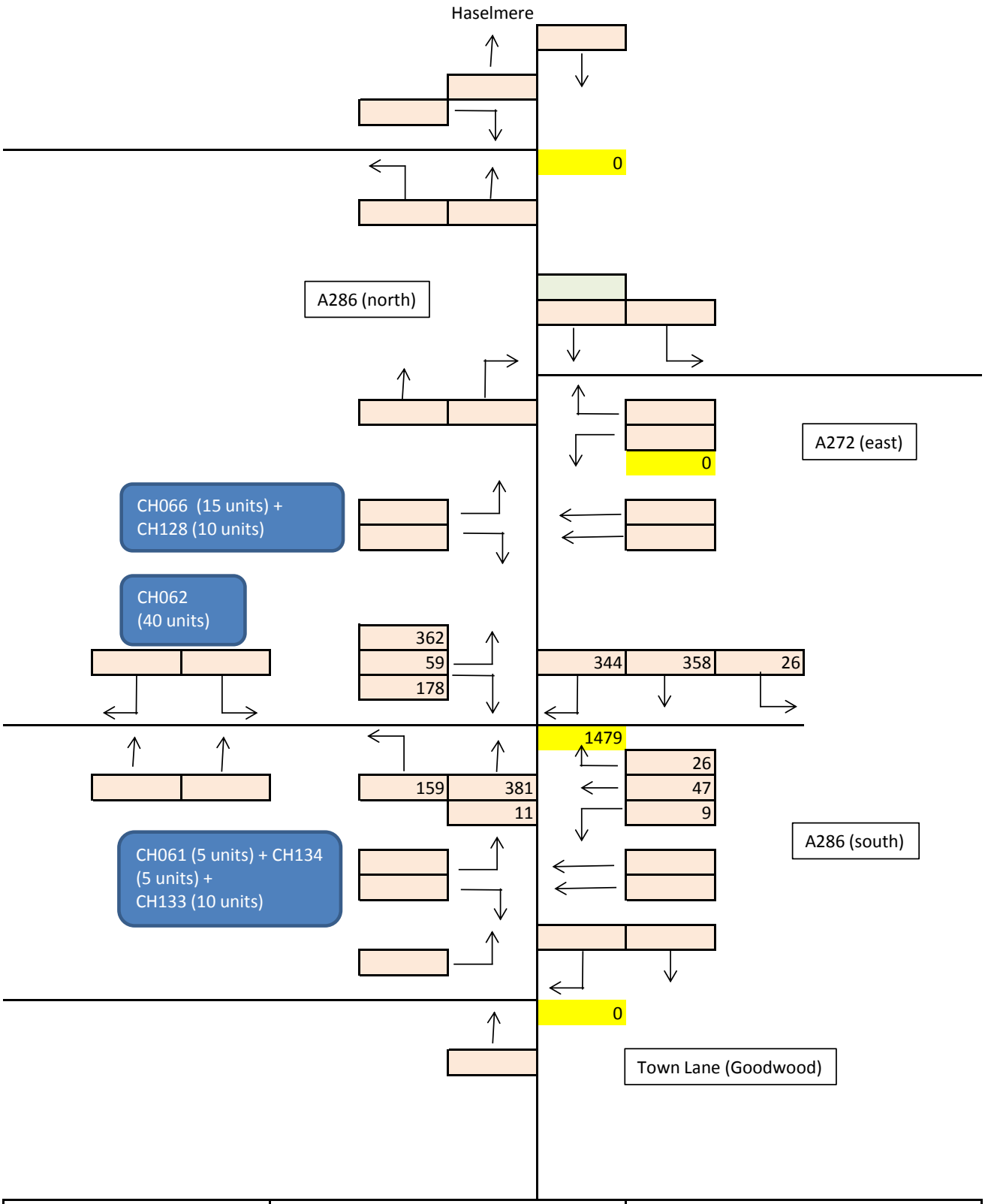

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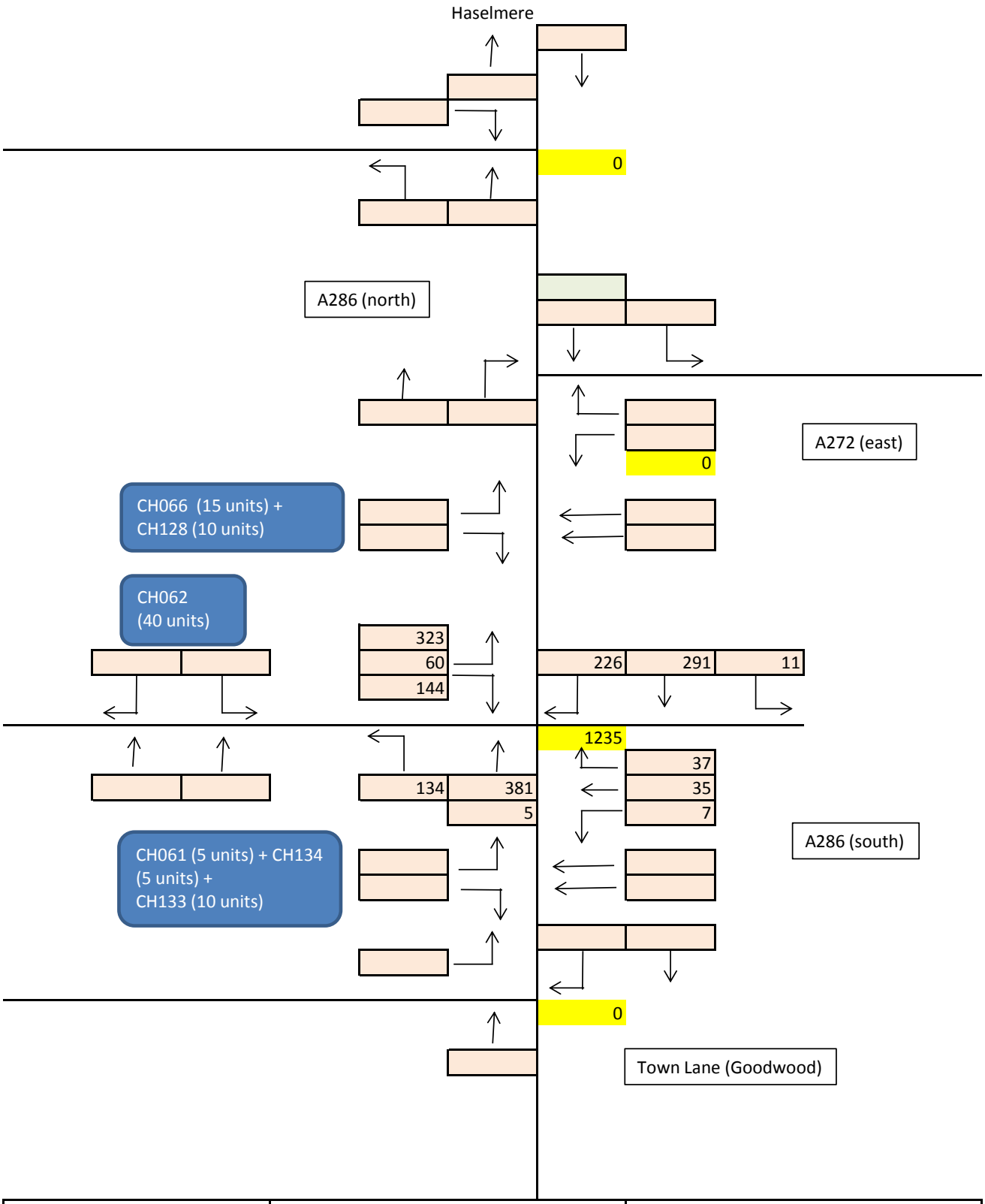

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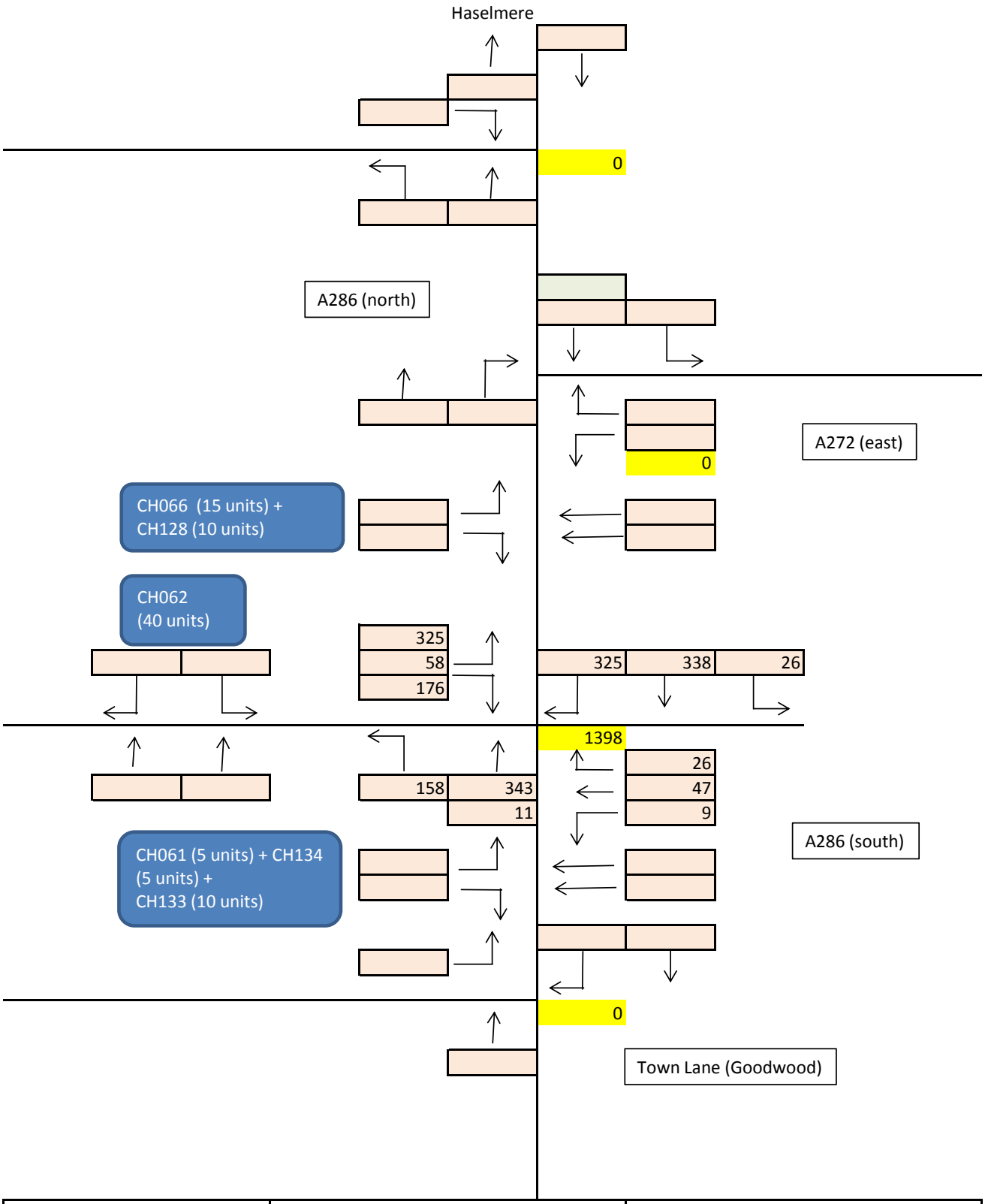
	TIME PERIOD:		2032 Mid Option plus 60% Reference Case Traffic	
	AM Peak			
	DATE:	JOB NUMBER:	DRAWN BY:	FIGURE:
	FEB 2016	TBC	KB	Appendix I



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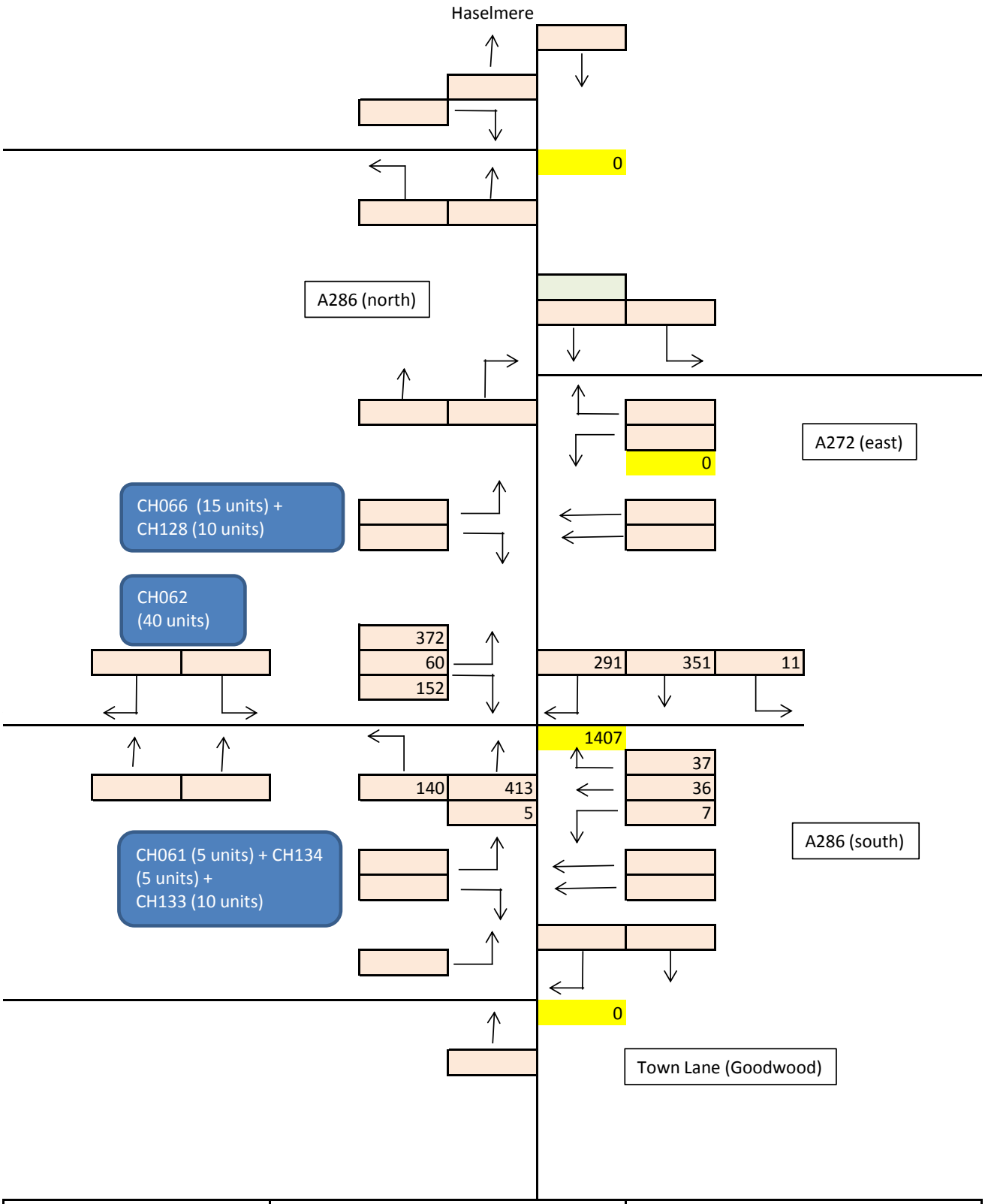
	TIME PERIOD:		2032 Mid Option plus 60% Reference Case Traffic	
	PM Peak			
	DATE:	JOB NUMBER:	DRAWN BY:	FIGURE:
	FEB 2016	TBC	KB	Appendix I



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	SDNP Local Plan Transport Assessment		Midhurst - Traffic Flow Diagrams	
	TIME PERIOD:		2032 Preferred Option RC + Preferred Option Development Traffic	
	AM Peak			
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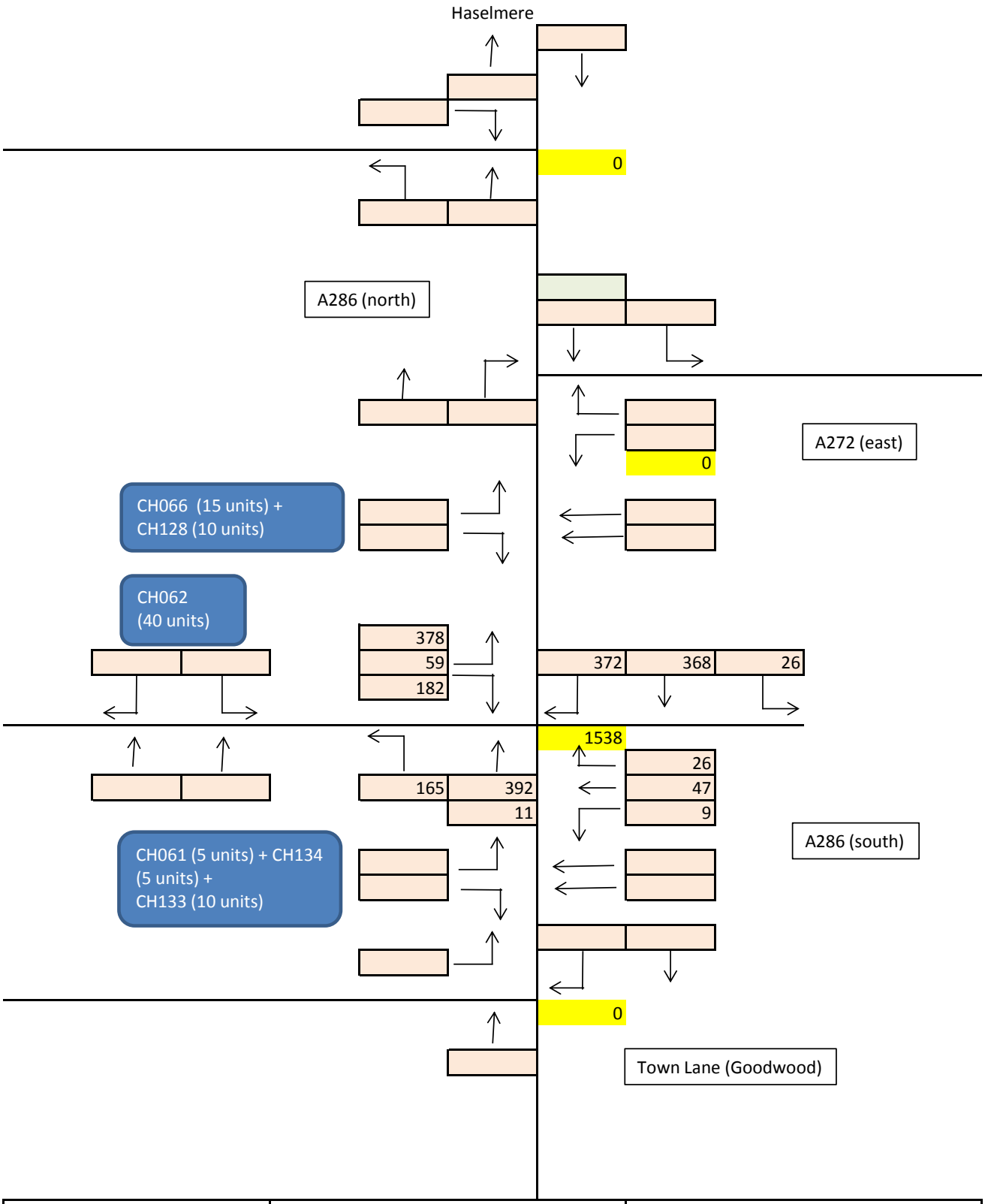
	FEB 2016	TBC	KB	Appendix I



Hampshire Services	PROJECT:		PLAN TITLE:	
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	TIME PERIOD:		2032 Preferred Option RC + Preferred Option Development Traffic	
	AM Peak			
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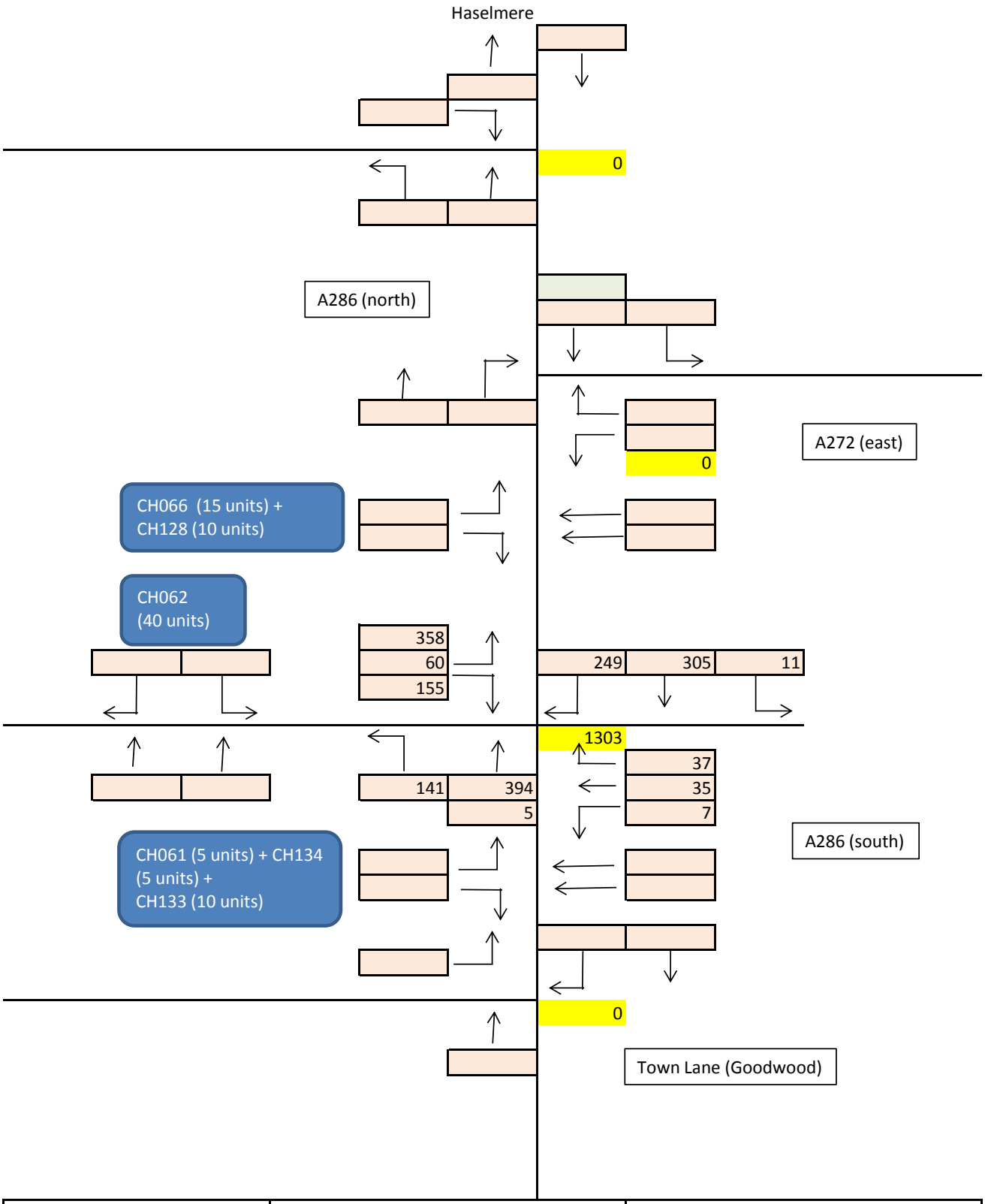

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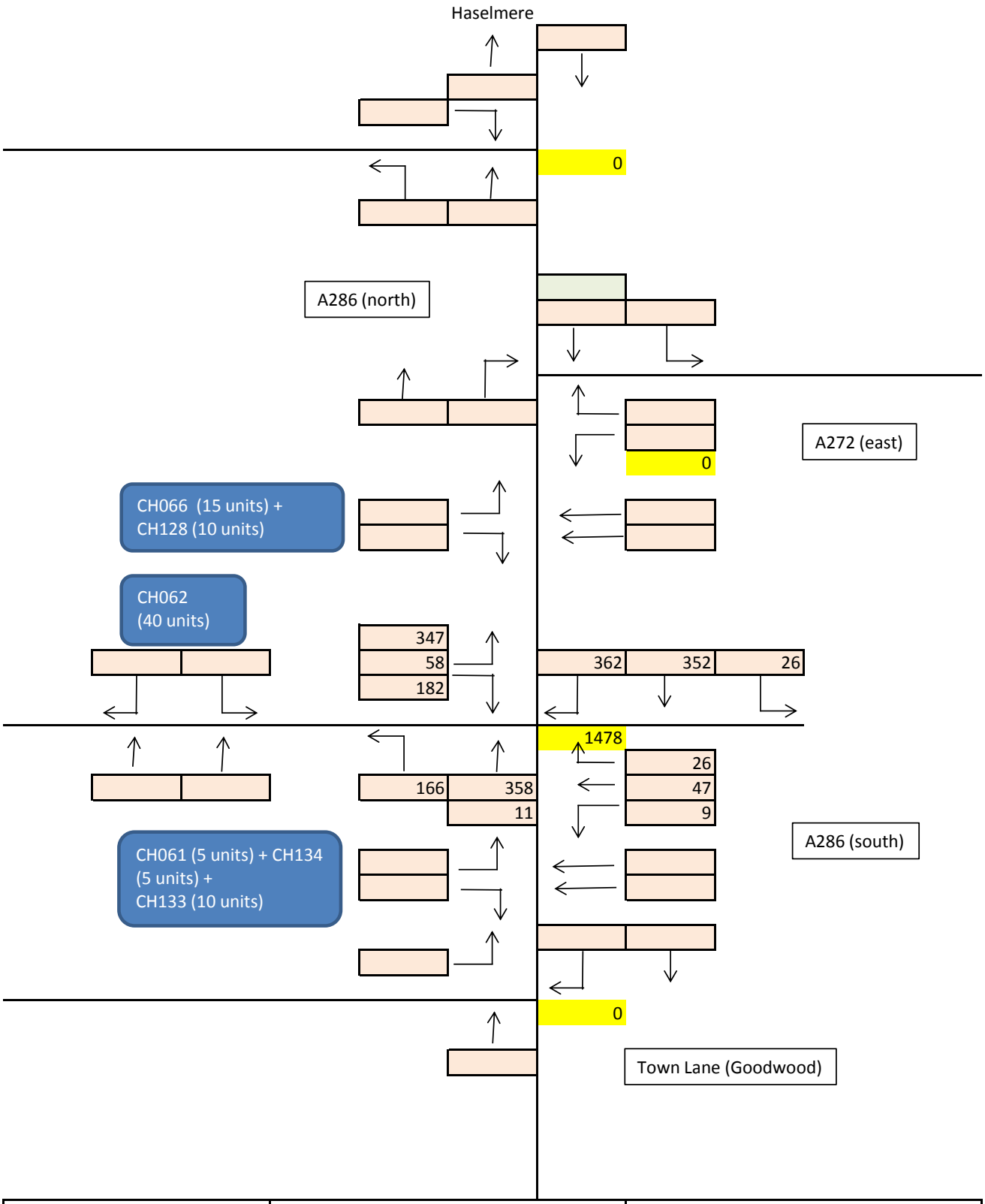

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	TIME PERIOD:		2032 Mid Option plus 60% RC + Mid Option plus 60% Development Traffic	
	PM Peak			
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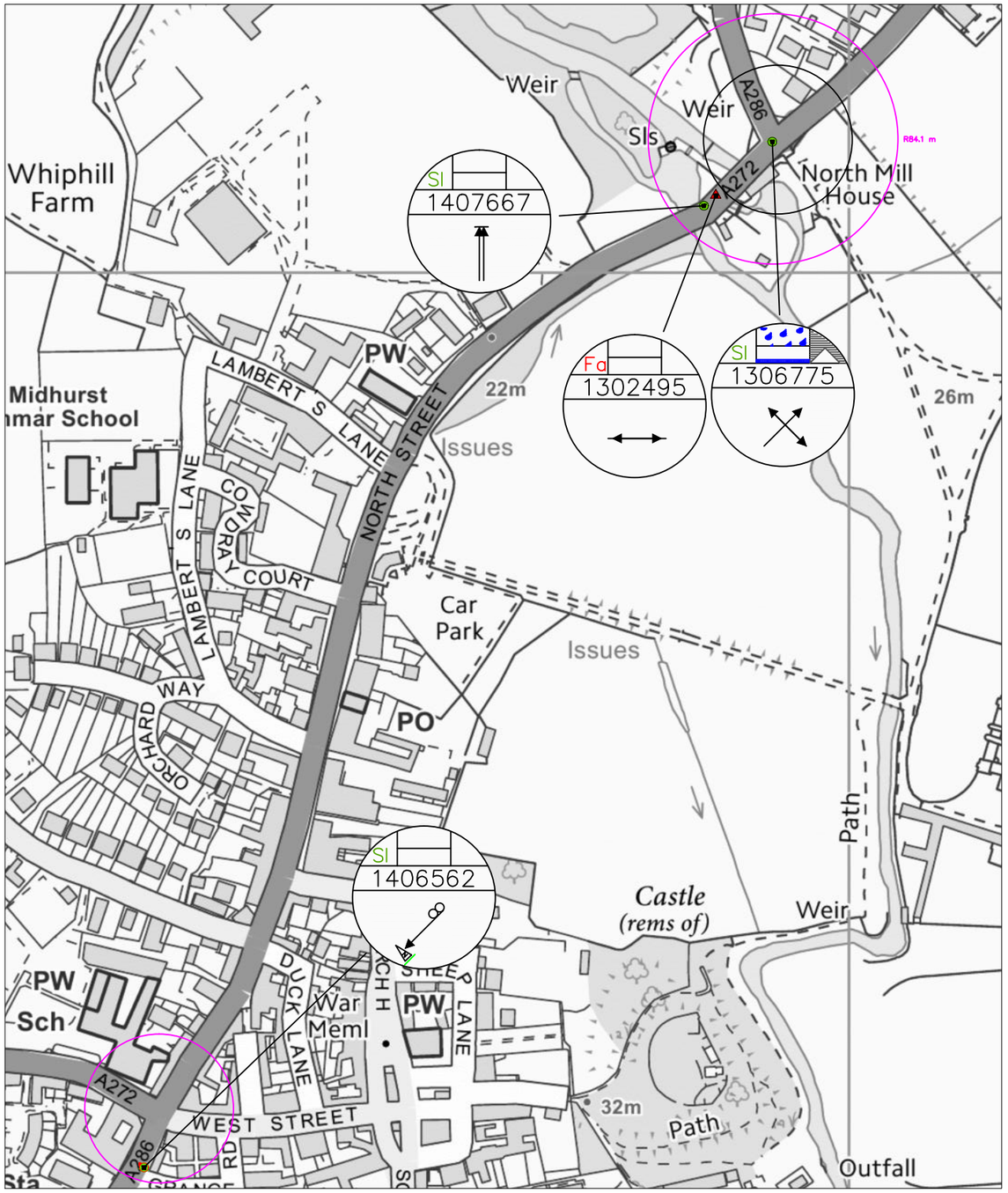
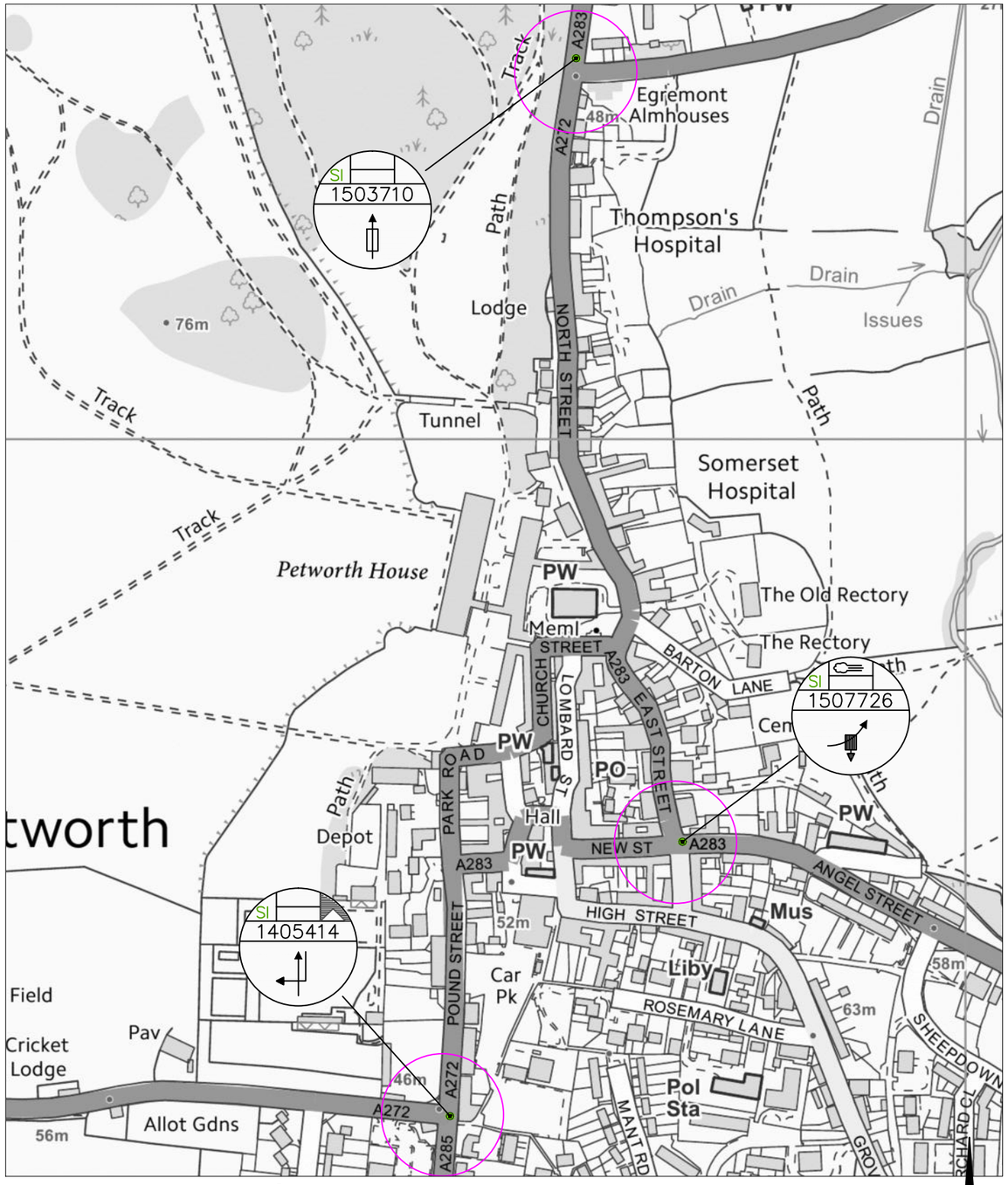
	FEB 2016	TBC	KB	Appendix I

Appendix J: Midhurst Personal Injury Accident Data



Midhurst



Petworth

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AREA		DRAWN	DN
ROUTE No.		CHECKED	
FILE No.	16023	DATE	1/3/16

Rev	Date	Amendment	Name

West Sussex County Council

Search Ref 16023
SDNP Local Plan Transport Assessment
3 Years PIA to 31 Jan 2016

DRG No.
SCALE Not Std

Lucy Monie
Director of Highways and Transport
County Hall, West Street
Chichester,
West Sussex, PO19 1RH
(Tel: 01243 642105)

Full Details Report Summary - Search Ref 16023 - SDNP- Local Plan Transport Assessment

Accidents Found Date Range: 19/05/2013 - 29/12/2015

Grid Coordinate Range: 488525,121398-497769,122311

Accident Severity

	2013	2014	2015	Total
Fatal	**1**	**0**	**0**	**1**
Slight	**1**	**3**	**2**	**6**
Total	**2**	**3**	**2**	**7**

Casualty Severity

	2013	2014	2015	Total
Fatal	**1**	**0**	**0**	**1**
Slight	**2**	**5**	**2**	**9**
Total	**3**	**5**	**2**	**10**

Casualty KSI

	2013	2014	2015	Total
Adult KSI	**1**	**0**	**0**	**1**
Slight	**2**	**5**	**2**	**9**
Total	**3**	**5**	**2**	**10**

Accident Reference:1405414 Slight A285 STATION ROAD PETWORTH AT JUNCTION OF A272 POUND STREET OUTSIDE AUGUSTUS BRANDT ANTIQUES Accident 1 of 7

Date & time.....Saturday 20/09/2014 20:00
Grid reference.....497579/121447
District.....Chichester
Primary road.....A285
Secondary road.....A272
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Mini Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	Vehicle 001	Very likely	Yes

Accident Description

VEHICLE 2 TRAVELLING SOUTH ON A272 POUND STREET INDICATES AND TURNS RIGHT AT MINI ROUNDABOUT TO TRAVEL WEST ON A272 MIDHURST ROAD. VEHICLE 1 NORTH ON A285 STATION ROAD FAILS TO GIVE WAY TO VEHICLE 2. BOTH VEHICLES COLLIDE.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way Offside
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....69
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North West
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....54
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

3 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....69
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....69
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....3
Casualty class.....Driver or Rider
Gender.....Male
Age.....54
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:1507726 Slight A283 ANGEL STREET PETWORTH AT JUNCTION OF A283 EAST STREET Accident 2 of 7

Date & time.....Tuesday 29/12/2015 14:45
Grid reference.....497769/121671
District.....Chichester
Primary road.....A283
Secondary road.....A283
Weather.....Fine Wind
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Crossroads
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
V1 HAS FAILED TO GIVE WAY AT THE JUNCTION AND COLLIDED WITH V2 CAUSING DAMAGE TO V2 AND INJURY TO DRIVER OF V2. SECTION 170 HAS BEEN COMPLIED WITH.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering main road
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....25
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....West North east
Manoeuvres.....Going ahead left hand bend
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....36
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....36
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:1503710 Slight A283 PETWORTH AT JUNCTION OF A272 Accident 3 of 7

Date & time.....Wednesday 01/07/2015 09:55
Grid reference.....497682/122311
District.....Chichester
Primary road.....A283
Secondary road.....A272
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Distraction outside vehicle (Driver/Rider - Impairment)	Vehicle 001	Very likely	

Accident Description
VEHICLE 1 TRAVELLING NORTH AT JUNCTION, VEHICLE 2 APPROACHING TRAVELLING SOUTH. VEHICLE 1 DRIVER USES HORN TO ADMONISH A VEHICLE IN FRONT AND AS A RESULT SUFFERS A LOSS OF CONCENTRATION AND CONTROL CAUSING VEHICLE TO MOVE ONTO OPPOSITE CARRIAGEWAY WHERE IMPACT OCCURRED WITH VEHICLE 2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way Offside
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....19
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....84
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....19
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:1406562 Slight A286 NORTH STREET MIDHURST AT JUNCTION OF U GRANGE ROAD Accident 4 of 7

Date & time.....Friday 31/10/2014 16:54
Grid reference.....488525/121398
District.....Chichester
Primary road.....A286
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Disobeyed pedestrian crossing (Driver/Rider - Injudicious)	Vehicle 001	Very likely	Yes

Accident Description
CYCLIST TRAVELLING NE TO SW IN URBAN TOWN CENTRE ROAD LIMITED TO 30 STRUCK ELDERLY PEDESTRIAN ON PELICAN CROSSING

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....North east South west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....61
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....87
Severity.....Slight
Vehicle no.....1
Ped Direction.....Northeast bound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..On ped. crossing facility
Pedestrian movement..Crossing from driver's nearside
Roadworker injured...Not applicable

Accident Reference:1302495 Fatal A272 NORTH STREET MIDHURST 22M WEST OF A286 Accident 5 of 7

Date & time.....Sunday 19/05/2013 16:55
Grid reference.....488910/122052
District.....Chichester
Primary road.....A272
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Central Refuge only

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Swerved (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
VEHICLE 2 TRAVELLING WEST ON A272. VEHICLE 1 TRAVELLING EAST FAILS TO NEGOTIGATE LEFT HAND BEND/KINK IN THE ROAD AND CROSSES INTO THE PATH OF VEHICLE 2 AND COLLIDES WITH IT. VEHICLE 1 THEN COMES TO REST AGAINST A BRICK WALL CAUSING DAMAGE TO WALL.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....84
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....34
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....84
Severity.....Fatal
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....81
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:1306775 Slight A286 MIDHURST AT JUNCTION OF A272 OUTSIDE AT R/A OUTSIDE ENTRANCE TO COWDRY RUINS Accident 6 of 7

Date & time.....Friday 13/12/2013 16:44
Grid reference.....488948/122088
District.....Chichester
Primary road.....A286
Secondary road.....A272
Weather.....Rain
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Possible	
Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 002	Possible	
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 002	Possible	Yes

Accident Description

VI ON APPROACH TO ROUNDABOUT TRAVELLING NORTH, V2 ON APPROACH TO ROUNDABOUT TRAVELLING WEST, V1 ENTERED ROUNDABOUT AT SAME TIME AS V2, V1 COLLIDED WITH V2, V1 THEN CONTINUED IN ITS DIRECTION COMING TO A HALT COLLIDING WITH V3 WHO WAS WAITING AT JUNCTIONTO ROUNDABOUT TRAVELLING EAST.

3 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South west North east
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....26
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....50
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Car
Junction location...Cleared junction or parked at junctio
Restricted location.On main carriageway
Direction.....North west South east
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....44
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....50
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:1407667 Slight A272 NORTH STREET MIDHURST AT JUNCTION 20M SOUTH OF A286 EASEBOURNE LANE Accident 7 of 7

Date & time.....Thursday 04/12/2014 07:45
Grid reference.....488902/122045
District.....Chichester
Primary road.....A272
Secondary road.....A286
Weather.....Fine
Lighting.....Daylight
Crossing(human).....Controlled by SXP
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Mini Roundabout
Junction control.....Authorised person
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	

Accident Description
VEHICLE 2 STOPPED ON BRIDGE TO ALLOW BUS TO COME THROUGH SAFELY SOUTHBOUND AND VEHICLE 2 HAS DRIVEN INTO THE REAR OF VEHICLE ONE AND HAS THEN DRIVEN OFF WITHOUT STOPPING AND EXCHANGING ANY DETAILS.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....28
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....44
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....44
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Appendix K: Midhurst Junction Modelling Outputs

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.6.541 [19821,26/11/2015]
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Filename: A272 - A286 RUMBOLDS HILL - WEST ST - BEPTON RD_HGVtest.arc8
Path: E:\
Report generation date: 15/06/2016 13:43:28

» (Default Analysis Set) - 1. BASE 2016, AM
» (Default Analysis Set) - 1. BASE 2016, PM
» (Default Analysis Set) - 2. BASE 2032, AM
» (Default Analysis Set) - 2. BASE 2032, PM
» (Default Analysis Set) - 3. BASE + DEV PO 2032, AM
» (Default Analysis Set) - 3. BASE + DEV PO 2032, PM
» (Default Analysis Set) - 4. BASE + DEV MID+60% 2032, AM
» (Default Analysis Set) - 4. BASE + DEV MID+60% 2032, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 1. BASE 2016							
A286 Rumbolds Hill	2.97	24.97	0.76	C	8.82	53.30	0.94	F
West Street	0.34	12.42	0.25	B	0.33	13.81	0.25	B
A286 Bepton Road	8.73	75.31	0.94	F	6.50	59.87	0.91	F
A272 Petersfield Road	3.92	27.66	0.82	D	2.05	16.83	0.68	C
	A1 - 2. BASE 2032							
A286 Rumbolds Hill	43.92	231.02	1.13	F	117.32	567.87	1.28	F
West Street	0.70	20.41	0.41	C	0.53	18.49	0.35	C
A286 Bepton Road	97.88	712.87	1.35	F	112.45	840.25	1.39	F
A272 Petersfield Road	20.16	97.26	1.06	F	9.92	60.26	0.95	F
	A1 - 3. BASE + DEV PO 2032							
A286 Rumbolds Hill	61.03	315.51	1.18	F	156.10	756.84	1.35	F
West Street	0.67	20.09	0.40	C	0.54	18.81	0.36	C
A286 Bepton Road	118.91	857.39	1.38	F	136.70	1014.32	1.46	F
A272 Petersfield Road	31.13	139.82	1.11	F	12.72	74.01	0.98	F
	A1 - 4. BASE + DEV MID+60% 2032							
A286 Rumbolds Hill	60.09	306.45	1.19	F	166.28	818.82	1.36	F
West Street	0.67	20.06	0.40	C	0.54	18.85	0.36	C
A286 Bepton Road	164.91	995.15	1.46	F	140.22	1046.61	1.47	F
A272 Petersfield Road	32.49	145.18	1.11	F	13.21	75.64	0.99	F

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

"D1 - 1. BASE 2016, AM " model duration: 08:15 - 09:15
"D2 - 1. BASE 2016, PM" model duration: 16:30 - 17:30
"D3 - 2. BASE 2032, AM" model duration: 08:15 - 09:15
"D4 - 2. BASE 2032, PM" model duration: 16:30 - 17:30
"D5 - 3. BASE + DEV PO 2032, AM" model duration: 08:15 - 09:15
"D6 - 3. BASE + DEV PO 2032, PM" model duration: 16:30 - 17:30
"D7 - 4. BASE + DEV MID+60% 2032, AM" model duration: 08:15 - 09:15
"D8 - 4. BASE + DEV MID+60% 2032, PM" model duration: 16:30 - 17:30

Run using Junctions 8.0.6.541 at 15/06/2016 13:43:22

File summary

Title	A286 RUMBOLDS HILL / WEST STREET / BEPTON ROAD / A272 PETERSFIELD ROAD
Location	
Site Number	
Date	22/03/2016
Version	
Status	(new file)
Identifier	
Client	SOUTH DOWNS NATIONAL PARK
Jobnumber	
Enumerator	IN
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	mph	Veh	Veh	perTimeSegment	s	-Min	perMin

(Default Analysis Set) - 1. BASE 2016, AM

Data Errors and Warnings

No errors or warnings

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
1. BASE 2016, AM	1. BASE 2016	AM		DIRECT	08:15	09:15	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	41.09	E

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	0.000	56.000	50.000
	West Street	6.000	0.000	2.000	7.000
	A286 Bepton Road	90.000	1.000	0.000	20.000
	A272 Petersfield Road	65.000	5.000	22.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.00	0.53	0.47
	West Street	0.40	0.00	0.13	0.47
	A286 Bepton Road	0.81	0.01	0.00	0.18
	A272 Petersfield Road	0.71	0.05	0.24	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	2.000	49.000	47.000
	West Street	7.000	0.000	1.000	7.000
	A286 Bepton Road	83.000	0.000	0.000	27.000
	A272 Petersfield Road	76.000	6.000	25.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.02	0.50	0.48
	West Street	0.47	0.00	0.07	0.47
	A286 Bepton Road	0.75	0.00	0.00	0.25
	A272 Petersfield Road	0.71	0.06	0.23	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	1.000	60.000	54.000
	West Street	15.000	0.000	1.000	8.000
	A286 Bepton Road	68.000	1.000	0.000	41.000
	A272 Petersfield Road	59.000	20.000	24.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.01	0.52	0.47
	West Street	0.63	0.00	0.04	0.33
	A286 Bepton Road	0.62	0.01	0.00	0.37
	A272 Petersfield Road	0.57	0.19	0.23	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	6.000	73.000	34.000
	West Street	2.000	0.000	1.000	7.000
	A286 Bepton Road	71.000	2.000	0.000	22.000
	A272 Petersfield Road	65.000	18.000	47.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.05	0.65	0.30
	West Street	0.20	0.00	0.10	0.70
	A286 Bepton Road	0.75	0.02	0.00	0.23
	A272 Petersfield Road	0.50	0.14	0.36	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.040
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.040	1.000	1.000	1.050
	A272 Petersfield Road	1.020	1.000	1.140	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	4.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	4.0	0.0	0.0	5.0
	A272 Petersfield Road	2.0	0.0	14.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.070
	A272 Petersfield Road	1.010	1.000	1.080	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	7.0
	A272 Petersfield Road	1.0	0.0	8.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.100	1.040
	West Street	1.070	1.000	1.000	1.000
	A286 Bepton Road	1.020	1.000	1.000	1.070
	A272 Petersfield Road	1.100	1.000	1.080	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	10.0	4.0
	West Street	7.0	0.0	0.0	0.0
	A286 Bepton Road	2.0	0.0	0.0	7.0
	A272 Petersfield Road	10.0	0.0	8.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.030
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.140
	A272 Petersfield Road	1.020	1.000	1.130	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	3.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	14.0
	A272 Petersfield Road	2.0	0.0	13.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	0.76	24.97	2.97	C
West Street	0.25	12.42	0.34	B
A286 Bepton Road	0.94	75.31	8.73	F
A272 Petersfield Road	0.82	27.66	3.92	D

Main Results for each time segment

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	106.00	104.35	27.52	0.00	167.58	0.633	1.65	13.898	B
West Street	15.00	14.84	126.00	0.00	107.01	0.140	0.16	9.748	A
A286 Bepton Road	111.00	105.31	62.08	3.75	123.81	0.897	5.69	40.830	E
A272 Petersfield Road	92.00	90.54	92.27	0.00	152.65	0.603	1.46	14.182	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	98.00	98.28	30.90	0.00	171.29	0.572	1.37	12.378	B
West Street	15.00	15.00	121.18	0.00	111.54	0.134	0.16	9.322	A
A286 Bepton Road	110.00	109.61	61.11	3.75	125.46	0.877	6.09	53.225	F
A272 Petersfield Road	107.00	106.44	90.06	0.00	157.45	0.679	2.01	17.432	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	115.00	113.74	44.64	0.00	155.29	0.741	2.63	21.030	C
West Street	24.00	23.83	136.74	0.00	96.05	0.250	0.33	12.423	B
A286 Bepton Road	110.00	107.33	76.26	3.75	116.49	0.944	8.77	75.314	F
A272 Petersfield Road	103.00	102.97	82.97	0.00	153.81	0.670	2.01	17.705	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	113.00	112.62	65.94	0.00	148.09	0.762	2.99	24.969	C
West Street	10.00	10.21	152.83	0.00	92.00	0.109	0.12	11.028	B
A286 Bepton Road	95.00	100.89	43.55	3.75	131.91	0.721	2.82	33.204	D
A272 Petersfield Road	130.00	128.13	78.53	0.00	158.79	0.819	3.90	27.657	D

(Default Analysis Set) - 1. BASE 2016, PM

Data Errors and Warnings

No errors or warnings

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
1. BASE 2016, PM	1. BASE 2016	PM		DIRECT	16:30	17:30	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	42.57	E

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	4.000	65.000	61.000
	West Street	2.000	0.000	1.000	4.000
	A286 Bepton Road	69.000	2.000	0.000	32.000
	A272 Petersfield Road	54.000	15.000	41.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.50	0.47
	West Street	0.29	0.00	0.14	0.57
	A286 Bepton Road	0.67	0.02	0.00	0.31
	A272 Petersfield Road	0.49	0.14	0.37	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	4.000	61.000	66.000
	West Street	6.000	0.000	2.000	14.000
	A286 Bepton Road	65.000	3.000	0.000	33.000
	A272 Petersfield Road	56.000	13.000	38.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.47	0.50
	West Street	0.27	0.00	0.09	0.64
	A286 Bepton Road	0.64	0.03	0.00	0.33
	A272 Petersfield Road	0.52	0.12	0.36	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	8.000	77.000	70.000
	West Street	7.000	0.000	3.000	8.000
	A286 Bepton Road	70.000	1.000	0.000	28.000
	A272 Petersfield Road	67.000	11.000	35.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.05	0.50	0.45
	West Street	0.39	0.00	0.17	0.44
	A286 Bepton Road	0.71	0.01	0.00	0.28
	A272 Petersfield Road	0.59	0.10	0.31	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	2.000	19.250	17.500
	West Street	1.750	0.000	0.750	2.000
	A286 Bepton Road	17.500	0.250	0.000	7.000
	A272 Petersfield Road	16.750	2.750	8.750	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.05	0.50	0.45
	West Street	0.39	0.00	0.17	0.44
	A286 Bepton Road	0.71	0.01	0.00	0.28
	A272 Petersfield Road	0.59	0.10	0.31	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.050	1.020
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.010	1.000	1.000	1.060
	A272 Petersfield Road	1.020	1.000	1.000	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	5.0	2.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	1.0	0.0	0.0	6.0
	A272 Petersfield Road	2.0	0.0	0.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.080
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.330	1.000	1.030
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	8.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	33.0	0.0	3.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.000
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	0.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.010
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.020	1.000	1.000	1.040
	A272 Petersfield Road	1.010	1.000	1.090	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	1.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	2.0	0.0	0.0	4.0
	A272 Petersfield Road	1.0	0.0	9.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	0.94	53.30	8.82	F
West Street	0.25	13.81	0.33	B
A286 Bepton Road	0.91	59.87	6.50	F
A272 Petersfield Road	0.68	16.83	2.05	C

Main Results for each time segment

Main results: (16:30-16:45)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	130.00	125.78	57.05	0.00	155.55	0.836	4.22	27.287	D
West Street	7.00	6.92	162.27	0.00	90.14	0.078	0.08	10.801	B
A286 Bepton Road	103.00	99.12	64.95	3.75	124.70	0.826	3.88	31.618	D
A272 Petersfield Road	110.00	108.28	70.30	0.00	171.34	0.642	1.72	13.924	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	131.00	130.29	53.94	0.00	153.89	0.852	4.94	36.239	E
West Street	22.00	21.75	164.34	0.00	87.49	0.251	0.33	13.643	B
A286 Bepton Road	101.00	98.45	85.27	3.75	111.01	0.910	6.43	59.873	F
A272 Petersfield Road	107.00	106.99	72.28	0.00	168.20	0.636	1.73	14.694	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	155.00	150.94	47.16	0.00	164.31	0.942	9.01	53.300	F
West Street	18.00	18.05	178.23	0.00	83.25	0.216	0.28	13.814	B
A286 Bepton Road	99.00	99.20	83.50	3.75	116.20	0.851	6.27	54.675	F
A272 Petersfield Road	113.00	112.68	77.85	0.00	165.73	0.682	2.05	16.831	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	38.75	47.49	12.57	0.00	181.39	0.214	0.27	7.172	A
West Street	4.50	4.75	54.37	0.00	146.22	0.031	0.03	6.374	A
A286 Bepton Road	24.75	30.82	25.40	3.75	145.34	0.170	0.21	8.277	A
A272 Petersfield Road	28.25	30.12	23.95	0.00	191.45	0.148	0.17	5.643	A

(Default Analysis Set) - 2. BASE 2032, AM

Data Errors and Warnings

No errors or warnings

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
2. BASE 2032, AM	2. BASE 2032	AM		DIRECT	08:15	09:15	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	325.82	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	0.000	80.513	73.105
	West Street	7.000	0.000	2.000	9.000
	A286 Bepton Road	116.000	1.000	0.000	25.000
	A272 Petersfield Road	85.000	6.000	27.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.00	0.52	0.48
	West Street	0.39	0.00	0.11	0.50
	A286 Bepton Road	0.82	0.01	0.00	0.18
	A272 Petersfield Road	0.72	0.05	0.23	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	2.469	71.870	69.401
	West Street	9.000	0.000	2.000	9.000
	A286 Bepton Road	107.000	0.000	0.000	33.000
	A272 Petersfield Road	99.000	7.000	31.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.02	0.50	0.48
	West Street	0.45	0.00	0.10	0.45
	A286 Bepton Road	0.76	0.00	0.00	0.24
	A272 Petersfield Road	0.72	0.05	0.23	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	1.235	85.451	78.043
	West Street	19.000	0.000	1.000	10.000
	A286 Bepton Road	89.000	1.000	0.000	51.000
	A272 Petersfield Road	78.000	25.000	30.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.01	0.52	0.47
	West Street	0.63	0.00	0.03	0.33
	A286 Bepton Road	0.63	0.01	0.00	0.36
	A272 Petersfield Road	0.59	0.19	0.23	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	7.408	101.501	53.351
	West Street	2.000	0.000	1.000	9.000
	A286 Bepton Road	92.000	2.000	0.000	27.000
	A272 Petersfield Road	85.000	22.000	58.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.05	0.63	0.33
	West Street	0.17	0.00	0.08	0.75
	A286 Bepton Road	0.76	0.02	0.00	0.22
	A272 Petersfield Road	0.52	0.13	0.35	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.040
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.040	1.000	1.000	1.050
	A272 Petersfield Road	1.020	1.000	1.140	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	4.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	4.0	0.0	0.0	5.0
	A272 Petersfield Road	2.0	0.0	14.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.070
	A272 Petersfield Road	1.010	1.000	1.080	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	7.0
	A272 Petersfield Road	1.0	0.0	8.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.100	1.040
	West Street	1.070	1.000	1.000	1.100
	A286 Bepton Road	1.020	1.000	1.000	1.070
	A272 Petersfield Road	1.100	1.000	1.080	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	10.0	4.0
	West Street	7.0	0.0	0.0	10.0
	A286 Bepton Road	2.0	0.0	0.0	7.0
	A272 Petersfield Road	10.0	0.0	8.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.030
	West Street	1.000	1.100	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.140
	A272 Petersfield Road	1.020	1.000	1.130	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	3.0
	West Street	0.0	10.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	14.0
	A272 Petersfield Road	2.0	0.0	13.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	1.13	231.02	43.92	F
West Street	0.41	20.41	0.70	C
A286 Bepton Road	1.35	712.87	97.88	F
A272 Petersfield Road	1.06	97.26	20.16	F

Main Results for each time segment

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	153.62	145.86	32.87	0.00	164.67	0.933	7.76	38.746	E
West Street	18.00	17.73	172.13	0.00	82.54	0.218	0.27	13.829	B
A286 Bepton Road	142.00	108.63	85.17	3.75	111.89	1.269	33.37	152.758	F
A272 Petersfield Road	118.00	114.80	96.40	0.00	150.66	0.783	3.20	23.383	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	143.74	144.60	37.48	0.00	167.58	0.856	6.89	41.389	E
West Street	20.00	19.97	172.63	0.00	84.99	0.235	0.30	13.834	B
A286 Bepton Road	140.00	111.93	87.73	3.75	112.11	1.248	61.47	405.367	F
A272 Petersfield Road	137.00	134.24	96.49	0.00	153.99	0.889	5.96	40.250	E

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	164.73	147.59	54.12	0.00	150.90	1.094	24.01	112.915	F
West Street	30.00	29.63	176.22	0.00	73.36	0.409	0.67	20.410	C
A286 Bepton Road	141.00	104.38	98.61	3.75	104.40	1.350	98.13	653.874	F
A272 Petersfield Road	133.00	132.01	93.10	0.00	148.45	0.897	6.87	49.967	E

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	162.26	142.00	74.25	0.00	142.85	1.128	44.15	231.023	F
West Street	12.00	12.45	188.96	0.00	72.10	0.166	0.20	15.202	C
A286 Bepton Road	121.00	122.62	61.68	3.75	124.03	0.986	96.35	712.872	F
A272 Petersfield Road	165.00	151.87	84.22	0.00	156.23	1.056	20.07	97.258	F

(Default Analysis Set) - 2. BASE 2032, PM

Data Errors and Warnings

No errors or warnings

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
2. BASE 2032, PM	2. BASE 2032	PM		DIRECT	16:30	17:30	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	472.85	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	4.983	84.852	79.869
	West Street	2.000	0.000	1.000	5.000
	A286 Bepton Road	94.000	2.000	0.000	40.000
	A272 Petersfield Road	76.000	19.000	51.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.50	0.47
	West Street	0.25	0.00	0.13	0.63
	A286 Bepton Road	0.69	0.01	0.00	0.29
	A272 Petersfield Road	0.52	0.13	0.35	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	4.983	79.869	86.098
	West Street	7.000	0.000	2.000	17.000
	A286 Bepton Road	89.000	4.000	0.000	41.000
	A272 Petersfield Road	78.000	16.000	47.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.47	0.50
	West Street	0.27	0.00	0.08	0.65
	A286 Bepton Road	0.66	0.03	0.00	0.31
	A272 Petersfield Road	0.55	0.11	0.33	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	6.229	93.573	87.344
	West Street	7.000	0.000	1.000	15.000
	A286 Bepton Road	102.000	4.000	0.000	44.000
	A272 Petersfield Road	94.000	10.000	36.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.50	0.47
	West Street	0.30	0.00	0.04	0.65
	A286 Bepton Road	0.68	0.03	0.00	0.29
	A272 Petersfield Road	0.67	0.07	0.26	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	9.966	99.802	91.081
	West Street	9.000	0.000	4.000	10.000
	A286 Bepton Road	95.000	1.000	0.000	35.000
	A272 Petersfield Road	92.000	14.000	44.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.05	0.50	0.45
	West Street	0.39	0.00	0.17	0.43
	A286 Bepton Road	0.73	0.01	0.00	0.27
	A272 Petersfield Road	0.61	0.09	0.29	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.050	1.020
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.010	1.000	1.000	1.060
	A272 Petersfield Road	1.020	1.000	1.000	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	5.0	2.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	1.0	0.0	0.0	6.0
	A272 Petersfield Road	2.0	0.0	0.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.080
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.330	1.000	1.030
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	8.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	33.0	0.0	3.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.000
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	0.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.010
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.020	1.000	1.000	1.040
	A272 Petersfield Road	1.010	1.000	1.090	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	1.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	2.0	0.0	0.0	4.0
	A272 Petersfield Road	1.0	0.0	9.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	1.28	567.87	117.32	F
West Street	0.35	18.49	0.53	C
A286 Bepton Road	1.39	840.25	112.45	F
A272 Petersfield Road	0.95	60.26	9.92	F

Main Results for each time segment

Main results: (16:30-16:45)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	169.70	144.12	68.93	0.00	149.75	1.133	25.59	94.687	F
West Street	8.00	7.88	188.87	0.00	76.38	0.105	0.12	13.119	B
A286 Bepton Road	136.00	114.44	74.73	3.75	119.75	1.136	21.56	103.608	F
A272 Petersfield Road	146.00	140.25	82.75	0.00	164.64	0.887	5.75	31.822	D

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	170.95	147.81	66.04	0.00	148.38	1.155	48.78	237.456	F
West Street	26.00	25.59	190.58	0.00	73.86	0.352	0.53	18.493	C
A286 Bepton Road	134.00	105.02	97.22	3.75	105.31	1.277	50.59	325.895	F
A272 Petersfield Road	141.00	140.95	80.05	0.00	164.32	0.858	5.79	37.993	E

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	187.15	160.63	49.71	0.00	160.85	1.148	75.32	361.292	F
West Street	23.00	23.08	191.92	0.00	75.30	0.305	0.45	17.261	C
A286 Bepton Road	150.00	106.73	98.85	3.75	106.78	1.393	93.88	610.609	F
A272 Petersfield Road	140.00	139.99	81.79	0.00	163.52	0.856	5.81	37.937	E

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	200.85	156.90	58.78	0.00	156.98	1.282	119.26	567.866	F
West Street	23.00	23.00	192.98	0.00	74.34	0.309	0.45	17.531	C
A286 Bepton Road	131.00	112.16	91.20	3.75	112.24	1.171	112.70	840.246	F
A272 Petersfield Road	150.00	146.03	88.71	0.00	157.46	0.953	9.78	60.260	F

(Default Analysis Set) - 3. BASE + DEV PO 2032, AM

Data Errors and Warnings

No errors or warnings

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
3. BASE + DEV PO 2032, AM	3. BASE + DEV PO 2032	AM		DIRECT	08:15	09:15	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	408.93	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	0.000	83.544	77.783
	West Street	7.000	0.000	2.000	9.000
	A286 Bepton Road	119.000	1.000	0.000	26.000
	A272 Petersfield Road	92.000	6.000	30.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.00	0.52	0.48
	West Street	0.39	0.00	0.11	0.50
	A286 Bepton Road	0.82	0.01	0.00	0.18
	A272 Petersfield Road	0.72	0.05	0.23	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	2.000	74.901	74.079
	West Street	9.000	0.000	2.000	9.000
	A286 Bepton Road	110.000	0.000	0.000	35.000
	A272 Petersfield Road	106.000	7.000	33.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.01	0.50	0.49
	West Street	0.45	0.00	0.10	0.45
	A286 Bepton Road	0.76	0.00	0.00	0.24
	A272 Petersfield Road	0.73	0.05	0.23	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	1.000	88.482	82.721
	West Street	19.000	0.000	1.000	10.000
	A286 Bepton Road	91.000	1.000	0.000	52.000
	A272 Petersfield Road	85.000	25.000	32.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.01	0.51	0.48
	West Street	0.63	0.00	0.03	0.33
	A286 Bepton Road	0.63	0.01	0.00	0.36
	A272 Petersfield Road	0.60	0.18	0.23	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	7.000	104.532	58.029
	West Street	2.000	0.000	1.000	9.000
	A286 Bepton Road	95.000	2.000	0.000	29.000
	A272 Petersfield Road	92.000	22.000	61.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.04	0.62	0.34
	West Street	0.17	0.00	0.08	0.75
	A286 Bepton Road	0.75	0.02	0.00	0.23
	A272 Petersfield Road	0.53	0.13	0.35	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.040
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.040	1.000	1.000	1.050
	A272 Petersfield Road	1.020	1.000	1.140	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	4.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	4.0	0.0	0.0	5.0
	A272 Petersfield Road	2.0	0.0	14.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.070
	A272 Petersfield Road	1.010	1.000	1.080	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	7.0
	A272 Petersfield Road	1.0	0.0	8.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.100	1.040
	West Street	1.070	1.000	1.000	1.000
	A286 Bepton Road	1.020	1.000	1.000	1.070
	A272 Petersfield Road	1.100	1.000	1.080	1.070

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	10.0	4.0
	West Street	7.0	0.0	0.0	0.0
	A286 Bepton Road	2.0	0.0	0.0	7.0
	A272 Petersfield Road	10.0	0.0	8.0	7.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.030
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.140
	A272 Petersfield Road	1.020	1.000	1.130	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	3.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	14.0
	A272 Petersfield Road	2.0	0.0	13.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	1.18	315.51	61.03	F
West Street	0.40	20.09	0.67	C
A286 Bepton Road	1.38	857.39	118.91	F
A272 Petersfield Road	1.11	139.82	31.13	F

Main Results for each time segment

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	161.33	149.99	35.48	0.00	163.22	0.988	11.34	49.963	E
West Street	18.00	17.71	178.94	0.00	78.83	0.228	0.29	14.659	B
A286 Bepton Road	146.00	107.59	88.06	3.75	110.39	1.323	38.41	174.554	F
A272 Petersfield Road	128.00	123.52	95.32	0.00	151.12	0.847	4.48	29.122	D

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	150.98	151.31	39.14	0.00	166.58	0.904	11.00	63.068	F
West Street	20.00	19.96	181.54	0.00	80.33	0.249	0.33	14.899	B
A286 Bepton Road	145.00	109.78	92.10	3.75	109.87	1.319	73.68	483.550	F
A272 Petersfield Road	146.00	141.78	94.66	0.00	154.91	0.942	8.70	54.174	F

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	172.20	149.04	54.98	0.00	150.69	1.147	34.14	154.756	F
West Street	30.00	29.67	179.47	0.00	74.13	0.405	0.66	20.093	C
A286 Bepton Road	144.00	103.96	100.37	3.75	103.98	1.384	113.74	763.553	F
A272 Petersfield Road	142.00	139.11	93.99	0.00	147.90	0.962	11.48	76.535	F

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	169.56	142.18	73.90	0.00	142.66	1.178	61.37	315.510	F
West Street	12.00	12.47	190.36	0.00	71.51	0.168	0.21	15.347	C
A286 Bepton Road	126.00	122.44	64.92	3.75	122.71	1.042	117.24	857.394	F
A272 Petersfield Road	175.00	155.59	81.82	0.00	157.47	1.110	31.00	139.818	F

(Default Analysis Set) - 3. BASE + DEV PO 2032, PM

Data Errors and Warnings

No errors or warnings

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
3. BASE + DEV PO 2032, PM	3. BASE + DEV PO 2032	PM		DIRECT	16:30	17:30	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	599.15	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	5.000	87.711	87.435
	West Street	2.000	0.000	1.000	5.000
	A286 Bepton Road	97.000	2.000	0.000	42.000
	A272 Petersfield Road	80.000	19.000	52.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.49	0.49
	West Street	0.25	0.00	0.13	0.63
	A286 Bepton Road	0.69	0.01	0.00	0.30
	A272 Petersfield Road	0.53	0.13	0.34	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	5.000	82.728	93.664
	West Street	7.000	0.000	2.000	17.000
	A286 Bepton Road	92.000	4.000	0.000	43.000
	A272 Petersfield Road	82.000	16.000	49.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.46	0.52
	West Street	0.27	0.00	0.08	0.65
	A286 Bepton Road	0.66	0.03	0.00	0.31
	A272 Petersfield Road	0.56	0.11	0.33	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	6.000	96.432	94.910
	West Street	7.000	0.000	1.000	15.000
	A286 Bepton Road	105.000	4.000	0.000	46.000
	A272 Petersfield Road	99.000	10.000	37.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.49	0.48
	West Street	0.30	0.00	0.04	0.65
	A286 Bepton Road	0.68	0.03	0.00	0.30
	A272 Petersfield Road	0.68	0.07	0.25	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	10.000	102.661	98.647
	West Street	9.000	0.000	4.000	10.000
	A286 Bepton Road	99.000	1.000	0.000	37.000
	A272 Petersfield Road	96.000	14.000	45.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.05	0.49	0.47
	West Street	0.39	0.00	0.17	0.43
	A286 Bepton Road	0.72	0.01	0.00	0.27
	A272 Petersfield Road	0.62	0.09	0.29	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.000
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	0.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.080
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.330	1.000	1.030
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	8.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	33.0	0.0	3.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.000
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	0.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.010
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.020	1.000	1.000	1.040
	A272 Petersfield Road	1.010	1.000	1.090	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	1.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	2.0	0.0	0.0	4.0
	A272 Petersfield Road	1.0	0.0	9.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	1.35	756.84	156.10	F
West Street	0.36	18.81	0.54	C
A286 Bepton Road	1.46	1014.32	136.70	F
A272 Petersfield Road	0.98	74.01	12.72	F

Main Results for each time segment

Main results: (16:30-16:45)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	180.15	148.58	69.17	0.00	153.28	1.175	31.57	109.535	F
West Street	8.00	7.88	193.92	0.00	75.22	0.106	0.12	13.343	B
A286 Bepton Road	141.00	114.42	79.01	3.75	118.72	1.188	26.58	122.953	F
A272 Petersfield Road	151.00	143.65	82.31	0.00	163.21	0.925	7.35	37.692	E

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	181.39	148.04	67.81	0.00	148.35	1.234	64.93	301.484	F
West Street	26.00	25.58	192.96	0.00	73.03	0.356	0.54	18.807	C
A286 Bepton Road	139.00	104.63	99.08	3.75	104.77	1.334	61.03	393.352	F
A272 Petersfield Road	147.00	146.80	79.48	0.00	164.48	0.894	7.55	48.551	E

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	197.34	159.39	50.81	0.00	159.48	1.215	102.90	486.895	F
West Street	23.00	23.08	192.32	0.00	74.70	0.308	0.46	17.466	C
A286 Bepton Road	155.00	105.11	101.05	3.75	105.13	1.460	110.94	730.673	F
A272 Petersfield Road	146.00	145.96	80.15	0.00	164.36	0.888	7.59	47.941	E

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	211.31	156.68	59.54	0.00	156.72	1.352	157.52	756.841	F
West Street	23.00	23.00	194.29	0.00	73.73	0.312	0.46	17.742	C
A286 Bepton Road	137.00	111.14	93.65	3.75	111.18	1.238	136.80	1014.319	F
A272 Petersfield Road	155.00	150.04	87.12	0.00	158.30	0.980	12.56	74.008	F

(Default Analysis Set) - 4. BASE + DEV MID+60% 2032, AM

Data Errors and Warnings

No errors or warnings

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
4. BASE + DEV MID+60% 2032, AM	4. BASE + DEV MID+60% 2032	AM		DIRECT	08:15	09:15	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	462.52	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	0.000	83.614	78.937
	West Street	7.000	0.000	2.000	9.000
	A286 Bepton Road	118.000	1.000	0.000	27.000
	A272 Petersfield Road	94.000	6.000	31.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.00	0.51	0.49
	West Street	0.39	0.00	0.11	0.50
	A286 Bepton Road	0.81	0.01	0.00	0.18
	A272 Petersfield Road	0.72	0.05	0.24	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	2.000	63.694	63.900
	West Street	9.000	0.000	2.000	9.000
	A286 Bepton Road	105.000	0.000	0.000	35.000
	A272 Petersfield Road	102.000	7.000	35.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.02	0.49	0.49
	West Street	0.45	0.00	0.10	0.45
	A286 Bepton Road	0.75	0.00	0.00	0.25
	A272 Petersfield Road	0.71	0.05	0.24	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	1.000	89.331	84.571
	West Street	19.000	0.000	1.000	10.000
	A286 Bepton Road	93.000	1.000	0.000	53.000
	A272 Petersfield Road	86.000	25.000	34.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.01	0.51	0.48
	West Street	0.63	0.00	0.03	0.33
	A286 Bepton Road	0.63	0.01	0.00	0.36
	A272 Petersfield Road	0.59	0.17	0.23	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	7.000	104.366	59.406
	West Street	2.000	0.000	1.000	9.000
	A286 Bepton Road	88.000	2.000	0.000	82.000
	A272 Petersfield Road	94.000	22.000	61.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.04	0.61	0.35
	West Street	0.17	0.00	0.08	0.75
	A286 Bepton Road	0.51	0.01	0.00	0.48
	A272 Petersfield Road	0.53	0.12	0.34	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.040
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.040	1.000	1.000	1.050
	A272 Petersfield Road	1.020	1.000	1.140	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	4.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	4.0	0.0	0.0	5.0
	A272 Petersfield Road	2.0	0.0	14.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.070
	A272 Petersfield Road	1.010	1.000	1.080	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	7.0
	A272 Petersfield Road	1.0	0.0	8.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.100	1.040
	West Street	1.070	1.000	1.000	1.000
	A286 Bepton Road	1.020	1.000	1.000	1.070
	A272 Petersfield Road	1.100	1.000	1.080	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	10.0	4.0
	West Street	7.0	0.0	0.0	0.0
	A286 Bepton Road	2.0	0.0	0.0	7.0
	A272 Petersfield Road	10.0	0.0	8.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.030
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.140
	A272 Petersfield Road	1.020	1.000	1.130	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	3.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	14.0
	A272 Petersfield Road	2.0	0.0	13.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	1.19	306.45	60.09	F
West Street	0.40	20.06	0.67	C
A286 Bepton Road	1.46	995.15	164.91	F
A272 Petersfield Road	1.11	145.18	32.49	F

Main Results for each time segment

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	162.55	150.38	36.34	0.00	162.74	0.999	12.17	52.413	F
West Street	18.00	17.71	180.22	0.00	78.11	0.230	0.29	14.830	B
A286 Bepton Road	146.00	107.25	88.77	3.75	110.01	1.327	38.75	175.123	F
A272 Petersfield Road	131.00	126.07	94.30	0.00	151.62	0.864	4.93	30.976	D

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	129.59	137.67	41.20	0.00	165.41	0.781	4.08	38.246	E
West Street	20.00	19.99	169.86	0.00	86.20	0.232	0.30	13.591	B
A286 Bepton Road	140.00	112.85	85.78	3.75	113.00	1.239	65.94	443.349	F
A272 Petersfield Road	144.00	140.53	96.12	0.00	153.95	0.935	8.40	54.173	F

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	174.90	146.83	56.61	0.00	149.50	1.172	32.14	129.141	F
West Street	30.00	29.65	179.06	0.00	74.16	0.405	0.66	20.060	C
A286 Bepton Road	147.00	104.25	99.67	3.75	104.27	1.408	108.72	715.181	F
A272 Petersfield Road	145.00	140.78	92.69	0.00	148.55	0.978	12.53	79.957	F

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	170.77	142.28	73.87	0.00	142.77	1.186	60.49	306.447	F
West Street	12.00	12.47	190.42	0.00	71.53	0.168	0.21	15.341	C
A286 Bepton Road	172.00	122.17	65.40	3.75	122.17	1.462	158.61	995.146	F
A272 Petersfield Road	177.00	157.26	78.91	0.00	158.97	1.112	32.38	145.180	F

(Default Analysis Set) - 4. BASE + DEV MID+60% 2032, PM

Data Errors and Warnings

No errors or warnings

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
4. BASE + DEV MID+60% 2032, PM	4. BASE + DEV MID+60% 2032	PM		DIRECT	16:30	17:30	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	633.20	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	5.000	87.907	89.260
	West Street	2.000	0.000	1.000	5.000
	A286 Bepton Road	97.000	2.000	0.000	43.000
	A272 Petersfield Road	81.000	18.000	53.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.48	0.49
	West Street	0.25	0.00	0.13	0.63
	A286 Bepton Road	0.68	0.01	0.00	0.30
	A272 Petersfield Road	0.53	0.12	0.35	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	5.000	82.985	95.412
	West Street	7.000	0.000	2.000	17.000
	A286 Bepton Road	92.000	4.000	0.000	44.000
	A272 Petersfield Road	83.000	16.000	49.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.45	0.52
	West Street	0.27	0.00	0.08	0.65
	A286 Bepton Road	0.66	0.03	0.00	0.31
	A272 Petersfield Road	0.56	0.11	0.33	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	6.000	96.520	96.643
	West Street	7.000	0.000	1.000	15.000
	A286 Bepton Road	105.000	4.000	0.000	46.000
	A272 Petersfield Road	99.000	10.000	38.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.48	0.49
	West Street	0.30	0.00	0.04	0.65
	A286 Bepton Road	0.68	0.03	0.00	0.30
	A272 Petersfield Road	0.67	0.07	0.26	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	10.000	102.673	100.334
	West Street	9.000	0.000	4.000	10.000
	A286 Bepton Road	98.000	1.000	0.000	38.000
	A272 Petersfield Road	97.000	14.000	45.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.05	0.48	0.47
	West Street	0.39	0.00	0.17	0.43
	A286 Bepton Road	0.72	0.01	0.00	0.28
	A272 Petersfield Road	0.62	0.09	0.29	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.050	1.020
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.010	1.000	1.000	1.060
	A272 Petersfield Road	1.020	1.000	1.000	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	5.0	2.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	1.0	0.0	0.0	6.0
	A272 Petersfield Road	2.0	0.0	0.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.080
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.330	1.000	1.030
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	8.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	33.0	0.0	3.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.000
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	0.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.010
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.020	1.000	1.000	1.040
	A272 Petersfield Road	1.010	1.000	1.090	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	1.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	2.0	0.0	0.0	4.0
	A272 Petersfield Road	1.0	0.0	9.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	1.36	818.82	166.28	F
West Street	0.36	18.85	0.54	C
A286 Bepton Road	1.47	1046.61	140.22	F
A272 Petersfield Road	0.99	75.64	13.21	F

Main Results for each time segment

Main results: (16:30-16:45)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	182.17	145.65	69.29	0.00	149.64	1.217	36.52	125.708	F
West Street	8.00	7.88	192.18	0.00	74.72	0.107	0.12	13.443	B
A286 Bepton Road	142.00	113.83	78.26	3.75	117.87	1.205	28.17	129.626	F
A272 Petersfield Road	152.00	144.91	81.33	0.00	165.35	0.919	7.09	36.398	E

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	183.40	147.53	67.67	0.00	147.70	1.247	72.45	338.950	F
West Street	26.00	25.58	192.49	0.00	72.92	0.357	0.54	18.854	C
A286 Bepton Road	140.00	104.38	99.25	3.75	104.51	1.345	63.85	413.225	F
A272 Petersfield Road	148.00	147.61	78.80	0.00	165.09	0.897	7.48	48.305	E

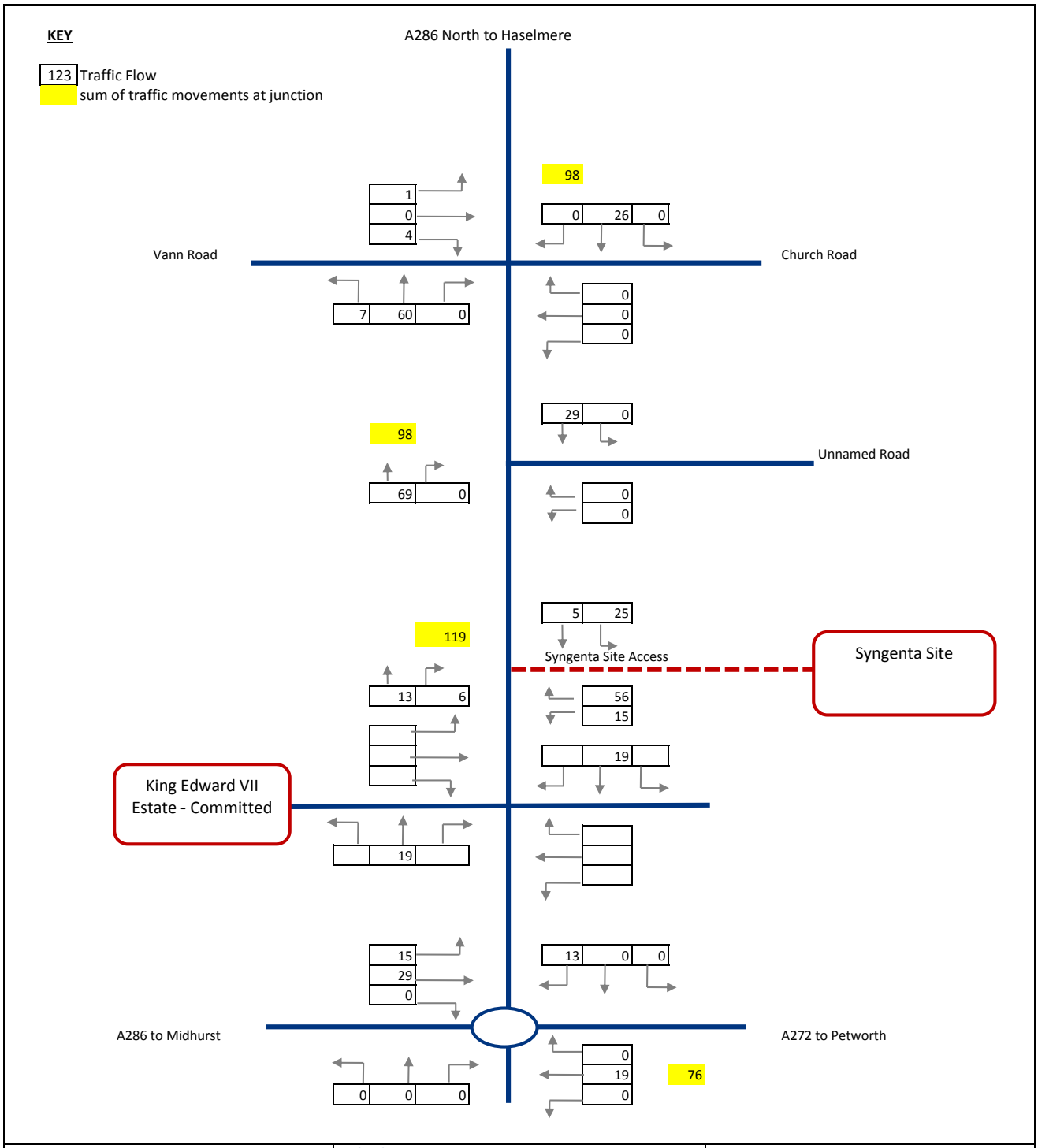
Main results: (17:00-17:15)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	199.16	158.59	51.69	0.00	158.65	1.230	113.05	538.505	F
West Street	23.00	23.08	192.53	0.00	74.40	0.309	0.46	17.566	C
A286 Bepton Road	155.00	104.63	101.58	3.75	104.64	1.466	114.25	758.826	F
A272 Petersfield Road	147.00	146.87	79.46	0.00	164.71	0.892	7.61	48.572	E

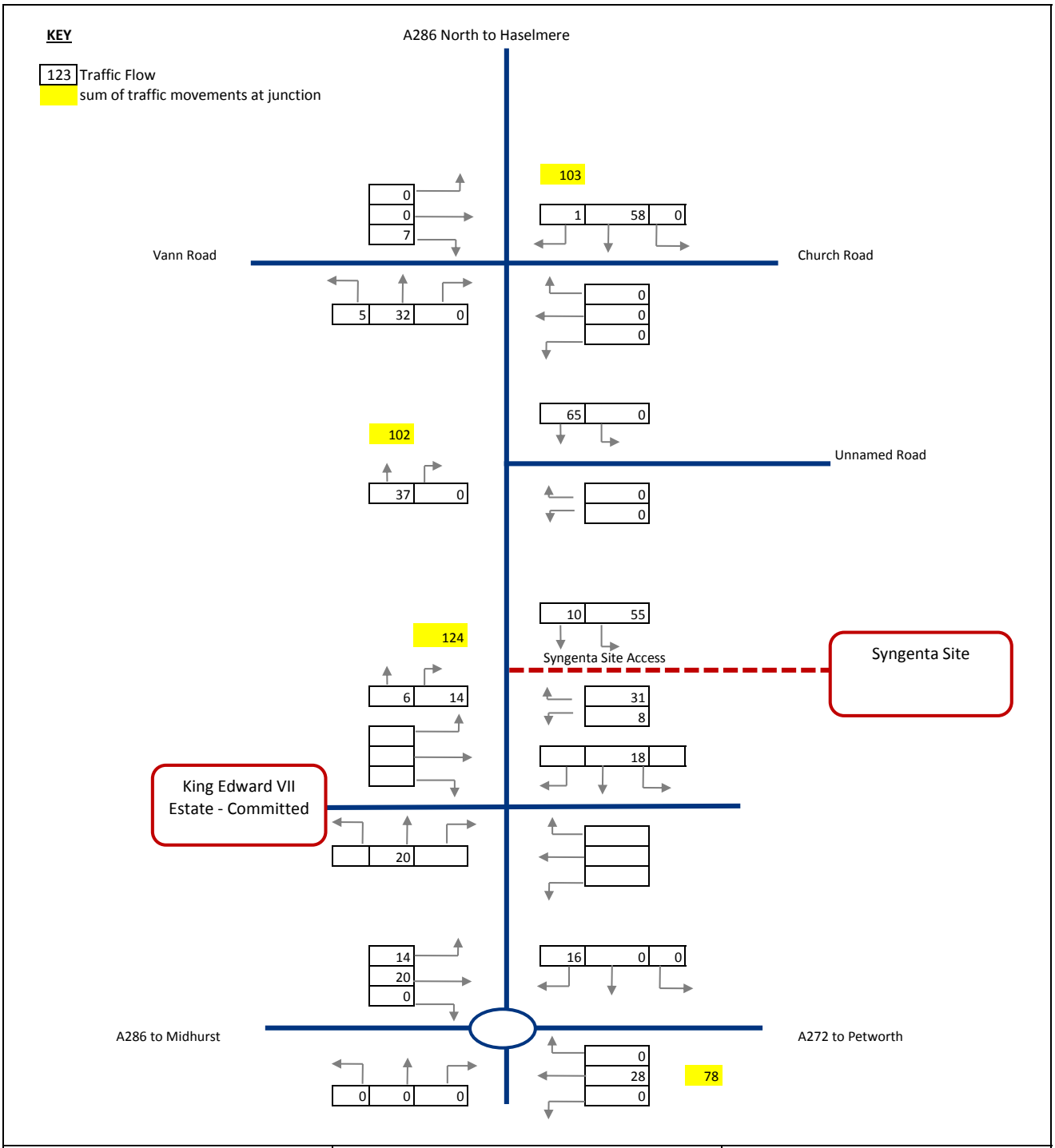
Main results: (17:15-17:30)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	213.01	156.79	59.42	0.00	156.83	1.363	169.25	818.820	F
West Street	23.00	23.00	194.55	0.00	73.63	0.312	0.46	17.779	C
A286 Bepton Road	137.00	110.72	94.52	3.75	110.76	1.243	140.53	1046.611	F
A272 Petersfield Road	156.00	150.59	86.82	0.00	158.48	0.985	13.03	75.643	F

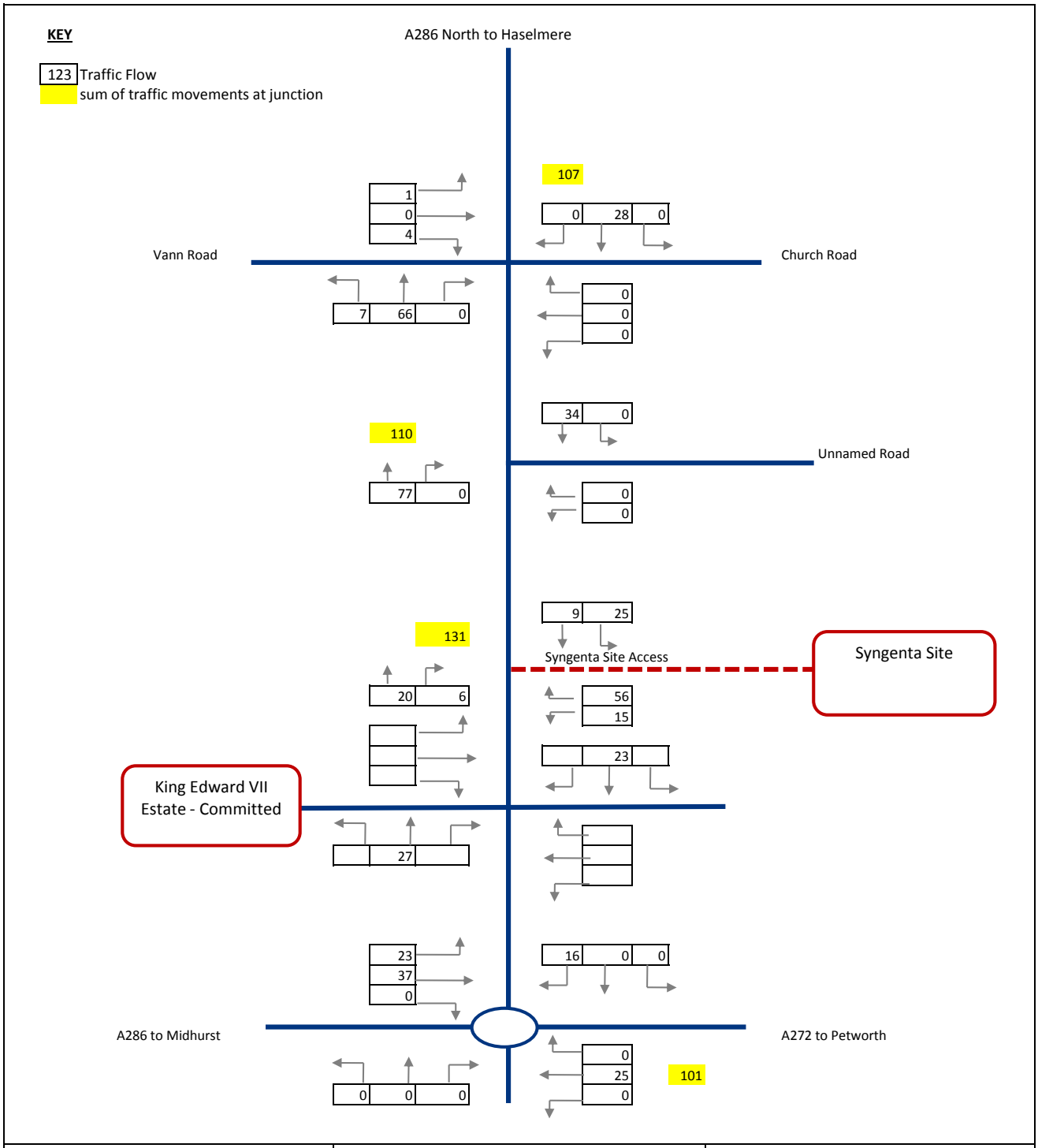
Appendix L: Fernhurst Traffic Flow Diagrams



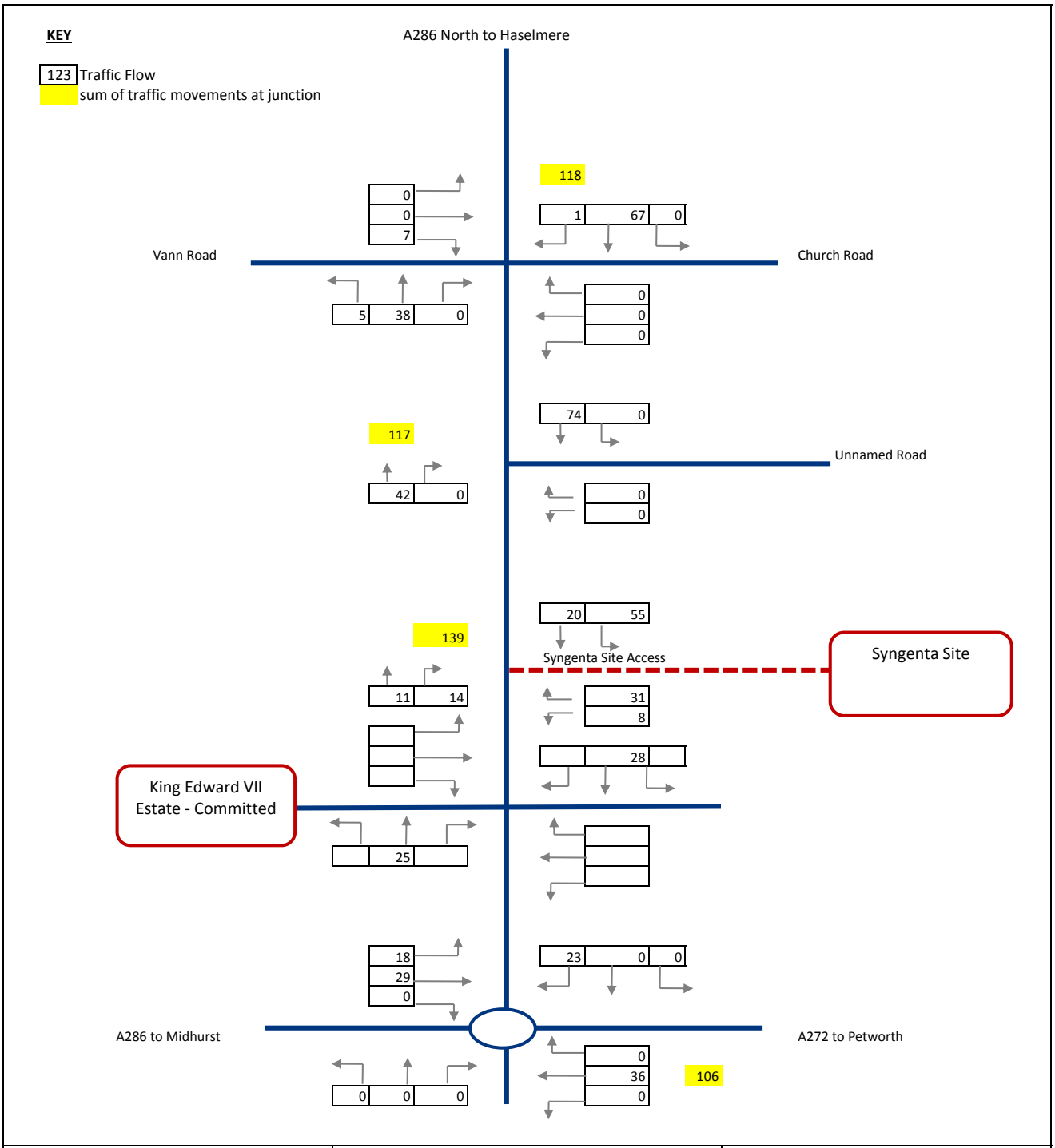
Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
	TIME PERIOD: AM Peak	Preferred Option Development Traffic	
	DATE: February 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L



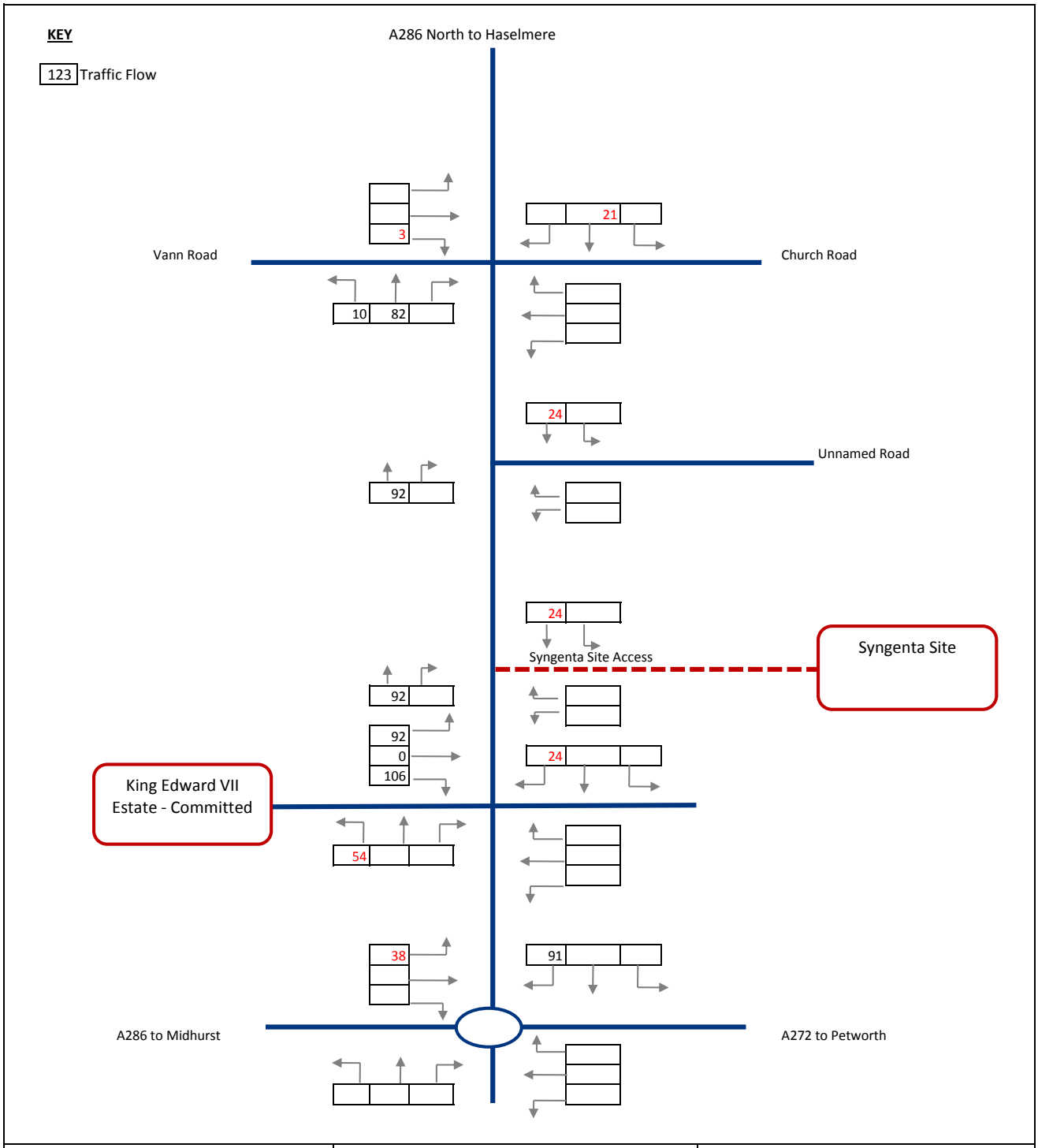
Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
	TIME PERIOD: PM Peak	Preferred Option Development Traffic	
	DATE: February 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L



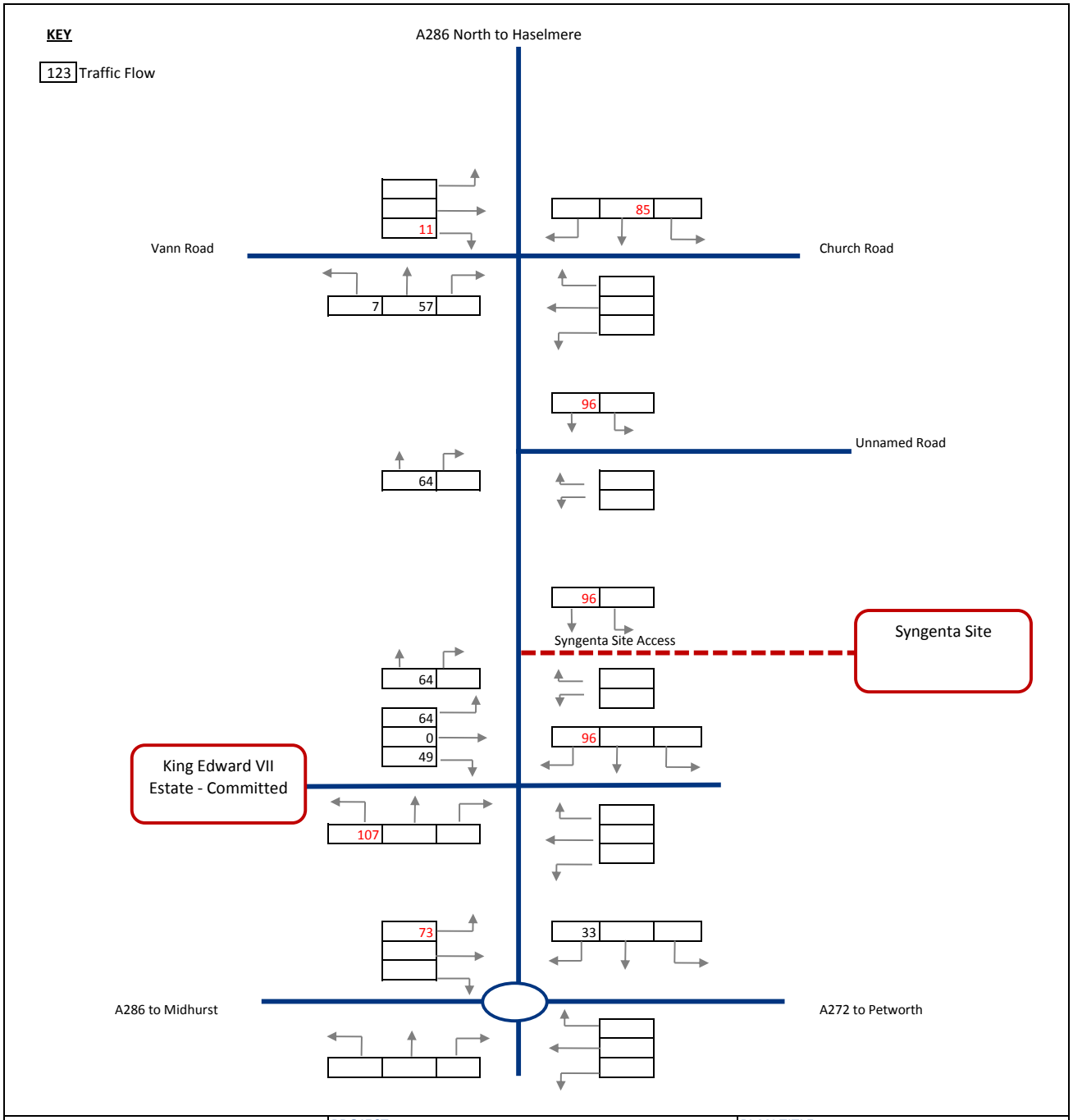
Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
	TIME PERIOD: AM Peak	Mid Option plus 60% Development Traffic	
	DATE: February 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L



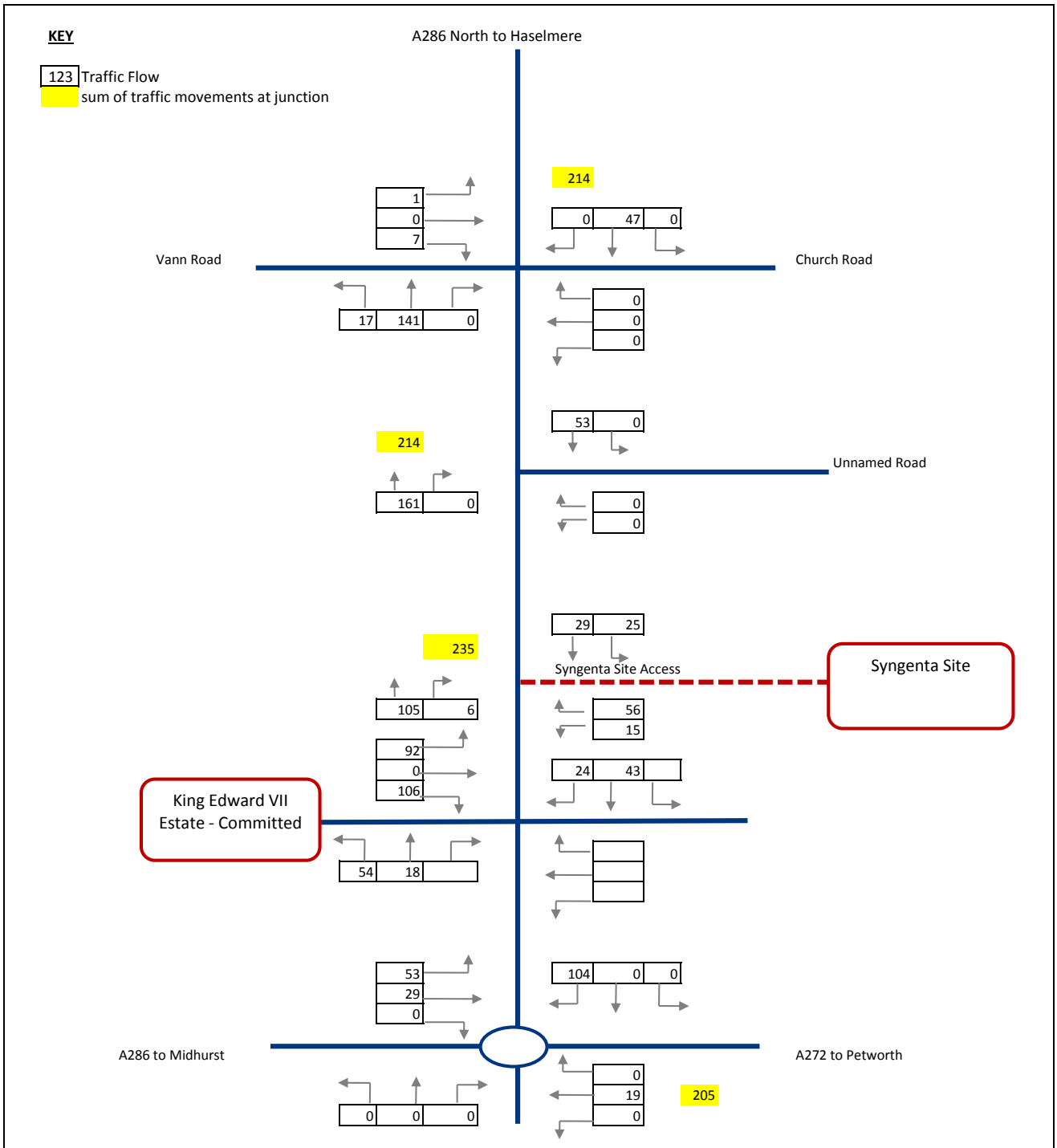
Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
	TIME PERIOD: PM Peak	Mid Option plus 60% Development Traffic	
	DATE: February 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L



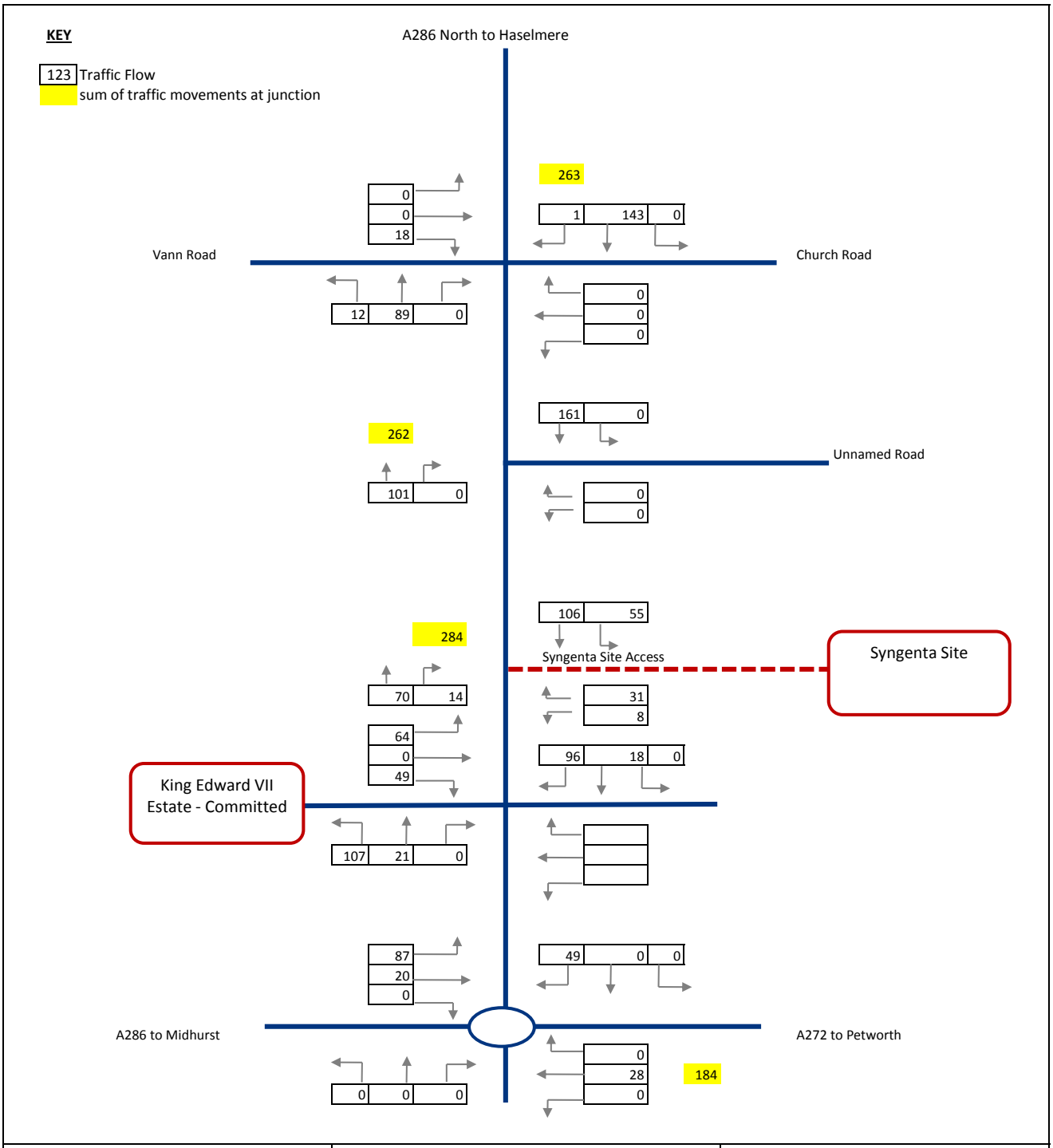
Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment		**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram King Edward VII Estate Committed Development Traffic
	TIME PERIOD: AM Peak		
	DATE: February 2016	**JOB NUMBER:**	**DRAWN BY:** IN **FIGURE:** Appendix L



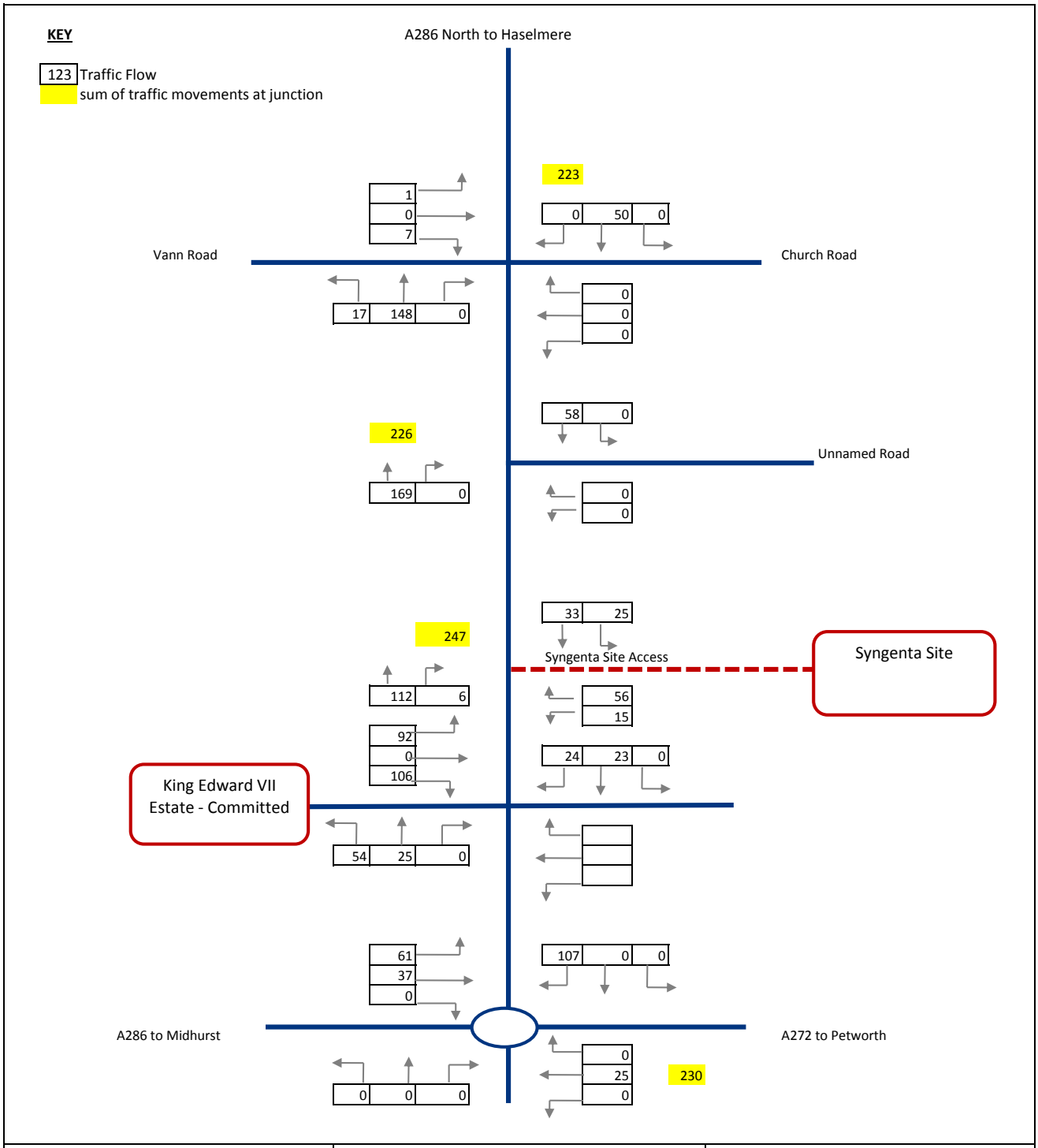
Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
	TIME PERIOD: PM Peak	ng Edward VII Estate Committed Development Traf	
	DATE: February 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L



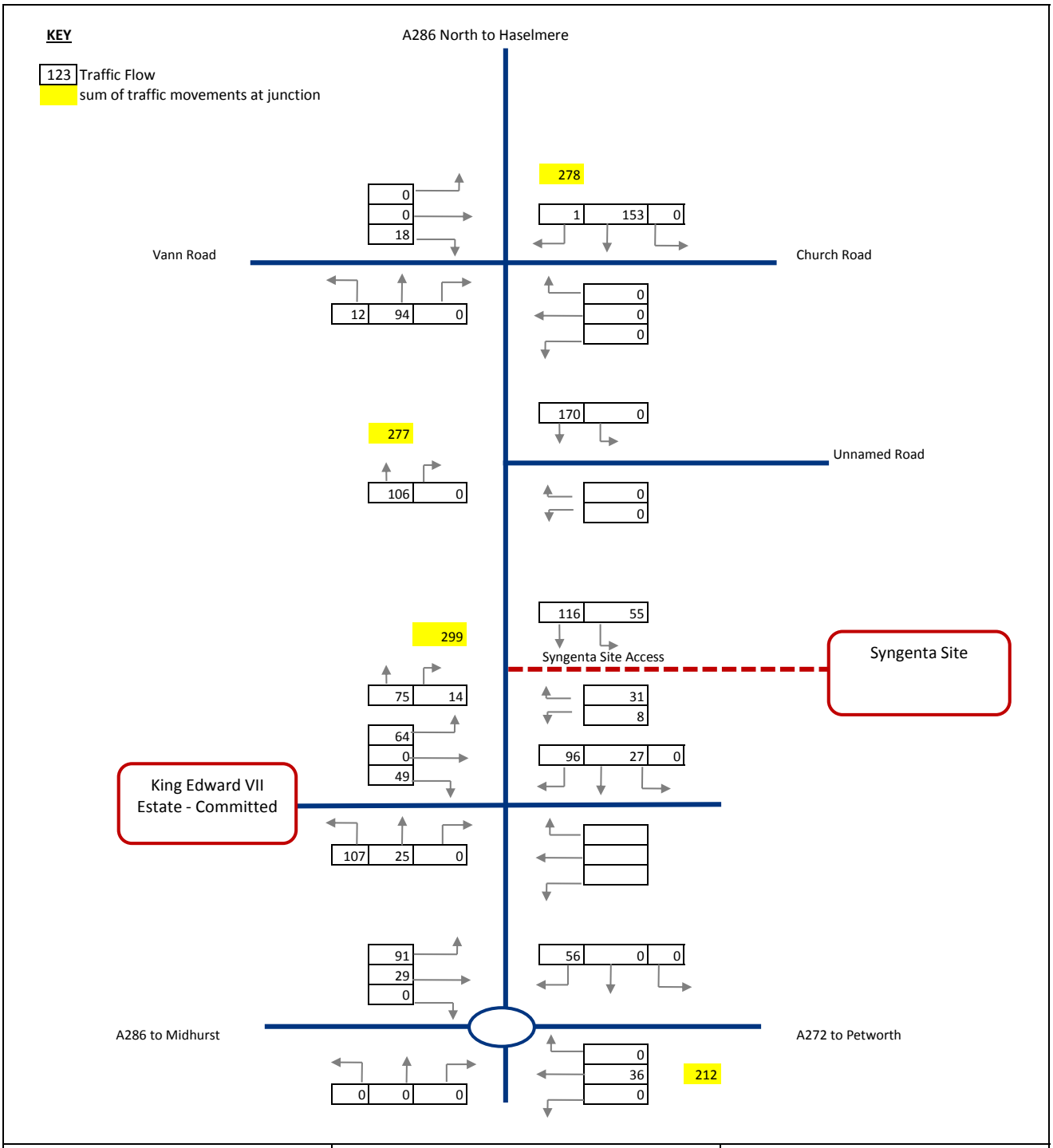
Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
	TIME PERIOD: AM Peak	Preferred Option + Committed Development Traffic	
	DATE: February 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L



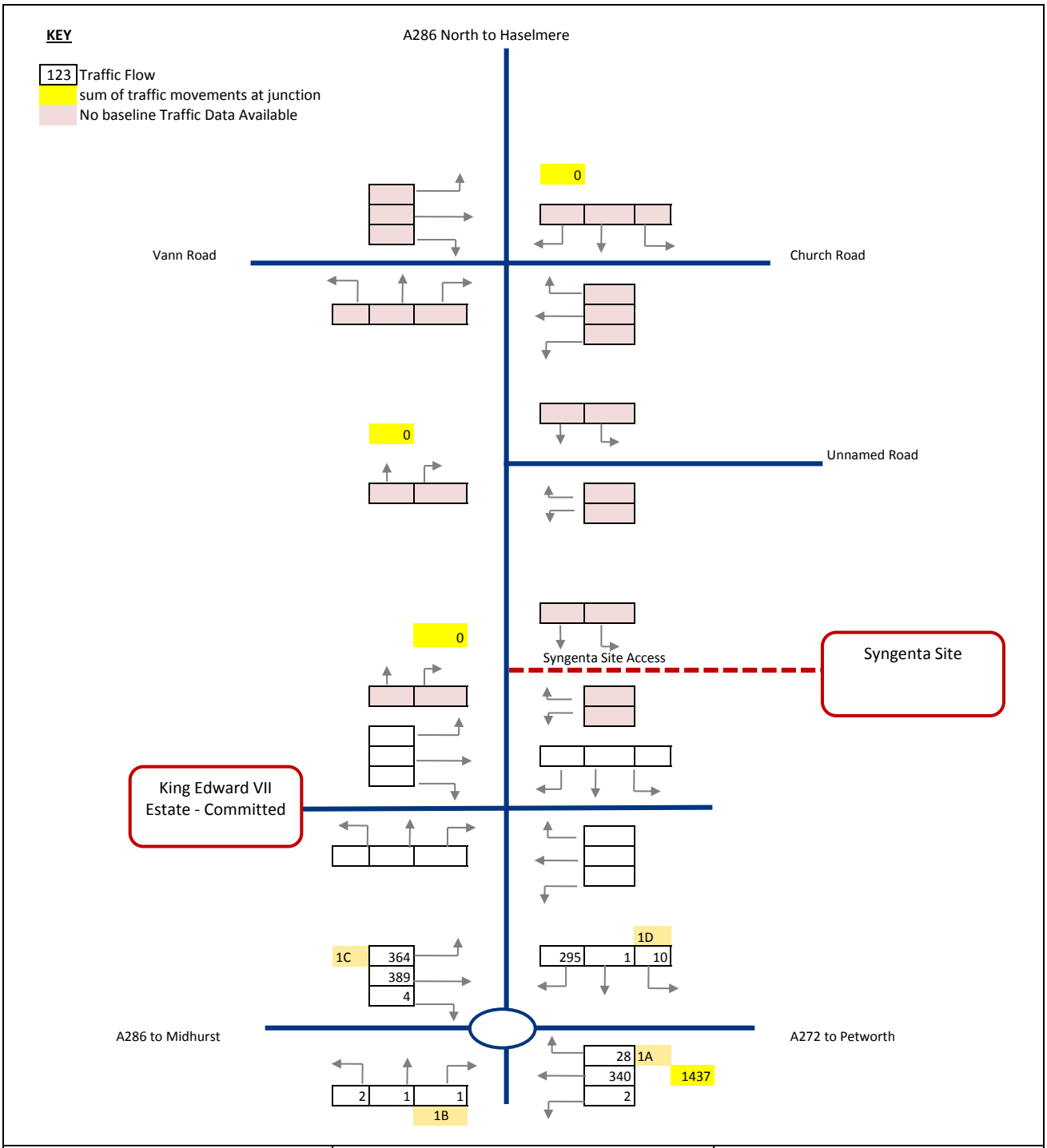
Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
	TIME PERIOD: PM Peak	Preferred Option + Committed Development Traffic	
	DATE: February 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L



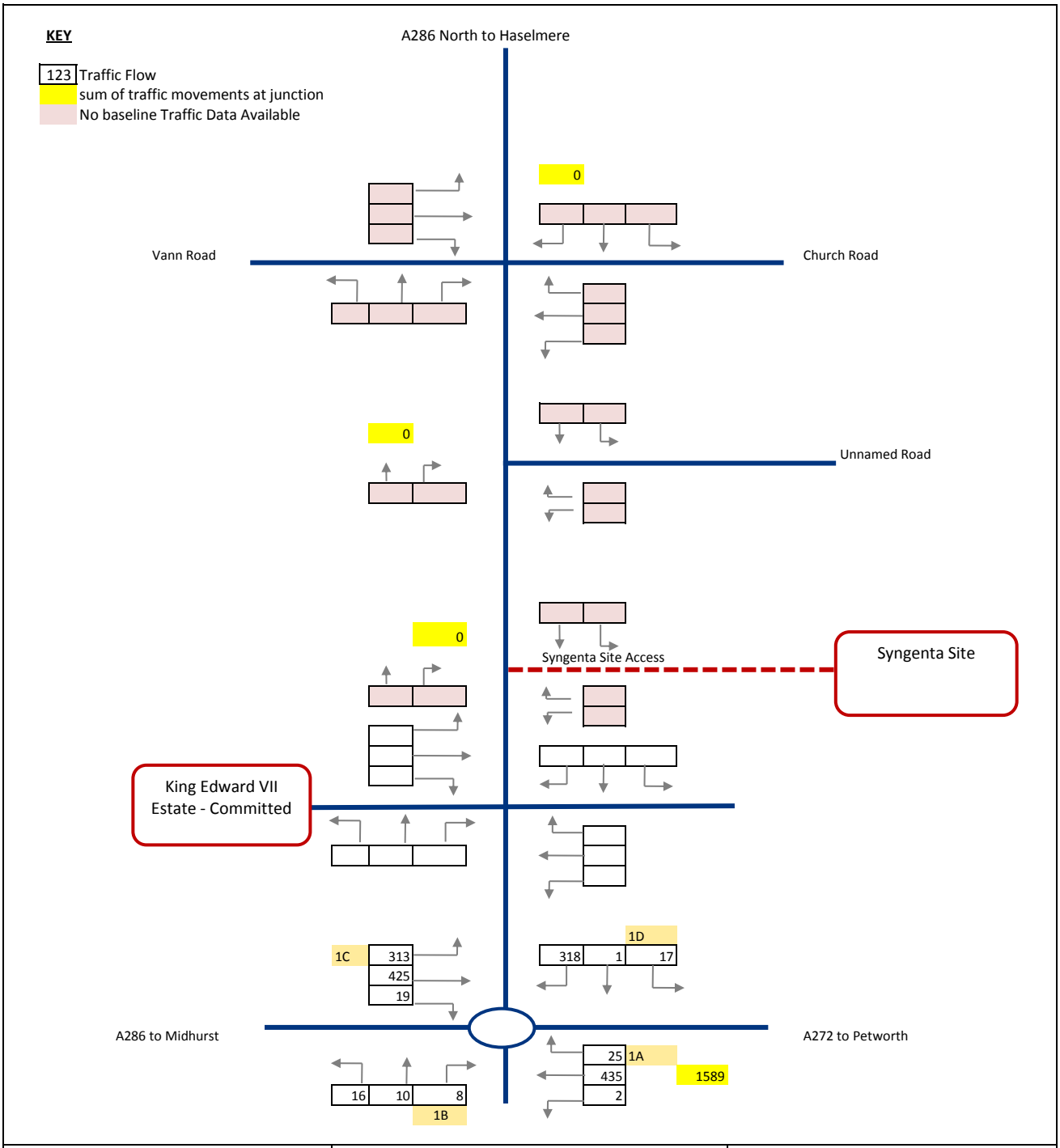
Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment		**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
	TIME PERIOD: AM Peak		Mid Option plus 60% + Committed Development Traffic	
	DATE: February 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L



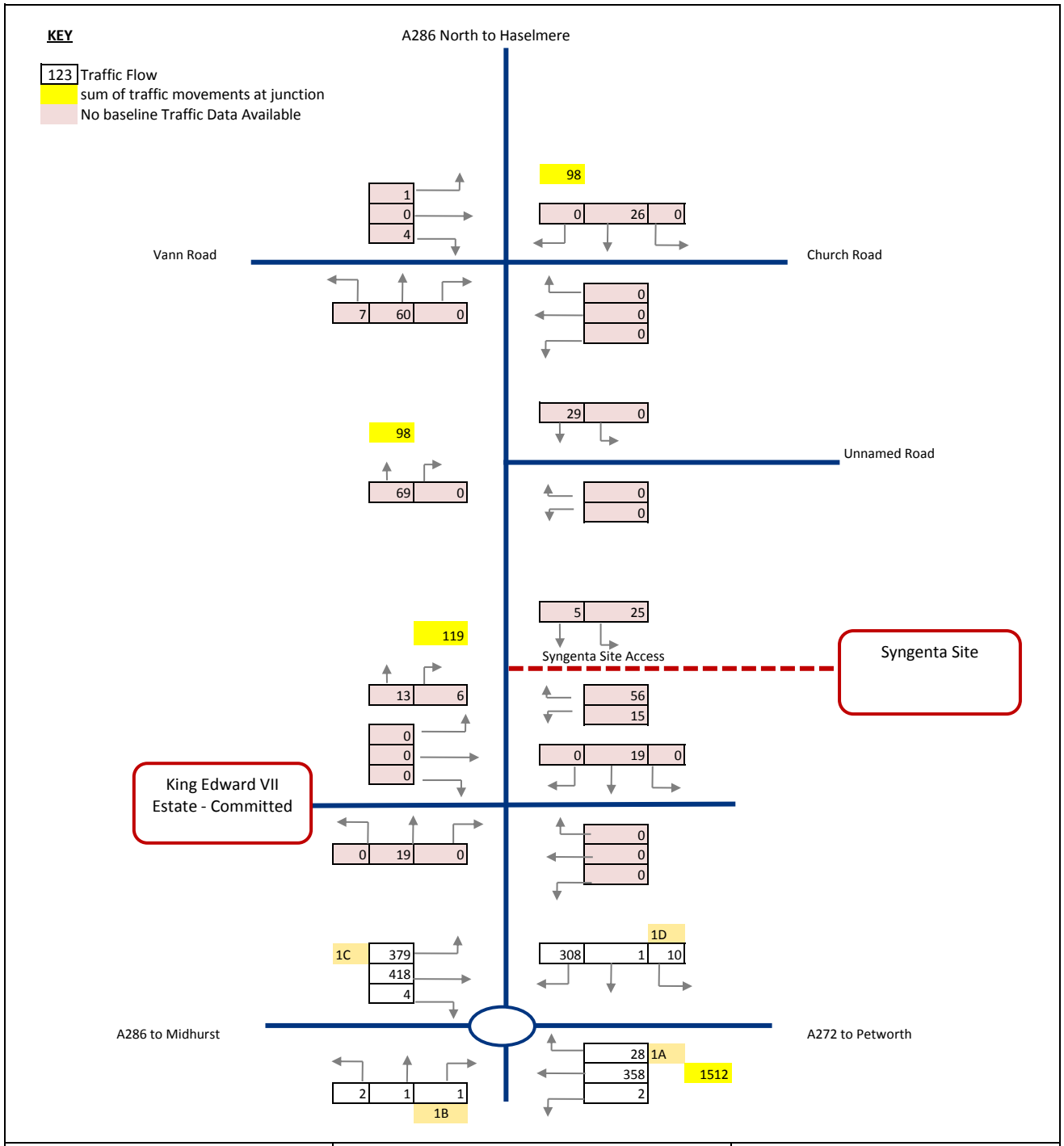
Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
	TIME PERIOD: PM Peak	Mid Option plus 60% + Committed Development Traffic	
	DATE: February 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L



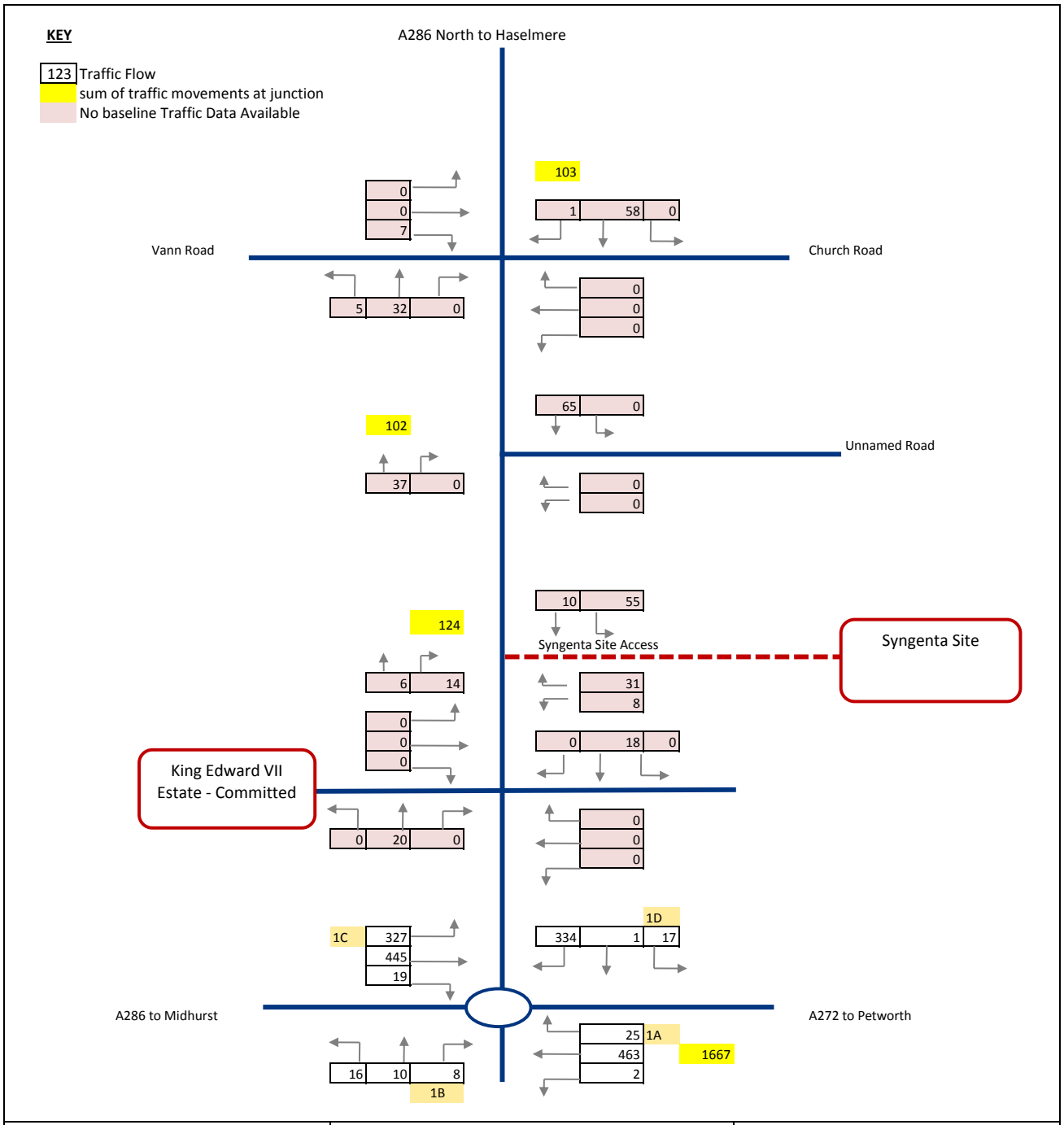
Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
	TIME PERIOD: AM Peak	2016 Growthed Traffic Data	
	DATE: March 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L



Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
	TIME PERIOD: PM Peak	2016 Growthed Traffic Data	
	DATE: March 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L



Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment		**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
	TIME PERIOD: AM Peak		2016 + Preferred Option Development Traffic	
	DATE: March 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L



Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
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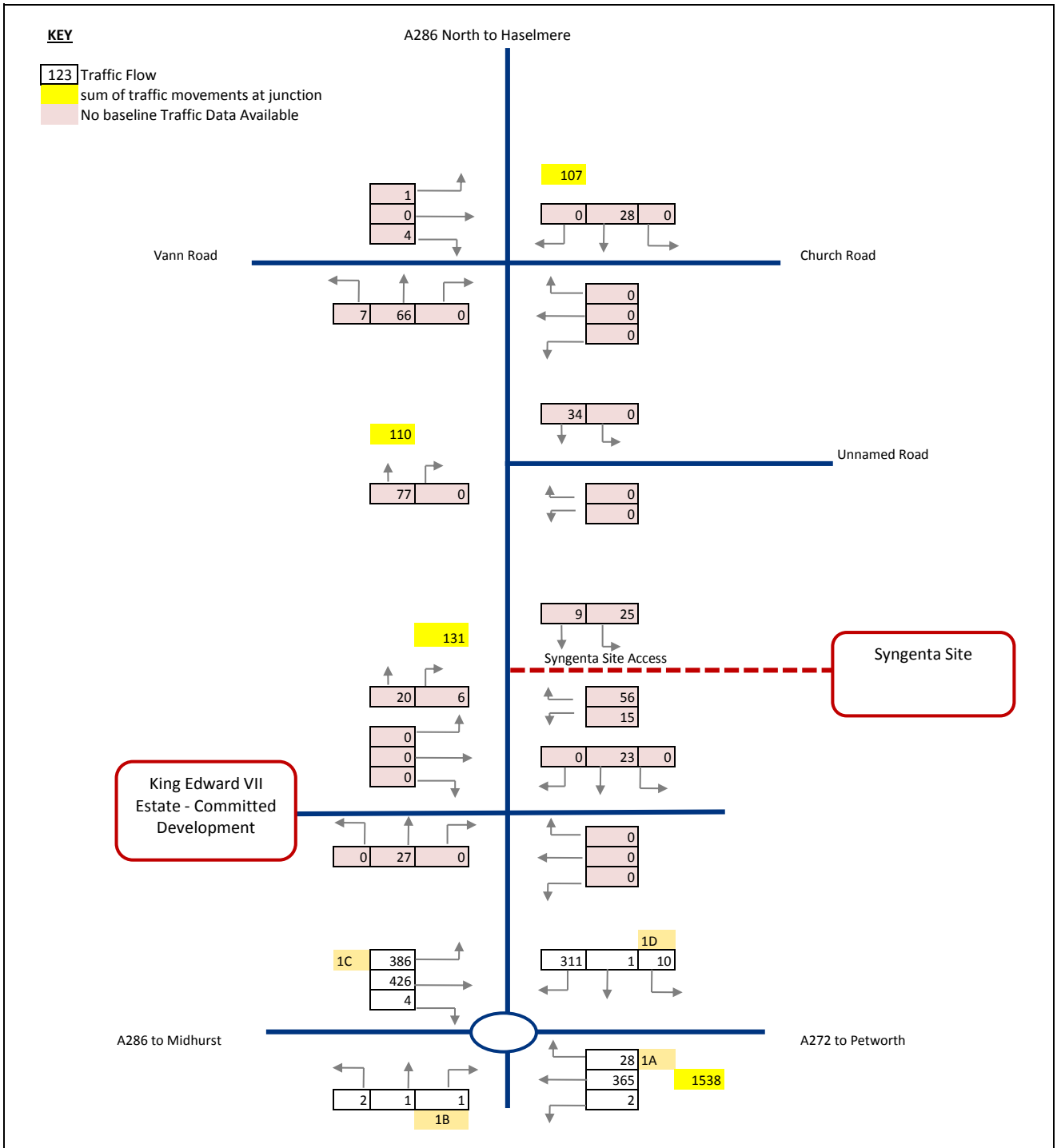
	DATE: March 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L



Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
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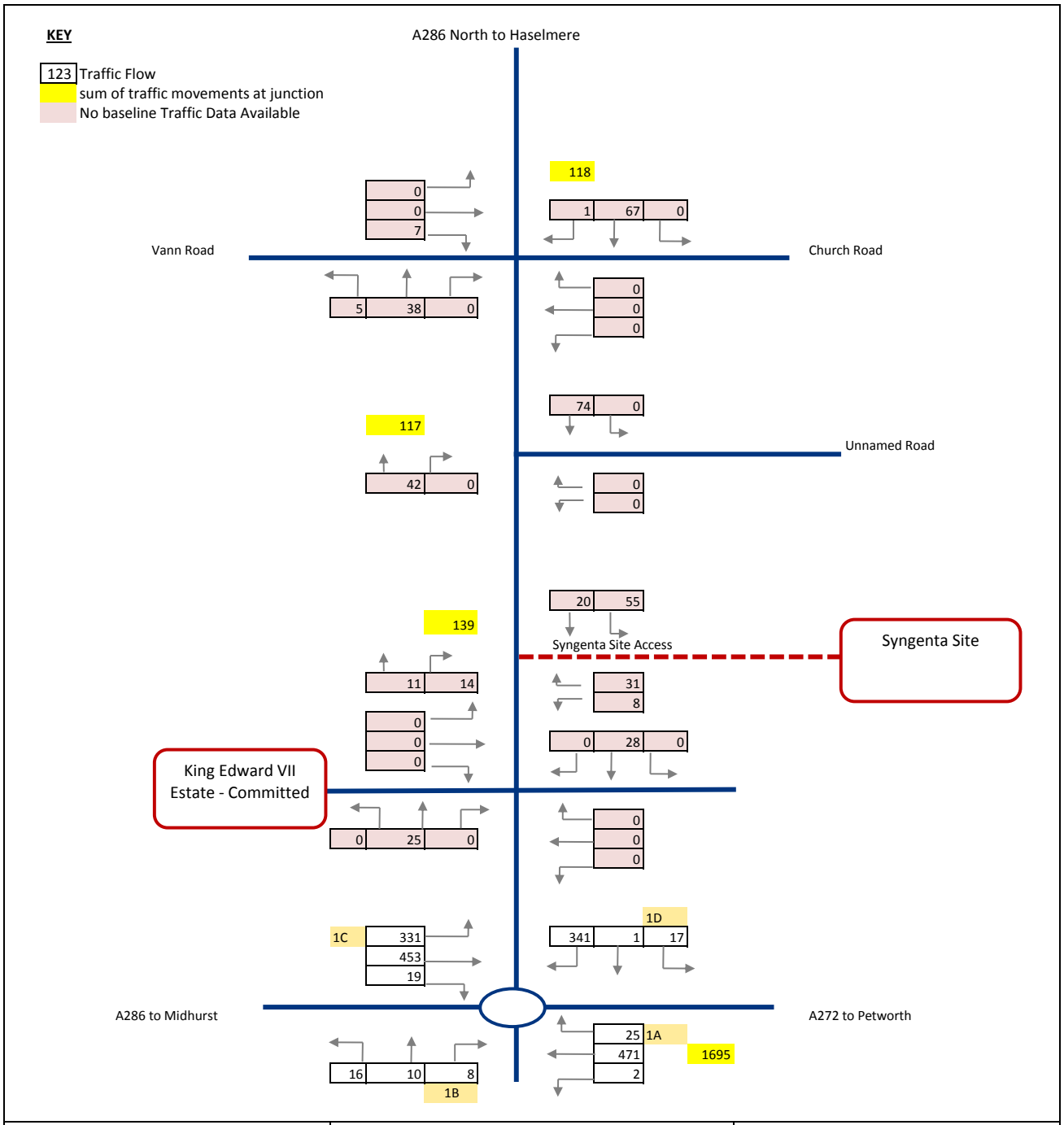
	DATE: March 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L



Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
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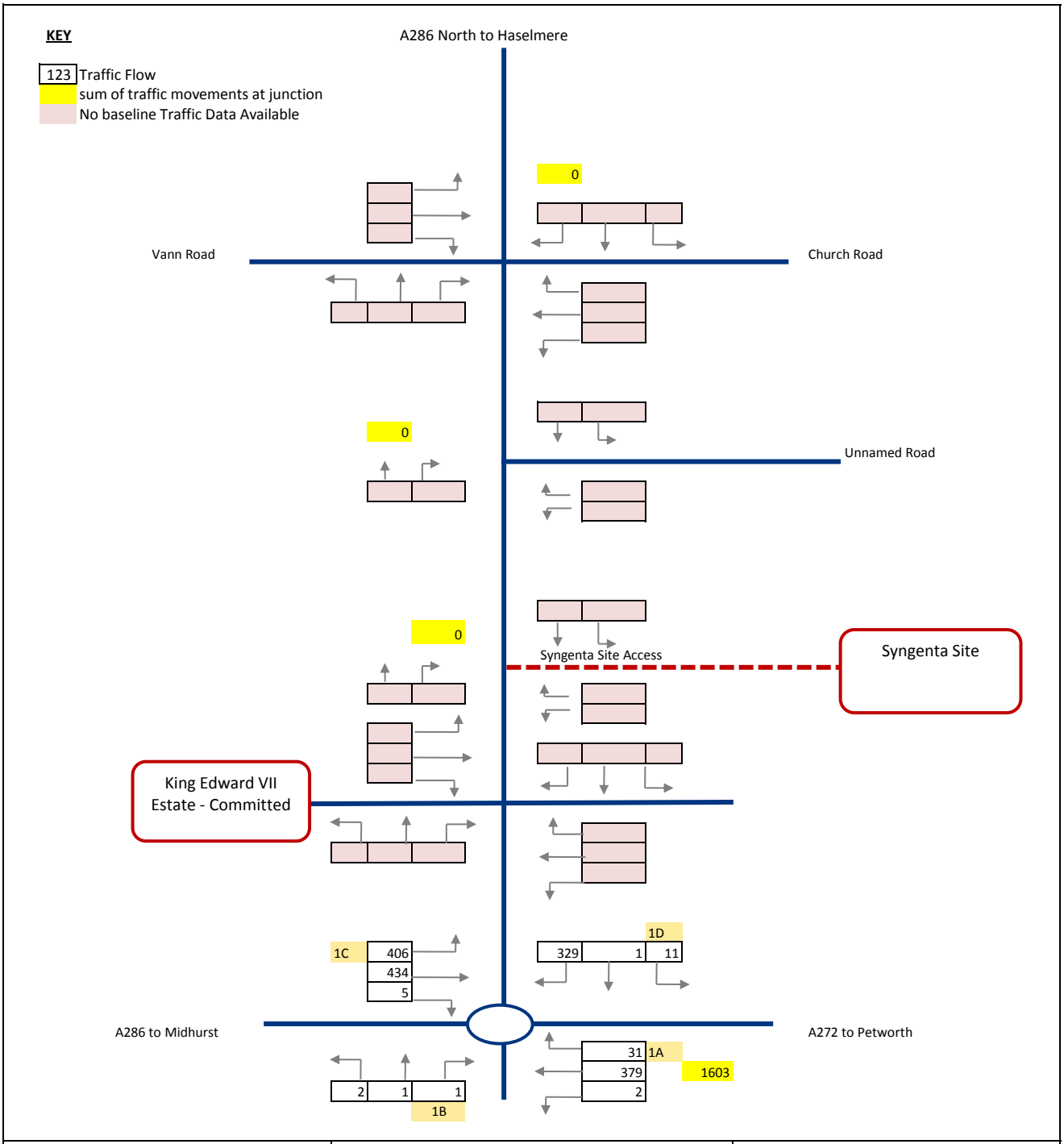
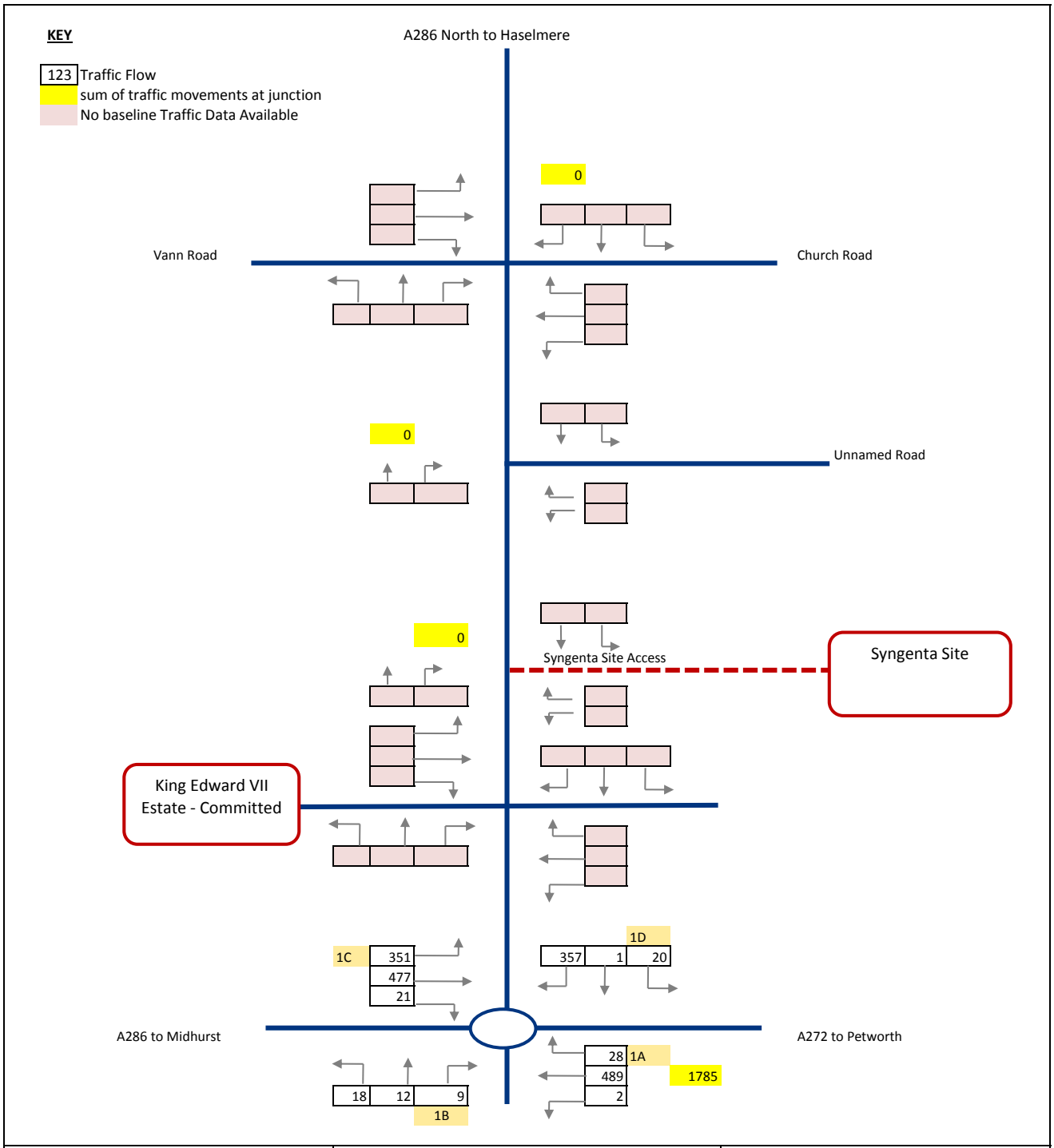


Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
	TIME PERIOD: AM Peak	2032 Preferred Option Reference Case	
	DATE: March 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L



Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
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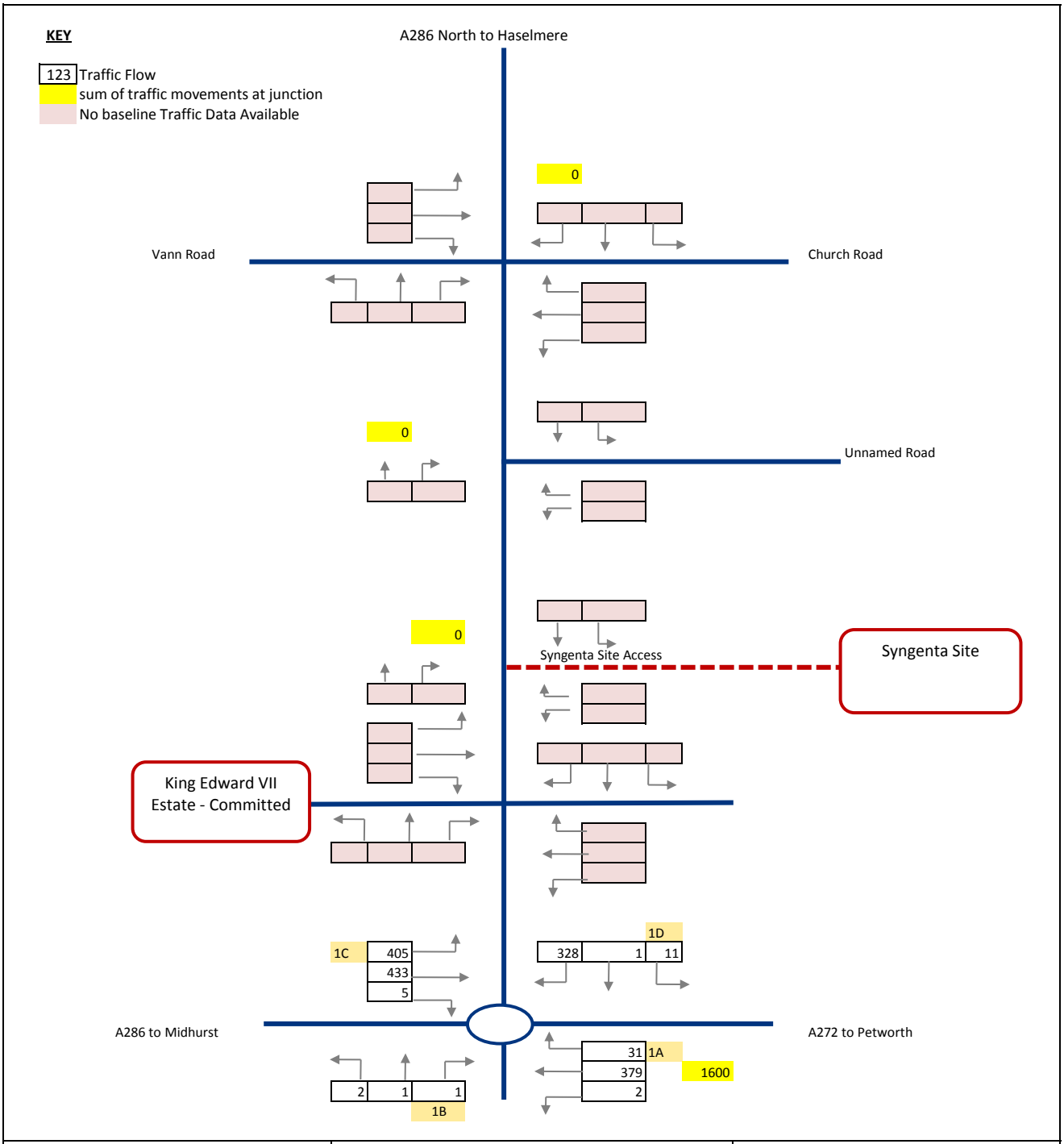

Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment		**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
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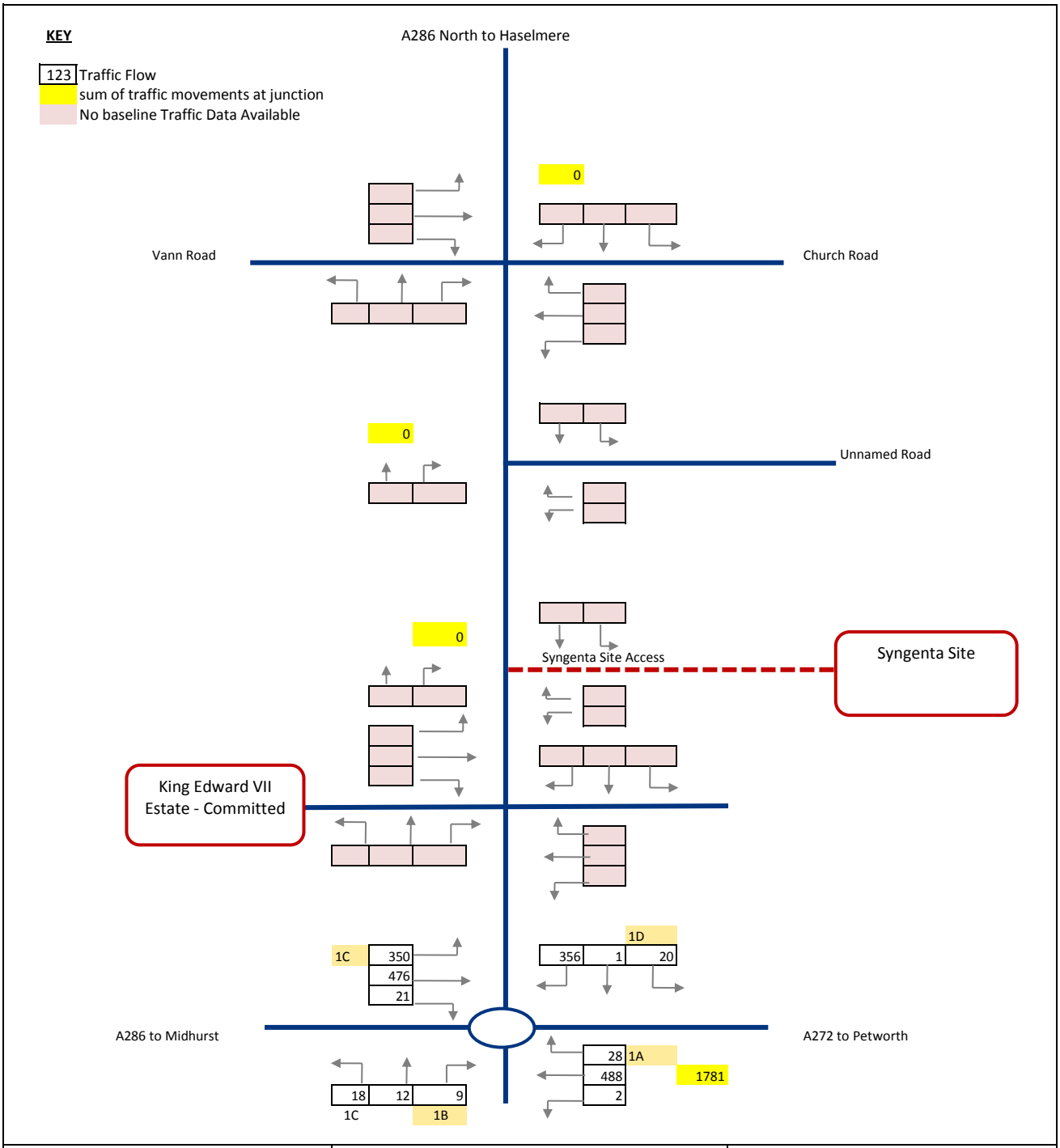

Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
	TIME PERIOD: PM Peak	2032 Mid Option plus 60% Reference Case	
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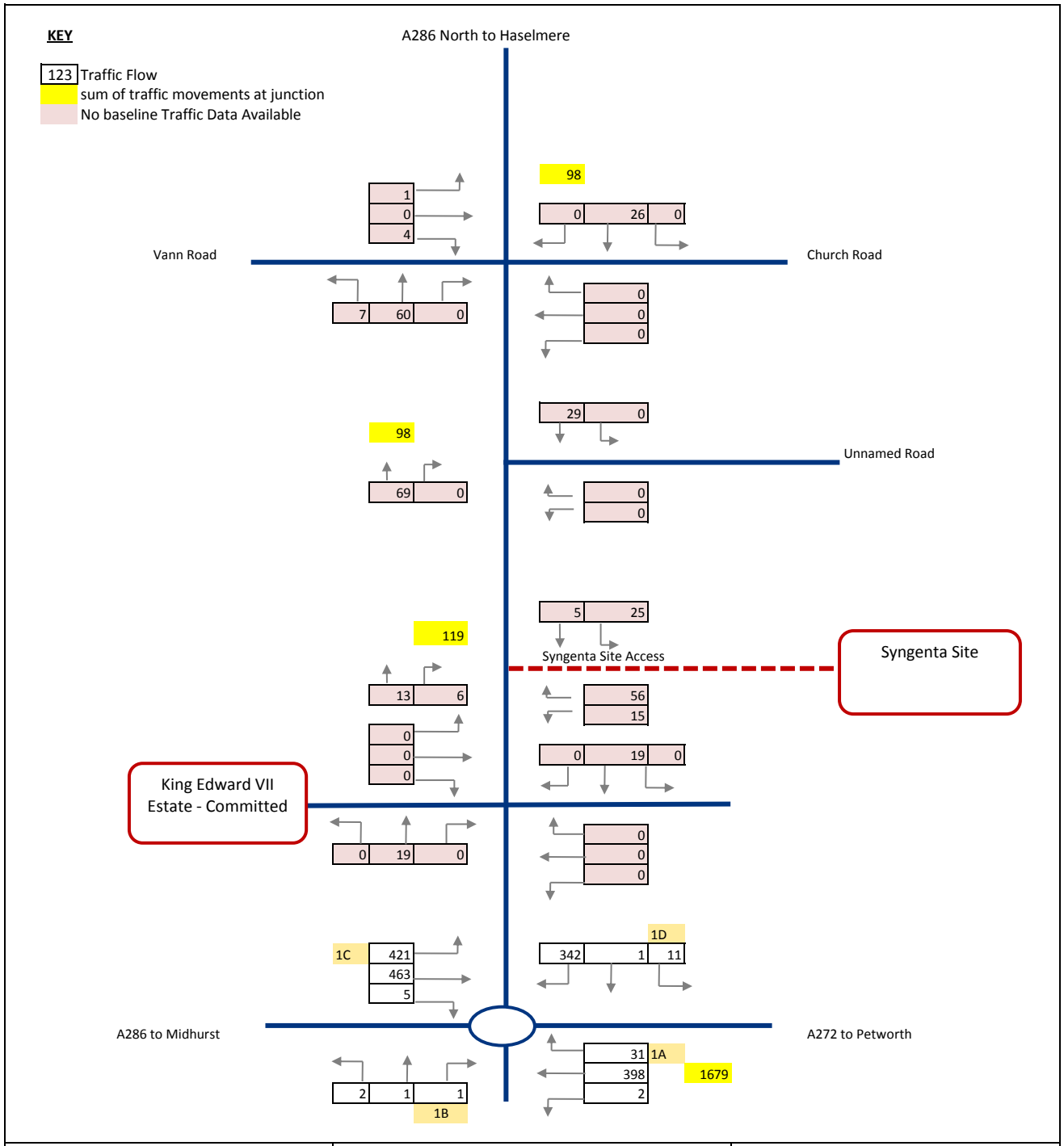

Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment		**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
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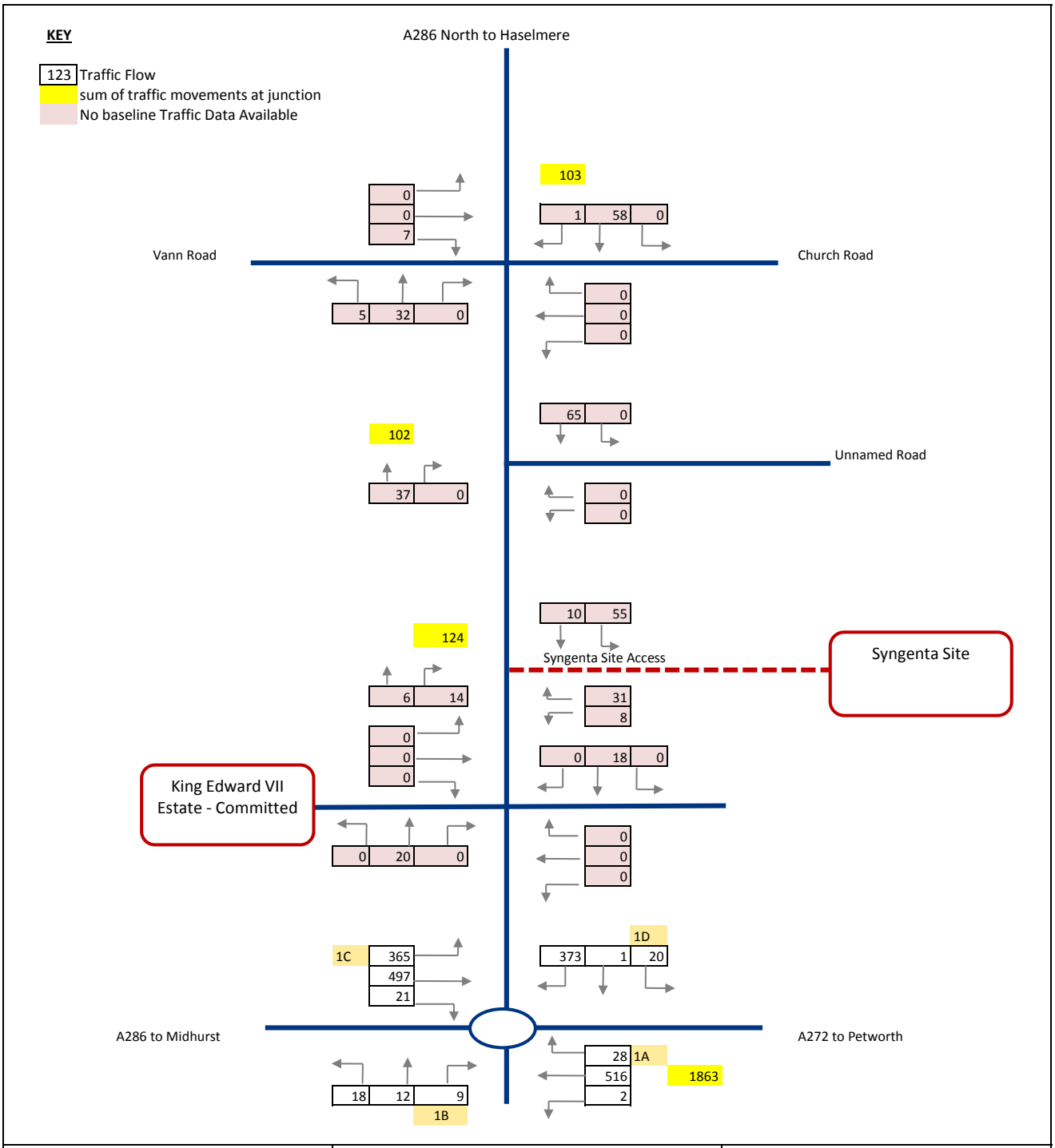

Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
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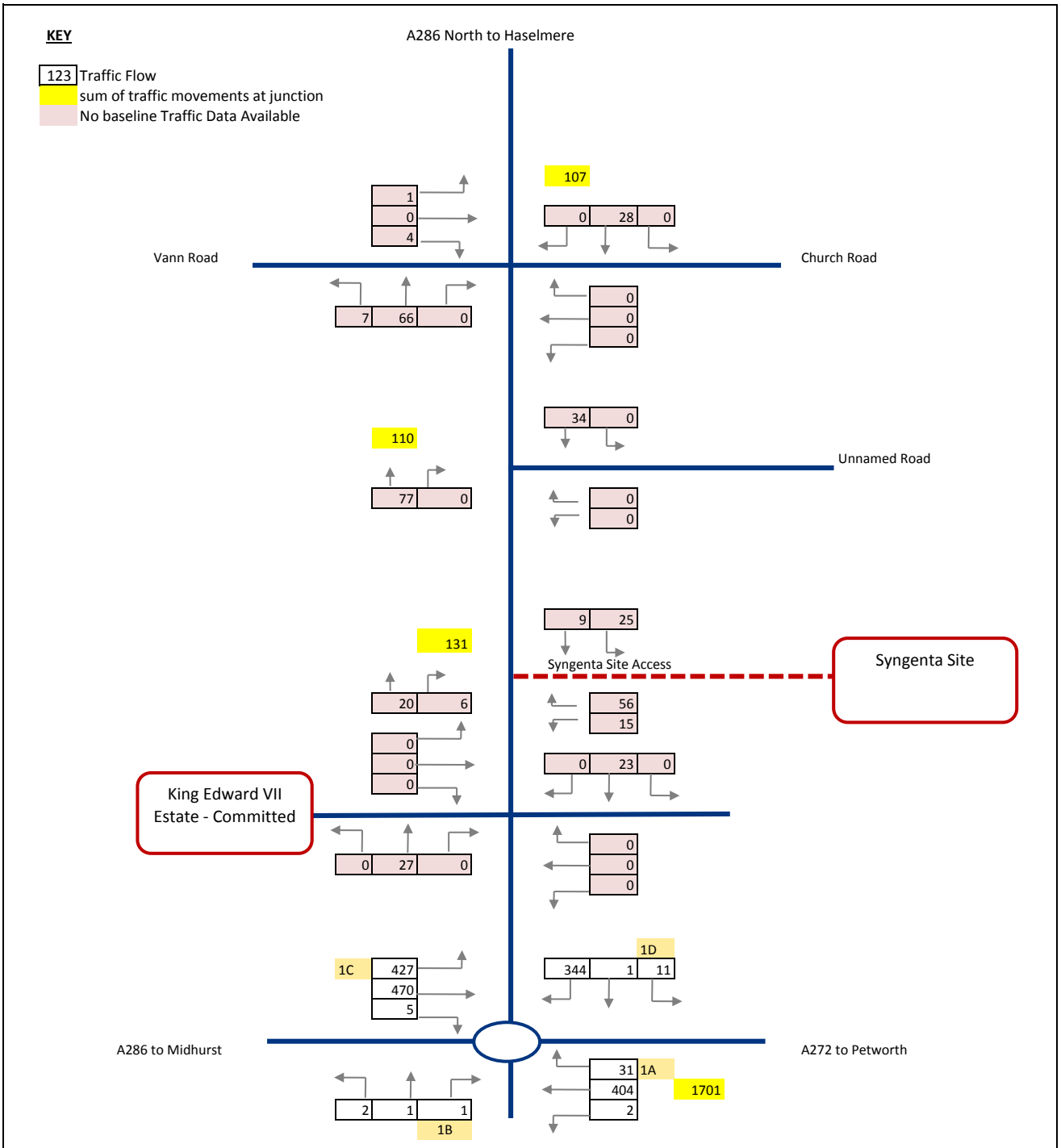

Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
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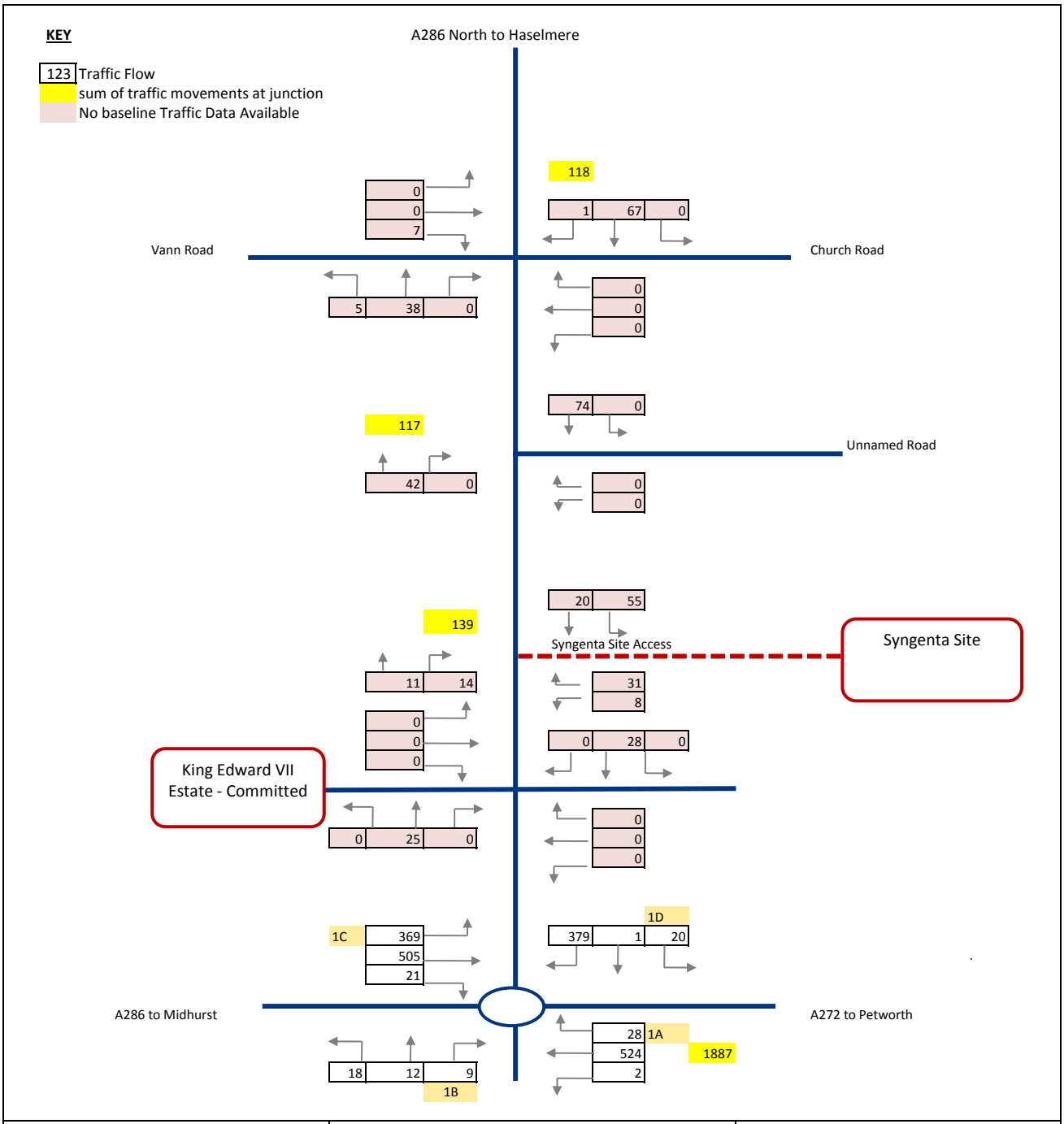

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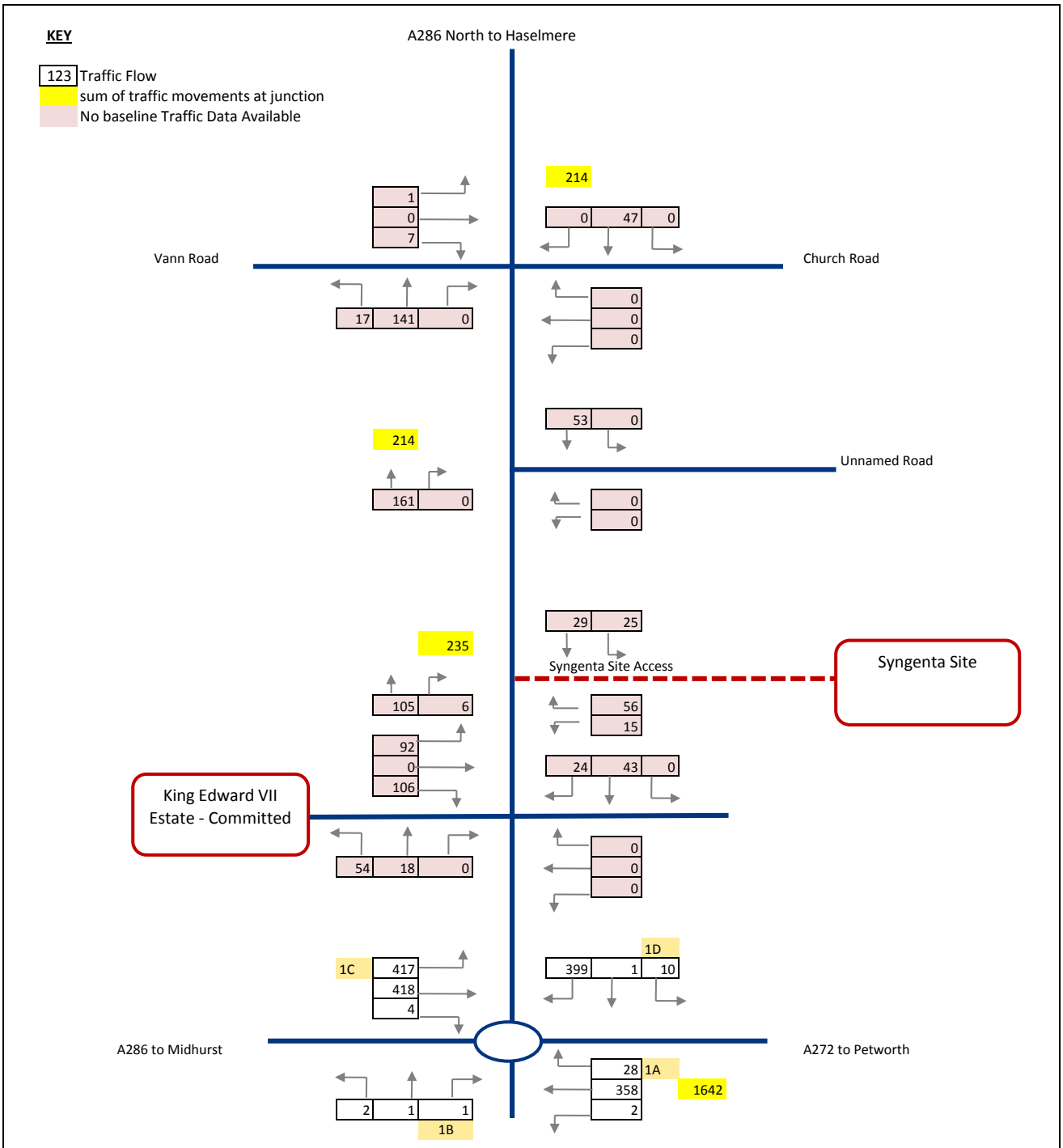
	TIME PERIOD: PM Peak	2032 RC + Medium Housing Target plus 60% Development Traffic	
	DATE: March 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L



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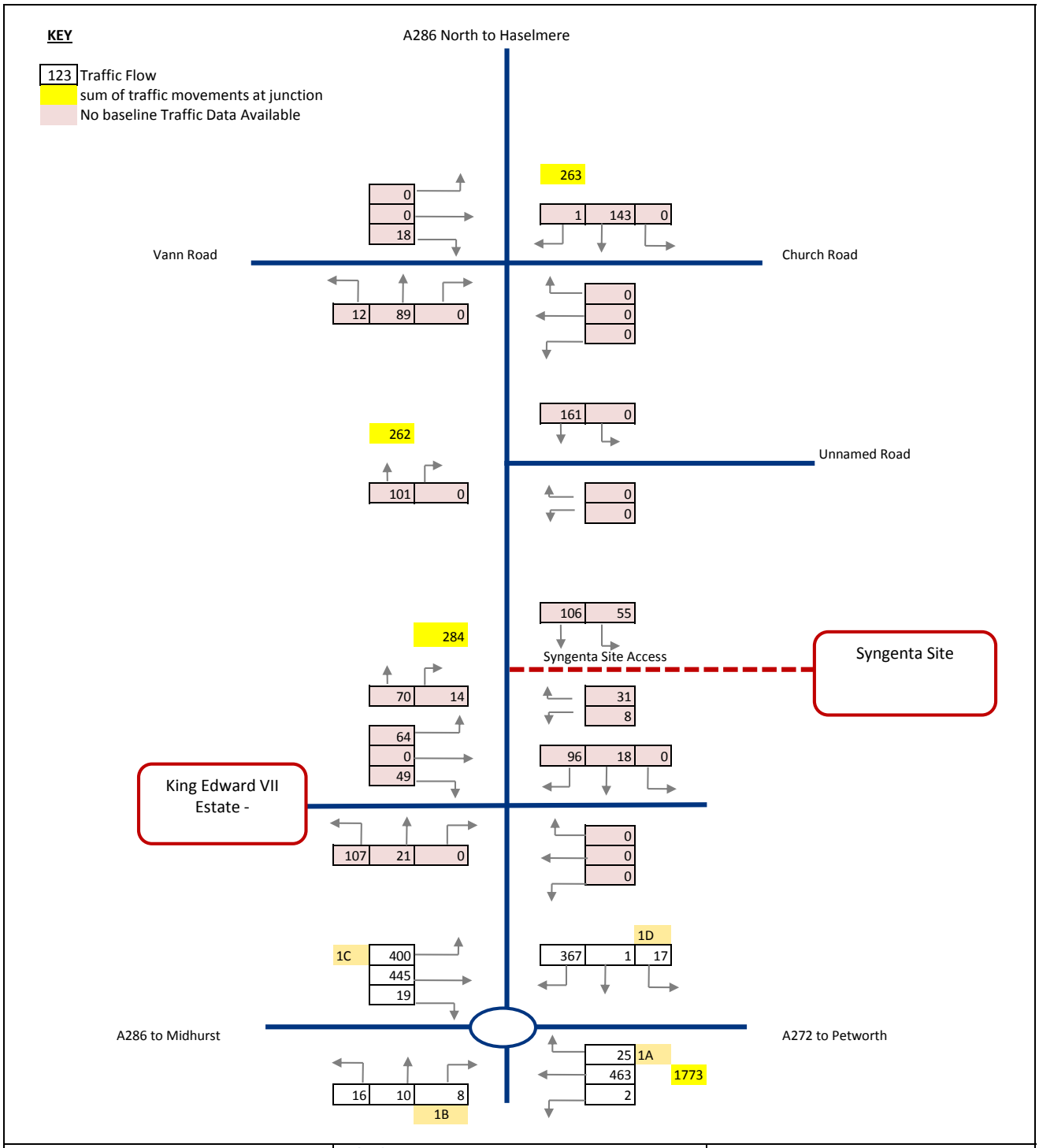

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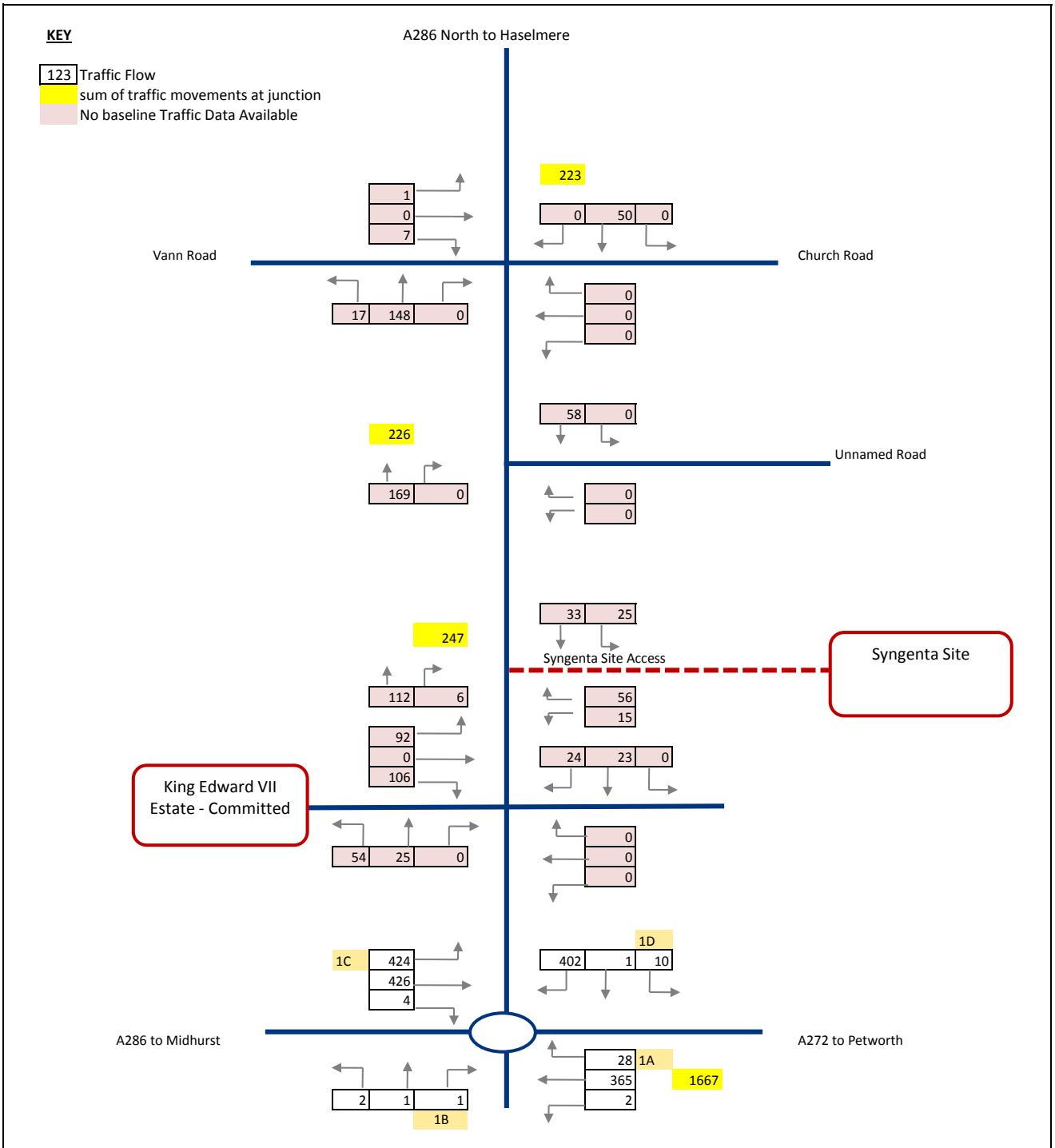
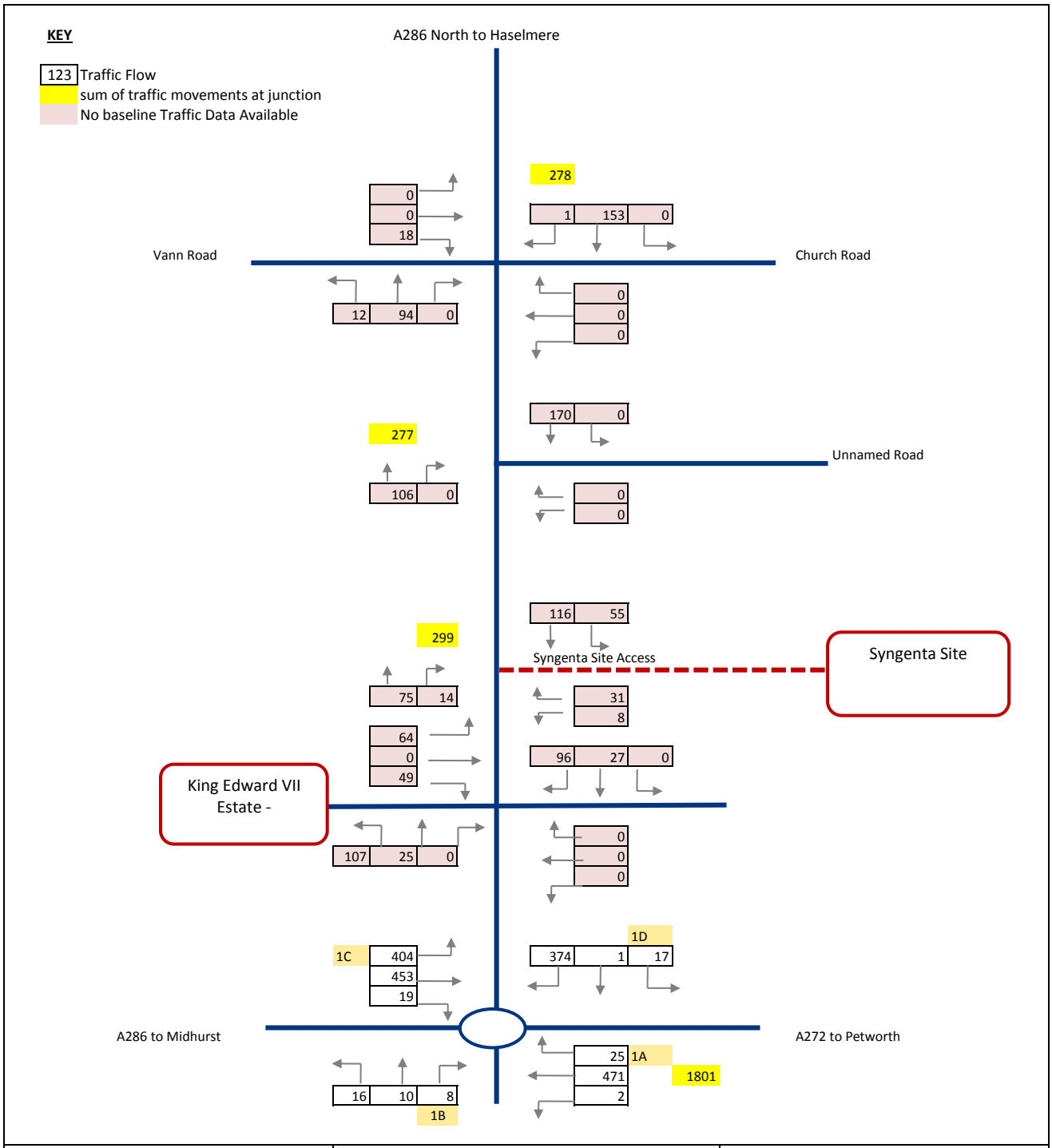


Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
	TIME PERIOD: AM Peak	2016 + Mid Option plus 60% + Committed Development Traffic	
	DATE: March 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L



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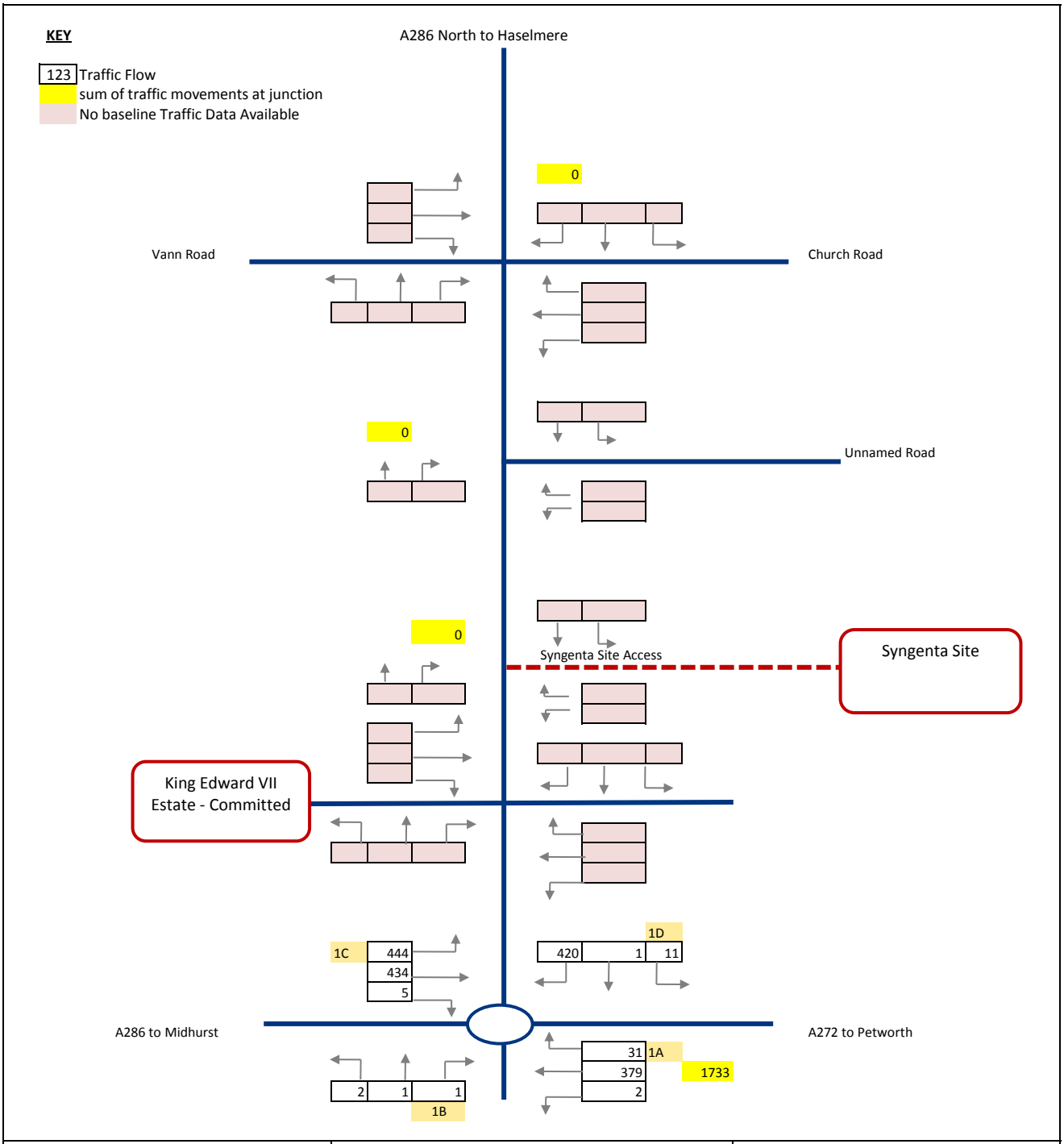
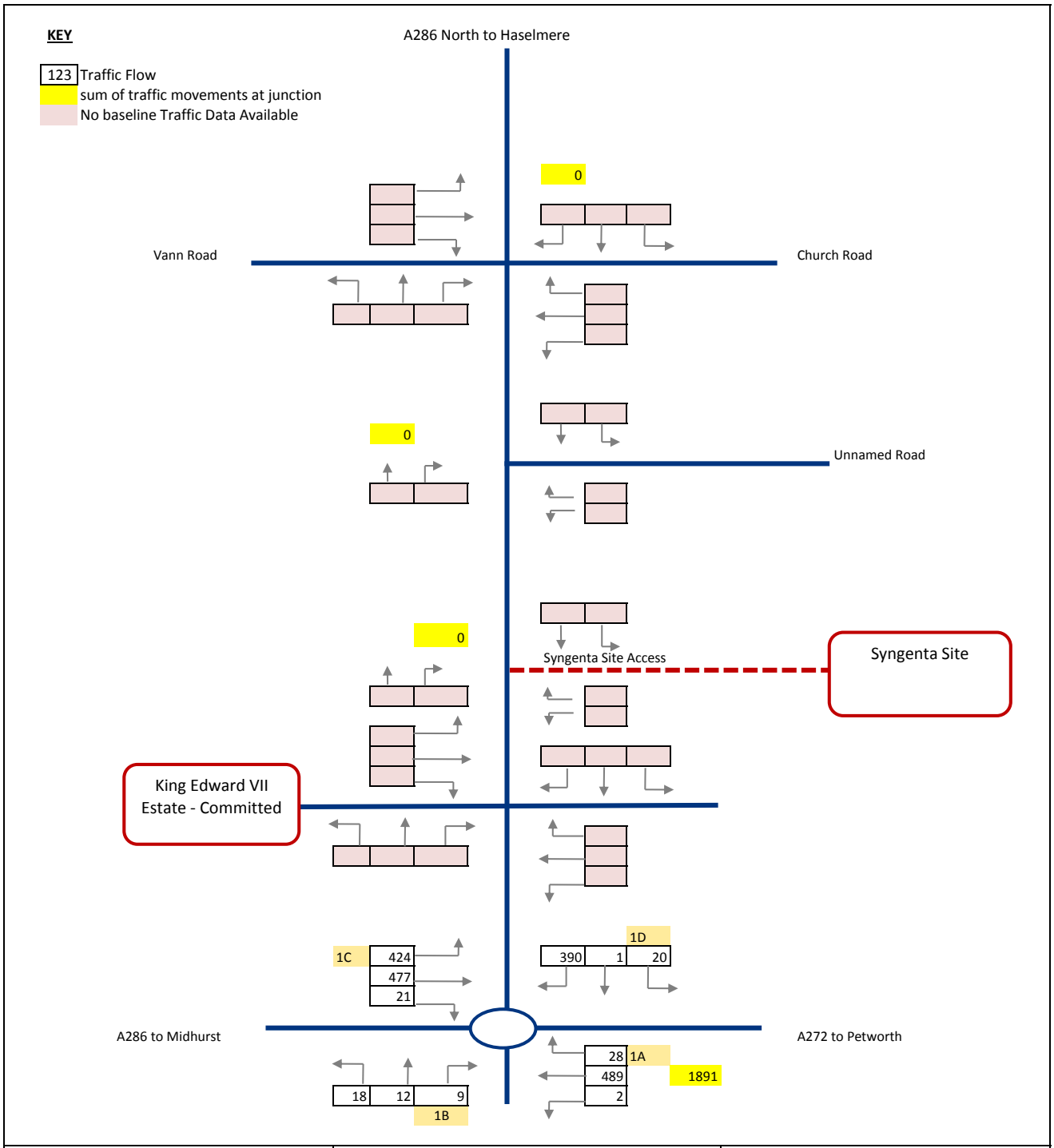


Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
	TIME PERIOD: AM Peak	2032 Preferred Option Reference Case + Committed Development Traffic	
	DATE: March 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L



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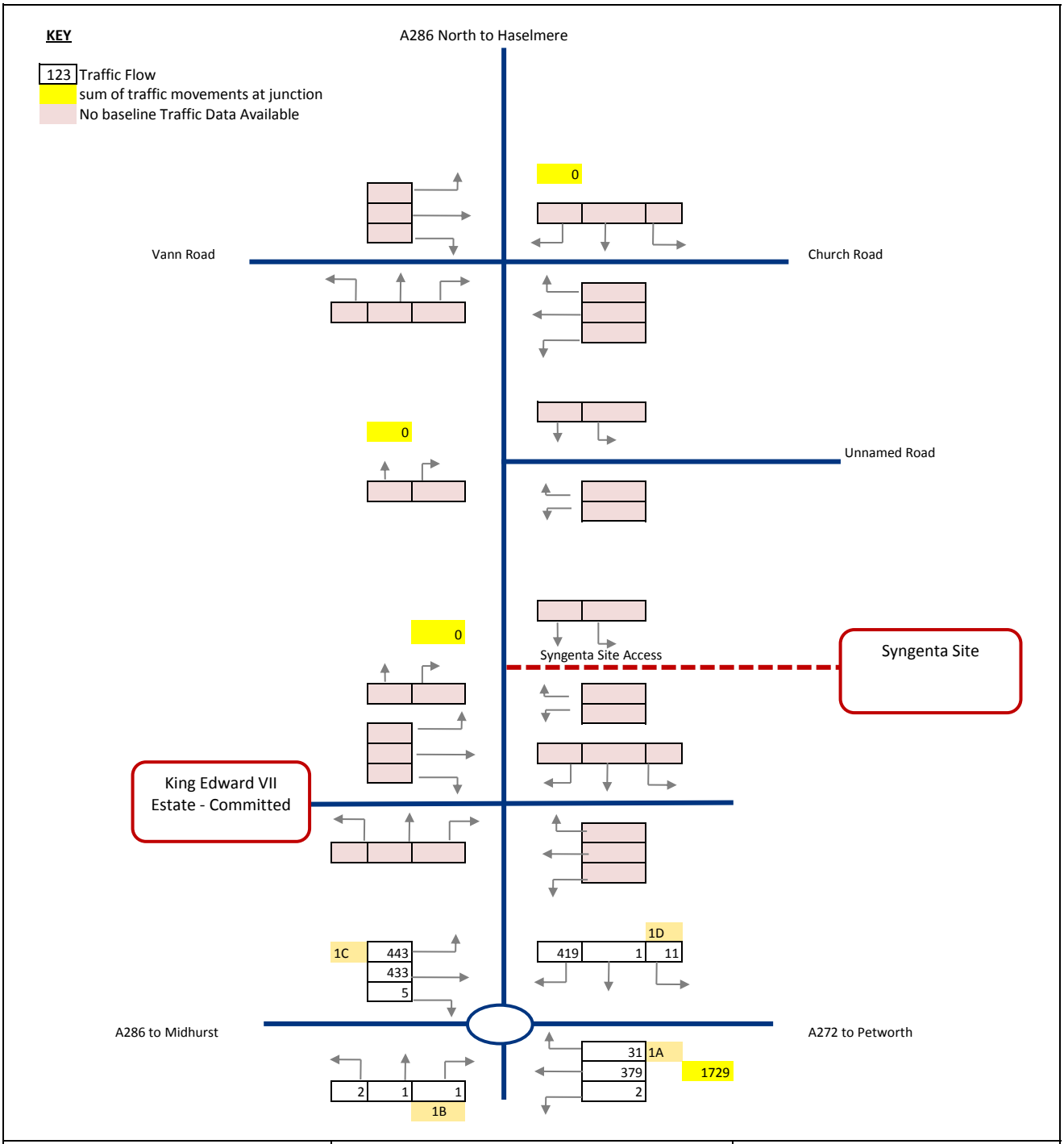
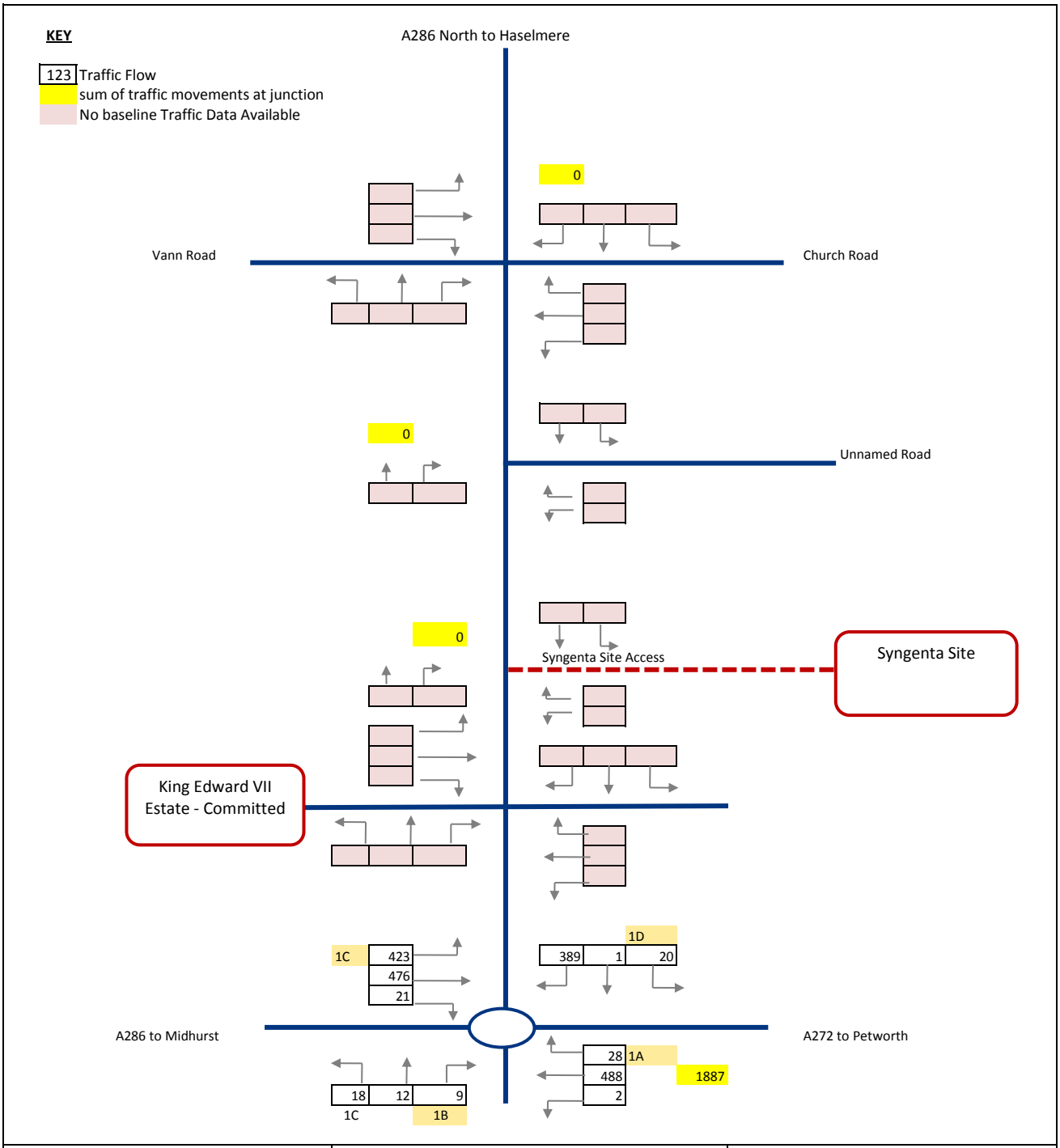
	DATE: March 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L



Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment		**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
	TIME PERIOD: AM Peak		2032 Mid Option plus 60% Reference Case+ Committed Development Traffic	
	DATE: March 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L



Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
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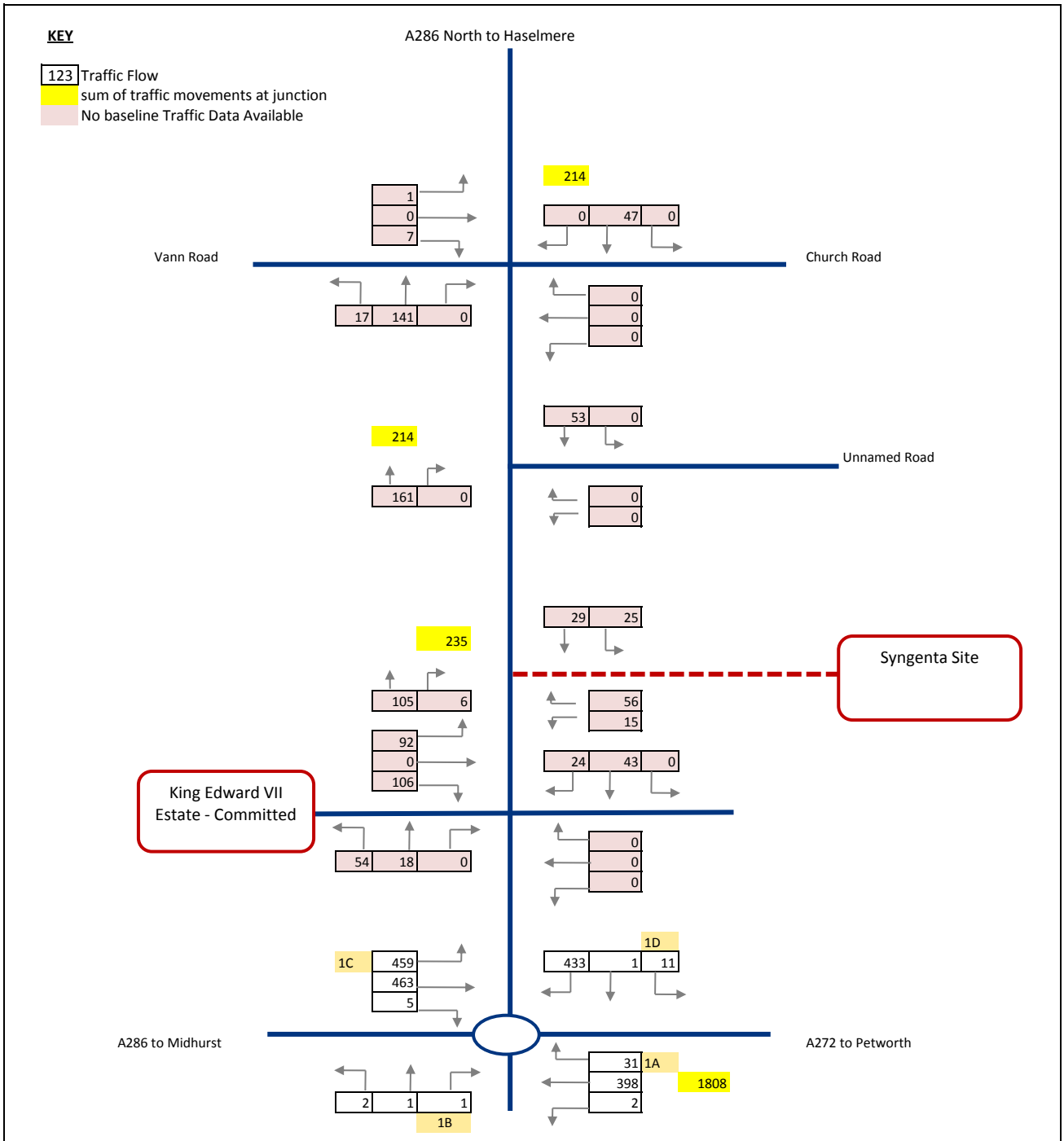
	DATE: March 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L



Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
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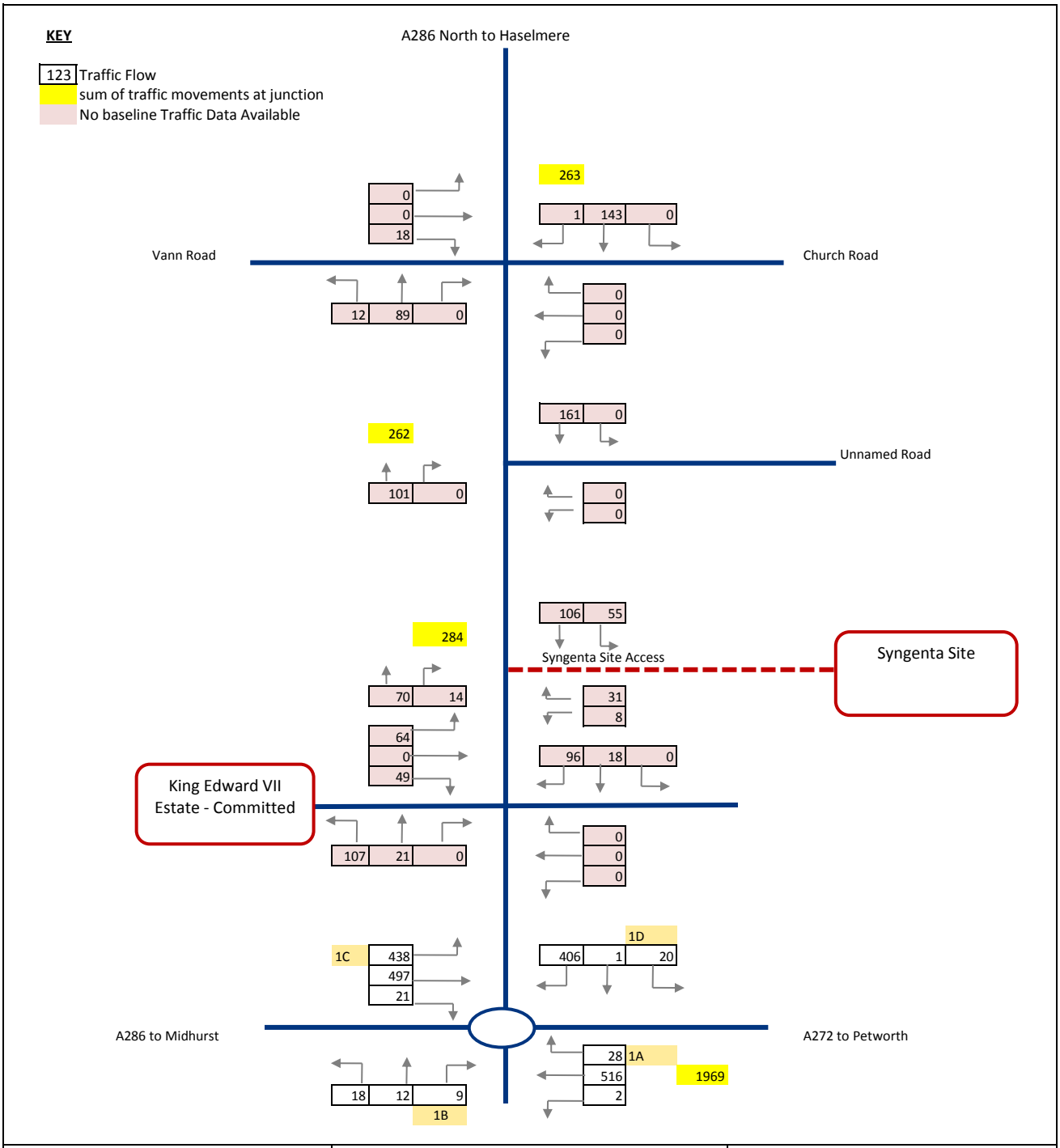

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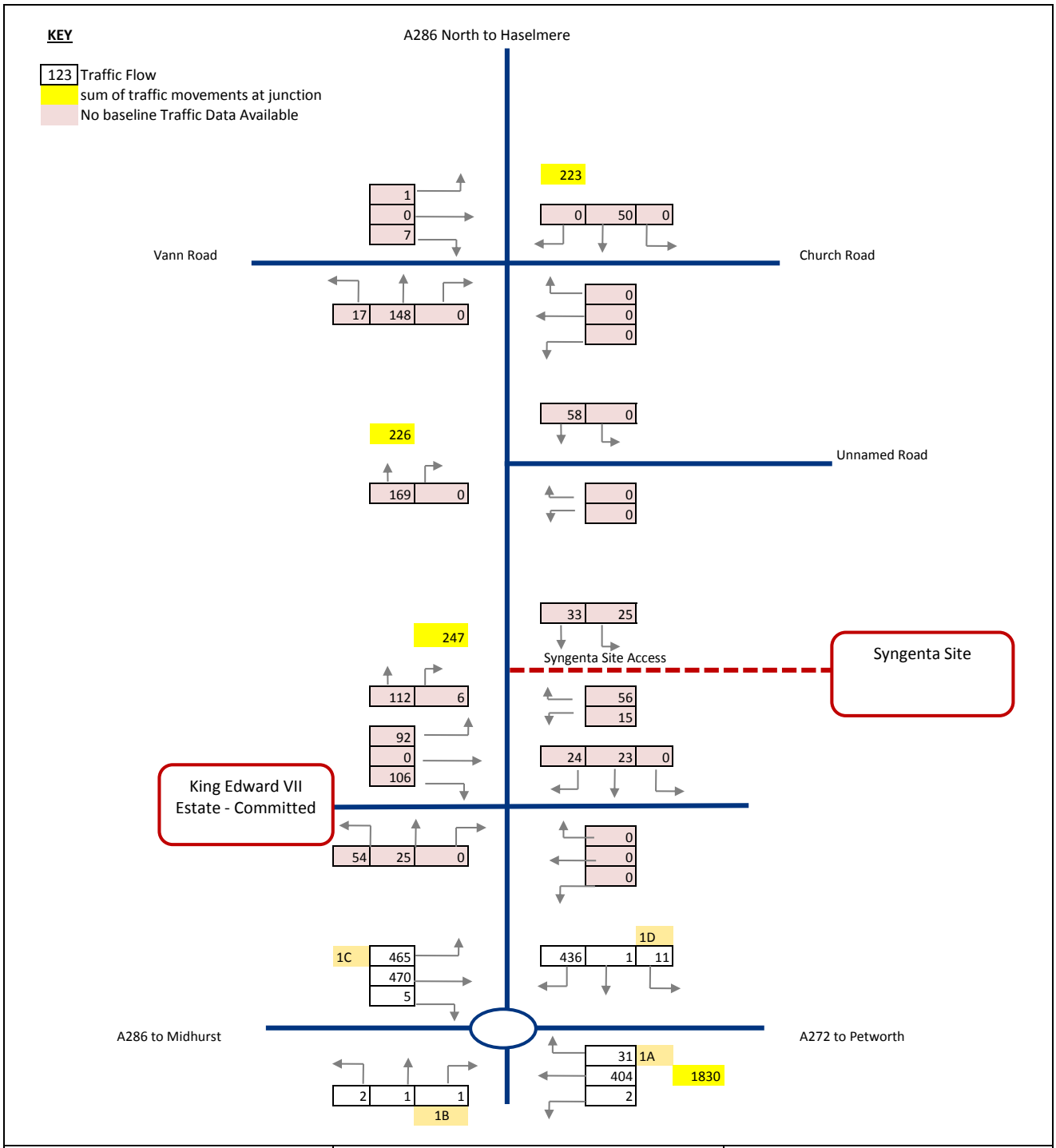
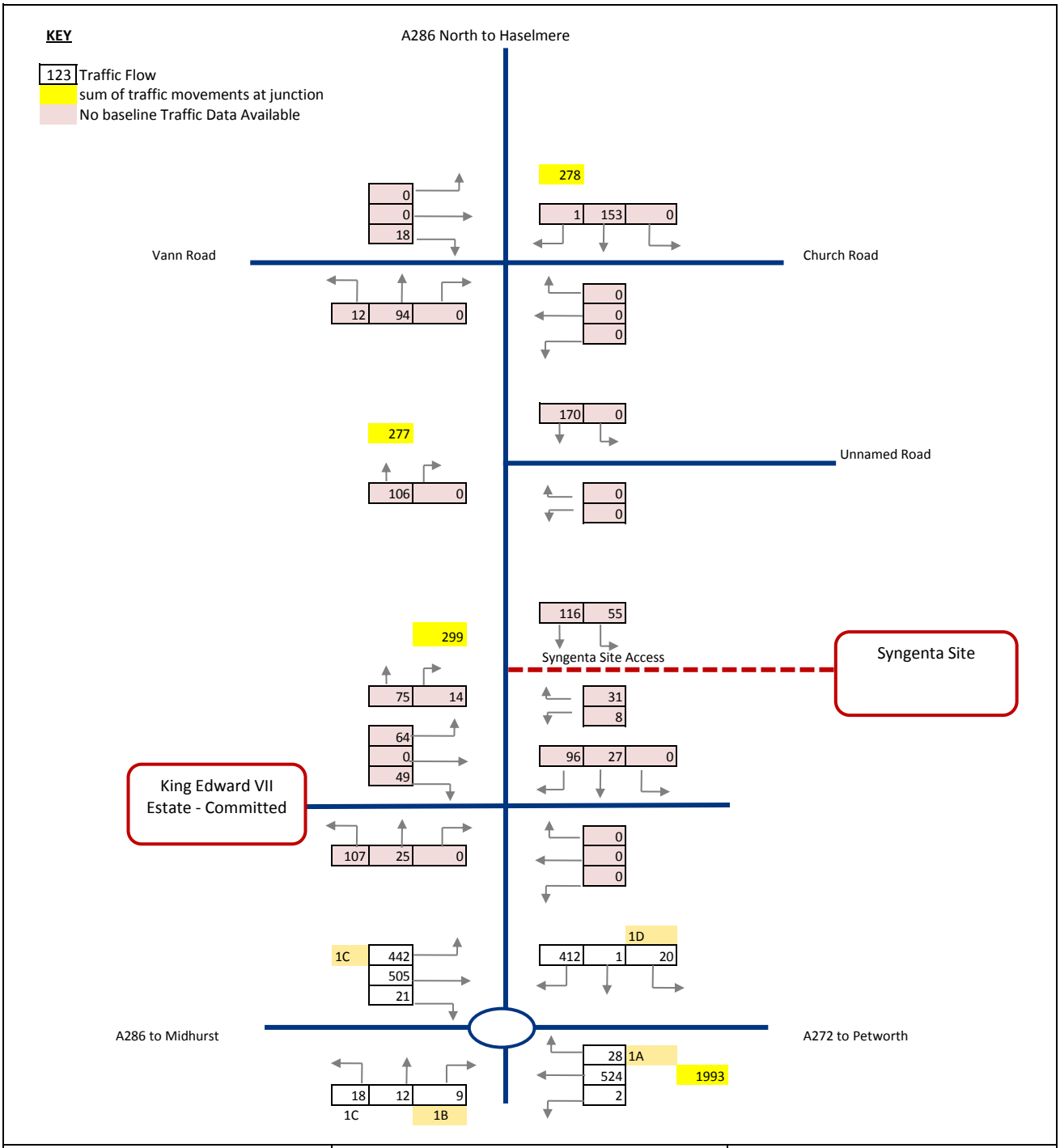


Hampshire Services	**PROJECT:** South Downs National Park Local Plan Transport Assessment	**PLAN TITLE:** Former Syngenta Site Traffic Flow Diagram	
	TIME PERIOD: AM Peak	2032 RC + Mid Option plus 60% + Committed Development Traffic	
	DATE: March 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L



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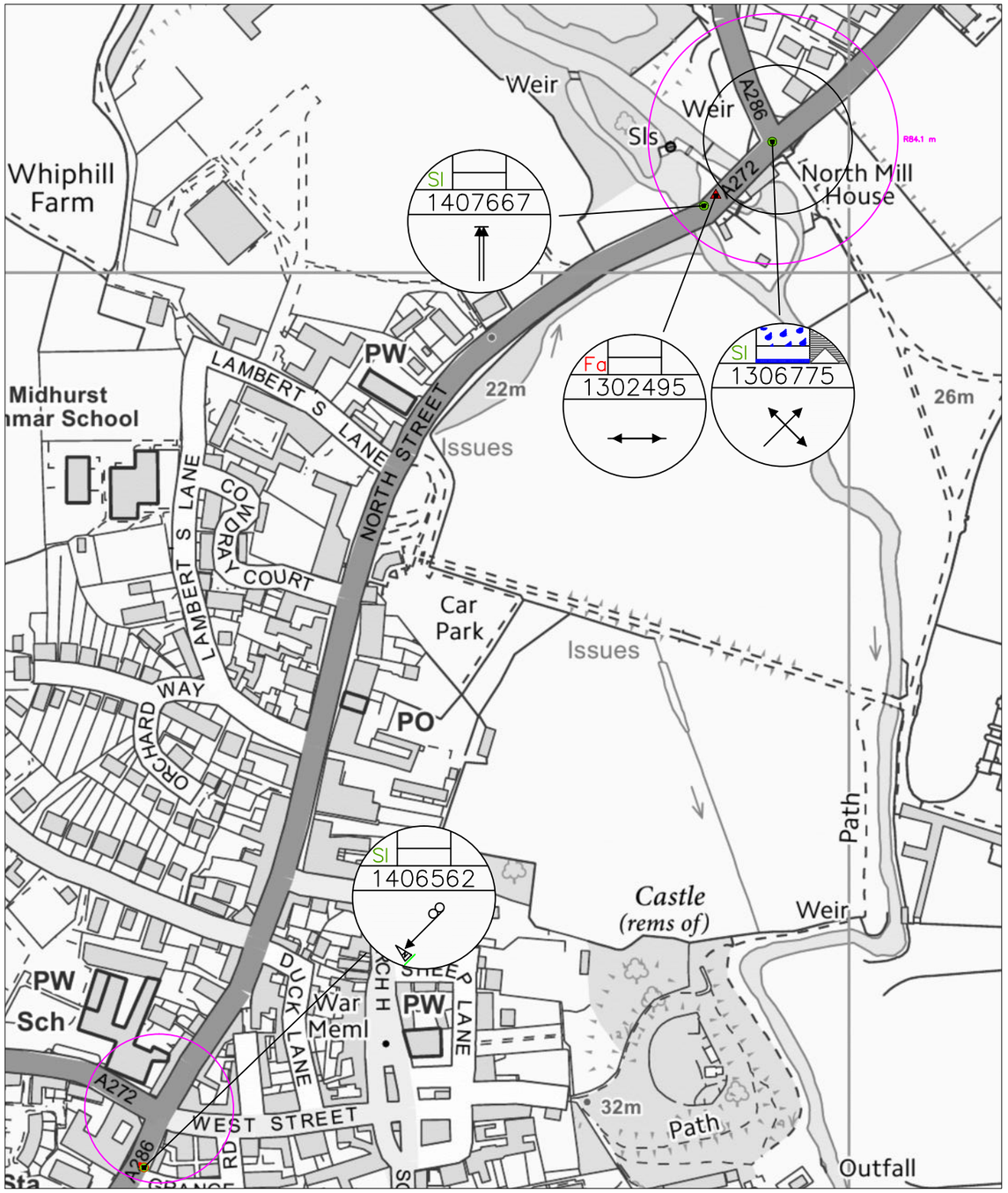
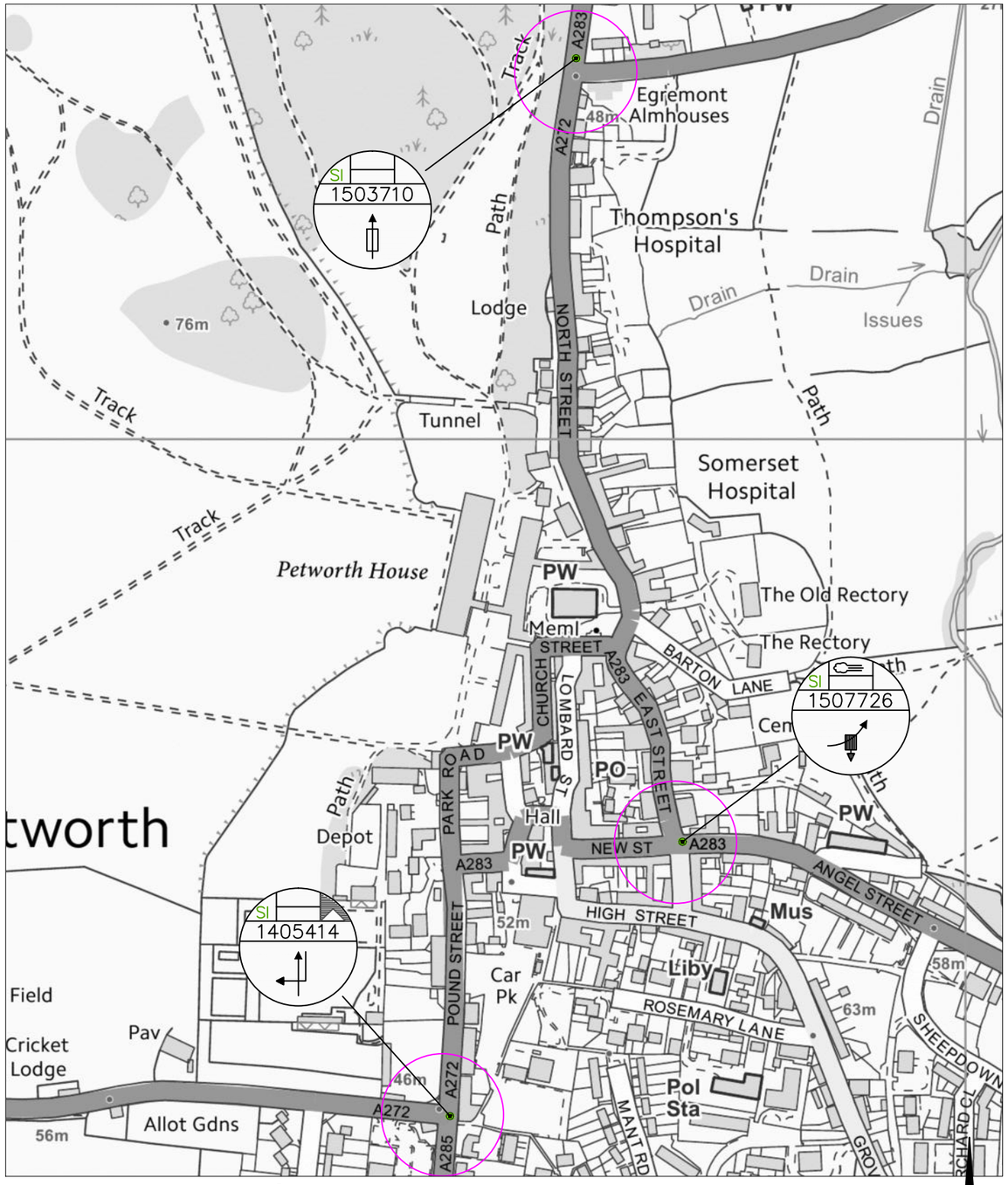
	TIME PERIOD: PM Peak	2032 RC + Mid Option plus 60% + Committed Development Traffic	
	DATE: March 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix L

Appendix M: Fernhurst Personal Injury Accident Data



Midhurst



Petworth

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AREA		DRAWN	DN
ROUTE No.		CHECKED	
FILE No.	16023	DATE	1/3/16

Rev	Date	Amendment	Name

West Sussex County Council

Search Ref 16023
SDNP Local Plan Transport Assessment
3 Years PIA to 31 Jan 2016

DRG No.
SCALE Not Std

Lucy Monie
Director of Highways and Transport
County Hall, West Street
Chichester,
West Sussex, PO19 1RH
(Tel: 01243 642105)

Full Details Report Summary - Search Ref 16023 - SDNP- Local Plan Transport Assessment

Accidents Found Date Range: 19/05/2013 - 29/12/2015

Grid Coordinate Range: 488525,121398-497769,122311

Accident Severity

	2013	2014	2015	Total
Fatal	**1**	**0**	**0**	**1**
Slight	**1**	**3**	**2**	**6**
Total	**2**	**3**	**2**	**7**

Casualty Severity

	2013	2014	2015	Total
Fatal	**1**	**0**	**0**	**1**
Slight	**2**	**5**	**2**	**9**
Total	**3**	**5**	**2**	**10**

Casualty KSI

	2013	2014	2015	Total
Adult KSI	**1**	**0**	**0**	**1**
Slight	**2**	**5**	**2**	**9**
Total	**3**	**5**	**2**	**10**

Accident Reference:1405414 Slight A285 STATION ROAD PETWORTH AT JUNCTION OF A272 POUND STREET OUTSIDE AUGUSTUS BRANDT ANTIQUES Accident 1 of 7

Date & time.....Saturday 20/09/2014 20:00
Grid reference.....497579/121447
District.....Chichester
Primary road.....A285
Secondary road.....A272
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Mini Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	Vehicle 001	Very likely	Yes

Accident Description

VEHICLE 2 TRAVELLING SOUTH ON A272 POUND STREET INDICATES AND TURNS RIGHT AT MINI ROUNDABOUT TO TRAVEL WEST ON A272 MIDHURST ROAD. VEHICLE 1 NORTH ON A285 STATION ROAD FAILS TO GIVE WAY TO VEHICLE 2. BOTH VEHICLES COLLIDE.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way Offside
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....69
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North West
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....54
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

3 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....69
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....69
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....3
Casualty class.....Driver or Rider
Gender.....Male
Age.....54
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:1507726 Slight A283 ANGEL STREET PETWORTH AT JUNCTION OF A283 EAST STREET Accident 2 of 7

Date & time.....Tuesday 29/12/2015 14:45
Grid reference.....497769/121671
District.....Chichester
Primary road.....A283
Secondary road.....A283
Weather.....Fine Wind
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Crossroads
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
V1 HAS FAILED TO GIVE WAY AT THE JUNCTION AND COLLIDED WITH V2 CAUSING DAMAGE TO V2 AND INJURY TO DRIVER OF V2. SECTION 170 HAS BEEN COMPLIED WITH.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering main road
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....25
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....West North east
Manoeuvres.....Going ahead left hand bend
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....36
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....36
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:1503710 Slight A283 PETWORTH AT JUNCTION OF A272 Accident 3 of 7

Date & time.....Wednesday 01/07/2015 09:55
Grid reference.....497682/122311
District.....Chichester
Primary road.....A283
Secondary road.....A272
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Distraction outside vehicle (Driver/Rider - Impairment)	Vehicle 001	Very likely	

Accident Description
VEHICLE 1 TRAVELLING NORTH AT JUNCTION, VEHICLE 2 APPROACHING TRAVELLING SOUTH. VEHICLE 1 DRIVER USES HORN TO ADMONISH A VEHICLE IN FRONT AND AS A RESULT SUFFERS A LOSS OF CONCENTRATION AND CONTROL CAUSING VEHICLE TO MOVE ONTO OPPOSITE CARRIAGEWAY WHERE IMPACT OCCURRED WITH VEHICLE 2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way Offside
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....19
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....84
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....19
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:1406562 Slight A286 NORTH STREET MIDHURST AT JUNCTION OF U GRANGE ROAD Accident 4 of 7

Date & time.....Friday 31/10/2014 16:54
Grid reference.....488525/121398
District.....Chichester
Primary road.....A286
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Disobeyed pedestrian crossing (Driver/Rider - Injudicious)	Vehicle 001	Very likely	Yes

Accident Description
CYCLIST TRAVELLING NE TO SW IN URBAN TOWN CENTRE ROAD LIMITED TO 30 STRUCK ELDERLY PEDESTRIAN ON PELICAN CROSSING

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....North east South west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....61
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....87
Severity.....Slight
Vehicle no.....1
Ped Direction.....Northeast bound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..On ped. crossing facility
Pedestrian movement..Crossing from driver's nearside
Roadworker injured...Not applicable

Accident Reference:1302495 Fatal A272 NORTH STREET MIDHURST 22M WEST OF A286 Accident 5 of 7

Date & time.....Sunday 19/05/2013 16:55
Grid reference.....488910/122052
District.....Chichester
Primary road.....A272
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Central Refuge only

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Swerved (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
VEHICLE 2 TRAVELLING WEST ON A272. VEHICLE 1 TRAVELLING EAST FAILS TO NEGOTIGATE LEFT HAND BEND/KINK IN THE ROAD AND CROSSES INTO THE PATH OF VEHICLE 2 AND COLLIDES WITH IT. VEHICLE 1 THEN COMES TO REST AGAINST A BRICK WALL CAUSING DAMAGE TO WALL.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....84
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....34
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....84
Severity.....Fatal
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....81
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:1306775 Slight A286 MIDHURST AT JUNCTION OF A272 OUTSIDE AT R/A OUTSIDE ENTRANCE TO COWDRY RUINS Accident 6 of 7

Date & time.....Friday 13/12/2013 16:44
Grid reference.....488948/122088
District.....Chichester
Primary road.....A286
Secondary road.....A272
Weather.....Rain
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Possible	
Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 002	Possible	
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 002	Possible	Yes

Accident Description

VI ON APPROACH TO ROUNDABOUT TRAVELLING NORTH, V2 ON APPROACH TO ROUNDABOUT TRAVELLING WEST, V1 ENTERED ROUNDABOUT AT SAME TIME AS V2, V1 COLLIDED WITH V2, V1 THEN CONTINUED IN ITS DIRECTION COMING TO A HALT COLLIDING WITH V3 WHO WAS WAITING AT JUNCTIONTO ROUNDABOUT TRAVELLING EAST.

3 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South west North east
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....26
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....50
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Car
Junction location...Cleared junction or parked at junctio
Restricted location.On main carriageway
Direction.....North west South east
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....44
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....50
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:1407667 Slight A272 NORTH STREET MIDHURST AT JUNCTION 20M SOUTH OF A286 EASEBOURNE LANE Accident 7 of 7

Date & time.....Thursday 04/12/2014 07:45
Grid reference.....488902/122045
District.....Chichester
Primary road.....A272
Secondary road.....A286
Weather.....Fine
Lighting.....Daylight
Crossing(human).....Controlled by SXP
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Mini Roundabout
Junction control.....Authorised person
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	

Accident Description
VEHICLE 2 STOPPED ON BRIDGE TO ALLOW BUS TO COME THROUGH SAFELY SOUTHBOUND AND VEHICLE 2 HAS DRIVEN INTO THE REAR OF VEHICLE ONE AND HAS THEN DRIVEN OFF WITHOUT STOPPING AND EXCHANGING ANY DETAILS.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....28
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....44
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....44
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Appendix N: Fernhurst Junction Modelling Outputs

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.6.541 [19821,26/11/2015]
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Filename: A272 . A286 EASEBOURNE. Revised.arc8
Path: E:\Fernhurst
Report generation date: 03/08/2016 10:43:13

» (Default Analysis Set) - 1. 2016 BASE, AM
» (Default Analysis Set) - 1. 2016 BASE, PM
» (Default Analysis Set) - 2. 2032 BASE PO, AM
» (Default Analysis Set) - 2. 2032 BASE PO, PM
» (Default Analysis Set) - 3. 2032 BASE PO + DEV, AM
» (Default Analysis Set) - 3. 2032 BASE PO + DEV, PM
» (Default Analysis Set) - 5. 2032 BASE MID+60% + DEV, AM
» (Default Analysis Set) - 5. 2032 BASE MID+60% + DEV, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 1. 2016 BASE							
Easebourne Lane	0.87	7.78	0.47	A	1.47	10.52	0.60	B
Cowdray Park	0.00	0.00	0.00	A	0.23	22.71	0.19	C
North Street	4.73	21.37	0.83	C	4.95	22.39	0.84	C
Dodsley Lane	1.22	13.20	0.55	B	1.70	16.92	0.64	C
	A1 - 2. 2032 BASE PO							
Easebourne Lane	1.27	10.23	0.56	B	2.30	14.84	0.70	B
Cowdray Park	0.00	0.00	0.00	A	0.51	44.42	0.35	E
North Street	16.60	64.04	0.98	F	30.75	105.50	1.03	F
Dodsley Lane	3.78	30.20	0.80	D	3.66	30.73	0.80	D
	A1 - 3. 2032 BASE PO + DEV							
Easebourne Lane	1.44	11.08	0.59	B	2.83	17.50	0.75	C
Cowdray Park	0.00	0.00	0.00	A	0.70	62.57	0.43	F
North Street	29.48	101.19	1.02	F	45.39	144.70	1.07	F
Dodsley Lane	4.67	36.53	0.84	E	4.48	36.51	0.83	E
	A1 - 5. 2032 BASE MID+60% + DEV							
Easebourne Lane	1.49	11.36	0.60	B	3.03	18.52	0.76	C
Cowdray Park	0.00	0.00	0.00	A	0.80	71.90	0.47	F
North Street	34.57	114.89	1.04	F	51.20	160.14	1.08	F
Dodsley Lane	4.89	38.04	0.85	E	4.87	39.21	0.85	E

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

"D1 - 1. 2016 BASE, AM " model duration: 07:45 - 09:15
"D2 - 1. 2016 BASE, PM" model duration: 16:45 - 18:15
"D3 - 2. 2032 BASE PO, AM" model duration: 07:45 - 09:15
"D4 - 2. 2032 BASE PO, PM" model duration: 16:45 - 18:15
"D5 - 3. 2032 BASE PO + DEV, AM" model duration: 07:45 - 09:15
"D6 - 3. 2032 BASE PO + DEV, PM" model duration: 16:45 - 18:15
"D9 - 5. 2032 BASE MID+60% + DEV, AM" model duration: 07:45 - 09:15
"D10 - 5. 2032 BASE MID+60% + DEV, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.6.541 at 03/08/2016 10:43:05

File summary

Title	A272 EASEBOURNE LN / UNAMED RD / A286 NORTH ST / A286 DODSLEY LANE
Location	Easebourne
Site Number	
Date	07/03/2016
Version	V1
Status	(new file)
Identifier	IN
Client	SOUTH DOWNS NATIONAL PARK
Jobnumber	
Enumerator	Hantsnet
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) - 1. 2016 BASE, AM

Data Errors and Warnings

No errors or warnings

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
1. 2016 BASE, AM	1. 2016 BASE	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	A272 / A286 EASBOURNE	Mini-roundabout	A,B,C,D	16.11	C

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Easebourne Lane	A	Easebourne Lane	
Cowdray Park	B	Cowdray Park	
North Street	C	North Street	
Dodsley Lane	D	Dodsley Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
Easebourne Lane	0.00	99999.00
Cowdray Park	0.00	99999.00
North Street	0.00	99999.00
Dodsley Lane	0.00	99999.00

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Easebourne Lane	3.20	2.80	6.00	21.50	11.00	6.60	0.00	✓
Cowdray Park	3.10	3.10	3.10	0.00	11.00	10.30	0.00	
North Street	3.60	3.60	7.60	6.10	13.20	13.50	0.00	✓
Dodsley Lane	3.40	3.00	5.00	4.00	10.50	12.00	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Easebourne Lane		(calculated)	(calculated)	0.471	1128.303
Cowdray Park		(calculated)	(calculated)	0.514	699.194
North Street		(calculated)	(calculated)	0.489	1114.838
Dodsley Lane		(calculated)	(calculated)	0.421	870.432

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Easebourne Lane	ONE HOUR	✓	370.00	100.000
Cowdray Park	ONE HOUR	✓	4.00	100.000
North Street	ONE HOUR	✓	757.00	100.000
Dodsley Lane	ONE HOUR	✓	306.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	**Cowdray Park**	**North Street**	**Dodsley Lane**
From	**Easebourne Lane**	0.000	2.000	340.000	28.000
	Cowdray Park	1.000	0.000	2.000	1.000
	North Street	389.000	4.000	0.000	364.000
	Dodsley Lane	10.000	1.000	295.000	0.000

Turning Proportions (Veh) - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	0.00	0.01	0.92	0.08
	Cowdray Park	0.25	0.00	0.50	0.25
	North Street	0.51	0.01	0.00	0.48
	Dodsley Lane	0.03	0.00	0.96	0.00

Vehicle Mix

Average PCU Per Vehicle - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	1.000	1.100	1.100	1.100
	Cowdray Park	1.100	1.000	1.100	1.100
	North Street	1.100	1.100	1.000	1.100
	Dodsley Lane	1.100	1.100	1.100	1.000

Heavy Vehicle Percentages - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	0.0	10.0	10.0	10.0
	Cowdray Park	10.0	0.0	10.0	10.0
	North Street	10.0	10.0	0.0	10.0
	Dodsley Lane	10.0	10.0	10.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
Easebourne Lane	0.47	7.78	0.87	A
Cowdray Park	0.00	0.00	0.00	A
North Street	0.83	21.37	4.73	C
Dodsley Lane	0.55	13.20	1.22	B

Main Results for each time segment

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

Name	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
Easebourne Lane	278.56	276.83	223.82	0.00	920.29	0.303	0.43	5.580	A
Cowdray Park	0.00	0.00	495.43	0.00	381.22	0.000	0.00	0.000	A
North Street	569.91	564.76	20.95	0.00	1003.25	0.568	1.29	8.119	A
Dodsley Lane	230.37	228.30	293.20	0.00	667.86	0.345	0.52	8.153	A

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

Name	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
Easebourne Lane	332.62	332.02	268.85	0.00	899.08	0.370	0.58	6.342	A
Cowdray Park	0.00	0.00	594.60	0.00	330.29	0.000	0.00	0.000	A
North Street	680.53	677.49	25.13	0.00	1001.20	0.680	2.05	11.012	B
Dodsley Lane	275.09	274.23	351.72	0.00	643.22	0.428	0.73	9.732	A

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

Name	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
Easebourne Lane	407.38	406.24	328.48	0.00	870.98	0.468	0.87	7.727	A
Cowdray Park	0.00	0.00	727.08	0.00	262.26	0.000	0.00	0.000	A
North Street	833.47	823.73	30.74	0.00	998.46	0.835	4.48	19.565	C
Dodsley Lane	336.91	335.08	427.64	0.00	611.25	0.551	1.19	12.947	B

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

Name	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
Easebourne Lane	407.38	407.35	330.21	0.00	870.17	0.468	0.87	7.777	A
Cowdray Park	0.00	0.00	729.85	0.00	260.84	0.000	0.00	0.000	A
North Street	833.47	832.48	30.83	0.00	998.42	0.835	4.73	21.368	C
Dodsley Lane	336.91	336.82	432.19	0.00	609.34	0.553	1.22	13.198	B

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

Name	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
Easebourne Lane	332.62	333.73	271.48	0.00	897.84	0.370	0.59	6.393	A
Cowdray Park	0.00	0.00	598.86	0.00	328.11	0.000	0.00	0.000	A
North Street	680.53	690.65	25.26	0.00	1001.14	0.680	2.20	11.946	B
Dodsley Lane	275.09	276.88	358.55	0.00	640.34	0.430	0.77	9.954	A

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

Name	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
Easebourne Lane	278.56	279.18	226.77	0.00	918.90	0.303	0.44	5.632	A
Cowdray Park	0.00	0.00	500.65	0.00	378.54	0.000	0.00	0.000	A
North Street	569.91	573.34	21.13	0.00	1003.16	0.568	1.34	8.442	A
Dodsley Lane	230.37	231.30	297.65	0.00	665.98	0.346	0.54	8.299	A

(Default Analysis Set) - 1. 2016 BASE, PM

Data Errors and Warnings

No errors or warnings

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
1. 2016 BASE, PM	1. 2016 BASE	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	A272 / A286 EASBOURNE	Mini-roundabout	A,B,C,D	17.79	C

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Easebourne Lane	A	Easebourne Lane	
Cowdray Park	B	Cowdray Park	
North Street	C	North Street	
Dodsley Lane	D	Dodsley Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
Easebourne Lane	0.00	99999.00
Cowdray Park	0.00	99999.00
North Street	0.00	99999.00
Dodsley Lane	0.00	99999.00

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Easebourne Lane	3.20	2.80	6.00	21.50	11.00	6.60	0.00	✓
Cowdray Park	3.10	3.10	3.10	0.00	11.00	10.30	0.00	
North Street	3.60	3.60	7.60	6.10	13.20	13.50	0.00	✓
Dodsley Lane	3.40	3.00	5.00	4.00	10.50	12.00	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Easebourne Lane		(calculated)	(calculated)	0.471	1128.303
Cowdray Park		(calculated)	(calculated)	0.514	699.194
North Street		(calculated)	(calculated)	0.489	1114.838
Dodsley Lane		(calculated)	(calculated)	0.421	870.432

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Easebourne Lane	ONE HOUR	✓	462.00	100.000
Cowdray Park	ONE HOUR	✓	34.00	100.000
North Street	ONE HOUR	✓	757.00	100.000
Dodsley Lane	ONE HOUR	✓	336.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	**Cowdray Park**	**North Street**	**Dodsley Lane**
From	**Easebourne Lane**	0.000	2.000	435.000	25.000
	Cowdray Park	8.000	0.000	16.000	10.000
	North Street	425.000	19.000	0.000	313.000
	Dodsley Lane	17.000	1.000	318.000	0.000

Turning Proportions (Veh) - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	**Cowdray Park**	**North Street**	**Dodsley Lane**
From	**Easebourne Lane**	0.00	0.00	0.94	0.05
	Cowdray Park	0.24	0.00	0.47	0.29
	North Street	0.56	0.03	0.00	0.41
	Dodsley Lane	0.05	0.00	0.95	0.00

Vehicle Mix

Average PCU Per Vehicle - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	**Cowdray Park**	**North Street**	**Dodsley Lane**
From	**Easebourne Lane**	1.000	1.100	1.100	1.100
	Cowdray Park	1.100	1.000	1.100	1.100
	North Street	1.100	1.100	1.000	1.100
	Dodsley Lane	1.100	1.100	1.100	1.000

Heavy Vehicle Percentages - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	0.0	10.0	10.0	10.0
	Cowdray Park	10.0	0.0	10.0	10.0
	North Street	10.0	10.0	0.0	10.0
	Dodsley Lane	10.0	10.0	10.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
Easebourne Lane	0.60	10.52	1.47	B
Cowdray Park	0.19	22.71	0.23	C
North Street	0.84	22.39	4.95	C
Dodsley Lane	0.64	16.92	1.70	C

Main Results for each time segment

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

Name	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
Easebourne Lane	347.82	345.36	251.95	0.00	907.04	0.383	0.61	6.381	A
Cowdray Park	25.60	25.27	580.89	0.00	337.33	0.076	0.08	11.525	B
North Street	569.91	564.69	32.07	0.00	997.81	0.571	1.30	8.217	A
Dodsley Lane	252.96	250.45	337.15	0.00	649.35	0.390	0.63	8.969	A

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

Name	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
Easebourne Lane	415.33	414.29	302.65	0.00	883.16	0.470	0.87	7.660	A
Cowdray Park	30.57	30.40	697.25	0.00	277.58	0.110	0.12	14.555	B
North Street	680.53	677.39	38.51	0.00	994.66	0.684	2.09	11.231	B
Dodsley Lane	302.06	300.87	404.46	0.00	621.01	0.486	0.93	11.202	B

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

Name	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
Easebourne Lane	508.67	506.40	369.15	0.00	851.83	0.597	1.44	10.352	B
Cowdray Park	37.43	37.02	851.60	0.00	198.32	0.189	0.23	22.259	C
North Street	833.47	823.16	47.00	0.00	990.51	0.841	4.67	20.329	C
Dodsley Lane	369.94	367.06	491.51	0.00	584.36	0.633	1.65	16.346	C

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

Name	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
Easebourne Lane	508.67	508.58	371.93	0.00	850.52	0.598	1.47	10.520	B
Cowdray Park	37.43	37.41	856.31	0.00	195.90	0.191	0.23	22.708	C
North Street	833.47	832.36	47.33	0.00	990.35	0.842	4.95	22.386	C
Dodsley Lane	369.94	369.74	497.00	0.00	582.05	0.636	1.70	16.917	C

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

Name	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
Easebourne Lane	415.33	417.57	306.85	0.00	881.18	0.471	0.91	7.802	A
Cowdray Park	30.57	30.98	704.35	0.00	273.93	0.112	0.13	14.841	B
North Street	680.53	691.31	39.00	0.00	994.42	0.684	2.25	12.267	B
Dodsley Lane	302.06	304.93	412.76	0.00	617.52	0.489	0.98	11.618	B

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

Name	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
Easebourne Lane	347.82	348.92	255.80	0.00	905.23	0.384	0.63	6.483	A
Cowdray Park	25.60	25.77	588.06	0.00	333.65	0.077	0.08	11.698	B
North Street	569.91	573.47	32.52	0.00	997.59	0.571	1.36	8.558	A
Dodsley Lane	252.96	254.27	342.42	0.00	647.13	0.391	0.65	9.193	A

(Default Analysis Set) - 2. 2032 BASE PO, AM

Data Errors and Warnings

No errors or warnings

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
2. 2032 BASE PO, AM	2. 2032 BASE PO	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	A272 / A286 EASBOURNE	Mini-roundabout	A,B,C,D	42.74	E

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Easebourne Lane	A	Easebourne Lane	
Cowdray Park	B	Cowdray Park	
North Street	C	North Street	
Dodsley Lane	D	Dodsley Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
Easebourne Lane	0.00	99999.00
Cowdray Park	0.00	99999.00
North Street	0.00	99999.00
Dodsley Lane	0.00	99999.00

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Easebourne Lane	3.20	2.80	6.00	21.50	11.00	6.60	0.00	✓
Cowdray Park	3.10	3.10	3.10	0.00	11.00	10.30	0.00	
North Street	3.60	3.60	7.60	6.10	13.20	13.50	0.00	✓
Dodsley Lane	3.40	3.00	5.00	4.00	10.50	12.00	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Easebourne Lane		(calculated)	(calculated)	0.471	1128.303
Cowdray Park		(calculated)	(calculated)	0.514	699.194
North Street		(calculated)	(calculated)	0.489	1114.838
Dodsley Lane		(calculated)	(calculated)	0.421	870.432

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Easebourne Lane	ONE HOUR	✓	412.00	100.000
Cowdray Park	ONE HOUR	✓	4.00	100.000
North Street	ONE HOUR	✓	883.00	100.000
Dodsley Lane	ONE HOUR	✓	432.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	0.000	2.000	379.000	31.000
	Cowdray Park	1.000	0.000	2.000	1.000
	North Street	434.000	5.000	0.000	444.000
	Dodsley Lane	11.000	1.000	420.000	0.000

Turning Proportions (Veh) - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	0.00	0.00	0.92	0.08
	Cowdray Park	0.25	0.00	0.50	0.25
	North Street	0.49	0.01	0.00	0.50
	Dodsley Lane	0.03	0.00	0.97	0.00

Vehicle Mix

Average PCU Per Vehicle - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	1.000	1.100	1.100	1.100
	Cowdray Park	1.100	1.000	1.100	1.100
	North Street	1.100	1.100	1.000	1.100
	Dodsley Lane	1.100	1.100	1.100	1.000

Heavy Vehicle Percentages - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	0.0	10.0	10.0	10.0
	Cowdray Park	10.0	0.0	10.0	10.0
	North Street	10.0	10.0	0.0	10.0
	Dodsley Lane	10.0	10.0	10.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
Easebourne Lane	0.56	10.23	1.27	B
Cowdray Park	0.00	0.00	0.00	A
North Street	0.98	64.04	16.60	F
Dodsley Lane	0.80	30.20	3.78	D

Main Results for each time segment

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

Name	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
Easebourne Lane	310.18	308.01	316.90	0.00	876.44	0.354	0.54	6.309	A
Cowdray Park	0.00	0.00	618.95	0.00	317.79	0.000	0.00	0.000	A
North Street	664.77	657.15	23.18	0.00	1002.16	0.663	1.90	10.223	B
Dodsley Lane	325.23	321.36	326.71	0.00	653.75	0.497	0.97	10.711	B

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

Name	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
Easebourne Lane	370.38	369.48	380.59	0.00	846.44	0.438	0.77	7.534	A
Cowdray Park	0.00	0.00	742.93	0.00	254.12	0.000	0.00	0.000	A
North Street	793.80	787.20	27.80	0.00	999.90	0.794	3.55	16.414	C
Dodsley Lane	388.36	385.96	391.37	0.00	626.52	0.620	1.57	14.813	B

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

Name	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
Easebourne Lane	453.62	451.70	461.38	0.00	808.38	0.561	1.25	10.038	B
Cowdray Park	0.00	0.00	904.51	0.00	171.15	0.000	0.00	0.000	A
North Street	972.20	935.28	33.99	0.00	996.87	0.975	12.78	43.053	E
Dodsley Lane	475.64	468.00	464.99	0.00	595.53	0.799	3.48	26.722	D

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

Name	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
Easebourne Lane	453.62	453.53	467.76	0.00	805.37	0.563	1.27	10.225	B
Cowdray Park	0.00	0.00	912.57	0.00	167.01	0.000	0.00	0.000	A
North Street	972.20	956.95	34.12	0.00	996.81	0.975	16.60	64.041	F
Dodsley Lane	475.64	474.42	475.77	0.00	590.99	0.805	3.78	30.200	D

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

Name	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
Easebourne Lane	370.38	372.27	391.00	0.00	841.53	0.440	0.80	7.703	A
Cowdray Park	0.00	0.00	755.77	0.00	247.53	0.000	0.00	0.000	A
North Street	793.80	843.20	28.01	0.00	999.79	0.794	4.25	28.169	D
Dodsley Lane	388.36	396.32	419.21	0.00	614.80	0.632	1.79	17.026	C

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

Name	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
Easebourne Lane	310.18	311.14	323.76	0.00	873.21	0.355	0.56	6.415	A
Cowdray Park	0.00	0.00	628.81	0.00	312.72	0.000	0.00	0.000	A
North Street	664.77	673.61	23.41	0.00	1002.04	0.663	2.04	11.237	B
Dodsley Lane	325.23	328.31	334.90	0.00	650.30	0.500	1.02	11.285	B

(Default Analysis Set) - 2. 2032 BASE PO, PM

Data Errors and Warnings

No errors or warnings

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
2. 2032 BASE PO, PM	2. 2032 BASE PO	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	A272 / A286 EASBOURNE	Mini-roundabout	A,B,C,D	63.11	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Easebourne Lane	A	Easebourne Lane	
Cowdray Park	B	Cowdray Park	
North Street	C	North Street	
Dodsley Lane	D	Dodsley Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
Easebourne Lane	0.00	99999.00
Cowdray Park	0.00	99999.00
North Street	0.00	99999.00
Dodsley Lane	0.00	99999.00

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Easebourne Lane	3.20	2.80	6.00	21.50	11.00	6.60	0.00	✓
Cowdray Park	3.10	3.10	3.10	0.00	11.00	10.30	0.00	
North Street	3.60	3.60	7.60	6.10	13.20	13.50	0.00	✓
Dodsley Lane	3.40	3.00	5.00	4.00	10.50	12.00	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Easebourne Lane		(calculated)	(calculated)	0.471	1128.303
Cowdray Park		(calculated)	(calculated)	0.514	699.194
North Street		(calculated)	(calculated)	0.489	1114.838
Dodsley Lane		(calculated)	(calculated)	0.421	870.432

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Easebourne Lane	ONE HOUR	✓	519.00	100.000
Cowdray Park	ONE HOUR	✓	39.00	100.000
North Street	ONE HOUR	✓	922.00	100.000
Dodsley Lane	ONE HOUR	✓	411.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	0.000	2.000	489.000	28.000
	Cowdray Park	9.000	0.000	18.000	12.000
	North Street	477.000	21.000	0.000	424.000
	Dodsley Lane	20.000	1.000	390.000	0.000

Turning Proportions (Veh) - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	0.00	0.00	0.94	0.05
	Cowdray Park	0.23	0.00	0.46	0.31
	North Street	0.52	0.02	0.00	0.46
	Dodsley Lane	0.05	0.00	0.95	0.00

Vehicle Mix

Average PCU Per Vehicle - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	1.000	1.100	1.100	1.100
	Cowdray Park	1.100	1.000	1.100	1.100
	North Street	1.100	1.100	1.000	1.100
	Dodsley Lane	1.100	1.100	1.100	1.000

Heavy Vehicle Percentages - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	0.0	10.0	10.0	10.0
	Cowdray Park	10.0	0.0	10.0	10.0
	North Street	10.0	10.0	0.0	10.0
	Dodsley Lane	10.0	10.0	10.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
Easebourne Lane	0.70	14.84	2.30	B
Cowdray Park	0.35	44.42	0.51	E
North Street	1.03	105.50	30.75	F
Dodsley Lane	0.80	30.73	3.66	D

Main Results for each time segment

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

Name	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
Easebourne Lane	390.73	387.59	306.42	0.00	881.38	0.443	0.78	7.247	A
Cowdray Park	29.36	28.92	676.16	0.00	288.41	0.102	0.11	13.850	B
North Street	694.13	685.30	36.48	0.00	995.65	0.697	2.21	11.302	B
Dodsley Lane	309.42	305.68	376.82	0.00	632.65	0.489	0.93	10.891	B

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

Name	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
Easebourne Lane	466.57	464.98	367.91	0.00	852.41	0.547	1.18	9.253	A
Cowdray Park	35.06	34.76	811.53	0.00	218.89	0.160	0.19	19.519	C
North Street	828.86	819.67	43.80	0.00	992.07	0.835	4.51	19.854	C
Dodsley Lane	369.48	367.11	450.75	0.00	601.52	0.614	1.53	15.197	C

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

Name	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
Easebourne Lane	571.43	567.27	445.22	0.00	815.99	0.700	2.22	14.236	B
Cowdray Park	42.94	41.80	987.53	0.00	128.52	0.334	0.47	41.001	E
North Street	1015.14	952.45	53.11	0.00	987.52	1.028	20.18	59.999	F
Dodsley Lane	452.52	445.19	524.09	0.00	570.64	0.793	3.36	27.195	D

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

Name	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
Easebourne Lane	571.43	571.14	451.52	0.00	813.02	0.703	2.30	14.838	B
Cowdray Park	42.94	42.79	997.20	0.00	123.55	0.348	0.51	44.420	E
North Street	1015.14	972.86	53.85	0.00	987.16	1.028	30.75	105.503	F
Dodsley Lane	452.52	451.32	535.34	0.00	565.91	0.800	3.66	30.732	D

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

Name	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
Easebourne Lane	466.57	470.74	379.43	0.00	846.99	0.551	1.25	9.672	A
Cowdray Park	35.06	36.28	826.33	0.00	211.29	0.166	0.20	20.704	C
North Street	828.86	926.54	44.93	0.00	991.52	0.836	6.33	66.148	F
Dodsley Lane	369.48	376.65	508.82	0.00	577.07	0.640	1.87	18.549	C

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

Name	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
Easebourne Lane	390.73	392.49	313.84	0.00	877.88	0.445	0.81	7.445	A
Cowdray Park	29.36	29.71	687.90	0.00	282.38	0.104	0.12	14.265	B
North Street	694.13	709.84	37.17	0.00	995.32	0.697	2.40	13.244	B
Dodsley Lane	309.42	312.90	390.26	0.00	626.99	0.494	1.00	11.585	B

(Default Analysis Set) - 3. 2032 BASE PO + DEV, AM

Data Errors and Warnings

No errors or warnings

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
3. 2032 BASE PO + DEV, AM	3. 2032 BASE PO + DEV	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	A272 / A286 EASBOURNE	Mini-roundabout	A,B,C,D	63.69	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Easebourne Lane	A	Easebourne Lane	
Cowdray Park	B	Cowdray Park	
North Street	C	North Street	
Dodsley Lane	D	Dodsley Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
Easebourne Lane	0.00	99999.00
Cowdray Park	0.00	99999.00
North Street	0.00	99999.00
Dodsley Lane	0.00	99999.00

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Easebourne Lane	3.20	2.80	6.00	21.50	11.00	6.60	0.00	✓
Cowdray Park	3.10	3.10	3.10	0.00	11.00	10.30	0.00	
North Street	3.60	3.60	7.60	6.10	13.20	13.50	0.00	✓
Dodsley Lane	3.40	3.00	5.00	4.00	10.50	12.00	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Easebourne Lane		(calculated)	(calculated)	0.471	1128.303
Cowdray Park		(calculated)	(calculated)	0.514	699.194
North Street		(calculated)	(calculated)	0.489	1114.838
Dodsley Lane		(calculated)	(calculated)	0.421	870.432

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Easebourne Lane	ONE HOUR	✓	431.00	100.000
Cowdray Park	ONE HOUR	✓	4.00	100.000
North Street	ONE HOUR	✓	927.00	100.000
Dodsley Lane	ONE HOUR	✓	445.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	0.000	2.000	398.000	31.000
	Cowdray Park	1.000	0.000	2.000	1.000
	North Street	463.000	5.000	0.000	459.000
	Dodsley Lane	11.000	1.000	433.000	0.000

Turning Proportions (Veh) - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	0.00	0.00	0.92	0.07
	Cowdray Park	0.25	0.00	0.50	0.25
	North Street	0.50	0.01	0.00	0.50
	Dodsley Lane	0.02	0.00	0.97	0.00

Vehicle Mix

Average PCU Per Vehicle - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	1.000	1.100	1.100	1.100
	Cowdray Park	1.100	1.000	1.100	1.100
	North Street	1.100	1.100	1.000	1.100
	Dodsley Lane	1.100	1.100	1.100	1.000

Heavy Vehicle Percentages - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	0.0	10.0	10.0	10.0
	Cowdray Park	10.0	0.0	10.0	10.0
	North Street	10.0	10.0	0.0	10.0
	Dodsley Lane	10.0	10.0	10.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
Easebourne Lane	0.59	11.08	1.44	B
Cowdray Park	0.00	0.00	0.00	A
North Street	1.02	101.19	29.48	F
Dodsley Lane	0.84	36.53	4.67	E

Main Results for each time segment

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

Name	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
Easebourne Lane	324.48	322.14	326.35	0.00	871.99	0.372	0.59	6.520	A
Cowdray Park	0.00	0.00	642.53	0.00	305.68	0.000	0.00	0.000	A
North Street	697.89	689.09	23.17	0.00	1002.16	0.696	2.20	11.207	B
Dodsley Lane	335.02	330.81	347.89	0.00	644.83	0.520	1.05	11.319	B

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

Name	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
Easebourne Lane	387.46	386.44	391.82	0.00	841.15	0.461	0.84	7.899	A
Cowdray Park	0.00	0.00	771.13	0.00	239.64	0.000	0.00	0.000	A
North Street	833.35	824.34	27.80	0.00	999.90	0.833	4.45	19.529	C
Dodsley Lane	400.05	397.20	416.17	0.00	616.08	0.649	1.77	16.229	C

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

Name	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
Easebourne Lane	474.54	472.28	473.55	0.00	802.64	0.591	1.41	10.821	B
Cowdray Park	0.00	0.00	937.38	0.00	154.27	0.000	0.00	0.000	A
North Street	1020.65	960.07	33.97	0.00	996.88	1.024	19.60	58.299	F
Dodsley Lane	489.95	480.24	484.70	0.00	587.23	0.834	4.19	31.104	D

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

Name	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
Easebourne Lane	474.54	474.41	481.28	0.00	799.00	0.594	1.44	11.081	B
Cowdray Park	0.00	0.00	947.11	0.00	149.27	0.000	0.00	0.000	A
North Street	1020.65	981.12	34.12	0.00	996.81	1.024	29.48	101.186	F
Dodsley Lane	489.95	488.06	495.33	0.00	582.75	0.841	4.67	36.526	E

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

Name	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
Easebourne Lane	387.46	389.69	404.86	0.00	835.00	0.464	0.88	8.125	A
Cowdray Park	0.00	0.00	786.83	0.00	231.58	0.000	0.00	0.000	A
North Street	833.35	926.82	28.03	0.00	999.79	0.834	6.11	61.274	F
Dodsley Lane	400.05	410.00	467.91	0.00	594.30	0.673	2.18	20.463	C

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

Name	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
Easebourne Lane	324.48	325.58	334.68	0.00	868.06	0.374	0.60	6.651	A
Cowdray Park	0.00	0.00	654.15	0.00	299.71	0.000	0.00	0.000	A
North Street	697.89	712.77	23.42	0.00	1002.04	0.696	2.39	13.031	B
Dodsley Lane	335.02	339.23	359.85	0.00	639.80	0.524	1.13	12.139	B

(Default Analysis Set) - 3. 2032 BASE PO + DEV, PM

Data Errors and Warnings

No errors or warnings

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
3. 2032 BASE PO + DEV, PM	3. 2032 BASE PO + DEV	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	A272 / A286 EASBOURNE	Mini-roundabout	A,B,C,D	84.31	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Easebourne Lane	A	Easebourne Lane	
Cowdray Park	B	Cowdray Park	
North Street	C	North Street	
Dodsley Lane	D	Dodsley Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
Easebourne Lane	0.00	99999.00
Cowdray Park	0.00	99999.00
North Street	0.00	99999.00
Dodsley Lane	0.00	99999.00

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Easebourne Lane	3.20	2.80	6.00	21.50	11.00	6.60	0.00	✓
Cowdray Park	3.10	3.10	3.10	0.00	11.00	10.30	0.00	
North Street	3.60	3.60	7.60	6.10	13.20	13.50	0.00	✓
Dodsley Lane	3.40	3.00	5.00	4.00	10.50	12.00	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Easebourne Lane		(calculated)	(calculated)	0.471	1128.303
Cowdray Park		(calculated)	(calculated)	0.514	699.194
North Street		(calculated)	(calculated)	0.489	1114.838
Dodsley Lane		(calculated)	(calculated)	0.421	870.432

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Easebourne Lane	ONE HOUR	✓	546.00	100.000
Cowdray Park	ONE HOUR	✓	39.00	100.000
North Street	ONE HOUR	✓	956.00	100.000
Dodsley Lane	ONE HOUR	✓	427.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	0.000	2.000	516.000	28.000
	Cowdray Park	9.000	0.000	18.000	12.000
	North Street	497.000	21.000	0.000	438.000
	Dodsley Lane	20.000	1.000	406.000	0.000

Turning Proportions (Veh) - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	0.00	0.00	0.95	0.05
	Cowdray Park	0.23	0.00	0.46	0.31
	North Street	0.52	0.02	0.00	0.46
	Dodsley Lane	0.05	0.00	0.95	0.00

Vehicle Mix

Average PCU Per Vehicle - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	1.000	1.100	1.100	1.100
	Cowdray Park	1.100	1.000	1.100	1.100
	North Street	1.100	1.100	1.000	1.100
	Dodsley Lane	1.100	1.100	1.100	1.000

Heavy Vehicle Percentages - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	0.0	10.0	10.0	10.0
	Cowdray Park	10.0	0.0	10.0	10.0
	North Street	10.0	10.0	0.0	10.0
	Dodsley Lane	10.0	10.0	10.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
Easebourne Lane	0.75	17.50	2.83	C
Cowdray Park	0.43	62.57	0.70	F
North Street	1.07	144.70	45.39	F
Dodsley Lane	0.83	36.51	4.48	E

Main Results for each time segment

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

Name	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
Easebourne Lane	411.06	407.58	318.09	0.00	875.88	0.469	0.87	7.632	A
Cowdray Park	29.36	28.89	707.84	0.00	272.14	0.108	0.12	14.772	B
North Street	719.73	709.80	36.46	0.00	995.67	0.723	2.48	12.207	B
Dodsley Lane	321.47	317.36	391.26	0.00	626.57	0.513	1.03	11.499	B

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

Name	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
Easebourne Lane	490.84	488.93	381.80	0.00	845.87	0.580	1.35	10.030	B
Cowdray Park	35.06	34.71	849.43	0.00	199.43	0.176	0.21	21.806	C
North Street	859.42	847.46	43.76	0.00	992.09	0.866	5.47	23.111	C
Dodsley Lane	383.86	381.03	467.20	0.00	594.60	0.646	1.74	16.629	C

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

Name	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
Easebourne Lane	601.16	595.71	460.48	0.00	808.80	0.743	2.71	16.478	C
Cowdray Park	42.94	41.29	1031.74	0.00	105.81	0.406	0.62	54.514	F
North Street	1052.58	964.79	52.78	0.00	987.68	1.066	27.42	75.029	F
Dodsley Lane	470.14	460.88	532.29	0.00	567.19	0.829	4.05	31.381	D

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

Name	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
Easebourne Lane	601.16	600.67	468.02	0.00	805.25	0.747	2.83	17.498	C
Cowdray Park	42.94	42.61	1043.85	0.00	99.59	0.431	0.70	62.573	F
North Street	1052.58	980.68	53.75	0.00	987.21	1.066	45.39	144.701	F
Dodsley Lane	470.14	468.41	541.21	0.00	563.44	0.834	4.48	36.509	E

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

Name	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
Easebourne Lane	490.84	496.38	395.76	0.00	839.29	0.585	1.45	10.662	B
Cowdray Park	35.06	36.94	868.10	0.00	189.85	0.185	0.23	23.809	C
North Street	859.42	969.95	45.34	0.00	991.32	0.867	17.76	121.992	F
Dodsley Lane	383.86	392.86	534.08	0.00	566.44	0.678	2.23	21.683	C

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

Name	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
Easebourne Lane	411.06	413.21	327.69	0.00	871.36	0.472	0.91	7.894	A
Cowdray Park	29.36	29.79	721.50	0.00	265.13	0.111	0.13	15.326	C
North Street	719.73	779.69	37.23	0.00	995.29	0.723	2.77	20.955	C
Dodsley Lane	321.47	325.83	429.34	0.00	610.53	0.527	1.14	12.830	B

(Default Analysis Set) - 5. 2032 BASE MID+60% + DEV, AM

Data Errors and Warnings

No errors or warnings

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
5. 2032 BASE MID+60% + DEV, AM	5. 2032 BASE MID+60% + DEV	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	A272 / A286 EASBOURNE	Mini-roundabout	A,B,C,D	71.24	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Easebourne Lane	A	Easebourne Lane	
Cowdray Park	B	Cowdray Park	
North Street	C	North Street	
Dodsley Lane	D	Dodsley Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
Easebourne Lane	0.00	99999.00
Cowdray Park	0.00	99999.00
North Street	0.00	99999.00
Dodsley Lane	0.00	99999.00

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Easebourne Lane	3.20	2.80	6.00	21.50	11.00	6.60	0.00	✓
Cowdray Park	3.10	3.10	3.10	0.00	11.00	10.30	0.00	
North Street	3.60	3.60	7.60	6.10	13.20	13.50	0.00	✓
Dodsley Lane	3.40	3.00	5.00	4.00	10.50	12.00	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Easebourne Lane		(calculated)	(calculated)	0.471	1128.303
Cowdray Park		(calculated)	(calculated)	0.514	699.194
North Street		(calculated)	(calculated)	0.489	1114.838
Dodsley Lane		(calculated)	(calculated)	0.421	870.432

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Easebourne Lane	ONE HOUR	✓	437.00	100.000
Cowdray Park	ONE HOUR	✓	4.00	100.000
North Street	ONE HOUR	✓	940.00	100.000
Dodsley Lane	ONE HOUR	✓	448.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	0.000	2.000	404.000	31.000
	Cowdray Park	1.000	0.000	2.000	1.000
	North Street	470.000	5.000	0.000	465.000
	Dodsley Lane	11.000	1.000	436.000	0.000

Turning Proportions (Veh) - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	0.00	0.00	0.92	0.07
	Cowdray Park	0.25	0.00	0.50	0.25
	North Street	0.50	0.01	0.00	0.49
	Dodsley Lane	0.02	0.00	0.97	0.00

Vehicle Mix

Average PCU Per Vehicle - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	1.000	1.100	1.100	1.100
	Cowdray Park	1.100	1.000	1.100	1.100
	North Street	1.100	1.100	1.000	1.100
	Dodsley Lane	1.100	1.100	1.100	1.000

Heavy Vehicle Percentages - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	0.0	10.0	10.0	10.0
	Cowdray Park	10.0	0.0	10.0	10.0
	North Street	10.0	10.0	0.0	10.0
	Dodsley Lane	10.0	10.0	10.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
Easebourne Lane	0.60	11.36	1.49	B
Cowdray Park	0.00	0.00	0.00	A
North Street	1.04	114.89	34.57	F
Dodsley Lane	0.85	38.04	4.89	E

Main Results for each time segment

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

Name	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
Easebourne Lane	329.00	326.60	328.52	0.00	870.97	0.378	0.60	6.584	A
Cowdray Park	0.00	0.00	649.16	0.00	302.27	0.000	0.00	0.000	A
North Street	707.68	698.48	23.17	0.00	1002.16	0.706	2.30	11.530	B
Dodsley Lane	337.28	332.98	352.96	0.00	642.70	0.525	1.08	11.473	B

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

Name	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
Easebourne Lane	392.85	391.79	394.40	0.00	839.93	0.468	0.86	8.014	A
Cowdray Park	0.00	0.00	779.07	0.00	235.56	0.000	0.00	0.000	A
North Street	845.04	835.11	27.79	0.00	999.90	0.845	4.78	20.649	C
Dodsley Lane	402.74	399.77	421.99	0.00	613.63	0.656	1.82	16.597	C

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

Name	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
Easebourne Lane	481.15	478.77	476.32	0.00	801.34	0.600	1.46	11.077	B
Cowdray Park	0.00	0.00	946.68	0.00	149.49	0.000	0.00	0.000	A
North Street	1034.96	965.55	33.96	0.00	996.88	1.038	22.14	63.619	F
Dodsley Lane	493.26	483.04	487.91	0.00	585.88	0.842	4.37	32.157	D

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

Name	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
Easebourne Lane	481.15	481.01	484.38	0.00	797.54	0.603	1.49	11.361	B
Cowdray Park	0.00	0.00	956.85	0.00	144.27	0.000	0.00	0.000	A
North Street	1034.96	985.21	34.12	0.00	996.81	1.038	34.57	114.892	F
Dodsley Lane	493.26	491.20	497.84	0.00	581.69	0.848	4.89	38.040	E

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

Name	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
Easebourne Lane	392.85	395.20	407.99	0.00	833.53	0.471	0.91	8.256	A
Cowdray Park	0.00	0.00	795.39	0.00	227.18	0.000	0.00	0.000	A
North Street	845.04	954.42	28.04	0.00	999.78	0.845	7.23	78.966	F
Dodsley Lane	402.74	413.06	482.28	0.00	588.25	0.685	2.31	21.603	C

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

Name	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
Easebourne Lane	329.00	330.15	337.35	0.00	866.81	0.380	0.62	6.721	A
Cowdray Park	0.00	0.00	661.36	0.00	296.01	0.000	0.00	0.000	A
North Street	707.68	726.55	23.42	0.00	1002.04	0.706	2.51	13.876	B
Dodsley Lane	337.28	341.88	367.14	0.00	636.72	0.530	1.16	12.393	B

(Default Analysis Set) - 5. 2032 BASE MID+60% + DEV, PM

Data Errors and Warnings

No errors or warnings

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
5. 2032 BASE MID+60% + DEV, PM	5. 2032 BASE MID+60% + DEV	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	A272 / A286 EASBOURNE	Mini-roundabout	A,B,C,D	92.81	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Easebourne Lane	A	Easebourne Lane	
Cowdray Park	B	Cowdray Park	
North Street	C	North Street	
Dodsley Lane	D	Dodsley Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
Easebourne Lane	0.00	99999.00
Cowdray Park	0.00	99999.00
North Street	0.00	99999.00
Dodsley Lane	0.00	99999.00

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Easebourne Lane	3.20	2.80	6.00	21.50	11.00	6.60	0.00	✓
Cowdray Park	3.10	3.10	3.10	0.00	11.00	10.30	0.00	
North Street	3.60	3.60	7.60	6.10	13.20	13.50	0.00	✓
Dodsley Lane	3.40	3.00	5.00	4.00	10.50	12.00	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Easebourne Lane		(calculated)	(calculated)	0.471	1128.303
Cowdray Park		(calculated)	(calculated)	0.514	699.194
North Street		(calculated)	(calculated)	0.489	1114.838
Dodsley Lane		(calculated)	(calculated)	0.421	870.432

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Easebourne Lane	ONE HOUR	✓	554.00	100.000
Cowdray Park	ONE HOUR	✓	39.00	100.000
North Street	ONE HOUR	✓	968.00	100.000
Dodsley Lane	ONE HOUR	✓	433.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	0.000	2.000	524.000	28.000
	Cowdray Park	9.000	0.000	18.000	12.000
	North Street	505.000	21.000	0.000	442.000
	Dodsley Lane	20.000	1.000	412.000	0.000

Turning Proportions (Veh) - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	0.00	0.00	0.95	0.05
	Cowdray Park	0.23	0.00	0.46	0.31
	North Street	0.52	0.02	0.00	0.46
	Dodsley Lane	0.05	0.00	0.95	0.00

Vehicle Mix

Average PCU Per Vehicle - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	1.000	1.100	1.100	1.100
	Cowdray Park	1.100	1.000	1.100	1.100
	North Street	1.100	1.100	1.000	1.100
	Dodsley Lane	1.100	1.100	1.100	1.000

Heavy Vehicle Percentages - A272 / A286 EASBOURNE (for whole period)

		To			
		Easebourne Lane	Cowdray Park	North Street	Dodsley Lane
From	Easebourne Lane	0.0	10.0	10.0	10.0
	Cowdray Park	10.0	0.0	10.0	10.0
	North Street	10.0	10.0	0.0	10.0
	Dodsley Lane	10.0	10.0	10.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
Easebourne Lane	0.76	18.52	3.03	C
Cowdray Park	0.47	71.90	0.80	F
North Street	1.08	160.14	51.20	F
Dodsley Lane	0.85	39.21	4.87	E

Main Results for each time segment

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

Name	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
Easebourne Lane	417.08	413.49	322.45	0.00	873.83	0.477	0.90	7.761	A
Cowdray Park	29.36	28.88	718.12	0.00	266.86	0.110	0.12	15.097	C
North Street	728.76	718.40	36.45	0.00	995.67	0.732	2.59	12.557	B
Dodsley Lane	325.99	321.73	397.03	0.00	624.14	0.522	1.06	11.748	B

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

Name	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
Easebourne Lane	498.03	496.01	386.97	0.00	843.43	0.590	1.40	10.300	B
Cowdray Park	35.06	34.68	861.71	0.00	193.13	0.182	0.22	22.667	C
North Street	870.21	857.01	43.75	0.00	992.10	0.877	5.89	24.472	C
Dodsley Lane	389.26	386.22	473.69	0.00	591.86	0.658	1.82	17.244	C

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

Name	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
Easebourne Lane	609.97	604.03	466.03	0.00	806.19	0.757	2.89	17.308	C
Cowdray Park	42.94	41.04	1045.80	0.00	98.59	0.436	0.69	60.766	F
North Street	1065.79	968.11	52.63	0.00	987.76	1.079	30.31	80.932	F
Dodsley Lane	476.74	466.58	535.53	0.00	565.83	0.843	4.36	33.243	D

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

Name	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
Easebourne Lane	609.97	609.39	474.12	0.00	802.38	0.760	3.03	18.524	C
Cowdray Park	42.94	42.50	1058.91	0.00	91.86	0.467	0.80	71.895	F
North Street	1065.79	982.23	53.69	0.00	987.24	1.080	51.20	160.137	F
Dodsley Lane	476.74	474.74	543.54	0.00	562.46	0.848	4.87	39.212	E

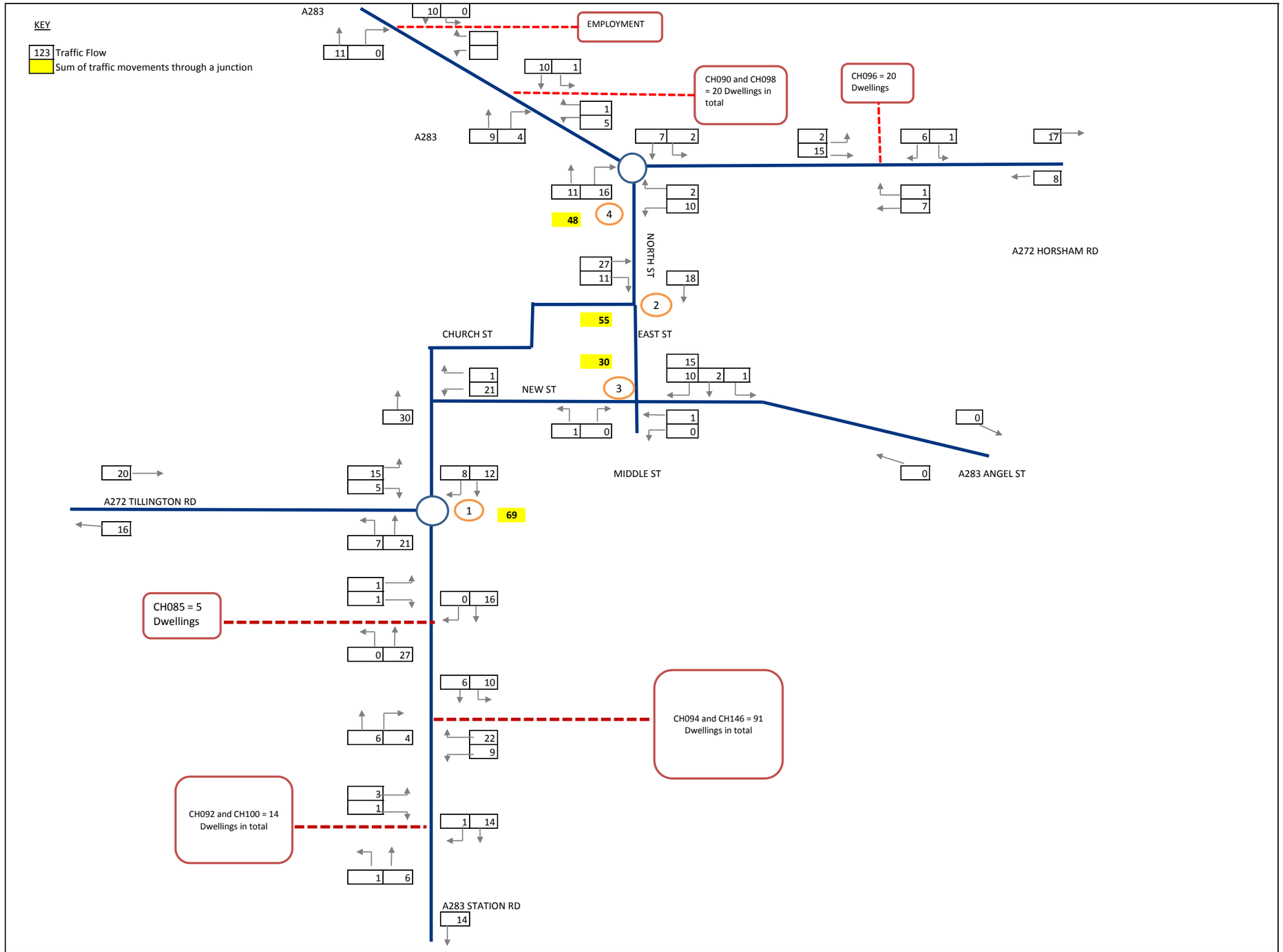
Main results: (17:45-18:00)

Name	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
Easebourne Lane	498.03	504.11	401.93	0.00	836.38	0.595	1.51	11.022	B
Cowdray Park	35.06	37.28	882.21	0.00	182.60	0.192	0.25	25.117	D
North Street	870.21	972.23	45.55	0.00	991.22	0.878	25.70	145.831	F
Dodsley Lane	389.26	399.29	536.90	0.00	565.25	0.689	2.36	22.824	C

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

Name	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
Easebourne Lane	417.08	419.38	333.05	0.00	868.83	0.480	0.94	8.051	A
Cowdray Park	29.36	29.82	732.37	0.00	259.55	0.113	0.13	15.701	C
North Street	728.76	819.78	37.25	0.00	995.27	0.732	2.94	30.115	D
Dodsley Lane	325.99	330.53	452.34	0.00	600.85	0.543	1.22	13.532	B

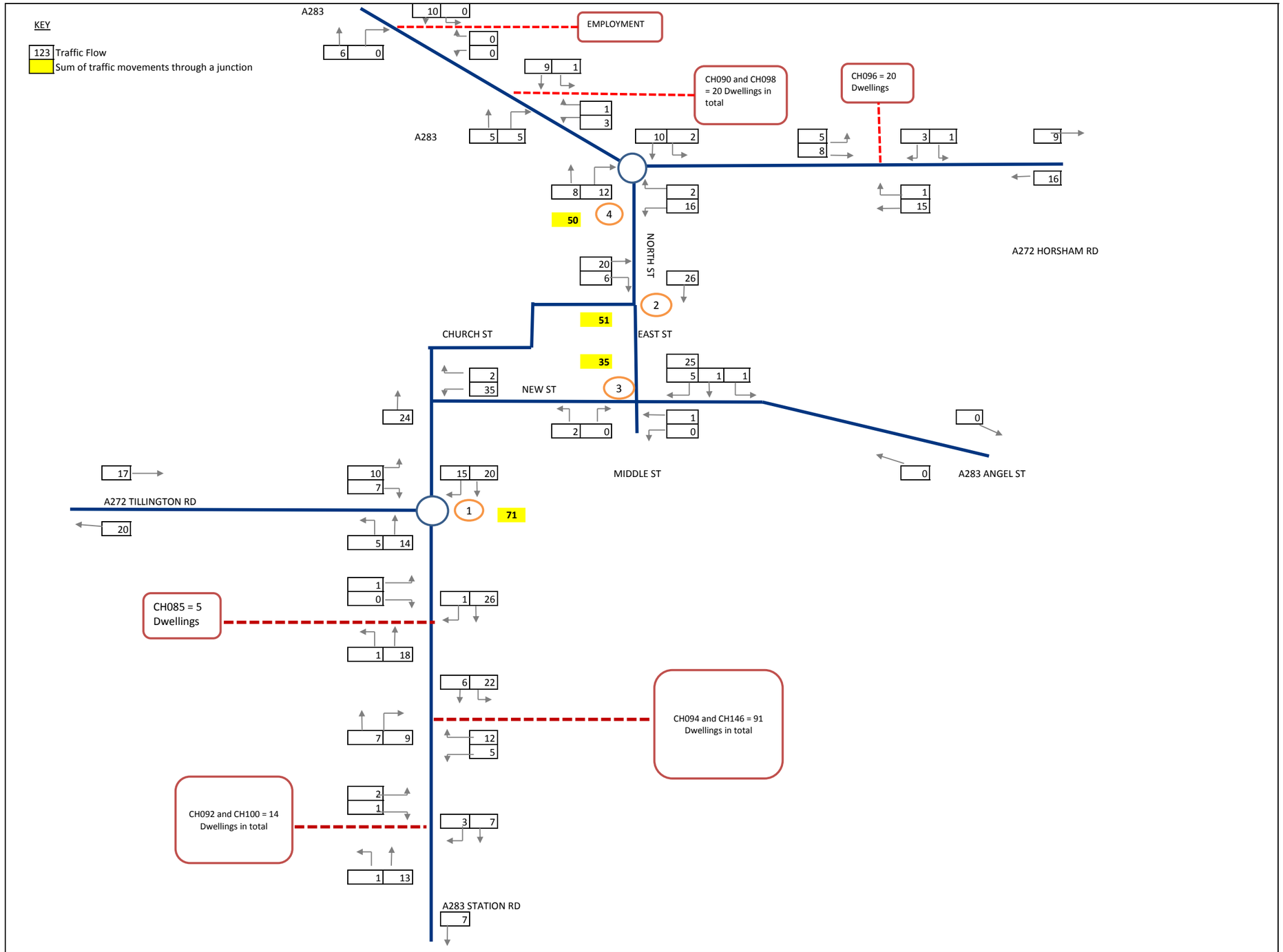
Appendix O: Petworth Traffic Flow Diagrams



Hampshire Services

NOTES:
This traffic distribution and assignment model takes into account the cumulative impact of traffic associated with other allocated housing and employment sites within the SDNP LP TA.

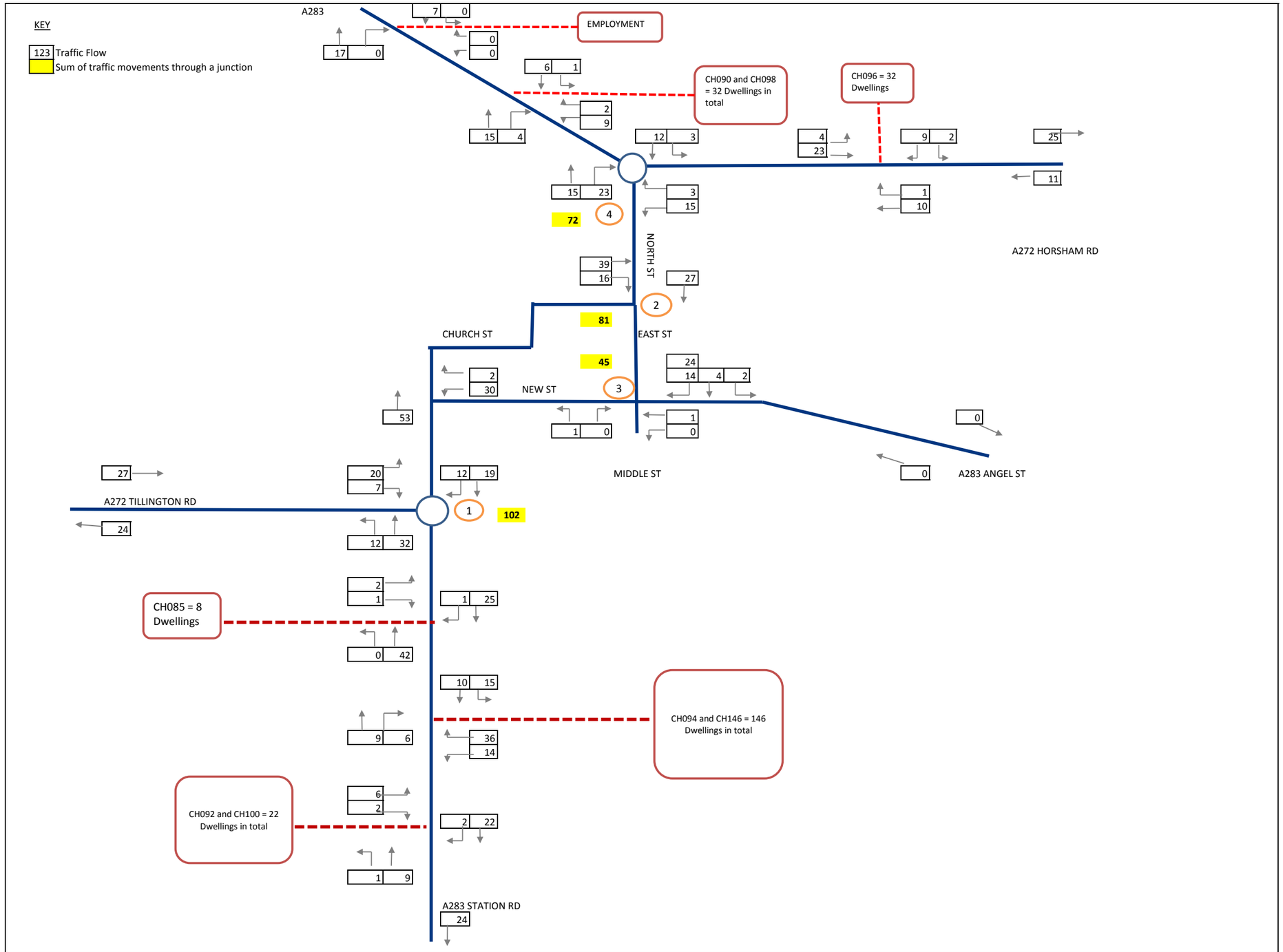
PROJECT:		PLAN TITLE:	
SOUTH DOWNS NATIONAL PART LOCAL PLAN TRANSPORT ASSESSMENT		Petworth- Preferred Housing Option	
TIME PERIOD: AM Peak Hour			
DATE: FEBRUARY 2016	JOB NUMBER:	DRAWN BY: IN	FIGURE: Appendix O



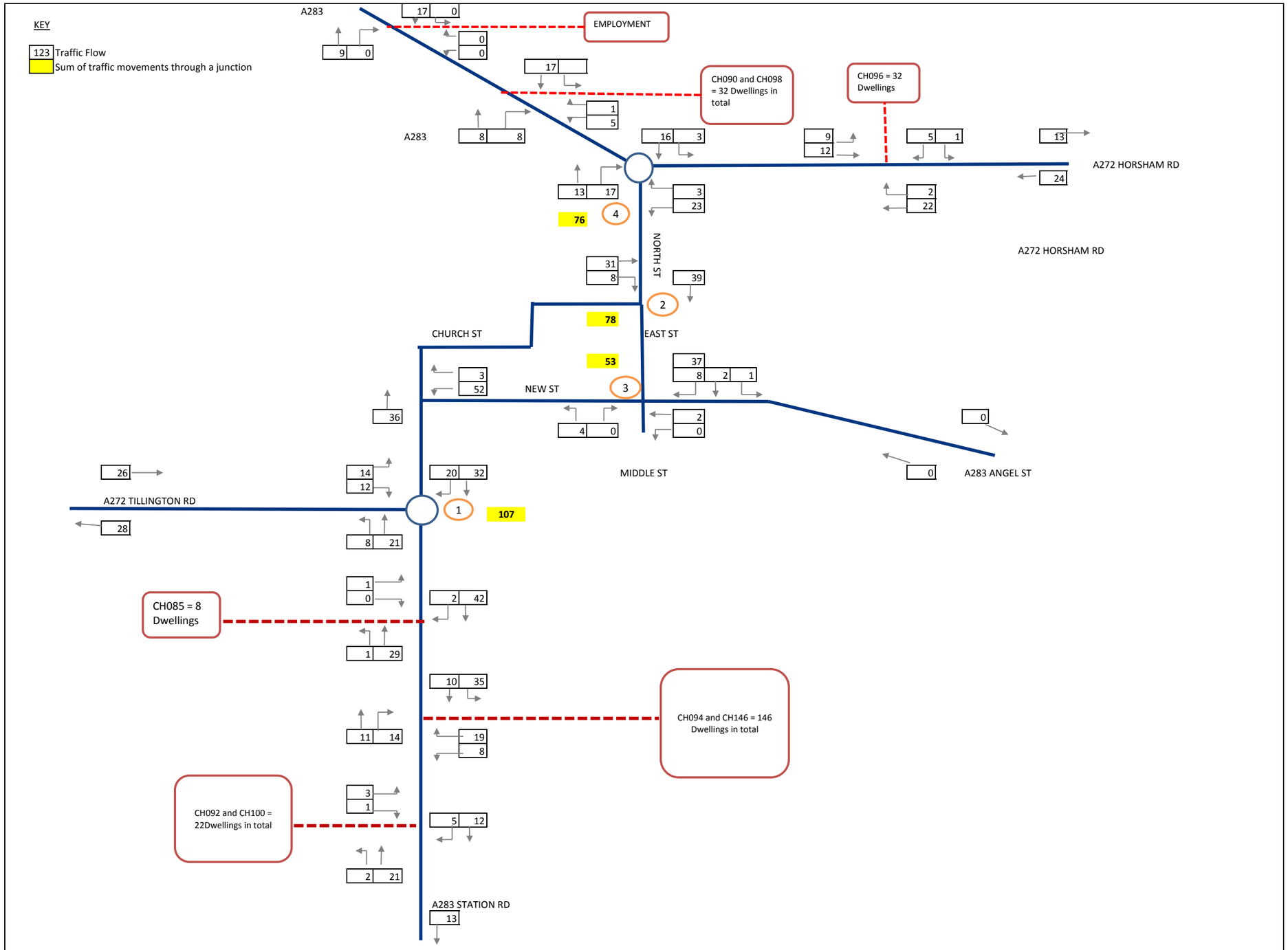
Hampshire Services

NOTES:
This traffic distribution and assignment model takes into account the cumulative impact of traffic associated with other allocated housing and employment sites within the SDNP LP TA.

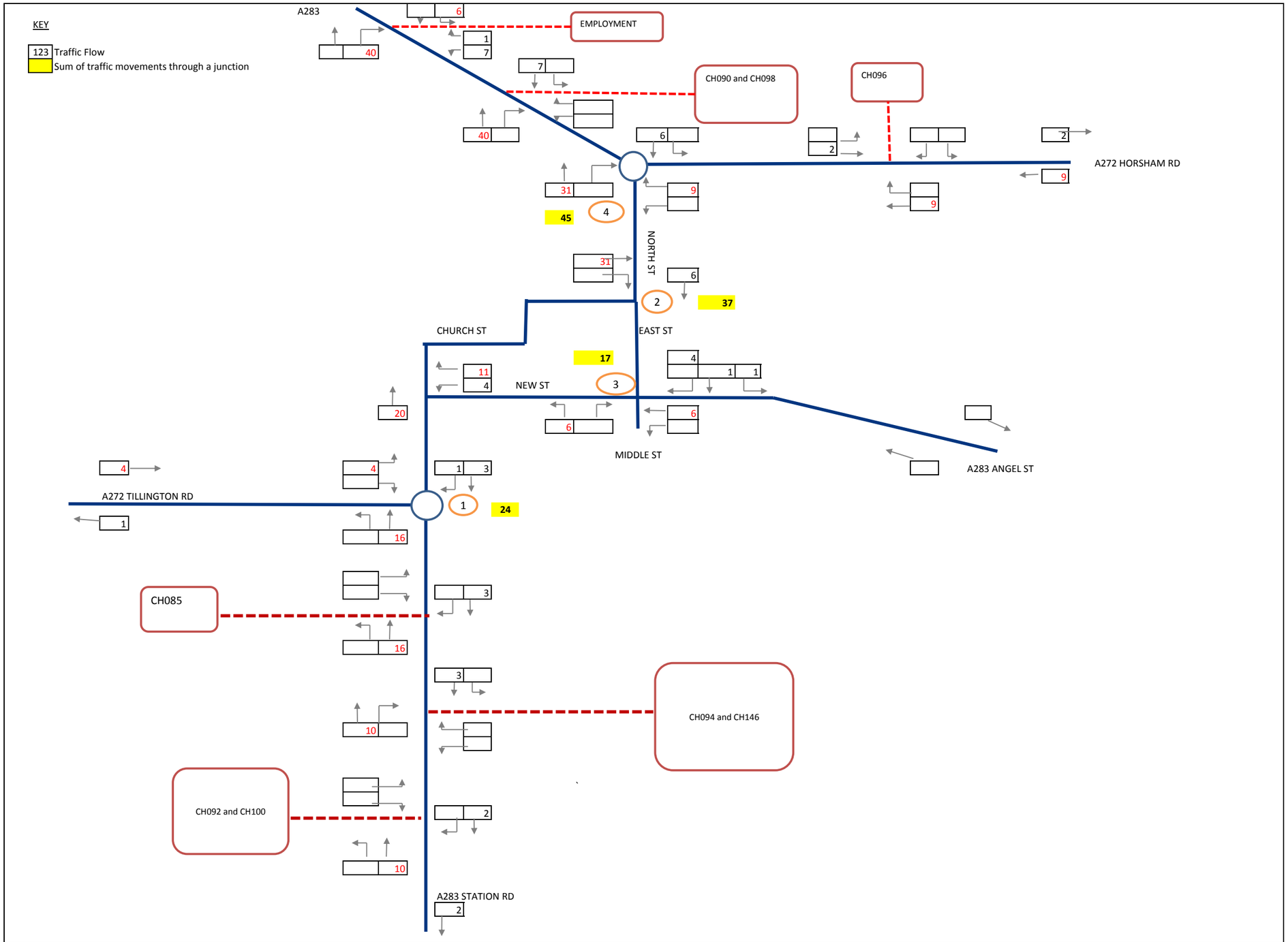
PROJECT:		PLAN TITLE:	
SOUTH DOWNS NATIONAL PART LOCAL PLAN TRANSPORT ASSESSMENT		Petworth - Preferred Housing Option	
TIME PERIOD: PM Peak Hour			
DATE: FEBRUARY 2016	JOB NUMBER:	DRAWN BY: IN	FIGURE: Appendix O



Hampshire Services	**NOTES:** This traffic distribution and assignment model takes into account the cumulative impact of traffic associated with other allocated housing and employment sites within the SDNP LP TA.	**PROJECT:** SOUTH DOWNS NATIONAL PART LOCAL PLAN TRANSPORT ASSESSMENT		**PLAN TITLE:** Petworth- Medium Housing Option plus] 60%	
		TIME PERIOD: AM Peak Hour			
		DATE: FEBRUARY 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix O



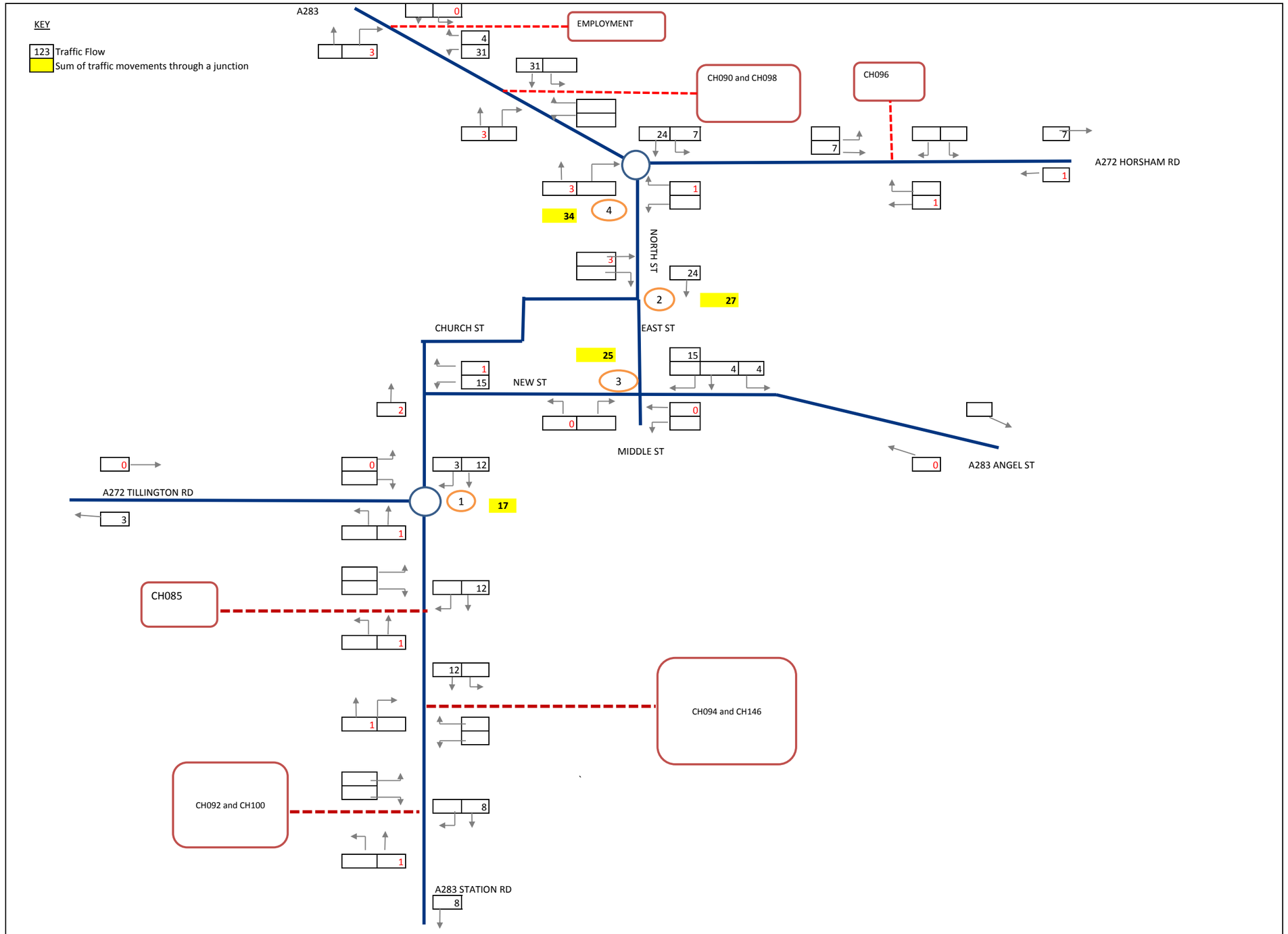
Hampshire Services	**NOTES:** This traffic distribution and assignment model takes into account the cumulative impact of traffic associated with other allocated housing and employment sites within the SDNP LP TA.	**PROJECT:** SOUTH DOWNS NATIONAL PART LOCAL PLAN TRANSPORT ASSESSMENT		**PLAN TITLE:** Petworth - Medium Housing Option plus60%	
		TIME PERIOD: PM Peak Hour			
		DATE: FEBRUARY 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix O



Hampshire Services

NOTES:
This traffic distribution and assignment model takes into account the cumulative impact of traffic associated with other allocated housing and employment sites within the SDNP LP TA.

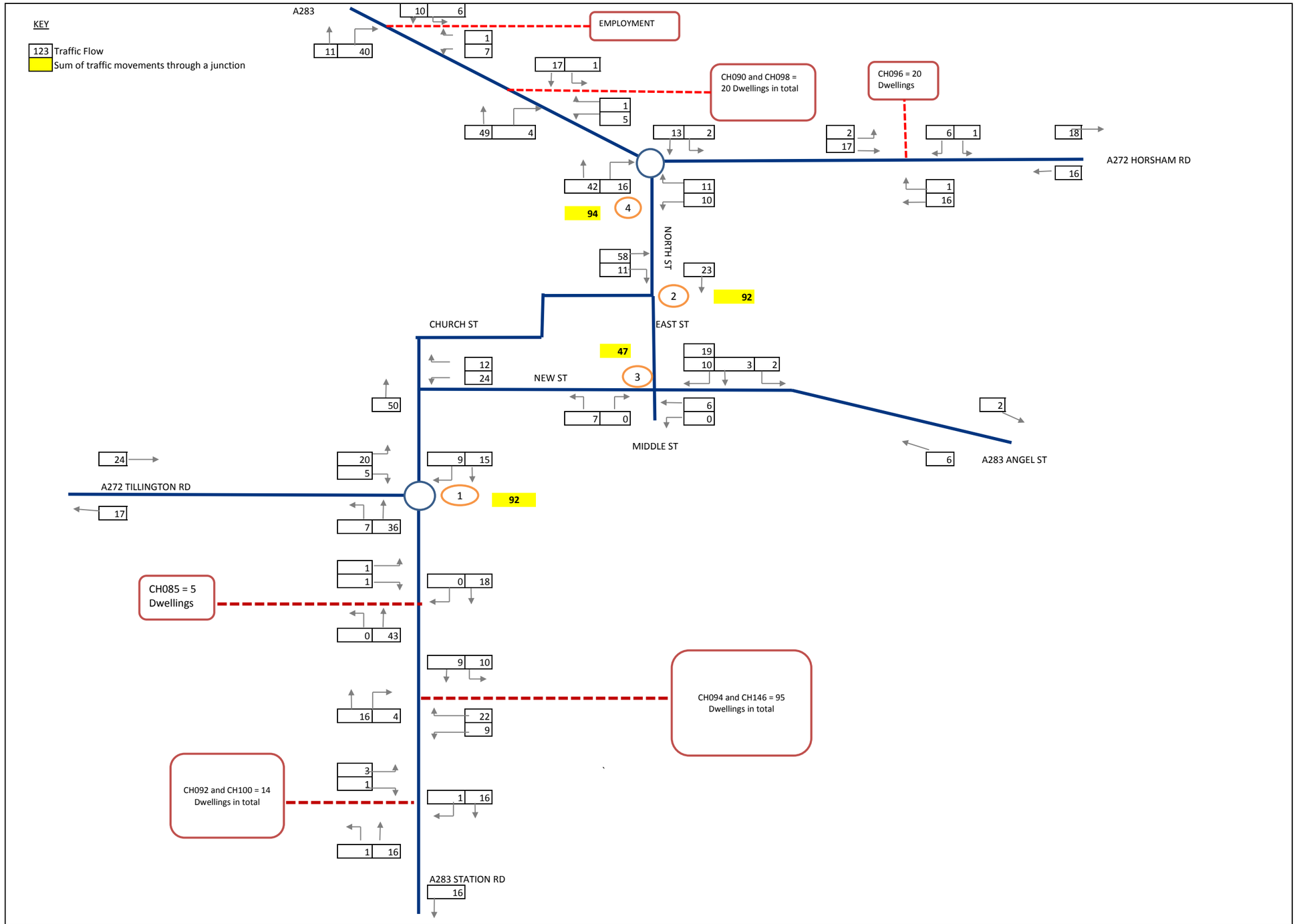
PROJECT:		PLAN TITLE:	
SOUTH DOWNS NATIONAL PART LOCAL PLAN TRANSPORT ASSESSMENT		Petworth- Employment Traffic	
TIME PERIOD: AM Peak Hour			
DATE: February 2016	JOB NUMBER:	DRAWN BY: IN	FIGURE: Appendix O



Hampshire Services

NOTES:
This traffic distribution and assignment model takes into account the cumulative impact of traffic associated with other allocated housing and employment sites within the SDNP LP TA.

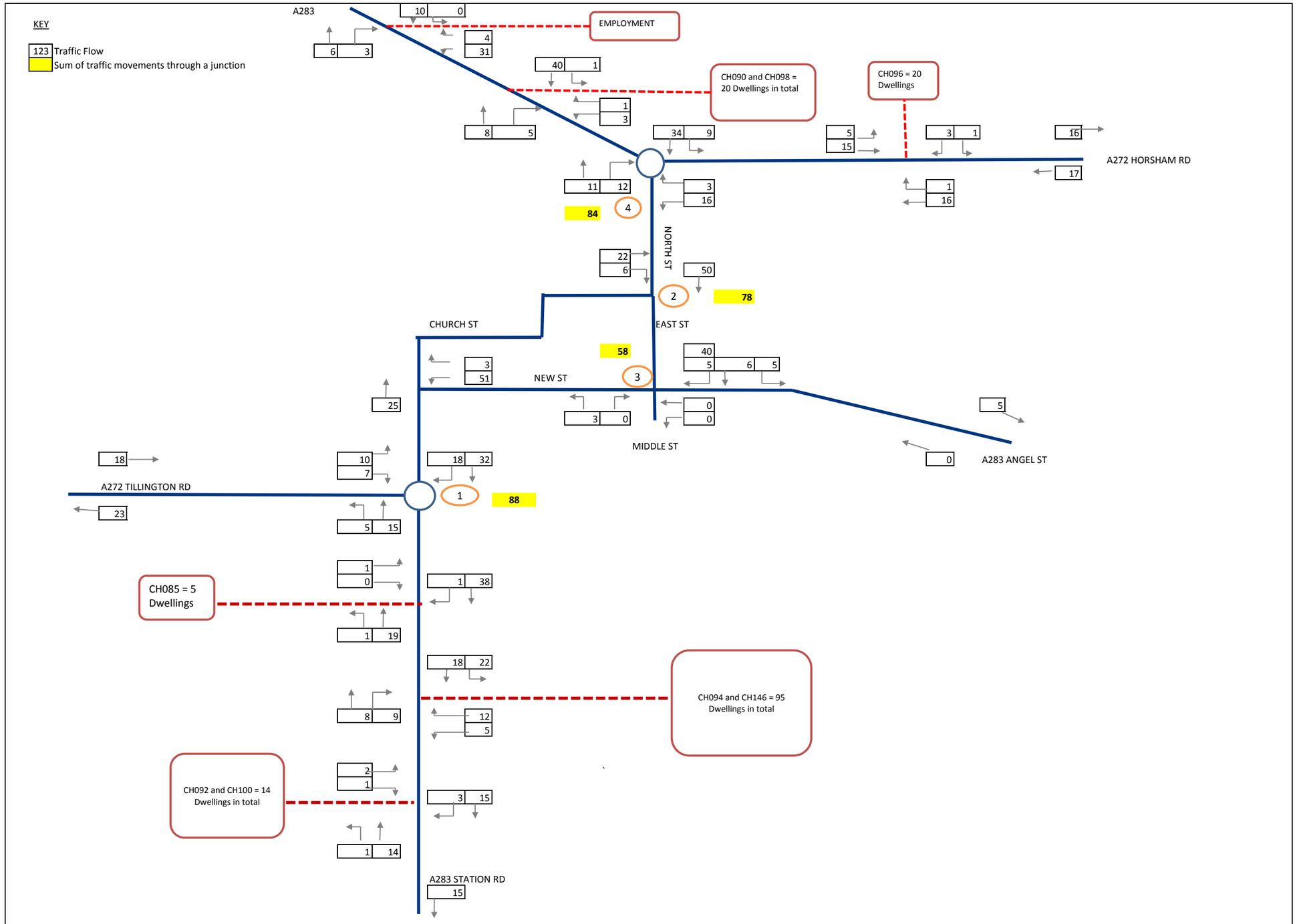
PROJECT:		PLAN TITLE:	
SOUTH DOWNS NATIONAL PART LOCAL PLAN TRANSPORT ASSESSMENT		Petworth - Employment Traffic	
TIME PERIOD: PM Peak Hour			
DATE: February 2016	JOB NUMBER:	DRAWN BY: IN	FIGURE: Appendix O



Hampshire Services

NOTES:
This traffic distribution and assignment model takes into account the cumulative impact of traffic associated with other allocated housing and employment sites within the SDNP LP TA.

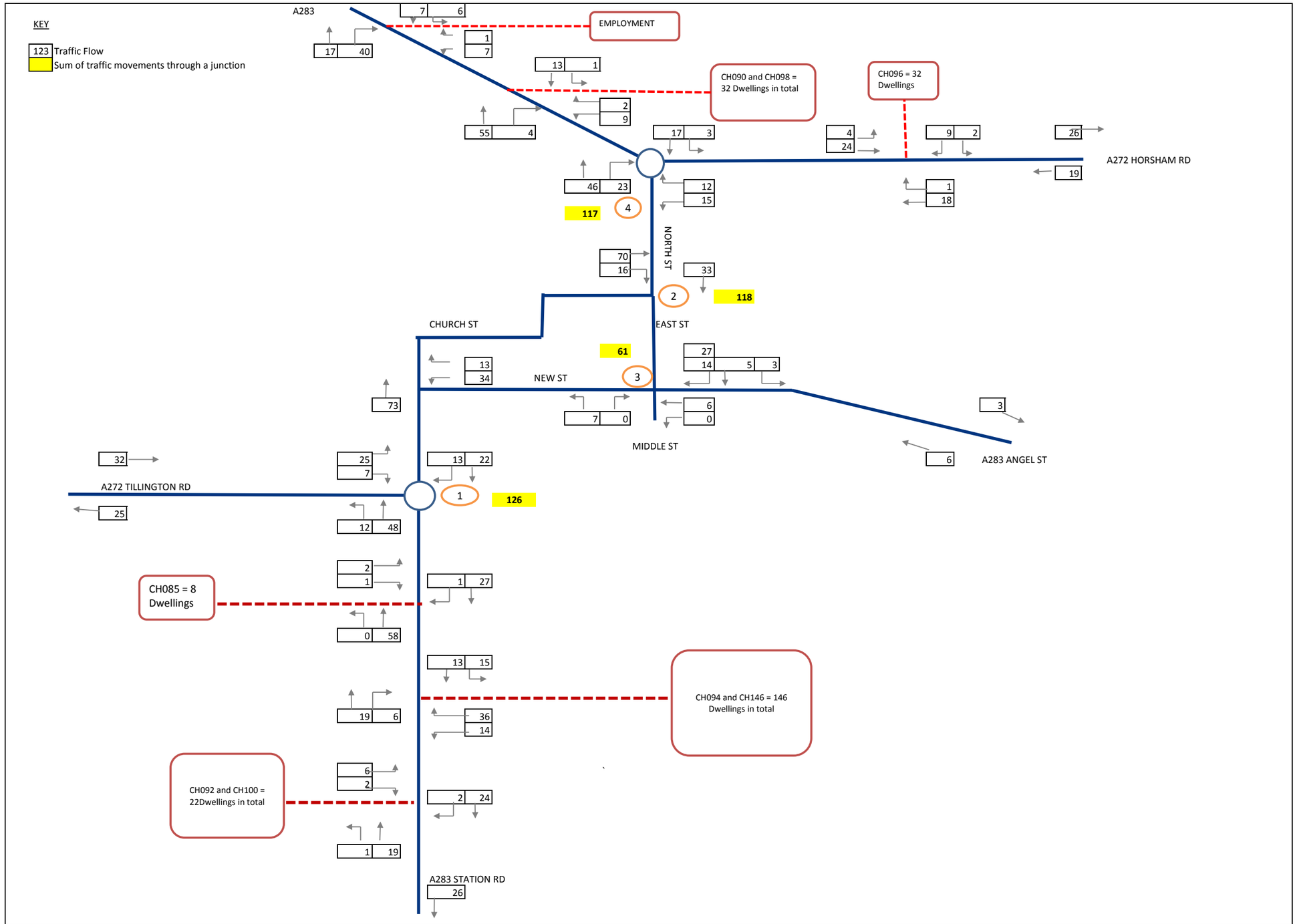
PROJECT: SOUTH DOWNS NATIONAL PART LOCAL PLAN TRANSPORT ASSESSMENT		**PLAN TITLE:** Petworth - Preferred Housing Option + Employment Trips	
TIME PERIOD: AM Peak Hour			
DATE: FEBRUARY 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix O



Hampshire Services

NOTES:
This traffic distribution and assignment model takes into account the cumulative impact of traffic associated with other allocated housing and employment sites within the SDNP LP TA.

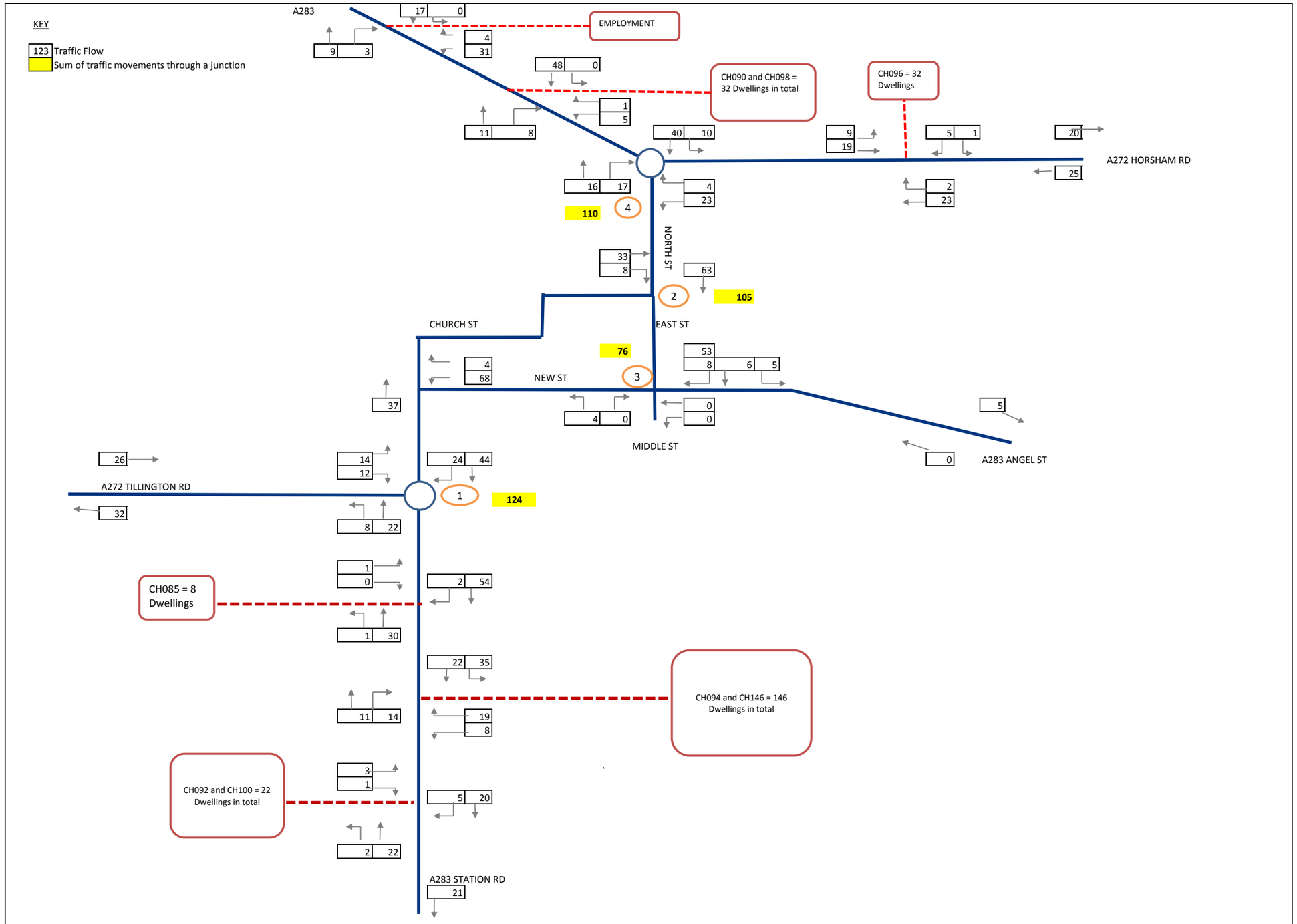
PROJECT: SOUTH DOWNS NATIONAL PART LOCAL PLAN TRANSPORT ASSESSMENT		**PLAN TITLE:** Petworth - Preferred Housing Option + Employment Trips	
TIME PERIOD: PM Peak Hour			
DATE: FEBRUARY 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix O



Hampshire Services

NOTES:
This traffic distribution and assignment model takes into account the cumulative impact of traffic associated with other allocated housing and employment sites within the SDNP LP TA.

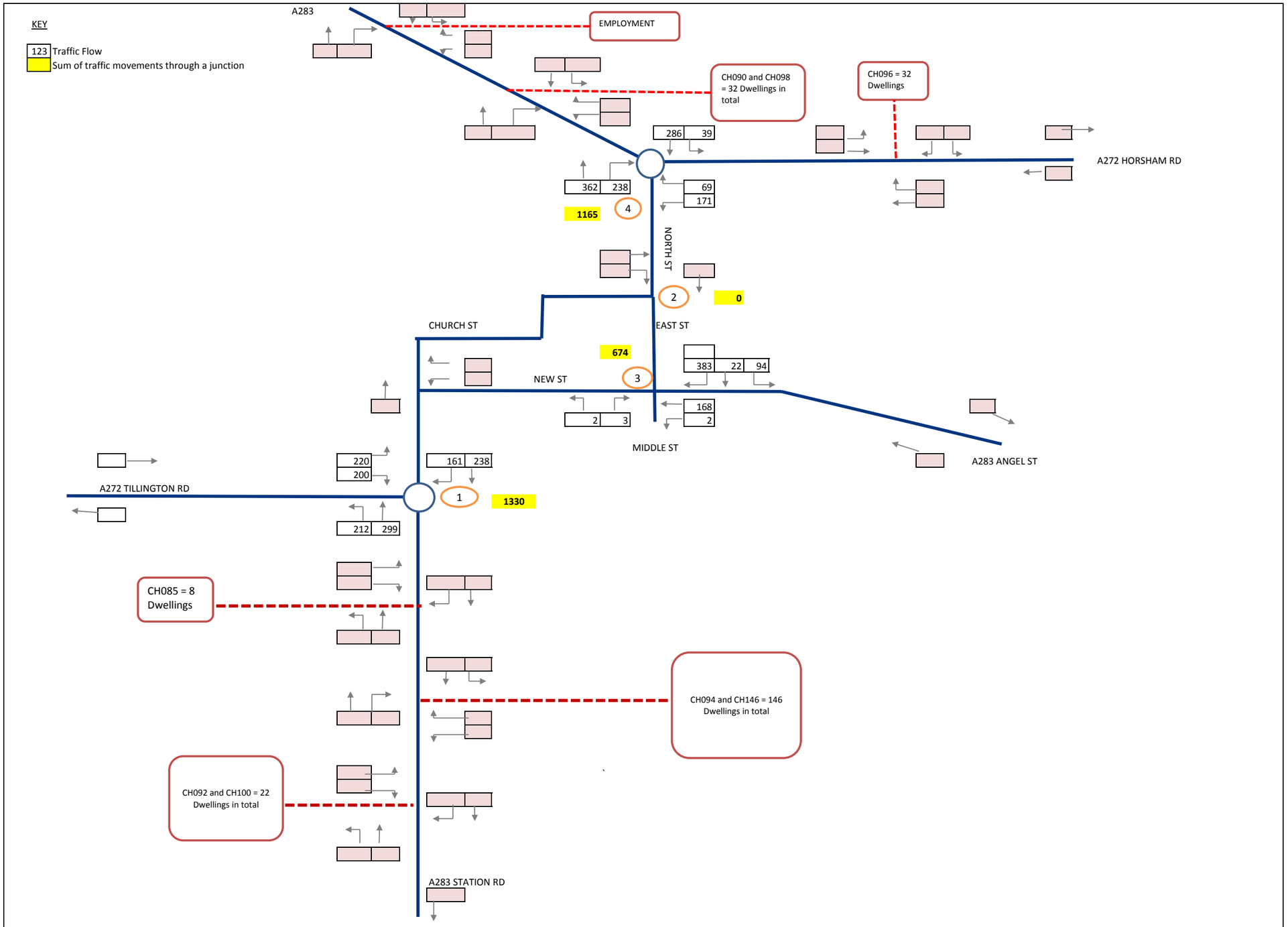
PROJECT: SOUTH DOWNS NATIONAL PART LOCAL PLAN TRANSPORT ASSESSMENT		**PLAN TITLE:** Petworth - Medium Housing Target plus 60% + Employment Trips	
TIME PERIOD: AM Peak Hour			
DATE: FEBRUARY 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix O



Hampshire Services

NOTES:
This traffic distribution and assignment model takes into account the cumulative impact of traffic associated with other allocated housing and employment sites within the SDNP LP TA.

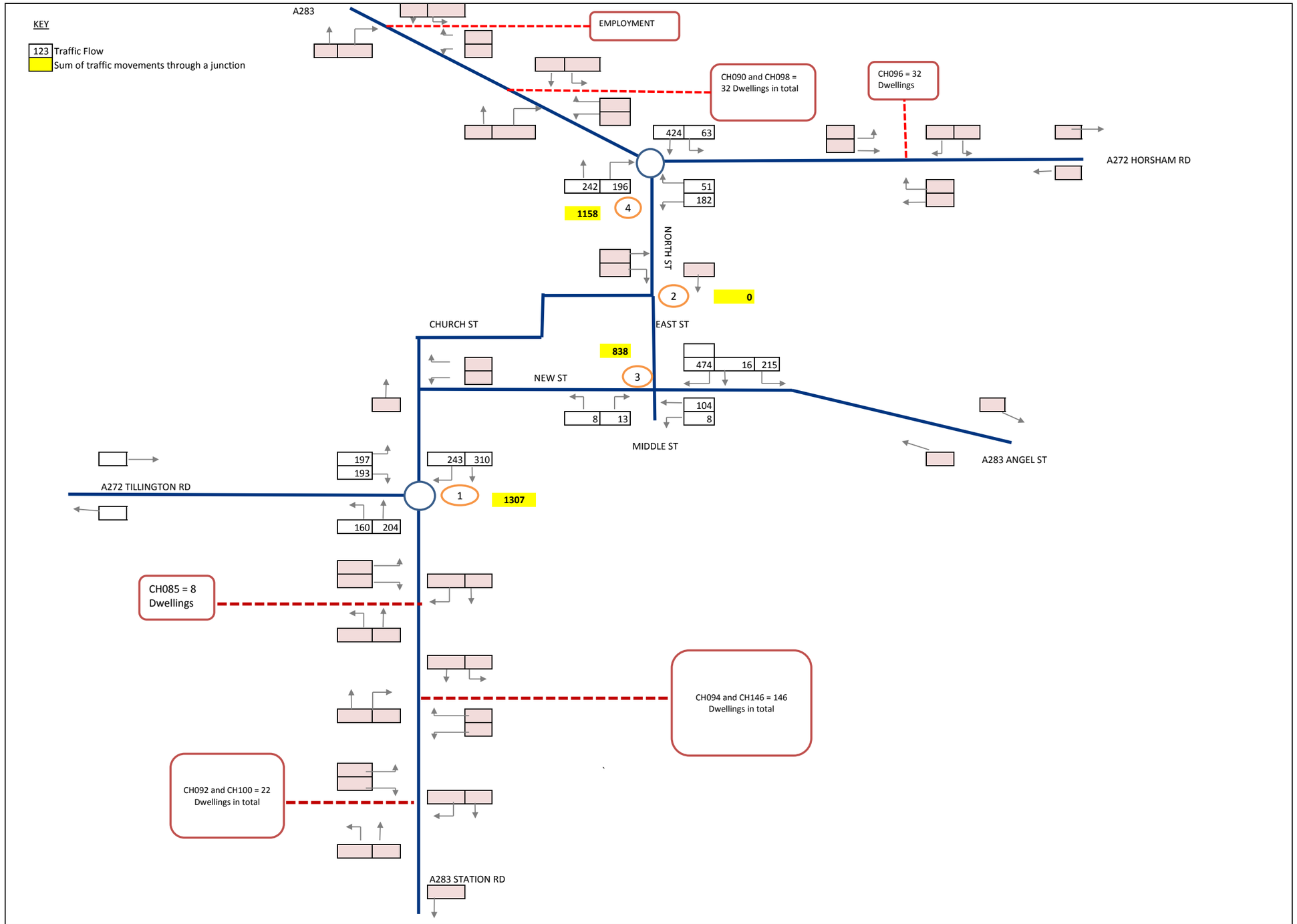
PROJECT: SOUTH DOWNS NATIONAL PART LOCAL PLAN TRANSPORT ASSESSMENT		**PLAN TITLE:** Petworth - Medium Housing Target plus 60% + Employment Trips	
TIME PERIOD: PM Peak Hour			
DATE: FEBRUARY 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix O



Hampshire Services

NOTES:
This traffic distribution and assignment model takes into account the cumulative impact of traffic associated with other allocated housing and employment sites within the SDNP LP TA.

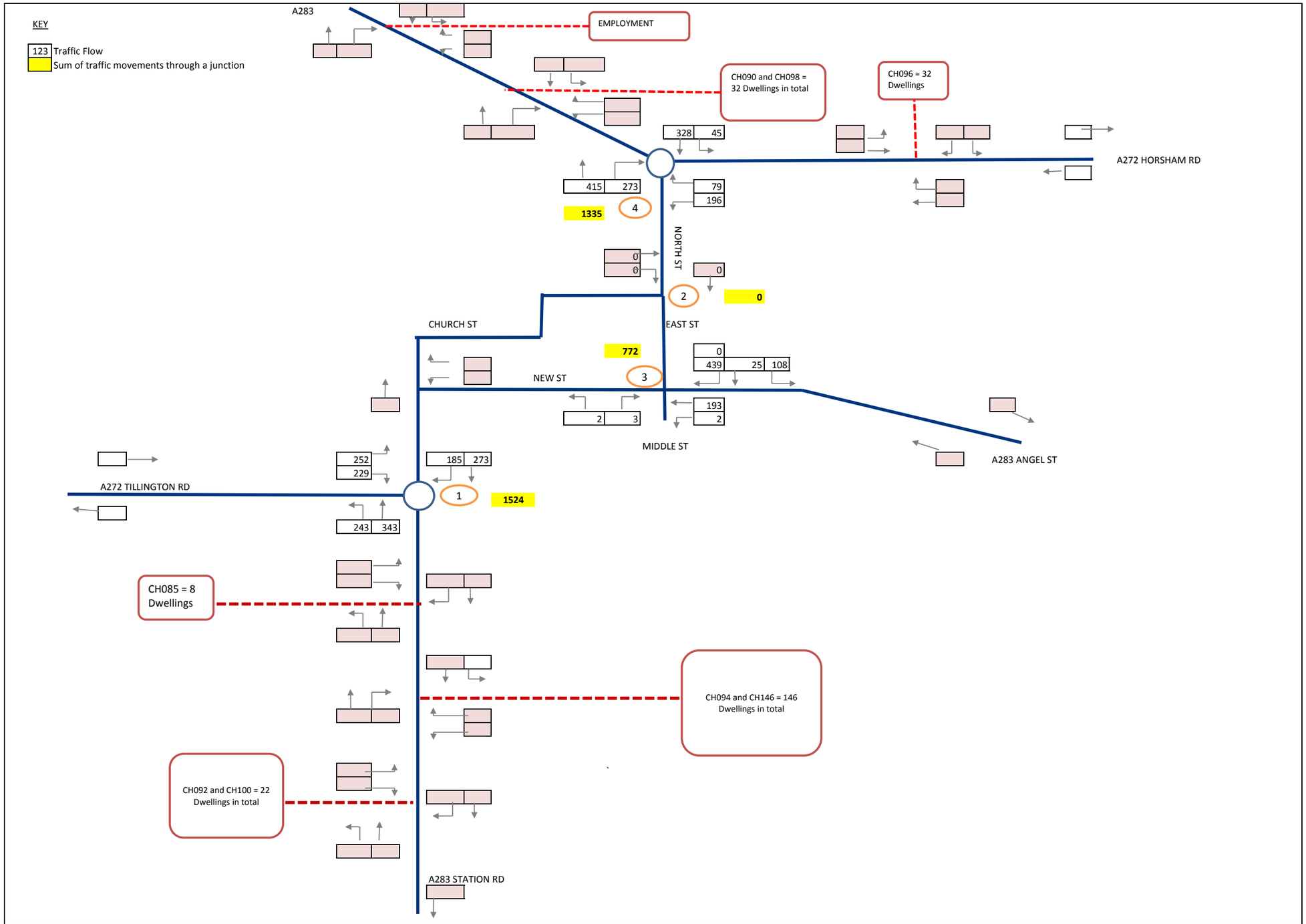
PROJECT: SOUTH DOWNS NATIONAL PART LOCAL PLAN TRANSPORT ASSESSMENT		**PLAN TITLE:** BASE TAFFIC FLOWS 2016	
TIME PERIOD: AM Peak Hour			
DATE: MARCH 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix O



Hampshire Services

NOTES:
This traffic distribution and assignment model takes into account the cumulative impact of traffic associated with other allocated housing and employment sites within the SDNP LP TA.

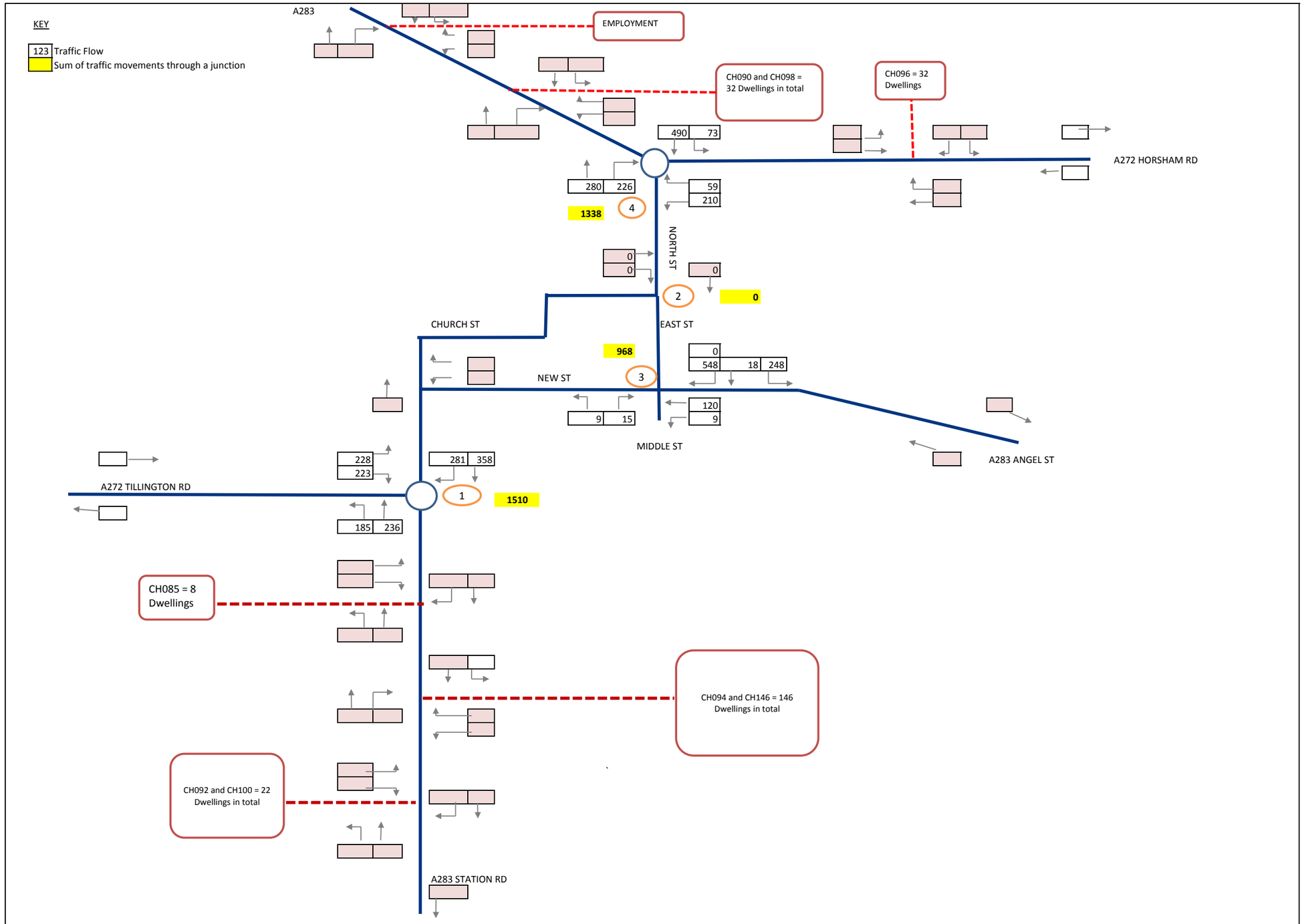
PROJECT: SOUTH DOWNS NATIONAL PART LOCAL PLAN TRANSPORT ASSESSMENT		**PLAN TITLE:** BASE TAFFIC FLOWS 2016	
TIME PERIOD: PM Peak Hour			
DATE: MARCH 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix O



Hampshire Services

NOTES:
This traffic distribution and assignment model takes into account the cumulative impact of traffic associated with other allocated housing and employment sites within the SDNP LP TA.

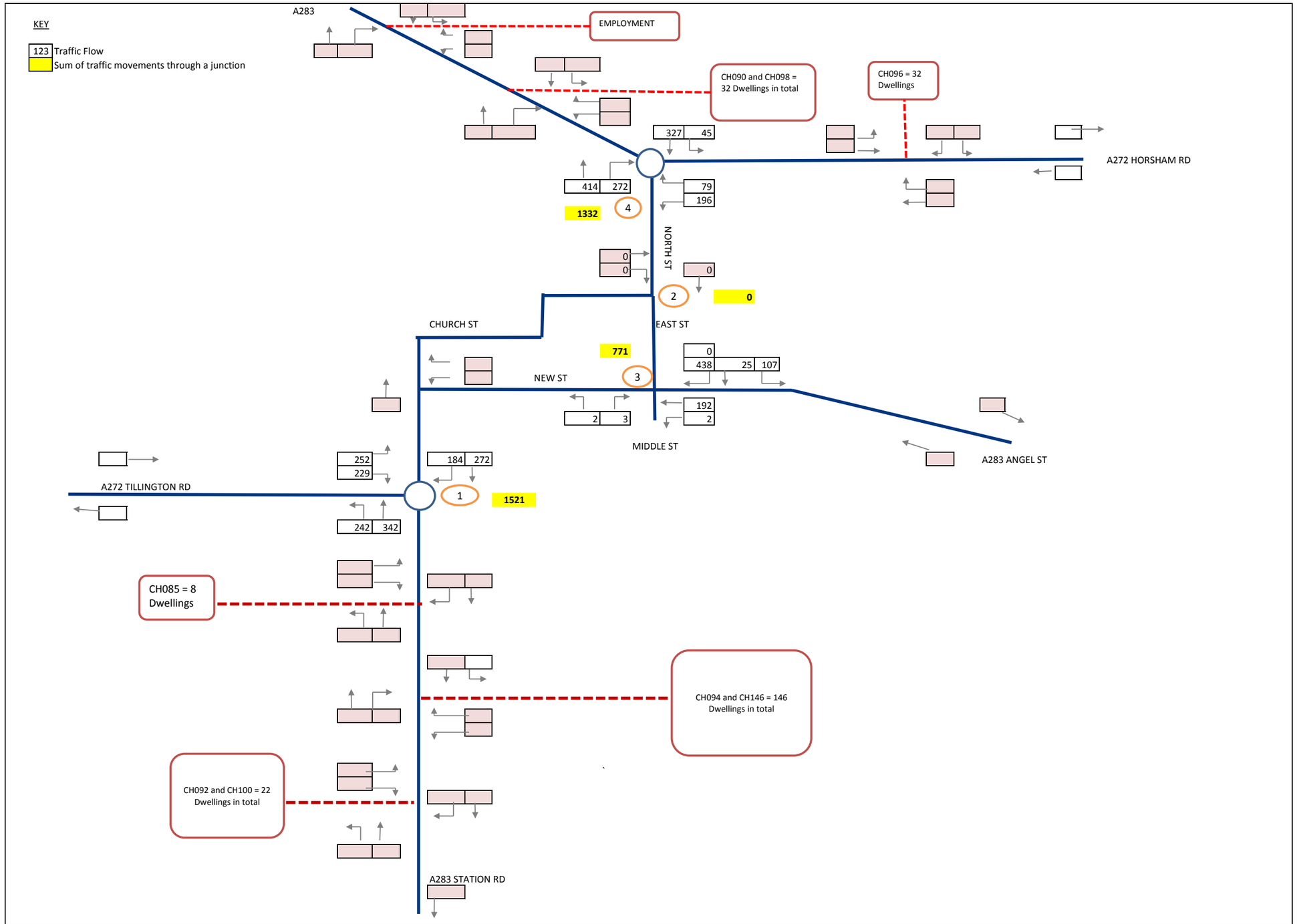
PROJECT:		PLAN TITLE:	
SOUTH DOWNS NATIONAL PART LOCAL PLAN TRANSPORT ASSESSMENT		2032 Preferred Option Reference Case	
TIME PERIOD: AM Peak Hour			
DATE: MARCH 2016	JOB NUMBER:	DRAWN BY: IN	FIGURE: Appendix O



Hampshire Services

NOTES:
This traffic distribution and assignment model takes into account the cumulative impact of traffic associated with other allocated housing and employment sites within the SDNP LP TA.

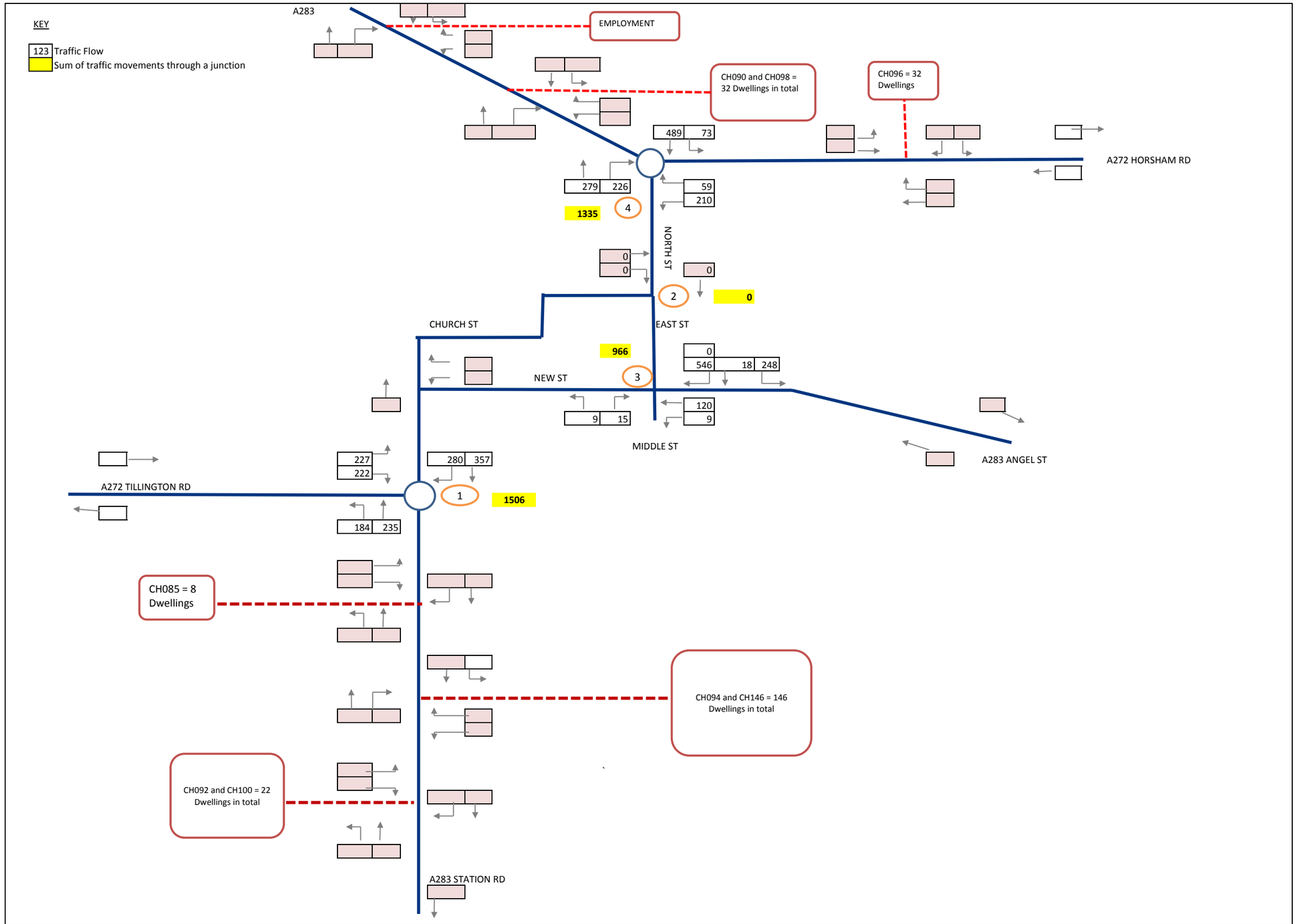
PROJECT: SOUTH DOWNS NATIONAL PART LOCAL PLAN TRANSPORT ASSESSMENT		**PLAN TITLE:** 2032 Preferred Option Reference Case	
TIME PERIOD: PM Peak Hour			
DATE: MARCH 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix O



Hampshire Services

NOTES:
This traffic distribution and assignment model takes into account the cumulative impact of traffic associated with other allocated housing and employment sites within the SDNP LP TA.

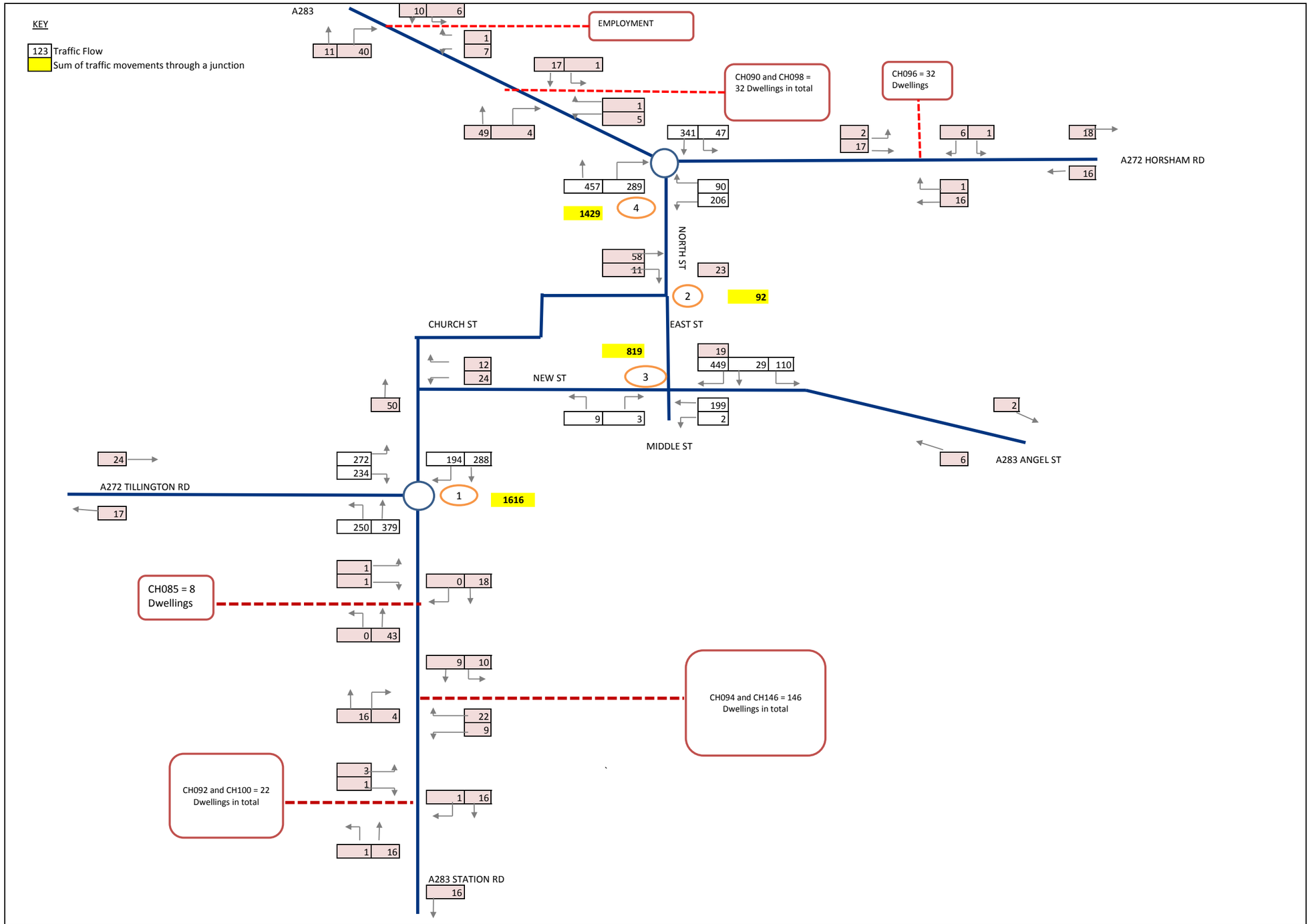
PROJECT: SOUTH DOWNS NATIONAL PART LOCAL PLAN TRANSPORT ASSESSMENT		**PLAN TITLE:** 2032 Mid Option plus 60% Reference Case	
TIME PERIOD: AM Peak Hour			
DATE: MARCH 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix O



Hampshire Services

NOTES:
This traffic distribution and assignment model takes into account the cumulative impact of traffic associated with other allocated housing and employment sites within the SDNP LP TA.

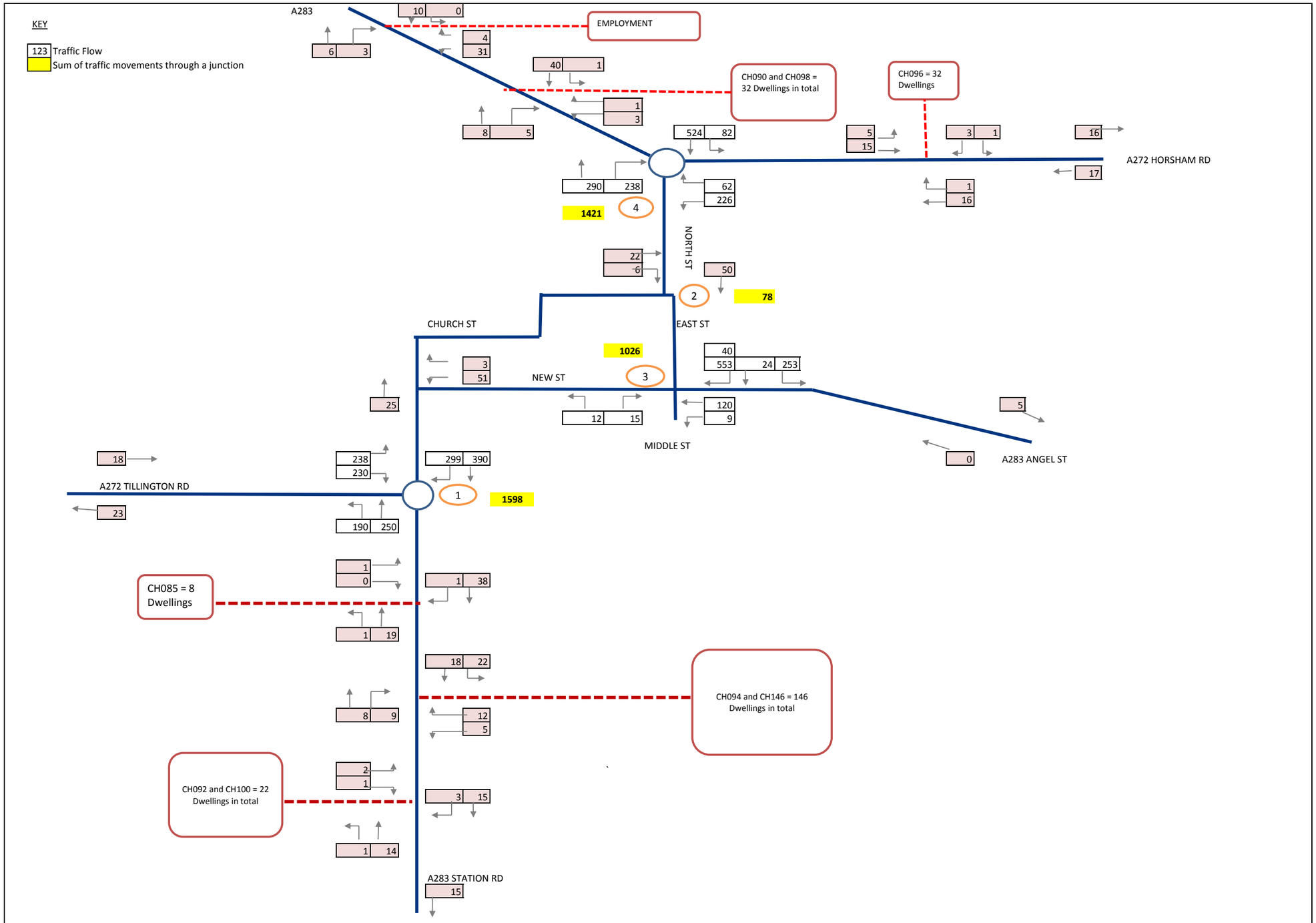
PROJECT: SOUTH DOWNS NATIONAL PART LOCAL PLAN TRANSPORT ASSESSMENT		**PLAN TITLE:** 2032 Mid Option plus 60% Reference Case	
TIME PERIOD: PM Peak Hour			
DATE: MARCH 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix O



Hampshire Services

NOTES:
This traffic distribution and assignment model takes into account the cumulative impact of traffic associated with other allocated housing and employment sites within the SDNP LP TA.

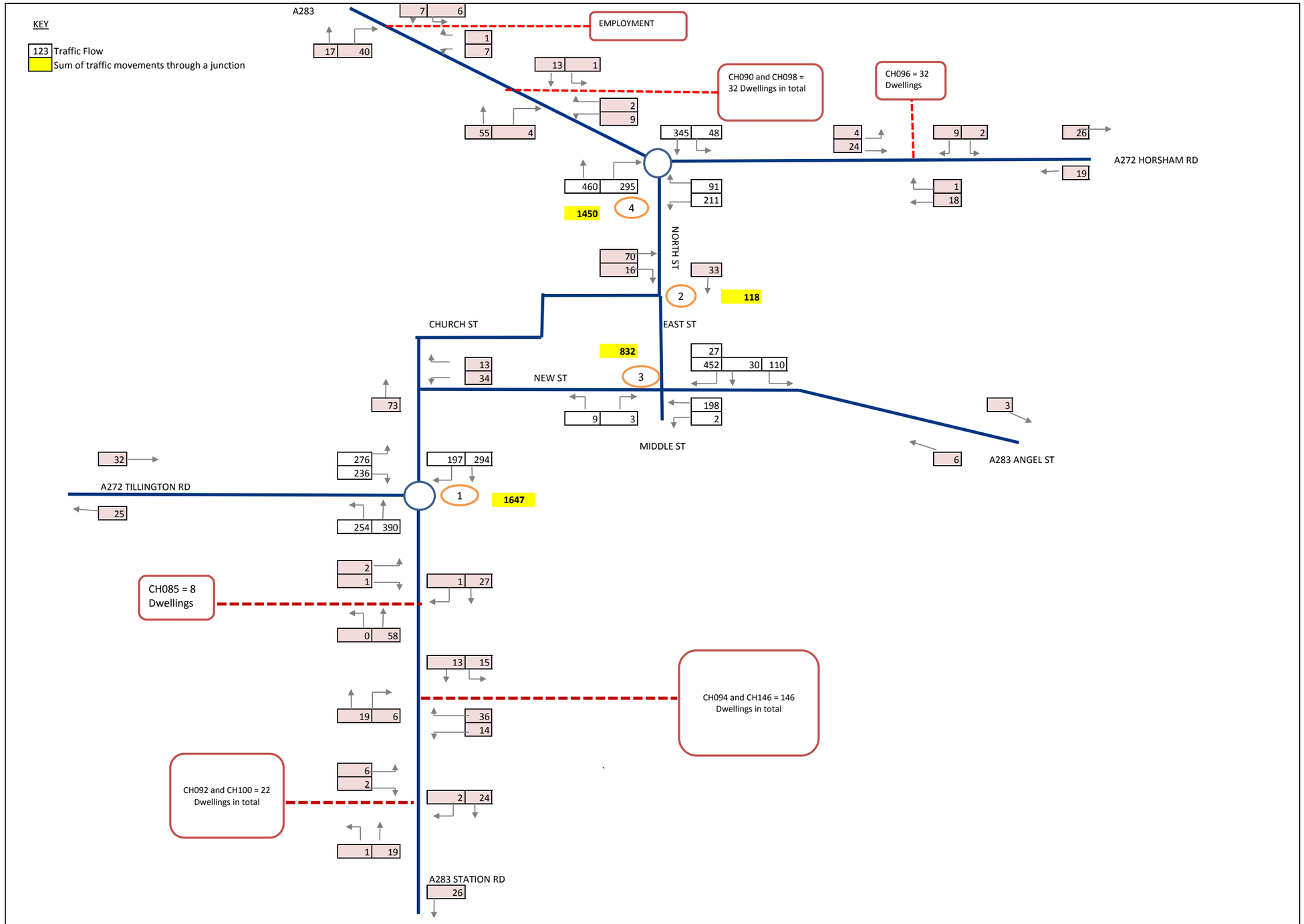
PROJECT: SOUTH DOWNS NATIONAL PART LOCAL PLAN TRANSPORT ASSESSMENT		**PLAN TITLE:** 2032 Reference Case + Preferred Option Development Traffic	
TIME PERIOD: AM Peak Hour			
DATE: MARCH 2016	**JOB NUMBER:**	**DRAWN BY:** IN	**FIGURE:** Appendix O



Hampshire Services

NOTES:
This traffic distribution and assignment model takes into account the cumulative impact of traffic associated with other allocated housing and employment sites within the SDNP LP TA.

PROJECT:	PLAN TITLE:		
SOUTH DOWNS NATIONAL PART LOCAL PLAN TRANSPORT ASSESSMENT	2032 Reference Case + Preferred Option Development Traffic		
TIME PERIOD: PM Peak Hour			
DATE: MARCH 2016	JOB NUMBER:	DRAWN BY: IN	FIGURE: Appendix O



Hampshire Services

NOTES:
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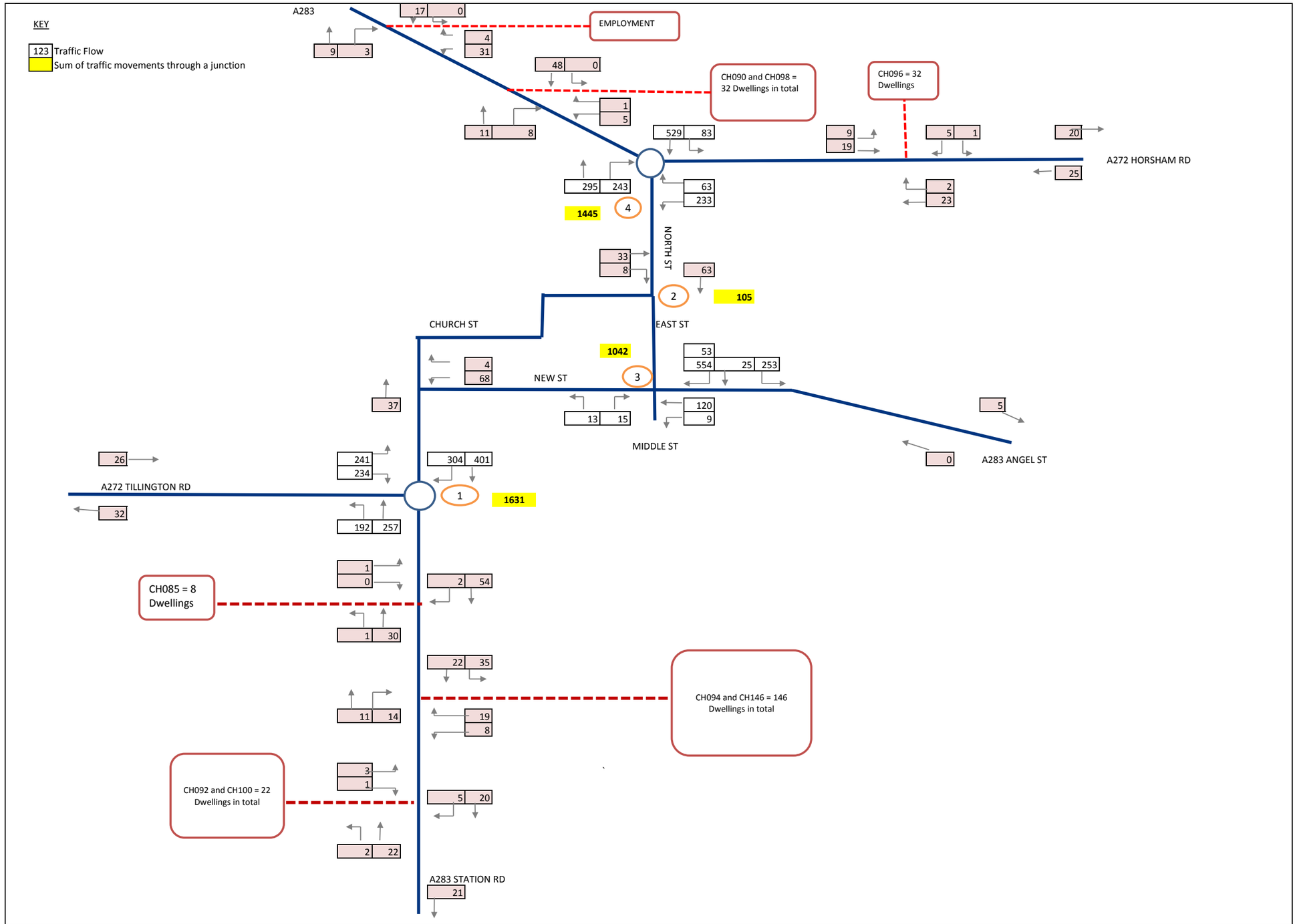
PROJECT:		PLAN TITLE:	
SOUTH DOWNS NATIONAL PART LOCAL PLAN TRANSPORT ASSESSMENT		2032 Reference Case + Mid Option plus 60% Development Traffic	
TIME PERIOD: AM Peak Hour			
DATE: MARCH 2016	JOB NUMBER:	DRAWN BY: IN	FIGURE: Appendix O



Hampshire Services

NOTES:
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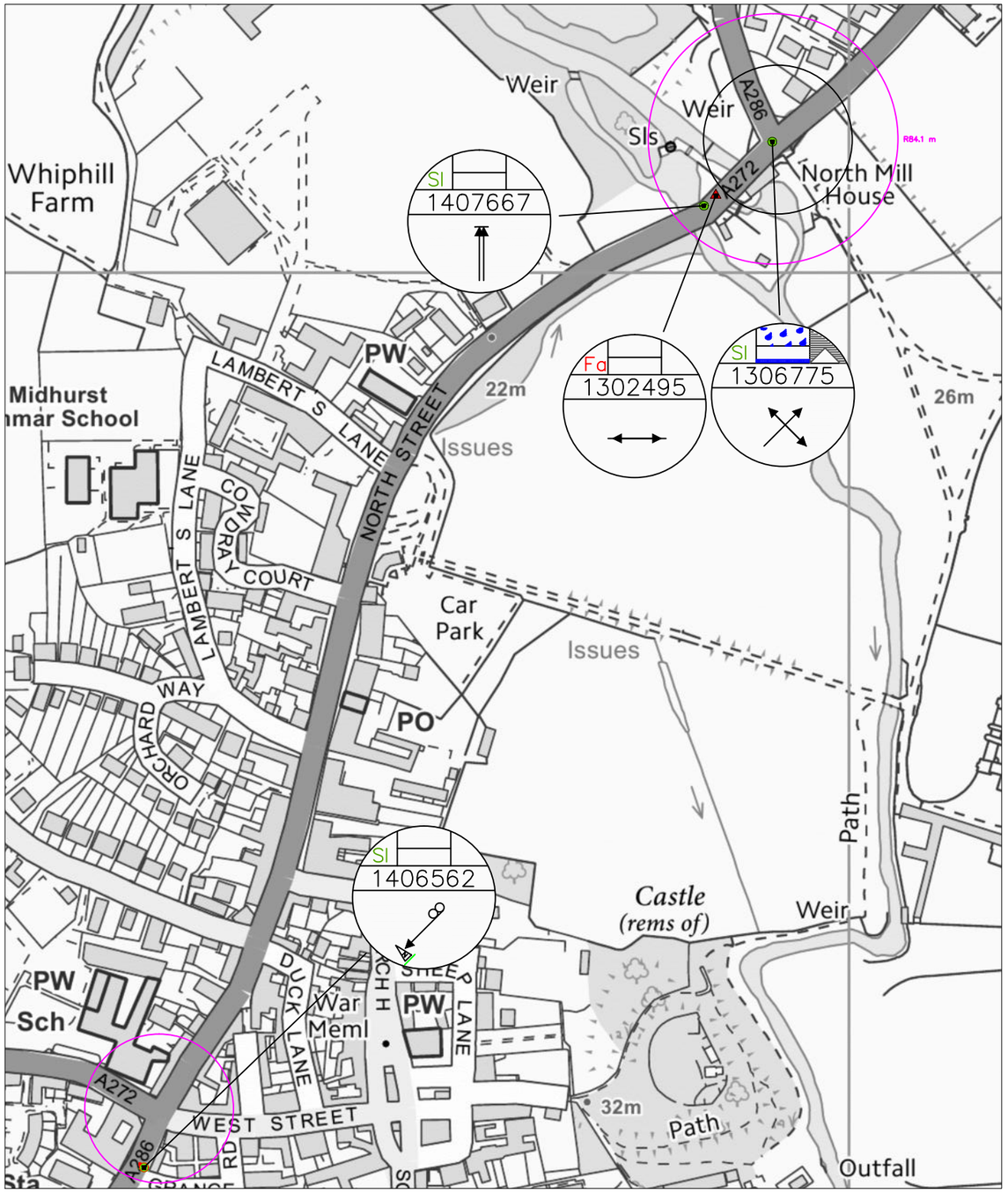
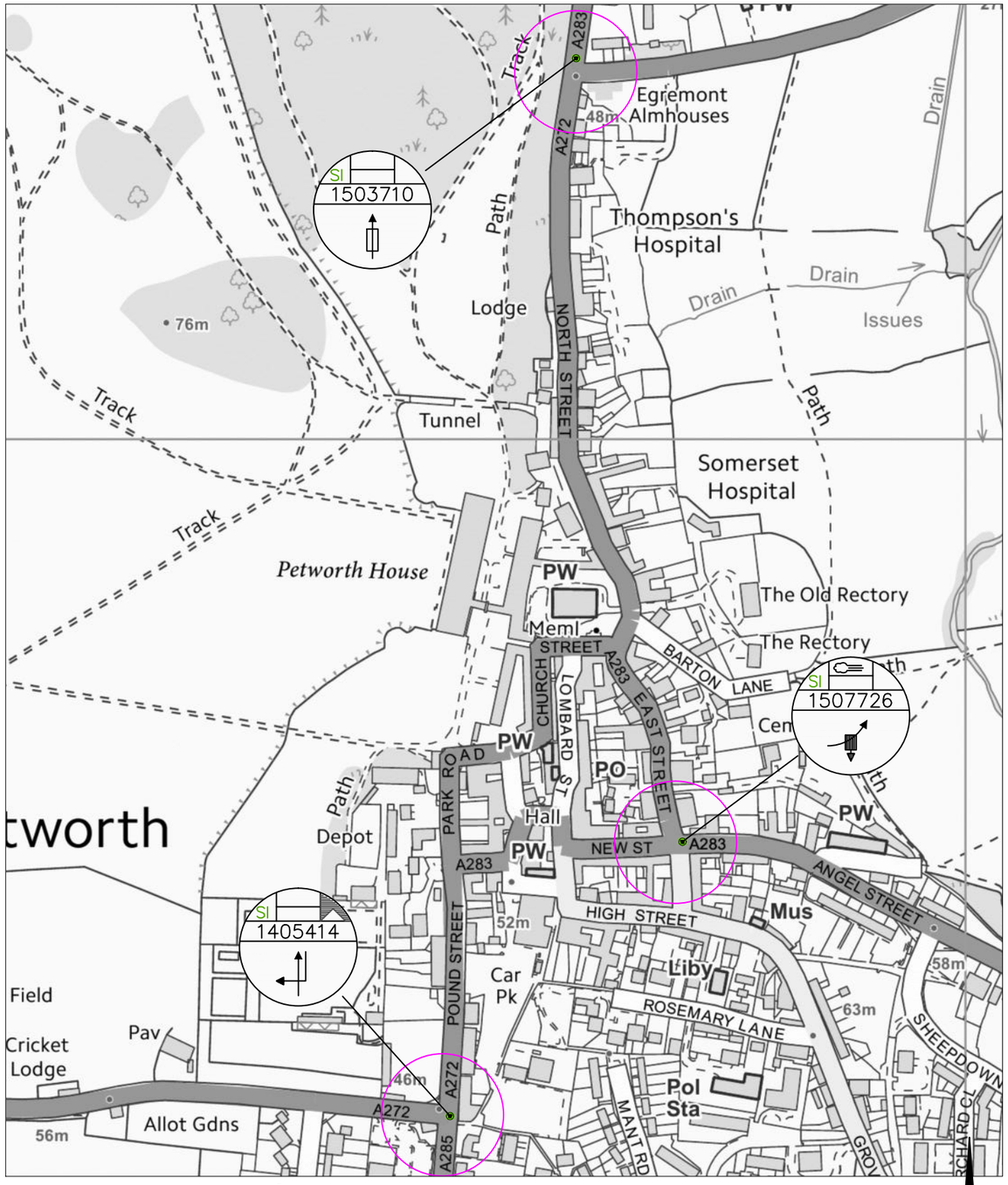
PROJECT:		PLAN TITLE:	
SOUTH DOWNS NATIONAL PART LOCAL PLAN TRANSPORT ASSESSMENT		2032 Reference Case + Mid Option plus 60% Development Traffic	
TIME PERIOD: PM Peak Hour			
DATE: MARCH 2016	JOB NUMBER:	DRAWN BY: IN	FIGURE: Appendix O

Appendix P: Petworth Personal Injury Accident Data



Midhurst



Petworth

REPRODUCED FROM 2013 ORDNANCE SURVEY MASTER MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. LICENCE No. W.S.C.C. 100023447

AREA		DRAWN	DN
ROUTE No.		CHECKED	
FILE No.	16023	DATE	1/3/16

Rev	Date	Amendment	Name

West Sussex County Council

Search Ref 16023
SDNP Local Plan Transport Assessment
3 Years PIA to 31 Jan 2016

DRG No.
SCALE Not Std

Lucy Monie
Director of Highways and Transport
County Hall, West Street
Chichester,
West Sussex, PO19 1RH
(Tel: 01243 642105)

Full Details Report Summary - Search Ref 16023 - SDNP- Local Plan Transport Assessment

Accidents Found Date Range: 19/05/2013 - 29/12/2015

Grid Coordinate Range: 488525,121398-497769,122311

Accident Severity

	2013	2014	2015	Total
Fatal	**1**	**0**	**0**	**1**
Slight	**1**	**3**	**2**	**6**
Total	**2**	**3**	**2**	**7**

Casualty Severity

	2013	2014	2015	Total
Fatal	**1**	**0**	**0**	**1**
Slight	**2**	**5**	**2**	**9**
Total	**3**	**5**	**2**	**10**

Casualty KSI

	2013	2014	2015	Total
Adult KSI	**1**	**0**	**0**	**1**
Slight	**2**	**5**	**2**	**9**
Total	**3**	**5**	**2**	**10**

Accident Reference:1405414 Slight A285 STATION ROAD PETWORTH AT JUNCTION OF A272 POUND STREET OUTSIDE AUGUSTUS BRANDT ANTIQUES Accident 1 of 7

Date & time.....Saturday 20/09/2014 20:00
Grid reference.....497579/121447
District.....Chichester
Primary road.....A285
Secondary road.....A272
Weather.....Fine
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Mini Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.3
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	Vehicle 001	Very likely	Yes

Accident Description

VEHICLE 2 TRAVELLING SOUTH ON A272 POUND STREET INDICATES AND TURNS RIGHT AT MINI ROUNDABOUT TO TRAVEL WEST ON A272 MIDHURST ROAD. VEHICLE 1 NORTH ON A285 STATION ROAD FAILS TO GIVE WAY TO VEHICLE 2. BOTH VEHICLES COLLIDE.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way Offside
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....69
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....North West
Manoeuvres.....Turning right
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....54
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

3 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....69
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Male
Age.....69
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....3
Casualty class.....Driver or Rider
Gender.....Male
Age.....54
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:1507726 Slight A283 ANGEL STREET PETWORTH AT JUNCTION OF A283 EAST STREET Accident 2 of 7

Date & time.....Tuesday 29/12/2015 14:45
Grid reference.....497769/121671
District.....Chichester
Primary road.....A283
Secondary road.....A283
Weather.....Fine Wind
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Crossroads
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	No - reported over the counter

Accident Description
V1 HAS FAILED TO GIVE WAY AT THE JUNCTION AND COLLIDED WITH V2 CAUSING DAMAGE TO V2 AND INJURY TO DRIVER OF V2. SECTION 170 HAS BEEN COMPLIED WITH.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering main road
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Starting
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....25
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....West North east
Manoeuvres.....Going ahead left hand bend
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....36
Hit and Run.....No
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....36
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:1503710 Slight A283 PETWORTH AT JUNCTION OF A272 Accident 3 of 7

Date & time.....Wednesday 01/07/2015 09:55
Grid reference.....497682/122311
District.....Chichester
Primary road.....A283
Secondary road.....A272
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Distraction outside vehicle (Driver/Rider - Impairment)	Vehicle 001	Very likely	

Accident Description
VEHICLE 1 TRAVELLING NORTH AT JUNCTION, VEHICLE 2 APPROACHING TRAVELLING SOUTH. VEHICLE 1 DRIVER USES HORN TO ADMONISH A VEHICLE IN FRONT AND AS A RESULT SUFFERS A LOSS OF CONCENTRATION AND CONTROL CAUSING VEHICLE TO MOVE ONTO OPPOSITE CARRIAGEWAY WHERE IMPACT OCCURRED WITH VEHICLE 2.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Leaving roundabout
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Left c'way Offside
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....19
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....North South
Manoeuvres.....Waiting to go ahead but held up
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....84
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....19
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:1406562 Slight A286 NORTH STREET MIDHURST AT JUNCTION OF U GRANGE ROAD Accident 4 of 7

Date & time.....Friday 31/10/2014 16:54
Grid reference.....488525/121398
District.....Chichester
Primary road.....A286
Secondary road.....U
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Pelican etc crossing

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....T or Staggered junction
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...1
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Disobeyed pedestrian crossing (Driver/Rider - Injudicious)	Vehicle 001	Very likely	Yes

Accident Description
CYCLIST TRAVELLING NE TO SW IN URBAN TOWN CENTRE ROAD LIMITED TO 30 STRUCK ELDERLY PEDESTRIAN ON PELICAN CROSSING

1 Vehicle

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Pedal Cycle
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....North east South west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....61
Hit and Run.....No
Breath test.....Not applicable
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Pedestrian
Gender.....Male
Age.....87
Severity.....Slight
Vehicle no.....1
Ped Direction.....Northeast bound

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..On ped. crossing facility
Pedestrian movement..Crossing from driver's nearside
Roadworker injured...Not applicable

Accident Reference:1302495 Fatal A272 NORTH STREET MIDHURST 22M WEST OF A286 Accident 5 of 7

Date & time.....Sunday 19/05/2013 16:55
Grid reference.....488910/122052
District.....Chichester
Primary road.....A272
Secondary road.....
Weather.....Fine
Lighting.....Daylight
Crossing(human).....No Human control within 50m
Crossing(physical)..Central Refuge only

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Not at or within 20m of junction
Junction control.....
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.2
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Swerved (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description
VEHICLE 2 TRAVELLING WEST ON A272. VEHICLE 1 TRAVELLING EAST FAILS TO NEGOTIGATE LEFT HAND BEND/KINK IN THE ROAD AND CROSSES INTO THE PATH OF VEHICLE 2 AND COLLIDES WITH IT. VEHICLE 1 THEN COMES TO REST AGAINST A BRICK WALL CAUSING DAMAGE TO WALL.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....West East
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....84
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Not at junction
Restricted location.On main carriageway
Direction.....East West
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....34
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Other

2 Casualties

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....84
Severity.....Fatal
Vehicle no.....1
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Casualty number.....2
Casualty class.....Passenger
Gender.....Female
Age.....81
Severity.....Slight
Vehicle no.....1
Ped Direction.....

Car passenger.....Front seat passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:1306775 Slight A286 MIDHURST AT JUNCTION OF A272 OUTSIDE AT R/A OUTSIDE ENTRANCE TO COWDRY RUINS Accident 6 of 7

Date & time.....Friday 13/12/2013 16:44
Grid reference.....488948/122088
District.....Chichester
Primary road.....A286
Secondary road.....A272
Weather.....Rain
Lighting.....Dark/lights lit
Crossing(human).....No Human control within 50m
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Roundabout
Junction detail.....Roundabout
Junction control.....Give way sign or uncontrolled
Special conditions...None
Carriageway hazards..None
Number of vehicles...3
Number of casualties.1
Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Possible	
Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 002	Possible	
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 002	Possible	Yes

Accident Description

VI ON APPROACH TO ROUNDABOUT TRAVELLING NORTH, V2 ON APPROACH TO ROUNDABOUT TRAVELLING WEST, V1 ENTERED ROUNDABOUT AT SAME TIME AS V2, V1 COLLIDED WITH V2, V1 THEN CONTINUED IN ITS DIRECTION COMING TO A HALT COLLIDING WITH V3 WHO WAS WAITING AT JUNCTIONTO ROUNDABOUT TRAVELLING EAST.

3 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Entering roundabout
Restricted location.On main carriageway
Direction.....South west North east
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....26
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Mid junction
Restricted location.On main carriageway
Direction.....South east North west
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Male
Driver age.....50
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

Vehicle number.....3
Other vehicle.....0
Vehicle class.....Car
Junction location...Cleared junction or parked at junctio
Restricted location.On main carriageway
Direction.....North west South east
Manoeuvres.....Going ahead other
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Offside
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....44
Hit and Run.....No
Breath test.....Negative
Journey purpose.....Unknown

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Male
Age.....50
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Accident Reference:1407667 Slight A272 NORTH STREET MIDHURST AT JUNCTION 20M SOUTH OF A286 EASEBOURNE LANE Accident 7 of 7

Date & time.....Thursday 04/12/2014 07:45
Grid reference.....488902/122045
District.....Chichester
Primary road.....A272
Secondary road.....A286
Weather.....Fine
Lighting.....Daylight
Crossing(human).....Controlled by SXP
Crossing(physical)..No crossing facility within 50m

Speed limit.....30 Mph
Road type.....Single c'way
Junction detail.....Mini Roundabout
Junction control.....Authorised person
Special conditions...None
Carriageway hazards..None
Number of vehicles...2
Number of casualties.1
Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	

Accident Description
VEHICLE 2 STOPPED ON BRIDGE TO ALLOW BUS TO COME THROUGH SAFELY SOUTHBOUND AND VEHICLE 2 HAS DRIVEN INTO THE REAR OF VEHICLE ONE AND HAS THEN DRIVEN OFF WITHOUT STOPPING AND EXCHANGING ANY DETAILS.

2 Vehicles

Vehicle number.....1
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Back
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....28
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Other

Vehicle number.....2
Other vehicle.....0
Vehicle class.....Car
Junction location...Approaching or parked on approach to
Restricted location.On main carriageway
Direction.....South North
Manoeuvres.....Stopping
Skidding.....No
Left c'way.....Did not leave c'way
Towing.....No
Foreign vehicle.....Not foreign

First impact.....Front
Hit object in c'way..None
Hit object off c'way.None
Parts damaged..... / /
Driver gender.....Female
Driver age.....44
Hit and Run.....Yes
Breath test.....Not contacted
Journey purpose.....Other

1 Casualty

Casualty number.....1
Casualty class.....Driver or Rider
Gender.....Female
Age.....44
Severity.....Slight
Vehicle no.....2
Ped Direction.....

Car passenger.....Not a passenger
PSV passenger.....Not a passenger
Seat belt usage.....
School pupil.....Other
School .....
Pedestrian location..
Pedestrian movement..
Roadworker injured...

Appendix Q: Petworth Junction Modelling Outputs

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.6.541 [19821,26/11/2015]
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Filename: A283 - A272 HORSHAM ROAD - A272 NORTH STREET_HGV.arc8
Path: E:\
Report generation date: 15/06/2016 10:59:48

» (Default Analysis Set) - 1. BASE 2016, AM
» (Default Analysis Set) - 1. BASE 2016, PM
» (Default Analysis Set) - 2. BASE 2032, AM
» (Default Analysis Set) - 2. BASE 2032, PM
» (Default Analysis Set) - 3. BASE + DEV PO 2032, AM
» (Default Analysis Set) - 3. BASE + DEV PO 2032, PM
» (Default Analysis Set) - 4. BASE + DEV MID+60% 2032, AM
» (Default Analysis Set) - 4. BASE + DEV MID+60% 2032, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 1. BASE 2016							
A283 London Road	1.06	10.92	0.52	B	2.89	19.76	0.76	C
A272 HORSHAM ROAD	0.55	6.84	0.36	A	0.57	7.25	0.37	A
NORTH STREET	10.54	47.01	0.97	E	1.81	14.07	0.65	B
	A1 - 2. BASE 2032							
A283 London Road	1.43	13.05	0.59	B	6.42	37.03	0.90	E
A272 HORSHAM ROAD	0.71	7.69	0.42	A	0.76	8.46	0.44	A
NORTH STREET	26.26	103.20	1.11	F	2.91	19.86	0.76	C
	A1 - 3. BASE + DEV PO 2032							
A283 London Road	1.61	14.13	0.62	B	10.93	56.14	0.97	F
A272 HORSHAM ROAD	0.82	8.25	0.45	A	0.86	9.08	0.47	A
NORTH STREET	65.80	268.72	1.22	F	3.46	22.66	0.79	C
	A1 - 4. BASE + DEV MID+60% 2032							
A283 London Road	1.66	14.74	0.63	B	11.74	59.85	0.98	F
A272 HORSHAM ROAD	0.83	8.36	0.46	A	0.92	9.39	0.49	A
NORTH STREET	76.29	313.40	1.24	F	3.74	24.23	0.81	C

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

"D1 - 1. BASE 2016, AM " model duration: 07:45 - 08:45
"D2 - 1. BASE 2016, PM" model duration: 16:15 - 17:15
"D3 - 2. BASE 2032, AM" model duration: 07:45 - 08:45
"D4 - 2. BASE 2032, PM" model duration: 16:15 - 17:15
"D5 - 3. BASE + DEV PO 2032, AM" model duration: 07:45 - 08:45
"D6 - 3. BASE + DEV PO 2032, PM" model duration: 16:15 - 17:15
"D7 - 4. BASE + DEV MID+60% 2032, AM" model duration: 07:45 - 08:45
"D8 - 4. BASE + DEV MID+60% 2032, PM" model duration: 16:15 - 17:15

Run using Junctions 8.0.6.541 at 15/06/2016 10:59:44

File summary

Title	A283 / A272 HORSHAM ROAD / A272 NORTH STREET
Location	
Site Number	
Date	22/03/2016
Version	
Status	(new file)
Identifier	
Client	SOUTH DOWNS NATIONAL PARK
Jobnumber	
Enumerator	IN
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	mph	Veh	Veh	perTimeSegment	s	-Min	perMin

(Default Analysis Set) - 1. BASE 2016, AM

Data Errors and Warnings

No errors or warnings

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
1. BASE 2016, AM	1. BASE 2016	AM		DIRECT	07:45	08:45	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	1,2,3	28.77	D

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A283 London Road	1	A283 London Road	
A272 HORSHAM ROAD	2	A272 HORSHAM ROAD	
NORTH STREET	3	NORTH STREET	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A283 London Road	0.00	24999.75
A272 HORSHAM ROAD	0.00	24999.75
NORTH STREET	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A283 London Road	3.20	3.20	5.20	7.25	14.00	9.00	0.00	
A272 HORSHAM ROAD	2.20	2.20	5.00	8.15	18.00	16.00	0.00	✓
NORTH STREET	2.80	2.20	4.00	0.50	11.00	18.00	0.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A283 London Road		(calculated)	(calculated)	0.569	208.033
A272 HORSHAM ROAD		(calculated)	(calculated)	0.477	246.457
NORTH STREET		(calculated)	(calculated)	0.683	191.825

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A283 London Road	DIRECT	✓	N/A	100.000
A272 HORSHAM ROAD	DIRECT	✓	N/A	100.000
NORTH STREET	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (07:45-08:00)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	8.000	78.000
	A272 HORSHAM ROAD	18.000	0.000	31.000
	NORTH STREET	109.000	61.000	0.000

Turning Proportions (Veh) - (untitled) - (07:45-08:00)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.09	0.91
	A272 HORSHAM ROAD	0.37	0.00	0.63
	NORTH STREET	0.64	0.36	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:00-08:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	9.000	68.000
	A272 HORSHAM ROAD	17.000	0.000	56.000
	NORTH STREET	72.000	53.000	0.000

Turning Proportions (Veh) - (untitled) - (08:00-08:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.12	0.88
	A272 HORSHAM ROAD	0.23	0.00	0.77
	NORTH STREET	0.58	0.42	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:15-08:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	13.000	73.000
	A272 HORSHAM ROAD	17.000	0.000	40.000
	NORTH STREET	82.000	55.000	0.000

Turning Proportions (Veh) - (untitled) - (08:15-08:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.15	0.85
	A272 HORSHAM ROAD	0.30	0.00	0.70
	NORTH STREET	0.60	0.40	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:30-08:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	9.000	48.000
	A272 HORSHAM ROAD	17.000	0.000	44.000
	NORTH STREET	99.000	69.000	0.000

Turning Proportions (Veh) - (untitled) - (08:30-08:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.16	0.84
	A272 HORSHAM ROAD	0.28	0.00	0.72
	NORTH STREET	0.59	0.41	0.00

Vehicle Mix

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

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.250	1.030
	A272 HORSHAM ROAD	1.110	1.000	1.000
	NORTH STREET	1.020	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (07:45-08:00)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	25.0	3.0
	A272 HORSHAM ROAD	11.0	0.0	0.0
	NORTH STREET	2.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (08:00-08:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.000	1.040
	A272 HORSHAM ROAD	1.180	1.000	1.000
	NORTH STREET	1.010	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (08:00-08:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	0.0	4.0
	A272 HORSHAM ROAD	18.0	0.0	0.0
	NORTH STREET	1.0	0.0	0.0

Average PCU Per Vehicle - (untitled) - (08:15-08:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.080	1.010
	A272 HORSHAM ROAD	1.060	1.000	1.000
	NORTH STREET	1.000	1.040	1.000

Heavy Vehicle Percentages - (untitled) - (08:15-08:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	8.0	1.0
	A272 HORSHAM ROAD	6.0	0.0	0.0
	NORTH STREET	0.0	4.0	0.0

Average PCU Per Vehicle - (untitled) - (08:30-08:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.110	1.020
	A272 HORSHAM ROAD	1.120	1.000	1.000
	NORTH STREET	1.010	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (08:30-08:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	11.0	2.0
	A272 HORSHAM ROAD	12.0	0.0	0.0
	NORTH STREET	1.0	1.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A283 London Road	0.52	10.92	1.06	B
A272 HORSHAM ROAD	0.36	6.84	0.55	A
NORTH STREET	0.97	47.01	10.54	E

Main Results for each time segment

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	86.00	84.96	57.24	0.00	166.39	0.517	1.04	10.919	B
A272 HORSHAM ROAD	49.00	48.68	77.05	0.00	200.51	0.244	0.32	5.916	A
NORTH STREET	170.00	159.53	17.88	0.00	174.76	0.973	10.47	44.711	E

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	77.00	77.20	55.65	0.00	170.23	0.452	0.84	9.696	A
A272 HORSHAM ROAD	73.00	72.77	68.20	0.00	204.08	0.358	0.55	6.843	A
NORTH STREET	125.00	132.89	16.99	0.00	176.90	0.706	2.57	23.551	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	86.00	85.86	54.81	0.00	172.04	0.500	0.98	10.426	B
A272 HORSHAM ROAD	57.00	57.16	72.91	0.00	207.56	0.275	0.38	5.992	A
NORTH STREET	137.00	136.38	17.01	0.00	176.68	0.776	3.19	21.884	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	57.00	57.44	66.51	0.00	164.18	0.347	0.54	8.465	A
A272 HORSHAM ROAD	61.00	60.99	48.38	0.00	215.74	0.283	0.39	5.815	A
NORTH STREET	168.00	162.01	17.00	0.00	177.02	0.949	9.18	47.015	E

(Default Analysis Set) - 1. BASE 2016, PM

Data Errors and Warnings

No errors or warnings

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
1. BASE 2016, PM	1. BASE 2016	PM		DIRECT	16:15	17:15	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	1,2,3	15.06	C

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A283 London Road	1	A283 London Road	
A272 HORSHAM ROAD	2	A272 HORSHAM ROAD	
NORTH STREET	3	NORTH STREET	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A283 London Road	0.00	24999.75
A272 HORSHAM ROAD	0.00	24999.75
NORTH STREET	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A283 London Road	3.20	3.20	5.20	7.25	14.00	9.00	0.00	
A272 HORSHAM ROAD	2.20	2.20	5.00	8.15	18.00	16.00	0.00	✓
NORTH STREET	2.80	2.20	4.00	0.50	11.00	18.00	0.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A283 London Road		(calculated)	(calculated)	0.569	208.033
A272 HORSHAM ROAD		(calculated)	(calculated)	0.477	246.457
NORTH STREET		(calculated)	(calculated)	0.683	191.825

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A283 London Road	DIRECT	✓	N/A	100.000
A272 HORSHAM ROAD	DIRECT	✓	N/A	100.000
NORTH STREET	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:15-16:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	18.000	105.000
	A272 HORSHAM ROAD	17.000	0.000	54.000
	NORTH STREET	61.000	43.000	0.000

Turning Proportions (Veh) - (untitled) - (16:15-16:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.15	0.85
	A272 HORSHAM ROAD	0.24	0.00	0.76
	NORTH STREET	0.59	0.41	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:30-16:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	17.000	92.000
	A272 HORSHAM ROAD	13.000	0.000	39.000
	NORTH STREET	58.000	47.000	0.000

Turning Proportions (Veh) - (untitled) - (16:30-16:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.16	0.84
	A272 HORSHAM ROAD	0.25	0.00	0.75
	NORTH STREET	0.55	0.45	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:45-17:00)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	17.000	118.000
	A272 HORSHAM ROAD	10.000	0.000	44.000
	NORTH STREET	65.000	52.000	0.000

Turning Proportions (Veh) - (untitled) - (16:45-17:00)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.13	0.87
	A272 HORSHAM ROAD	0.19	0.00	0.81
	NORTH STREET	0.56	0.44	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (17:00-17:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	11.000	109.000
	A272 HORSHAM ROAD	11.000	0.000	45.000
	NORTH STREET	58.000	54.000	0.000

Turning Proportions (Veh) - (untitled) - (17:00-17:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.09	0.91
	A272 HORSHAM ROAD	0.20	0.00	0.80
	NORTH STREET	0.52	0.48	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) - (16:15-16:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.000	1.010
	A272 HORSHAM ROAD	1.060	1.000	1.000
	NORTH STREET	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (16:15-16:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	0.0	1.0
	A272 HORSHAM ROAD	6.0	0.0	0.0
	NORTH STREET	0.0	0.0	0.0

Average PCU Per Vehicle - (untitled) - (16:30-16:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.000	1.010
	A272 HORSHAM ROAD	1.150	1.000	1.000
	NORTH STREET	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (16:30-16:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	0.0	1.0
	A272 HORSHAM ROAD	15.0	0.0	0.0
	NORTH STREET	0.0	0.0	0.0

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

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.000	1.000
	A272 HORSHAM ROAD	1.200	1.000	1.000
	NORTH STREET	1.020	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (16:45-17:00)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	0.0	0.0
	A272 HORSHAM ROAD	20.0	0.0	0.0
	NORTH STREET	2.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (17:00-17:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.000	1.000
	A272 HORSHAM ROAD	1.000	1.000	1.000
	NORTH STREET	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (17:00-17:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	0.0	0.0
	A272 HORSHAM ROAD	0.0	0.0	0.0
	NORTH STREET	0.0	2.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A283 London Road	0.76	19.76	2.89	C
A272 HORSHAM ROAD	0.37	7.25	0.57	A
NORTH STREET	0.65	14.07	1.81	B

Main Results for each time segment

Main results: (16:15-16:30)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	123.00	121.02	42.45	0.00	182.30	0.675	1.97	14.268	B
A272 HORSHAM ROAD	71.00	70.43	103.31	0.00	193.92	0.366	0.57	7.255	A
NORTH STREET	104.00	102.67	16.86	0.00	179.61	0.579	1.33	11.509	B

Main results: (16:30-16:45)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	109.00	109.39	46.95	0.00	179.78	0.606	1.59	12.861	B
A272 HORSHAM ROAD	52.00	52.20	92.34	0.00	194.74	0.267	0.37	6.324	A
NORTH STREET	105.00	104.98	13.04	0.00	181.58	0.578	1.35	11.742	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	135.00	133.69	51.81	0.00	177.93	0.759	2.90	19.755	C
A272 HORSHAM ROAD	54.00	53.96	116.81	0.00	183.94	0.294	0.41	6.922	A
NORTH STREET	117.00	116.57	10.01	0.00	180.05	0.650	1.78	14.066	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	120.00	120.68	54.01	0.00	176.66	0.679	2.22	16.287	C
A272 HORSHAM ROAD	56.00	56.00	109.52	0.00	194.18	0.288	0.41	6.515	A
NORTH STREET	112.00	112.15	10.99	0.00	182.51	0.614	1.63	12.831	B

(Default Analysis Set) - 2. BASE 2032, AM

Data Errors and Warnings

No errors or warnings

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
2. BASE 2032, AM	2. BASE 2032	AM		DIRECT	07:45	08:45	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	1,2,3	58.65	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A283 London Road	1	A283 London Road	
A272 HORSHAM ROAD	2	A272 HORSHAM ROAD	
NORTH STREET	3	NORTH STREET	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A283 London Road	0.00	24999.75
A272 HORSHAM ROAD	0.00	24999.75
NORTH STREET	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A283 London Road	3.20	3.20	5.20	7.25	14.00	9.00	0.00	
A272 HORSHAM ROAD	2.20	2.20	5.00	8.15	18.00	16.00	0.00	✓
NORTH STREET	2.80	2.20	4.00	0.50	11.00	18.00	0.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A283 London Road		(calculated)	(calculated)	0.569	208.033
A272 HORSHAM ROAD		(calculated)	(calculated)	0.477	246.457
NORTH STREET		(calculated)	(calculated)	0.683	191.825

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A283 London Road	DIRECT	✓	N/A	100.000
A272 HORSHAM ROAD	DIRECT	✓	N/A	100.000
NORTH STREET	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (07:45-08:00)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	9.000	89.000
	A272 HORSHAM ROAD	21.000	0.000	36.000
	NORTH STREET	125.000	70.000	0.000

Turning Proportions (Veh) - (untitled) - (07:45-08:00)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.09	0.91
	A272 HORSHAM ROAD	0.37	0.00	0.63
	NORTH STREET	0.64	0.36	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:00-08:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	10.000	78.000
	A272 HORSHAM ROAD	19.000	0.000	64.000
	NORTH STREET	83.000	61.000	0.000

Turning Proportions (Veh) - (untitled) - (08:00-08:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.11	0.89
	A272 HORSHAM ROAD	0.23	0.00	0.77
	NORTH STREET	0.58	0.42	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:15-08:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	15.000	84.000
	A272 HORSHAM ROAD	19.000	0.000	46.000
	NORTH STREET	94.000	63.000	0.000

Turning Proportions (Veh) - (untitled) - (08:15-08:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.15	0.85
	A272 HORSHAM ROAD	0.29	0.00	0.71
	NORTH STREET	0.60	0.40	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:30-08:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	10.000	55.000
	A272 HORSHAM ROAD	19.000	0.000	50.000
	NORTH STREET	113.000	79.000	0.000

Turning Proportions (Veh) - (untitled) - (08:30-08:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.15	0.85
	A272 HORSHAM ROAD	0.28	0.00	0.72
	NORTH STREET	0.59	0.41	0.00

Vehicle Mix

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

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.250	1.030
	A272 HORSHAM ROAD	1.000	1.000	1.040
	NORTH STREET	1.010	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (07:45-08:00)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	25.0	3.0
	A272 HORSHAM ROAD	0.0	0.0	4.0
	NORTH STREET	1.0	0.0	0.0

Average PCU Per Vehicle - (untitled) - (08:00-08:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.000	1.040
	A272 HORSHAM ROAD	1.180	1.000	1.000
	NORTH STREET	1.010	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (08:00-08:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	0.0	4.0
	A272 HORSHAM ROAD	18.0	0.0	0.0
	NORTH STREET	1.0	0.0	0.0

Average PCU Per Vehicle - (untitled) - (08:15-08:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.080	1.010
	A272 HORSHAM ROAD	1.060	1.000	1.000
	NORTH STREET	1.000	1.040	1.000

Heavy Vehicle Percentages - (untitled) - (08:15-08:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	8.0	1.0
	A272 HORSHAM ROAD	6.0	0.0	0.0
	NORTH STREET	0.0	4.0	0.0

Average PCU Per Vehicle - (untitled) - (08:30-08:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.110	1.020
	A272 HORSHAM ROAD	1.120	1.000	1.000
	NORTH STREET	1.010	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (08:30-08:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	11.0	2.0
	A272 HORSHAM ROAD	12.0	0.0	0.0
	NORTH STREET	1.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A283 London Road	0.59	13.05	1.43	B
A272 HORSHAM ROAD	0.42	7.69	0.71	A
NORTH STREET	1.11	103.20	26.26	F

Main Results for each time segment

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	98.00	96.59	60.93	0.00	165.05	0.594	1.41	12.897	B
A272 HORSHAM ROAD	57.00	56.60	87.72	0.00	198.37	0.287	0.40	6.330	A
NORTH STREET	195.00	169.73	20.85	0.00	176.44	1.105	25.27	80.875	F

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	88.00	88.21	67.59	0.00	163.68	0.537	1.19	11.965	B
A272 HORSHAM ROAD	83.00	82.69	78.22	0.00	199.45	0.416	0.70	7.689	A
NORTH STREET	144.00	163.42	18.98	0.00	175.50	0.820	5.85	82.075	F

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	99.00	98.79	62.70	0.00	167.48	0.591	1.40	13.051	B
A272 HORSHAM ROAD	65.00	65.22	83.87	0.00	202.44	0.321	0.48	6.571	A
NORTH STREET	157.00	155.92	19.02	0.00	175.28	0.896	6.92	42.553	E

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	65.00	65.72	70.94	0.00	162.13	0.401	0.68	9.404	A
A272 HORSHAM ROAD	69.00	69.00	55.61	0.00	212.42	0.325	0.48	6.274	A
NORTH STREET	192.00	172.59	19.01	0.00	176.17	1.089	26.33	103.195	F

(Default Analysis Set) - 2. BASE 2032, PM

Data Errors and Warnings

No errors or warnings

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
2. BASE 2032, PM	2. BASE 2032	PM		DIRECT	16:15	17:15	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	1,2,3	24.72	C

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A283 London Road	1	A283 London Road	
A272 HORSHAM ROAD	2	A272 HORSHAM ROAD	
NORTH STREET	3	NORTH STREET	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A283 London Road	0.00	24999.75
A272 HORSHAM ROAD	0.00	24999.75
NORTH STREET	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A283 London Road	3.20	3.20	5.20	7.25	14.00	9.00	0.00	
A272 HORSHAM ROAD	2.20	2.20	5.00	8.15	18.00	16.00	0.00	✓
NORTH STREET	2.80	2.20	4.00	0.50	11.00	18.00	0.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A283 London Road		(calculated)	(calculated)	0.569	208.033
A272 HORSHAM ROAD		(calculated)	(calculated)	0.477	246.457
NORTH STREET		(calculated)	(calculated)	0.683	191.825

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A283 London Road	DIRECT	✓	N/A	100.000
A272 HORSHAM ROAD	DIRECT	✓	N/A	100.000
NORTH STREET	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:15-16:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	21.000	121.000
	A272 HORSHAM ROAD	20.000	0.000	62.000
	NORTH STREET	70.000	50.000	0.000

Turning Proportions (Veh) - (untitled) - (16:15-16:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.15	0.85
	A272 HORSHAM ROAD	0.24	0.00	0.76
	NORTH STREET	0.58	0.42	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:30-16:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	20.000	106.000
	A272 HORSHAM ROAD	15.000	0.000	45.000
	NORTH STREET	67.000	54.000	0.000

Turning Proportions (Veh) - (untitled) - (16:30-16:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.16	0.84
	A272 HORSHAM ROAD	0.25	0.00	0.75
	NORTH STREET	0.55	0.45	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:45-17:00)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	20.000	136.000
	A272 HORSHAM ROAD	12.000	0.000	51.000
	NORTH STREET	75.000	60.000	0.000

Turning Proportions (Veh) - (untitled) - (16:45-17:00)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.13	0.87
	A272 HORSHAM ROAD	0.19	0.00	0.81
	NORTH STREET	0.56	0.44	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (17:00-17:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	13.000	126.000
	A272 HORSHAM ROAD	13.000	0.000	52.000
	NORTH STREET	67.000	62.000	0.000

Turning Proportions (Veh) - (untitled) - (17:00-17:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.09	0.91
	A272 HORSHAM ROAD	0.20	0.00	0.80
	NORTH STREET	0.52	0.48	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) - (16:15-16:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.000	1.010
	A272 HORSHAM ROAD	1.060	1.000	1.000
	NORTH STREET	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (16:15-16:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	0.0	1.0
	A272 HORSHAM ROAD	6.0	0.0	0.0
	NORTH STREET	0.0	0.0	0.0

Average PCU Per Vehicle - (untitled) - (16:30-16:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.000	1.010
	A272 HORSHAM ROAD	1.150	1.000	1.000
	NORTH STREET	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (16:30-16:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	0.0	1.0
	A272 HORSHAM ROAD	15.0	0.0	0.0
	NORTH STREET	0.0	0.0	0.0

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

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.000	1.000
	A272 HORSHAM ROAD	1.200	1.000	1.000
	NORTH STREET	1.020	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (16:45-17:00)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	0.0	0.0
	A272 HORSHAM ROAD	20.0	0.0	0.0
	NORTH STREET	2.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (17:00-17:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.000	1.000
	A272 HORSHAM ROAD	1.000	1.000	1.000
	NORTH STREET	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (17:00-17:15)

	To			
From		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
	A283 London Road	0.0	0.0	0.0
	A272 HORSHAM ROAD	0.0	0.0	0.0
	NORTH STREET	0.0	2.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A283 London Road	0.90	37.03	6.42	E
A272 HORSHAM ROAD	0.44	8.46	0.76	A
NORTH STREET	0.76	19.86	2.91	C

Main Results for each time segment

Main results: (16:15-16:30)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	142.00	138.53	49.17	0.00	178.51	0.795	3.47	21.008	C
A272 HORSHAM ROAD	82.00	81.23	118.05	0.00	186.88	0.439	0.77	8.460	A
NORTH STREET	120.00	118.02	19.81	0.00	177.47	0.676	1.98	14.689	B

Main results: (16:30-16:45)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	126.00	126.79	53.93	0.00	175.84	0.717	2.68	18.669	C
A272 HORSHAM ROAD	60.00	60.30	106.70	0.00	188.08	0.319	0.47	7.058	A
NORTH STREET	121.00	120.97	15.07	0.00	179.99	0.672	2.01	15.225	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	156.00	152.23	59.62	0.00	173.39	0.900	6.44	37.031	E
A272 HORSHAM ROAD	63.00	62.92	132.63	0.00	176.48	0.357	0.55	7.919	A
NORTH STREET	135.00	134.13	12.01	0.00	178.46	0.757	2.88	19.861	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	139.00	140.74	62.03	0.00	172.00	0.808	4.70	30.303	D
A272 HORSHAM ROAD	65.00	65.00	127.35	0.00	185.67	0.350	0.54	7.461	A
NORTH STREET	129.00	129.29	12.99	0.00	181.15	0.712	2.59	17.499	C

(Default Analysis Set) - 3. BASE + DEV PO 2032, AM

Data Errors and Warnings

No errors or warnings

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
3. BASE + DEV PO 2032, AM	3. BASE + DEV PO 2032	AM		DIRECT	07:45	08:45	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	1,2,3	146.34	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A283 London Road	1	A283 London Road	
A272 HORSHAM ROAD	2	A272 HORSHAM ROAD	
NORTH STREET	3	NORTH STREET	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A283 London Road	0.00	24999.75
A272 HORSHAM ROAD	0.00	24999.75
NORTH STREET	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A283 London Road	3.20	3.20	5.20	7.25	14.00	9.00	0.00	
A272 HORSHAM ROAD	2.20	2.20	5.00	8.15	18.00	16.00	0.00	✓
NORTH STREET	2.80	2.20	4.00	0.50	11.00	18.00	0.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A283 London Road		(calculated)	(calculated)	0.569	208.033
A272 HORSHAM ROAD		(calculated)	(calculated)	0.477	246.457
NORTH STREET		(calculated)	(calculated)	0.683	191.825

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A283 London Road	DIRECT	✓	N/A	100.000
A272 HORSHAM ROAD	DIRECT	✓	N/A	100.000
NORTH STREET	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (07:45-08:00)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	10.000	93.000
	A272 HORSHAM ROAD	23.000	0.000	38.000
	NORTH STREET	135.000	74.000	0.000

Turning Proportions (Veh) - (untitled) - (07:45-08:00)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.10	0.90
	A272 HORSHAM ROAD	0.38	0.00	0.62
	NORTH STREET	0.65	0.35	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:00-08:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	11.000	81.000
	A272 HORSHAM ROAD	22.000	0.000	67.000
	NORTH STREET	93.000	65.000	0.000

Turning Proportions (Veh) - (untitled) - (08:00-08:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.12	0.88
	A272 HORSHAM ROAD	0.25	0.00	0.75
	NORTH STREET	0.59	0.41	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:15-08:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	15.000	87.000
	A272 HORSHAM ROAD	22.000	0.000	48.000
	NORTH STREET	104.000	67.000	0.000

Turning Proportions (Veh) - (untitled) - (08:15-08:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.15	0.85
	A272 HORSHAM ROAD	0.31	0.00	0.69
	NORTH STREET	0.61	0.39	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:30-08:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	11.000	58.000
	A272 HORSHAM ROAD	22.000	0.000	53.000
	NORTH STREET	124.000	83.000	0.000

Turning Proportions (Veh) - (untitled) - (08:30-08:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.16	0.84
	A272 HORSHAM ROAD	0.29	0.00	0.71
	NORTH STREET	0.60	0.40	0.00

Vehicle Mix

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

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.250	1.030
	A272 HORSHAM ROAD	1.110	1.000	1.000
	NORTH STREET	1.020	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (07:45-08:00)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	25.0	3.0
	A272 HORSHAM ROAD	11.0	0.0	0.0
	NORTH STREET	2.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (08:00-08:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.000	1.040
	A272 HORSHAM ROAD	1.180	1.000	1.000
	NORTH STREET	1.010	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (08:00-08:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	0.0	4.0
	A272 HORSHAM ROAD	18.0	0.0	0.0
	NORTH STREET	1.0	0.0	0.0

Average PCU Per Vehicle - (untitled) - (08:15-08:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.080	1.010
	A272 HORSHAM ROAD	1.060	1.000	1.000
	NORTH STREET	1.000	1.040	1.000

Heavy Vehicle Percentages - (untitled) - (08:15-08:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	8.0	1.0
	A272 HORSHAM ROAD	6.0	0.0	0.0
	NORTH STREET	0.0	4.0	0.0

Average PCU Per Vehicle - (untitled) - (08:30-08:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.110	1.020
	A272 HORSHAM ROAD	1.120	1.000	1.000
	NORTH STREET	1.010	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (08:30-08:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	11.0	2.0
	A272 HORSHAM ROAD	12.0	0.0	0.0
	NORTH STREET	1.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A283 London Road	0.62	14.13	1.61	B
A272 HORSHAM ROAD	0.45	8.25	0.82	A
NORTH STREET	1.22	268.72	65.80	F

Main Results for each time segment

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	103.00	101.41	59.16	0.00	165.18	0.624	1.59	13.793	B
A272 HORSHAM ROAD	61.00	60.54	91.56	0.00	193.47	0.315	0.46	6.748	A
NORTH STREET	209.00	167.10	22.83	0.00	171.09	1.222	41.90	123.887	F

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	92.00	92.27	66.86	0.00	163.93	0.561	1.31	12.616	B
A272 HORSHAM ROAD	89.00	88.64	81.28	0.00	197.38	0.451	0.81	8.250	A
NORTH STREET	158.00	168.42	21.97	0.00	172.47	0.913	31.45	197.901	F

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	102.00	101.76	67.19	0.00	165.14	0.618	1.56	14.130	B
A272 HORSHAM ROAD	70.00	70.26	86.83	0.00	200.77	0.349	0.54	6.909	A
NORTH STREET	171.00	169.96	22.02	0.00	173.42	0.988	32.47	175.446	F

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	69.00	69.81	69.15	0.00	162.82	0.424	0.75	9.760	A
A272 HORSHAM ROAD	75.00	74.99	58.70	0.00	210.53	0.356	0.55	6.639	A
NORTH STREET	207.00	173.21	22.01	0.00	173.62	1.190	66.24	268.724	F

(Default Analysis Set) - 3. BASE + DEV PO 2032, PM

Data Errors and Warnings

No errors or warnings

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
3. BASE + DEV PO 2032, PM	3. BASE + DEV PO 2032	PM		DIRECT	16:15	17:15	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	1,2,3	34.09	D

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A283 London Road	1	A283 London Road	
A272 HORSHAM ROAD	2	A272 HORSHAM ROAD	
NORTH STREET	3	NORTH STREET	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A283 London Road	0.00	24999.75
A272 HORSHAM ROAD	0.00	24999.75
NORTH STREET	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A283 London Road	3.20	3.20	5.20	7.25	14.00	9.00	0.00	
A272 HORSHAM ROAD	2.20	2.20	5.00	8.15	18.00	16.00	0.00	✓
NORTH STREET	2.80	2.20	4.00	0.50	11.00	18.00	0.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A283 London Road		(calculated)	(calculated)	0.569	208.033
A272 HORSHAM ROAD		(calculated)	(calculated)	0.477	246.457
NORTH STREET		(calculated)	(calculated)	0.683	191.825

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A283 London Road	DIRECT	✓	N/A	100.000
A272 HORSHAM ROAD	DIRECT	✓	N/A	100.000
NORTH STREET	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:15-16:30)

		To		
From		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
	A283 London Road	0.000	23.000	130.000
	A272 HORSHAM ROAD	20.000	0.000	66.000
	NORTH STREET	73.000	53.000	0.000

Turning Proportions (Veh) - (untitled) - (16:15-16:30)

		To		
From		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
	A283 London Road	0.00	0.15	0.85
	A272 HORSHAM ROAD	0.23	0.00	0.77
	NORTH STREET	0.58	0.42	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:30-16:45)

		To		
From		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
	A283 London Road	0.000	22.000	115.000
	A272 HORSHAM ROAD	16.000	0.000	49.000
	NORTH STREET	70.000	57.000	0.000

Turning Proportions (Veh) - (untitled) - (16:30-16:45)

		To		
From		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
	A283 London Road	0.00	0.16	0.84
	A272 HORSHAM ROAD	0.25	0.00	0.75
	NORTH STREET	0.55	0.45	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:45-17:00)

		To		
From		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
	A283 London Road	0.000	22.000	145.000
	A272 HORSHAM ROAD	12.000	0.000	55.000
	NORTH STREET	78.000	63.000	0.000

Turning Proportions (Veh) - (untitled) - (16:45-17:00)

		To		
From		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
	A283 London Road	0.00	0.13	0.87
	A272 HORSHAM ROAD	0.18	0.00	0.82
	NORTH STREET	0.55	0.45	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (17:00-17:15)

		To		
From		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
	A283 London Road	0.000	15.000	134.000
	A272 HORSHAM ROAD	13.000	0.000	56.000
	NORTH STREET	70.000	65.000	0.000

Turning Proportions (Veh) - (untitled) - (17:00-17:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.10	0.90
	A272 HORSHAM ROAD	0.19	0.00	0.81
	NORTH STREET	0.52	0.48	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) - (16:15-16:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.000	1.010
	A272 HORSHAM ROAD	1.060	1.000	1.000
	NORTH STREET	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (16:15-16:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	0.0	1.0
	A272 HORSHAM ROAD	6.0	0.0	0.0
	NORTH STREET	0.0	0.0	0.0

Average PCU Per Vehicle - (untitled) - (16:30-16:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.000	1.010
	A272 HORSHAM ROAD	1.150	1.000	1.000
	NORTH STREET	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (16:30-16:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	0.0	1.0
	A272 HORSHAM ROAD	15.0	0.0	0.0
	NORTH STREET	0.0	0.0	0.0

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

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.000	1.000
	A272 HORSHAM ROAD	1.200	1.000	1.000
	NORTH STREET	1.020	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (16:45-17:00)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	0.0	0.0
	A272 HORSHAM ROAD	20.0	0.0	0.0
	NORTH STREET	2.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (17:00-17:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.000	1.000
	A272 HORSHAM ROAD	1.000	1.000	1.000
	NORTH STREET	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (17:00-17:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	0.0	0.0
	A272 HORSHAM ROAD	0.0	0.0	0.0
	NORTH STREET	0.0	2.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A283 London Road	0.97	56.14	10.93	F
A272 HORSHAM ROAD	0.47	9.08	0.86	A
NORTH STREET	0.79	22.66	3.46	C

Main Results for each time segment

Main results: (16:15-16:30)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	153.00	147.90	52.03	0.00	176.90	0.865	5.10	27.511	D
A272 HORSHAM ROAD	86.00	85.13	125.67	0.00	183.39	0.469	0.87	9.084	A
NORTH STREET	126.00	123.70	19.80	0.00	177.48	0.710	2.30	16.119	C

Main results: (16:30-16:45)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	137.00	138.07	56.91	0.00	174.16	0.787	4.03	25.764	D
A272 HORSHAM ROAD	65.00	65.31	115.95	0.00	183.89	0.354	0.55	7.608	A
NORTH STREET	127.00	126.94	16.07	0.00	179.21	0.709	2.36	17.161	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	167.00	160.05	62.53	0.00	171.68	0.973	10.97	56.137	F
A272 HORSHAM ROAD	67.00	66.93	138.85	0.00	174.00	0.385	0.62	8.400	A
NORTH STREET	141.00	139.94	12.02	0.00	178.46	0.790	3.41	22.658	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	149.00	151.48	65.04	0.00	170.26	0.875	8.49	52.462	F
A272 HORSHAM ROAD	69.00	69.00	135.89	0.00	181.60	0.380	0.62	7.993	A
NORTH STREET	135.00	135.33	12.99	0.00	181.14	0.745	3.09	19.865	C

(Default Analysis Set) - 4. BASE + DEV MID+60% 2032, AM

Data Errors and Warnings

No errors or warnings

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
4. BASE + DEV MID+60% 2032, AM	4. BASE + DEV MID+60% 2032	AM		DIRECT	07:45	08:45	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	1,2,3	169.89	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A283 London Road	1	A283 London Road	
A272 HORSHAM ROAD	2	A272 HORSHAM ROAD	
NORTH STREET	3	NORTH STREET	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A283 London Road	0.00	24999.75
A272 HORSHAM ROAD	0.00	24999.75
NORTH STREET	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A283 London Road	3.20	3.20	5.20	7.25	14.00	9.00	0.00	
A272 HORSHAM ROAD	2.20	2.20	5.00	8.15	18.00	16.00	0.00	✓
NORTH STREET	2.80	2.20	4.00	0.50	11.00	18.00	0.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A283 London Road		(calculated)	(calculated)	0.569	208.033
A272 HORSHAM ROAD		(calculated)	(calculated)	0.477	246.457
NORTH STREET		(calculated)	(calculated)	0.683	191.825

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A283 London Road	DIRECT	✓	N/A	100.000
A272 HORSHAM ROAD	DIRECT	✓	N/A	100.000
NORTH STREET	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (07:45-08:00)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	10.000	94.000
	A272 HORSHAM ROAD	24.000	0.000	39.000
	NORTH STREET	136.000	76.000	0.000

Turning Proportions (Veh) - (untitled) - (07:45-08:00)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.10	0.90
	A272 HORSHAM ROAD	0.38	0.00	0.62
	NORTH STREET	0.64	0.36	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:00-08:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	11.000	82.000
	A272 HORSHAM ROAD	22.000	0.000	68.000
	NORTH STREET	94.000	66.000	0.000

Turning Proportions (Veh) - (untitled) - (08:00-08:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.12	0.88
	A272 HORSHAM ROAD	0.24	0.00	0.76
	NORTH STREET	0.59	0.41	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:15-08:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	16.000	88.000
	A272 HORSHAM ROAD	22.000	0.000	50.000
	NORTH STREET	105.000	69.000	0.000

Turning Proportions (Veh) - (untitled) - (08:15-08:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.15	0.85
	A272 HORSHAM ROAD	0.31	0.00	0.69
	NORTH STREET	0.60	0.40	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:30-08:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.000	11.000	59.000
	A272 HORSHAM ROAD	22.000	0.000	54.000
	NORTH STREET	125.000	85.000	0.000

Turning Proportions (Veh) - (untitled) - (08:30-08:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.16	0.84
	A272 HORSHAM ROAD	0.29	0.00	0.71
	NORTH STREET	0.60	0.40	0.00

Vehicle Mix

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

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.250	1.030
	A272 HORSHAM ROAD	1.110	1.000	1.000
	NORTH STREET	1.020	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (07:45-08:00)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	25.0	3.0
	A272 HORSHAM ROAD	11.0	0.0	0.0
	NORTH STREET	2.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (08:00-08:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.000	1.040
	A272 HORSHAM ROAD	1.180	1.000	1.000
	NORTH STREET	1.010	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (08:00-08:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	0.0	4.0
	A272 HORSHAM ROAD	18.0	0.0	0.0
	NORTH STREET	1.0	0.0	0.0

Average PCU Per Vehicle - (untitled) - (08:15-08:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.080	1.010
	A272 HORSHAM ROAD	1.060	1.000	1.000
	NORTH STREET	1.000	1.040	1.000

Heavy Vehicle Percentages - (untitled) - (08:15-08:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	8.0	1.0
	A272 HORSHAM ROAD	6.0	0.0	0.0
	NORTH STREET	0.0	4.0	0.0

Average PCU Per Vehicle - (untitled) - (08:30-08:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.110	1.020
	A272 HORSHAM ROAD	1.120	1.000	1.000
	NORTH STREET	1.010	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (08:30-08:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	11.0	2.0
	A272 HORSHAM ROAD	12.0	0.0	0.0
	NORTH STREET	1.0	1.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A283 London Road	0.63	14.74	1.66	B
A272 HORSHAM ROAD	0.46	8.36	0.83	A
NORTH STREET	1.24	313.40	76.29	F

Main Results for each time segment

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	104.00	102.36	59.75	0.00	164.89	0.631	1.64	14.054	B
A272 HORSHAM ROAD	63.00	62.52	92.52	0.00	192.94	0.327	0.48	6.876	A
NORTH STREET	212.00	166.67	23.82	0.00	170.35	1.245	45.33	132.850	F

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	93.00	93.28	67.10	0.00	163.77	0.568	1.35	12.825	B
A272 HORSHAM ROAD	90.00	89.65	82.29	0.00	196.99	0.457	0.83	8.357	A
NORTH STREET	160.00	168.67	21.98	0.00	172.41	0.924	36.63	219.966	F

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	104.00	103.70	68.50	0.00	164.36	0.633	1.66	14.743	B
A272 HORSHAM ROAD	72.00	72.25	87.79	0.00	200.41	0.359	0.57	7.036	A
NORTH STREET	174.00	171.29	22.02	0.00	173.44	1.005	39.32	208.018	F

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	70.00	70.89	69.59	0.00	162.25	0.432	0.77	9.942	A
A272 HORSHAM ROAD	76.00	76.00	59.75	0.00	210.13	0.362	0.57	6.709	A
NORTH STREET	210.00	172.73	22.01	0.00	173.01	1.212	76.57	313.398	F

(Default Analysis Set) - 4. BASE + DEV MID+60% 2032, PM

Data Errors and Warnings

No errors or warnings

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
4. BASE + DEV MID+60% 2032, PM	4. BASE + DEV MID+60% 2032	PM		DIRECT	16:15	17:15	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	1,2,3	36.10	E

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A283 London Road	1	A283 London Road	
A272 HORSHAM ROAD	2	A272 HORSHAM ROAD	
NORTH STREET	3	NORTH STREET	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A283 London Road	0.00	24999.75
A272 HORSHAM ROAD	0.00	24999.75
NORTH STREET	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A283 London Road	3.20	3.20	5.20	7.25	14.00	9.00	0.00	
A272 HORSHAM ROAD	2.20	2.20	5.00	8.15	18.00	16.00	0.00	✓
NORTH STREET	2.80	2.20	4.00	0.50	11.00	18.00	0.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A283 London Road		(calculated)	(calculated)	0.569	208.033
A272 HORSHAM ROAD		(calculated)	(calculated)	0.477	246.457
NORTH STREET		(calculated)	(calculated)	0.683	191.825

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A283 London Road	DIRECT	✓	N/A	100.000
A272 HORSHAM ROAD	DIRECT	✓	N/A	100.000
NORTH STREET	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:15-16:30)

		To		
From		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
	A283 London Road	0.000	23.000	131.000
	A272 HORSHAM ROAD	21.000	0.000	68.000
	NORTH STREET	74.000	54.000	0.000

Turning Proportions (Veh) - (untitled) - (16:15-16:30)

		To		
From		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
	A283 London Road	0.00	0.15	0.85
	A272 HORSHAM ROAD	0.24	0.00	0.76
	NORTH STREET	0.58	0.42	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:30-16:45)

		To		
From		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
	A283 London Road	0.000	22.000	116.000
	A272 HORSHAM ROAD	16.000	0.000	51.000
	NORTH STREET	71.000	59.000	0.000

Turning Proportions (Veh) - (untitled) - (16:30-16:45)

		To		
From		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
	A283 London Road	0.00	0.16	0.84
	A272 HORSHAM ROAD	0.24	0.00	0.76
	NORTH STREET	0.55	0.45	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:45-17:00)

		To		
From		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
	A283 London Road	0.000	22.000	146.000
	A272 HORSHAM ROAD	13.000	0.000	57.000
	NORTH STREET	79.000	64.000	0.000

Turning Proportions (Veh) - (untitled) - (16:45-17:00)

		To		
From		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
	A283 London Road	0.00	0.13	0.87
	A272 HORSHAM ROAD	0.19	0.00	0.81
	NORTH STREET	0.55	0.45	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (17:00-17:15)

		To		
From		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
	A283 London Road	0.000	15.000	136.000
	A272 HORSHAM ROAD	14.000	0.000	58.000
	NORTH STREET	71.000	67.000	0.000

Turning Proportions (Veh) - (untitled) - (17:00-17:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.00	0.10	0.90
	A272 HORSHAM ROAD	0.19	0.00	0.81
	NORTH STREET	0.51	0.49	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) - (16:15-16:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.000	1.010
	A272 HORSHAM ROAD	1.060	1.000	1.000
	NORTH STREET	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (16:15-16:30)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	0.0	1.0
	A272 HORSHAM ROAD	6.0	0.0	0.0
	NORTH STREET	0.0	0.0	0.0

Average PCU Per Vehicle - (untitled) - (16:30-16:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.000	1.010
	A272 HORSHAM ROAD	1.150	1.000	1.000
	NORTH STREET	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (16:30-16:45)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	0.0	1.0
	A272 HORSHAM ROAD	15.0	0.0	0.0
	NORTH STREET	0.0	0.0	0.0

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

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.000	1.000
	A272 HORSHAM ROAD	1.200	1.000	1.000
	NORTH STREET	1.020	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (16:45-17:00)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	0.0	0.0
	A272 HORSHAM ROAD	20.0	0.0	0.0
	NORTH STREET	2.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (17:00-17:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	1.000	1.000	1.000
	A272 HORSHAM ROAD	1.000	1.000	1.000
	NORTH STREET	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (17:00-17:15)

		To		
		A283 London Road	A272 HORSHAM ROAD	NORTH STREET
From	A283 London Road	0.0	0.0	0.0
	A272 HORSHAM ROAD	0.0	0.0	0.0
	NORTH STREET	0.0	2.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A283 London Road	0.98	59.85	11.74	F
A272 HORSHAM ROAD	0.49	9.39	0.92	A
NORTH STREET	0.81	24.23	3.74	C

Main Results for each time segment

Main results: (16:15-16:30)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	154.00	148.64	52.97	0.00	176.37	0.873	5.36	28.525	D
A272 HORSHAM ROAD	89.00	88.07	126.44	0.00	182.98	0.486	0.93	9.394	A
NORTH STREET	128.00	125.55	20.78	0.00	176.77	0.724	2.45	16.856	C

Main results: (16:30-16:45)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	138.00	139.03	58.88	0.00	173.05	0.797	4.33	27.390	D
A272 HORSHAM ROAD	67.00	67.35	116.92	0.00	183.63	0.365	0.58	7.763	A
NORTH STREET	130.00	129.91	16.08	0.00	179.20	0.725	2.55	18.170	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	168.00	160.54	63.50	0.00	171.12	0.982	11.79	59.588	F
A272 HORSHAM ROAD	70.00	69.91	139.39	0.00	173.53	0.403	0.67	8.678	A
NORTH STREET	143.00	141.85	13.01	0.00	177.66	0.805	3.70	24.232	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A283 London Road	151.00	152.62	66.98	0.00	169.12	0.893	10.17	59.848	F
A272 HORSHAM ROAD	72.00	72.00	137.08	0.00	181.03	0.398	0.66	8.256	A
NORTH STREET	138.00	138.26	13.99	0.00	180.44	0.765	3.44	21.580	C

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.6.541 [19821,26/11/2015]
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Filename: ANGEL ST - MIDDLE ST - NEW ST - EAST ST_HGV TEST.arc8
Path: E:\
Report generation date: 03/08/2016 10:53:57

» (Default Analysis Set) - 1. BASE 2016, AM
» (Default Analysis Set) - 1. BASE 2016, PM
» (Default Analysis Set) - 2. BASE 2032, AM
» (Default Analysis Set) - 2. BASE 2032, PM
» (Default Analysis Set) - 3. BASE + DEV PO 2032, AM
» (Default Analysis Set) - 3. BASE + DEV PO 2032, PM
» (Default Analysis Set) - 4. BASE + DEV MID+60% 2032, AM
» (Default Analysis Set) - 4. BASE + DEV MID+60% 2032, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 1. BASE 2016							
Stream B-ACD	0.02	9.77	0.02	A	0.08	12.53	0.08	B
Stream A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream D-ABC	33.77	195.84	1.12	F	174.56	1064.70	1.46	F
Stream C-ABD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
	A1 - 2. BASE 2032							
Stream B-ACD	0.02	10.29	0.02	B	0.13	17.68	0.12	C
Stream A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream D-ABC	82.36	580.14	1.30	F	287.32	1759.75	1.70	F
Stream C-ABD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
	A1 - 3. BASE + DEV PO 2032							
Stream B-ACD	0.04	8.35	0.04	A	0.17	19.49	0.15	C
Stream A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream D-ABC	111.99	812.67	1.38	F	343.21	2106.61	1.81	F
Stream C-ABD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
	A1 - 4. BASE + DEV MID+60% 2032							
Stream B-ACD	0.04	8.42	0.04	A	0.18	20.32	0.15	C
Stream A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream D-ABC	126.86	904.67	1.41	F	357.78	2198.08	1.84	F
Stream C-ABD	0.00	0.00	0.00	A	0.00	0.00	0.00	A

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

"D1 - 1. BASE 2016, AM " model duration: 07:45 - 08:45
"D2 - 1. BASE 2016, PM" model duration: 16:15 - 17:15
"D3 - 2. BASE 2032, AM" model duration: 07:45 - 08:45
"D4 - 2. BASE 2032, PM" model duration: 16:15 - 17:15
"D5 - 3. BASE + DEV PO 2032, AM" model duration: 07:45 - 08:45
"D6 - 3. BASE + DEV PO 2032, PM" model duration: 16:15 - 17:15
"D7 - 4. BASE + DEV MID+60% 2032, AM" model duration: 07:45 - 08:45
"D8 - 4. BASE + DEV MID+60% 2032, PM" model duration: 16:15 - 17:15

Run using Junctions 8.0.6.541 at 03/08/2016 10:53:49

File summary

Title	(untitled)
Location	
Site Number	
Date	14/03/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Hantsnet
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	mph	Veh	Veh	perTimeSegment	s	-Min	perMin

(Default Analysis Set) - 1. BASE 2016, AM

Data Errors and Warnings

No errors or warnings

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
1. BASE 2016, AM	1. BASE 2016	AM		DIRECT	07:45	08:45	60	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	194.03	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	50.000	0.000
	Middle Street	1.000	0.000	0.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	31.000	5.000	98.000	0.000

Turning Proportions (Veh) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.02	0.98	0.00
	Middle Street	1.00	0.00	0.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.23	0.04	0.73	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	0.000	35.000	0.000
	Middle Street	2.000	0.000	0.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	15.000	3.000	101.000	0.000

Turning Proportions (Veh) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	1.00	0.00	0.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.13	0.03	0.85	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	0.000	38.000	0.000
	Middle Street	0.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	28.000	11.000	105.000	0.000

Turning Proportions (Veh) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.19	0.08	0.73	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	45.000	0.000
	Middle Street	0.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	20.000	3.000	79.000	0.000

Turning Proportions (Veh) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.02	0.98	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.20	0.03	0.77	0.00

Vehicle Mix

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.020	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	2.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.030	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.330	1.040	1.000

Heavy Vehicle Percentages - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	3.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	33.0	4.0	0.0

Average PCU Per Vehicle - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.030	1.000

Heavy Vehicle Percentages - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	3.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.02	9.77	0.02	A
A-BCD	0.00	0.00	0.00	A
D-ABC	1.12	195.84	33.77	F
C-ABD	0.00	0.00	0.00	A

Main Results for each time segment

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	1.00	0.99	0.00	93.13	0.011	0.01	9.765	A
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	134.00	119.03	0.00	126.99	1.055	14.96	74.724	F
C-ABD	0.00	0.00	0.00	138.58	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	2.00	1.99	0.00	97.78	0.020	0.02	9.394	A
A-BCD	0.00	0.00	0.00	154.11	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	119.00	118.80	0.00	122.59	0.974	15.16	118.365	F
C-ABD	0.00	0.00	0.00	142.31	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	1.00	1.01	0.00	149.77	0.007	0.01	6.049	A
A-BCD	0.00	0.00	0.00	154.59	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	144.00	124.94	0.00	127.48	1.125	34.22	195.838	F
C-ABD	0.00	0.00	0.00	141.85	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	1.00	1.00	0.00	149.85	0.007	0.01	6.047	A
A-BCD	0.00	0.00	0.00	154.83	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	102.00	122.87	0.00	125.85	0.814	13.36	181.316	F
C-ABD	0.00	0.00	0.00	139.98	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

(Default Analysis Set) - 1. BASE 2016, PM

Data Errors and Warnings

No errors or warnings

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
1. BASE 2016, PM	1. BASE 2016	PM		DIRECT	16:15	17:15	60	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	1034.42	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	2.000	21.000	0.000
	Middle Street	5.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	63.000	4.000	129.000	0.000

Turning Proportions (Veh) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.09	0.91	0.00
	Middle Street	0.83	0.00	0.17	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.32	0.02	0.66	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	0.000	27.000	0.000
	Middle Street	2.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	50.000	4.000	111.000	0.000

Turning Proportions (Veh) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.50	0.00	0.50	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.30	0.02	0.67	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	27.000	0.000
	Middle Street	1.000	0.000	4.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	44.000	4.000	123.000	0.000

Turning Proportions (Veh) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.04	0.96	0.00
	Middle Street	0.20	0.00	0.80	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.26	0.02	0.72	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	5.000	29.000	0.000
	Middle Street	5.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	58.000	4.000	111.000	0.000

Turning Proportions (Veh) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.15	0.85	0.00
	Middle Street	0.83	0.00	0.17	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.34	0.02	0.64	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.020	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	2.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.020

Heavy Vehicle Percentages - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	0.0	2.0

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.040	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	4.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	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-ACD	0.08	12.53	0.08	B
A-BCD	0.00	0.00	0.00	A
D-ABC	1.46	1064.70	174.56	F
C-ABD	0.00	0.00	0.00	A

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	6.00	5.93	0.00	95.89	0.063	0.07	9.998	A
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	196.00	131.78	0.00	133.84	1.464	64.22	229.586	F
C-ABD	0.00	0.00	0.00	145.36	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	4.00	4.03	0.00	107.88	0.037	0.04	8.667	A
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	165.00	132.58	0.00	133.56	1.228	96.64	558.275	F
C-ABD	0.00	0.00	0.00	144.42	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	5.00	5.00	0.00	128.76	0.039	0.04	7.271	A
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	171.00	132.12	0.00	132.39	1.298	135.52	799.284	F
C-ABD	0.00	0.00	0.00	143.94	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	6.00	5.96	0.00	77.73	0.077	0.08	12.531	B
A-BCD	0.00	0.00	0.00	154.69	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	173.00	132.74	0.00	132.76	1.294	175.78	1064.695	F
C-ABD	0.00	0.00	0.00	142.79	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

(Default Analysis Set) - 2. BASE 2032, AM

Data Errors and Warnings

No errors or warnings

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
2. BASE 2032, AM	2. BASE 2032	AM		DIRECT	07:45	08:45	60	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	575.31	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	57.000	0.000
	Middle Street	1.000	0.000	0.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	36.000	6.000	112.000	0.000

Turning Proportions (Veh) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.02	0.98	0.00
	Middle Street	1.00	0.00	0.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.23	0.04	0.73	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	0.000	40.000	0.000
	Middle Street	2.000	0.000	0.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	17.000	3.000	116.000	0.000

Turning Proportions (Veh) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	1.00	0.00	0.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.13	0.02	0.85	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	0.000	44.000	0.000
	Middle Street	0.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	32.000	13.000	120.000	0.000

Turning Proportions (Veh) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.19	0.08	0.73	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	52.000	0.000
	Middle Street	0.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	23.000	3.000	91.000	0.000

Turning Proportions (Veh) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.02	0.98	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.20	0.03	0.78	0.00

Vehicle Mix

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.020	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	2.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.030	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.330	1.040	1.000

Heavy Vehicle Percentages - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	3.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	33.0	4.0	0.0

Average PCU Per Vehicle - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.030	1.000

Heavy Vehicle Percentages - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	3.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.02	10.29	0.02	B
A-BCD	0.00	0.00	0.00	A
D-ABC	1.30	580.14	82.36	F
C-ABD	0.00	0.00	0.00	A

Main Results for each time segment

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	1.00	0.99	0.00	88.48	0.011	0.01	10.285	B
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	154.00	122.31	0.00	126.17	1.221	31.69	131.123	F
C-ABD	0.00	0.00	0.00	136.91	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	2.00	1.99	0.00	91.86	0.022	0.02	10.012	B
A-BCD	0.00	0.00	0.00	154.11	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	136.00	124.41	0.00	122.66	1.116	43.28	285.855	F
C-ABD	0.00	0.00	0.00	141.11	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	1.00	1.02	0.00	147.72	0.007	0.01	6.137	A
A-BCD	0.00	0.00	0.00	154.59	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	165.00	124.86	0.00	125.43	1.300	83.42	469.102	F
C-ABD	0.00	0.00	0.00	140.45	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	1.00	1.00	0.00	148.10	0.007	0.01	6.119	A
A-BCD	0.00	0.00	0.00	154.83	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	117.00	124.05	0.00	125.71	0.941	76.37	580.145	F
C-ABD	0.00	0.00	0.00	138.35	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

(Default Analysis Set) - 2. BASE 2032, PM

Data Errors and Warnings

No errors or warnings

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
2. BASE 2032, PM	2. BASE 2032	PM		DIRECT	16:15	17:15	60	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	1710.38	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	2.000	24.000	0.000
	Middle Street	6.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	73.000	5.000	149.000	0.000

Turning Proportions (Veh) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.08	0.92	0.00
	Middle Street	0.86	0.00	0.14	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.32	0.02	0.66	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	0.000	31.000	0.000
	Middle Street	2.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	58.000	5.000	128.000	0.000

Turning Proportions (Veh) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.50	0.00	0.50	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.30	0.03	0.67	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	31.000	0.000
	Middle Street	1.000	0.000	5.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	51.000	5.000	142.000	0.000

Turning Proportions (Veh) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.03	0.97	0.00
	Middle Street	0.17	0.00	0.83	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.26	0.03	0.72	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	6.000	34.000	0.000
	Middle Street	6.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	67.000	5.000	128.000	0.000

Turning Proportions (Veh) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.15	0.85	0.00
	Middle Street	0.86	0.00	0.14	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.34	0.03	0.64	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.020	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	2.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	2.0	0.0

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.040	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	4.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	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-ACD	0.12	17.68	0.13	C
A-BCD	0.00	0.00	0.00	A
D-ABC	1.70	1759.75	287.32	F
C-ABD	0.00	0.00	0.00	A

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	7.00	6.92	0.00	89.36	0.078	0.08	10.906	B
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	227.00	132.01	0.00	133.40	1.702	94.99	332.917	F
C-ABD	0.00	0.00	0.00	144.66	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	4.00	4.04	0.00	98.65	0.041	0.04	9.518	A
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	191.00	132.13	0.00	132.14	1.446	153.86	863.739	F
C-ABD	0.00	0.00	0.00	143.49	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	6.00	5.99	0.00	123.99	0.048	0.05	7.626	A
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	198.00	130.26	0.00	130.27	1.511	221.60	1302.428	F
C-ABD	0.00	0.00	0.00	142.96	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	7.00	6.92	0.00	57.75	0.121	0.13	17.676	C
A-BCD	0.00	0.00	0.00	154.69	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	200.00	131.49	0.00	131.75	1.506	290.11	1759.750	F
C-ABD	0.00	0.00	0.00	141.39	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

(Default Analysis Set) - 3. BASE + DEV PO 2032, AM

Data Errors and Warnings

No errors or warnings

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
3. BASE + DEV PO 2032, AM	3. BASE + DEV PO 2032	AM		DIRECT	07:45	08:45	60	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	796.12	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	59.000	0.000
	Middle Street	1.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	36.000	7.000	119.000	0.000

Turning Proportions (Veh) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.02	0.98	0.00
	Middle Street	0.33	0.00	0.67	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.22	0.04	0.73	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	0.000	42.000	0.000
	Middle Street	2.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	18.000	4.000	123.000	0.000

Turning Proportions (Veh) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.50	0.00	0.50	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.12	0.03	0.85	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	0.000	45.000	0.000
	Middle Street	0.000	0.000	3.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	33.000	13.000	128.000	0.000

Turning Proportions (Veh) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.19	0.07	0.74	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	53.000	0.000
	Middle Street	0.000	0.000	3.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	23.000	4.000	98.000	0.000

Turning Proportions (Veh) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.02	0.98	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.18	0.03	0.78	0.00

Vehicle Mix

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.020	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	2.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.030	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.330	1.040	1.000

Heavy Vehicle Percentages - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	3.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	33.0	4.0	0.0

Average PCU Per Vehicle - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.030	1.000

Heavy Vehicle Percentages - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	3.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.04	8.35	0.04	A
A-BCD	0.00	0.00	0.00	A
D-ABC	1.38	812.67	111.99	F
C-ABD	0.00	0.00	0.00	A

Main Results for each time segment

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	3.00	2.97	0.00	119.08	0.025	0.03	7.749	A
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	162.00	122.01	0.00	125.07	1.295	39.99	160.496	F
C-ABD	0.00	0.00	0.00	136.44	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	4.00	3.99	0.00	111.75	0.036	0.04	8.350	A
A-BCD	0.00	0.00	0.00	154.11	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	145.00	124.08	0.00	122.05	1.199	60.90	380.080	F
C-ABD	0.00	0.00	0.00	140.62	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	3.00	3.02	0.00	149.17	0.020	0.02	6.160	A
A-BCD	0.00	0.00	0.00	154.59	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	174.00	124.04	0.00	123.94	1.380	110.86	633.796	F
C-ABD	0.00	0.00	0.00	140.22	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	3.00	3.00	0.00	147.86	0.020	0.02	6.212	A
A-BCD	0.00	0.00	0.00	154.83	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	125.00	124.19	0.00	125.30	1.012	111.67	812.672	F
C-ABD	0.00	0.00	0.00	138.12	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

(Default Analysis Set) - 3. BASE + DEV PO 2032, PM

Data Errors and Warnings

No errors or warnings

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
3. BASE + DEV PO 2032, PM	3. BASE + DEV PO 2032	PM		DIRECT	16:15	17:15	60	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	2044.30	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	2.000	24.000	0.000
	Middle Street	6.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	74.000	6.000	160.000	0.000

Turning Proportions (Veh) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.08	0.92	0.00
	Middle Street	0.75	0.00	0.25	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.31	0.03	0.67	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	0.000	31.000	0.000
	Middle Street	2.000	0.000	3.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	59.000	6.000	140.000	0.000

Turning Proportions (Veh) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.40	0.00	0.60	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.29	0.03	0.68	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	31.000	0.000
	Middle Street	1.000	0.000	5.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	52.000	6.000	153.000	0.000

Turning Proportions (Veh) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.03	0.97	0.00
	Middle Street	0.17	0.00	0.83	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.25	0.03	0.73	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	6.000	34.000	0.000
	Middle Street	6.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	68.000	6.000	140.000	0.000

Turning Proportions (Veh) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.15	0.85	0.00
	Middle Street	0.75	0.00	0.25	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.32	0.03	0.65	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.020	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	2.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	2.0	0.0

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.040	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	4.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	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-ACD	0.15	19.49	0.17	C
A-BCD	0.00	0.00	0.00	A
D-ABC	1.81	2106.61	343.21	F
C-ABD	0.00	0.00	0.00	A

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	8.00	7.91	0.00	92.68	0.086	0.09	10.605	B
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	240.00	131.54	0.00	132.75	1.808	108.46	380.042	F
C-ABD	0.00	0.00	0.00	144.66	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	5.00	5.04	0.00	102.84	0.049	0.05	9.207	A
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	205.00	131.44	0.00	131.43	1.561	182.02	1011.044	F
C-ABD	0.00	0.00	0.00	143.49	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	6.00	6.00	0.00	120.13	0.050	0.05	7.885	A
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	211.00	129.79	0.00	129.80	1.615	263.23	1547.793	F
C-ABD	0.00	0.00	0.00	142.96	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	8.00	7.88	0.00	53.94	0.148	0.17	19.493	C
A-BCD	0.00	0.00	0.00	154.69	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	214.00	130.76	0.00	130.84	1.620	346.48	2106.612	F
C-ABD	0.00	0.00	0.00	141.39	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

(Default Analysis Set) - 4. BASE + DEV MID+60% 2032, AM

Data Errors and Warnings

No errors or warnings

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
4. BASE + DEV MID+60% 2032, AM	4. BASE + DEV MID+60% 2032	AM		DIRECT	07:45	08:45	60	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	886.68	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	59.000	0.000
	Middle Street	1.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	36.000	7.000	122.000	0.000

Turning Proportions (Veh) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.02	0.98	0.00
	Middle Street	0.33	0.00	0.67	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.22	0.04	0.74	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	0.000	42.000	0.000
	Middle Street	2.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	18.000	5.000	126.000	0.000

Turning Proportions (Veh) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.50	0.00	0.50	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.12	0.03	0.85	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	0.000	45.000	0.000
	Middle Street	0.000	0.000	3.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	33.000	14.000	130.000	0.000

Turning Proportions (Veh) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.19	0.08	0.73	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	53.000	0.000
	Middle Street	0.000	0.000	3.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	24.000	5.000	101.000	0.000

Turning Proportions (Veh) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.02	0.98	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.18	0.04	0.78	0.00

Vehicle Mix

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.020	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	2.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.030	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.330	1.040	1.000

Heavy Vehicle Percentages - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	3.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	33.0	4.0	0.0

Average PCU Per Vehicle - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.030	1.000

Heavy Vehicle Percentages - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	3.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.04	8.42	0.04	A
A-BCD	0.00	0.00	0.00	A
D-ABC	1.41	904.67	126.86	F
C-ABD	0.00	0.00	0.00	A

Main Results for each time segment

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	3.00	2.97	0.00	118.86	0.025	0.03	7.764	A
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	165.00	122.06	0.00	124.90	1.321	42.94	170.880	F
C-ABD	0.00	0.00	0.00	136.44	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	4.00	3.99	0.00	110.90	0.036	0.04	8.417	A
A-BCD	0.00	0.00	0.00	154.11	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	149.00	124.05	0.00	121.89	1.235	67.89	416.128	F
C-ABD	0.00	0.00	0.00	140.62	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	3.00	3.02	0.00	149.14	0.020	0.02	6.161	A
A-BCD	0.00	0.00	0.00	154.59	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	177.00	123.79	0.00	123.42	1.405	121.11	696.613	F
C-ABD	0.00	0.00	0.00	140.22	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	3.00	3.00	0.00	147.86	0.020	0.02	6.212	A
A-BCD	0.00	0.00	0.00	154.83	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	130.00	124.50	0.00	125.42	1.052	126.61	904.672	F
C-ABD	0.00	0.00	0.00	138.12	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

(Default Analysis Set) - 4. BASE + DEV MID+60% 2032, PM

Data Errors and Warnings

No errors or warnings

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
4. BASE + DEV MID+60% 2032, PM	4. BASE + DEV MID+60% 2032	PM		DIRECT	16:15	17:15	60	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	2131.76	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	2.000	24.000	0.000
	Middle Street	6.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	74.000	6.000	164.000	0.000

Turning Proportions (Veh) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.08	0.92	0.00
	Middle Street	0.75	0.00	0.25	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.30	0.02	0.67	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	0.000	31.000	0.000
	Middle Street	2.000	0.000	3.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	59.000	6.000	143.000	0.000

Turning Proportions (Veh) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.40	0.00	0.60	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.28	0.03	0.69	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	31.000	0.000
	Middle Street	1.000	0.000	6.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	52.000	6.000	157.000	0.000

Turning Proportions (Veh) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.03	0.97	0.00
	Middle Street	0.14	0.00	0.86	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.24	0.03	0.73	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	6.000	33.000	0.000
	Middle Street	6.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	68.000	6.000	143.000	0.000

Turning Proportions (Veh) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.15	0.85	0.00
	Middle Street	0.75	0.00	0.25	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.31	0.03	0.66	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.020	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	2.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	2.0	0.0

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.040	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	4.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	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-ACD	0.15	20.32	0.18	C
A-BCD	0.00	0.00	0.00	A
D-ABC	1.84	2198.08	357.78	F
C-ABD	0.00	0.00	0.00	A

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	8.00	7.91	0.00	92.23	0.087	0.09	10.661	B
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	244.00	131.40	0.00	132.57	1.841	112.59	394.519	F
C-ABD	0.00	0.00	0.00	144.66	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	5.00	5.04	0.00	102.01	0.049	0.05	9.284	A
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	208.00	131.28	0.00	131.28	1.586	189.31	1052.437	F
C-ABD	0.00	0.00	0.00	143.49	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	7.00	6.99	0.00	122.93	0.057	0.06	7.763	A
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	215.00	129.44	0.00	129.44	1.650	274.87	1615.598	F
C-ABD	0.00	0.00	0.00	142.96	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	8.00	7.88	0.00	52.07	0.154	0.18	20.316	C
A-BCD	0.00	0.00	0.00	154.69	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
D-ABC	217.00	130.70	0.00	130.73	1.643	361.17	2198.076	F
C-ABD	0.00	0.00	0.00	141.62	0.000	0.00	0.000	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.6.541 [19821,26/11/2015]
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Filename: TILLINGTON RD - POUND S TILLINGTON ROAD - POUND ST REVISED_HGV.arc8
Path: E:\
Report generation date: 15/06/2016 11:20:46

» (Default Analysis Set) - 1. BASE 2016, AM
» (Default Analysis Set) - 1. BASE 2016, PM
» (Default Analysis Set) - 2. BASE 2032, AM
» (Default Analysis Set) - 2. BASE 2032, PM
» (Default Analysis Set) - 3. BASE+DEV 2032 PO, AM
» (Default Analysis Set) - 3. BASE+DEV 2032 PO, PM
» (Default Analysis Set) - 5. BASE+DEV 2032 MID+60%, AM
» (Default Analysis Set) - 5. BASE+DEV 2032 MID+60%, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 1. BASE 2016							
POUND STREET	1.89	15.72	0.67	C	4.27	28.45	0.83	D
STATION ROAD	3.22	19.99	0.78	C	1.36	12.42	0.59	B
TILLINGTON ROAD	1.43	12.27	0.60	B	0.99	8.62	0.50	A
	A1 - 2. BASE 2032							
POUND STREET	3.27	24.15	0.79	C	15.27	88.31	0.98	F
STATION ROAD	6.85	34.88	0.91	D	2.13	16.93	0.69	C
TILLINGTON ROAD	2.34	17.66	0.71	C	1.43	10.79	0.60	B
	A1 - 3. BASE+DEV 2032 PO							
POUND STREET	4.05	28.66	0.82	D	34.37	174.58	1.05	F
STATION ROAD	11.01	54.10	0.98	F	2.49	19.23	0.73	C
TILLINGTON ROAD	3.02	21.93	0.77	C	1.59	11.66	0.62	B
	A1 - 5. BASE+DEV 2032 MID+60%							
POUND STREET	4.57	31.64	0.85	D	45.62	223.44	1.08	F
STATION ROAD	13.21	65.38	1.01	F	2.68	20.14	0.74	C
TILLINGTON ROAD	3.33	23.67	0.79	C	1.65	12.01	0.63	B

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

"D1 - 1. BASE 2016, AM " model duration: 07:45 - 08:45
"D2 - 1. BASE 2016, PM" model duration: 16:15 - 17:15
"D3 - 2. BASE 2032, AM" model duration: 07:45 - 08:45
"D4 - 2. BASE 2032, PM" model duration: 16:15 - 17:15
"D5 - 3. BASE+DEV 2032 PO, AM" model duration: 07:45 - 08:45
"D6 - 3. BASE+DEV 2032 PO, PM" model duration: 16:15 - 17:15
"D9 - 5. BASE+DEV 2032 MID+60%, AM" model duration: 07:45 - 08:45
"D10 - 5. BASE+DEV 2032 MID+60%, PM" model duration: 16:15 - 17:15

Run using Junctions 8.0.6.541 at 15/06/2016 11:20:42

File summary

Title	A272 Tillington Road / A272 Pound St / A285 Station Rd
Location	Petworth
Site Number	
Date	22/03/2016
Version	
Status	(new file)
Identifier	
Client	South Downs National Park
Jobnumber	
Enumerator	IN
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	mph	Veh	Veh	perTimeSegment	s	-Min	perMin

(Default Analysis Set) - 1. BASE 2016, AM

Data Errors and Warnings

No errors or warnings

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
1. BASE 2016, AM	1. BASE 2016	AM		DIRECT	07:45	08:45	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	1,2,3	16.25	C

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
POUND STREET	1	POUND STREET	
STATION ROAD	2	STATION ROAD	
TILLINGTON ROAD	3	TILLINGTON ROAD	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
POUND STREET	0.00	24999.75
STATION ROAD	0.00	24999.75
TILLINGTON ROAD	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
POUND STREET	3.00	3.00	3.00	0.00	16.20	16.50	0.00	
STATION ROAD	3.40	3.00	6.30	3.60	11.20	8.50	0.00	
TILLINGTON ROAD	3.20	3.20	6.80	8.00	13.00	10.00	0.00	

Pedestrian Crossings

Name	Crossing Type
POUND STREET	None
STATION ROAD	Puffin
TILLINGTON ROAD	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
STATION ROAD	3.00	2.90	1.00	6.00	6.00	7.00	5.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
POUND STREET		(calculated)	(calculated)	0.604	207.628
STATION ROAD		(calculated)	(calculated)	0.548	208.311
TILLINGTON ROAD		(calculated)	(calculated)	0.592	239.819

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
POUND STREET	DIRECT	✓	N/A	100.000
STATION ROAD	DIRECT	✓	N/A	100.000
TILLINGTON ROAD	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
POUND STREET	-	N/A
STATION ROAD	DIRECT	N/A
TILLINGTON ROAD	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (07:45-08:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	57.000	46.000
	STATION ROAD	76.000	0.000	64.000
	TILLINGTON ROAD	60.000	49.000	0.000

Turning Proportions (Veh) - (untitled) - (07:45-08:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.55	0.45
	STATION ROAD	0.54	0.00	0.46
	TILLINGTON ROAD	0.55	0.45	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:00-08:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	66.000	35.000
	STATION ROAD	56.000	0.000	49.000
	TILLINGTON ROAD	48.000	53.000	0.000

Turning Proportions (Veh) - (untitled) - (08:00-08:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.65	0.35
	STATION ROAD	0.53	0.00	0.47
	TILLINGTON ROAD	0.48	0.52	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:15-08:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	64.000	49.000
	STATION ROAD	77.000	0.000	50.000
	TILLINGTON ROAD	45.000	57.000	0.000

Turning Proportions (Veh) - (untitled) - (08:15-08:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.57	0.43
	STATION ROAD	0.61	0.00	0.39
	TILLINGTON ROAD	0.44	0.56	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:30-08:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	51.000	31.000
	STATION ROAD	90.000	0.000	49.000
	TILLINGTON ROAD	67.000	41.000	0.000

Turning Proportions (Veh) - (untitled) - (08:30-08:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.62	0.38
	STATION ROAD	0.65	0.00	0.35
	TILLINGTON ROAD	0.62	0.38	0.00

Vehicle Mix

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

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.040	1.040
	STATION ROAD	1.010	1.000	1.030
	TILLINGTON ROAD	1.000	1.060	1.000

Heavy Vehicle Percentages - (untitled) - (07:45-08:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	4.0	4.0
	STATION ROAD	1.0	0.0	3.0
	TILLINGTON ROAD	0.0	6.0	0.0

Average PCU Per Vehicle - (untitled) - (08:00-08:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.050	1.000
	STATION ROAD	1.000	1.000	1.020
	TILLINGTON ROAD	1.040	1.060	1.000

Heavy Vehicle Percentages - (untitled) - (08:00-08:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	5.0	0.0
	STATION ROAD	0.0	0.0	2.0
	TILLINGTON ROAD	4.0	6.0	0.0

Average PCU Per Vehicle - (untitled) - (08:15-08:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.000	1.020
	STATION ROAD	1.010	1.000	1.060
	TILLINGTON ROAD	1.020	1.070	1.000

Heavy Vehicle Percentages - (untitled) - (08:15-08:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	0.0	2.0
	STATION ROAD	1.0	0.0	6.0
	TILLINGTON ROAD	2.0	7.0	0.0

Average PCU Per Vehicle - (untitled) - (08:30-08:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.020	1.000
	STATION ROAD	1.000	1.000	1.100
	TILLINGTON ROAD	1.010	1.070	1.000

Heavy Vehicle Percentages - (untitled) - (08:30-08:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	2.0	0.0
	STATION ROAD	0.0	0.0	10.0
	TILLINGTON ROAD	1.0	7.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
POUND STREET	0.67	15.72	1.89	C
STATION ROAD	0.78	19.99	3.22	C
TILLINGTON ROAD	0.60	12.27	1.43	B

Main Results for each time segment

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	103.00	101.51	48.41	0.00	169.82	0.607	1.49	12.912	B
STATION ROAD	140.00	136.77	45.34	5.65	179.06	0.782	3.23	19.994	C
TILLINGTON ROAD	109.00	107.70	74.24	0.00	190.32	0.573	1.30	10.731	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	101.00	101.00	53.02	0.00	168.17	0.601	1.49	13.393	B
STATION ROAD	105.00	106.92	35.15	6.74	187.24	0.561	1.31	11.460	B
TILLINGTON ROAD	101.00	101.22	57.06	0.00	196.19	0.515	1.08	9.500	A

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	113.00	112.58	56.90	0.00	169.33	0.667	1.92	15.717	C
STATION ROAD	127.00	125.87	48.69	8.26	175.92	0.722	2.43	17.586	C
TILLINGTON ROAD	102.00	101.89	76.22	0.00	185.38	0.550	1.20	10.759	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	82.00	83.06	41.12	0.00	178.84	0.459	0.86	9.497	A
STATION ROAD	139.00	138.56	31.51	8.26	184.55	0.753	2.86	19.312	C
TILLINGTON ROAD	108.00	107.75	89.62	0.00	180.82	0.597	1.44	12.268	B

(Default Analysis Set) - 1. BASE 2016, PM

Data Errors and Warnings

No errors or warnings

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
1. BASE 2016, PM	1. BASE 2016	PM		DIRECT	16:15	17:15	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	1,2,3	18.05	C

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
POUND STREET	1	POUND STREET	
STATION ROAD	2	STATION ROAD	
TILLINGTON ROAD	3	TILLINGTON ROAD	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
POUND STREET	0.00	24999.75
STATION ROAD	0.00	24999.75
TILLINGTON ROAD	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
POUND STREET	3.00	3.00	3.00	0.00	16.20	16.50	0.00	
STATION ROAD	3.40	3.00	6.30	3.60	11.20	8.50	0.00	
TILLINGTON ROAD	3.20	3.20	6.80	8.00	13.00	10.00	0.00	

Pedestrian Crossings

Name	Crossing Type
POUND STREET	None
STATION ROAD	Puffin
TILLINGTON ROAD	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
STATION ROAD	3.00	2.90	1.00	6.00	6.00	7.00	5.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
POUND STREET		(calculated)	(calculated)	0.604	207.628
STATION ROAD		(calculated)	(calculated)	0.548	208.311
TILLINGTON ROAD		(calculated)	(calculated)	0.592	239.819

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
POUND STREET	DIRECT	✓	N/A	100.000
STATION ROAD	DIRECT	✓	N/A	100.000
TILLINGTON ROAD	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
POUND STREET	-	N/A
STATION ROAD	DIRECT	N/A
TILLINGTON ROAD	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:15-16:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	78.000	56.000
	STATION ROAD	50.000	0.000	41.000
	TILLINGTON ROAD	51.000	44.000	0.000

Turning Proportions (Veh) - (untitled) - (16:15-16:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.58	0.42
	STATION ROAD	0.55	0.00	0.45
	TILLINGTON ROAD	0.54	0.46	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:30-16:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	72.000	60.000
	STATION ROAD	57.000	0.000	45.000
	TILLINGTON ROAD	50.000	45.000	0.000

Turning Proportions (Veh) - (untitled) - (16:30-16:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.55	0.45
	STATION ROAD	0.56	0.00	0.44
	TILLINGTON ROAD	0.53	0.47	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:45-17:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	80.000	65.000
	STATION ROAD	49.000	0.000	39.000
	TILLINGTON ROAD	47.000	48.000	0.000

Turning Proportions (Veh) - (untitled) - (16:45-17:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.55	0.45
	STATION ROAD	0.56	0.00	0.44
	TILLINGTON ROAD	0.49	0.51	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (17:00-17:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	80.000	62.000
	STATION ROAD	48.000	0.000	35.000
	TILLINGTON ROAD	49.000	56.000	0.000

Turning Proportions (Veh) - (untitled) - (17:00-17:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.56	0.44
	STATION ROAD	0.58	0.00	0.42
	TILLINGTON ROAD	0.47	0.53	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) - (16:15-16:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.000	1.020
	STATION ROAD	1.000	1.000	1.020
	TILLINGTON ROAD	1.000	1.050	1.000

Heavy Vehicle Percentages - (untitled) - (16:15-16:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	0.0	2.0
	STATION ROAD	0.0	0.0	2.0
	TILLINGTON ROAD	0.0	5.0	0.0

Average PCU Per Vehicle - (untitled) - (16:30-16:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.010	1.020
	STATION ROAD	1.000	1.000	1.000
	TILLINGTON ROAD	1.020	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (16:30-16:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	1.0	2.0
	STATION ROAD	0.0	0.0	0.0
	TILLINGTON ROAD	2.0	0.0	0.0

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

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.030	1.000
	STATION ROAD	1.060	1.000	1.000
	TILLINGTON ROAD	1.020	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (16:45-17:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	3.0	0.0
	STATION ROAD	6.0	0.0	0.0
	TILLINGTON ROAD	2.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (17:00-17:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.000	1.000
	STATION ROAD	1.000	1.000	1.000
	TILLINGTON ROAD	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (17:00-17:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	0.0	0.0
	STATION ROAD	0.0	0.0	0.0
	TILLINGTON ROAD	0.0	2.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
POUND STREET	0.83	28.45	4.27	D
STATION ROAD	0.59	12.42	1.36	B
TILLINGTON ROAD	0.50	8.62	0.99	A

Main Results for each time segment

Main results: (16:15-16:30)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	134.00	131.22	43.61	0.00	178.47	0.751	2.78	18.126	C
STATION ROAD	91.00	89.90	54.84	5.65	171.67	0.530	1.10	10.868	B
TILLINGTON ROAD	95.00	94.16	49.40	0.00	205.83	0.462	0.84	8.001	A

Main results: (16:30-16:45)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	132.00	131.97	44.98	0.00	177.87	0.742	2.81	19.547	C
STATION ROAD	102.00	101.72	59.88	6.74	173.83	0.587	1.38	12.425	B
TILLINGTON ROAD	95.00	94.98	56.83	0.00	204.02	0.466	0.86	8.251	A

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	145.00	143.61	47.97	0.00	175.17	0.828	4.19	27.164	D
STATION ROAD	88.00	88.23	64.40	8.26	166.85	0.528	1.14	11.487	B
TILLINGTON ROAD	95.00	95.00	49.13	0.00	204.95	0.464	0.86	8.185	A

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	142.00	141.88	55.91	0.00	173.08	0.820	4.31	28.453	D
STATION ROAD	83.00	83.19	62.00	8.26	171.69	0.483	0.95	10.192	B
TILLINGTON ROAD	105.00	104.87	48.08	0.00	209.10	0.502	0.99	8.623	A

(Default Analysis Set) - 2. BASE 2032, AM

Data Errors and Warnings

No errors or warnings

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
2. BASE 2032, AM	2. BASE 2032	AM		DIRECT	07:45	08:45	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	1,2,3	26.17	D

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
POUND STREET	1	POUND STREET	
STATION ROAD	2	STATION ROAD	
TILLINGTON ROAD	3	TILLINGTON ROAD	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
POUND STREET	0.00	24999.75
STATION ROAD	0.00	24999.75
TILLINGTON ROAD	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
POUND STREET	3.00	3.00	3.00	0.00	16.20	16.50	0.00	
STATION ROAD	3.40	3.00	6.30	3.60	11.20	8.50	0.00	
TILLINGTON ROAD	3.20	3.20	6.80	8.00	13.00	10.00	0.00	

Pedestrian Crossings

Name	Crossing Type
POUND STREET	None
STATION ROAD	Puffin
TILLINGTON ROAD	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
STATION ROAD	3.00	2.90	1.00	6.00	6.00	7.00	5.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
POUND STREET		(calculated)	(calculated)	0.604	207.628
STATION ROAD		(calculated)	(calculated)	0.548	208.311
TILLINGTON ROAD		(calculated)	(calculated)	0.592	239.819

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
POUND STREET	DIRECT	✓	N/A	100.000
STATION ROAD	DIRECT	✓	N/A	100.000
TILLINGTON ROAD	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
POUND STREET	-	N/A
STATION ROAD	DIRECT	N/A
TILLINGTON ROAD	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (07:45-08:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	65.000	53.000
	STATION ROAD	87.000	0.000	73.000
	TILLINGTON ROAD	69.000	56.000	0.000

Turning Proportions (Veh) - (untitled) - (07:45-08:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.55	0.45
	STATION ROAD	0.54	0.00	0.46
	TILLINGTON ROAD	0.55	0.45	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:00-08:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	76.000	40.000
	STATION ROAD	64.000	0.000	56.000
	TILLINGTON ROAD	55.000	61.000	0.000

Turning Proportions (Veh) - (untitled) - (08:00-08:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.66	0.34
	STATION ROAD	0.53	0.00	0.47
	TILLINGTON ROAD	0.47	0.53	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:15-08:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	73.000	56.000
	STATION ROAD	88.000	0.000	57.000
	TILLINGTON ROAD	52.000	65.000	0.000

Turning Proportions (Veh) - (untitled) - (08:15-08:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.57	0.43
	STATION ROAD	0.61	0.00	0.39
	TILLINGTON ROAD	0.44	0.56	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:30-08:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	58.000	36.000
	STATION ROAD	103.000	0.000	56.000
	TILLINGTON ROAD	77.000	47.000	0.000

Turning Proportions (Veh) - (untitled) - (08:30-08:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.62	0.38
	STATION ROAD	0.65	0.00	0.35
	TILLINGTON ROAD	0.62	0.38	0.00

Vehicle Mix

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

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.040	1.040
	STATION ROAD	1.010	1.000	1.030
	TILLINGTON ROAD	1.000	1.060	1.000

Heavy Vehicle Percentages - (untitled) - (07:45-08:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	4.0	4.0
	STATION ROAD	1.0	0.0	3.0
	TILLINGTON ROAD	0.0	6.0	0.0

Average PCU Per Vehicle - (untitled) - (08:00-08:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.050	1.000
	STATION ROAD	1.000	1.000	1.020
	TILLINGTON ROAD	1.040	1.060	1.000

Heavy Vehicle Percentages - (untitled) - (08:00-08:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	5.0	0.0
	STATION ROAD	0.0	0.0	2.0
	TILLINGTON ROAD	4.0	6.0	0.0

Average PCU Per Vehicle - (untitled) - (08:15-08:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.000	1.020
	STATION ROAD	1.010	1.000	1.060
	TILLINGTON ROAD	1.020	1.070	1.000

Heavy Vehicle Percentages - (untitled) - (08:15-08:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	0.0	2.0
	STATION ROAD	1.0	0.0	6.0
	TILLINGTON ROAD	2.0	7.0	0.0

Average PCU Per Vehicle - (untitled) - (08:30-08:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.020	1.000
	STATION ROAD	1.000	1.000	1.100
	TILLINGTON ROAD	1.010	1.070	1.000

Heavy Vehicle Percentages - (untitled) - (08:30-08:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	2.0	0.0
	STATION ROAD	0.0	0.0	10.0
	TILLINGTON ROAD	1.0	7.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
POUND STREET	0.79	24.15	3.27	C
STATION ROAD	0.91	34.88	6.85	D
TILLINGTON ROAD	0.71	17.66	2.34	C

Main Results for each time segment

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	118.00	115.69	55.11	0.00	165.70	0.712	2.31	17.286	C
STATION ROAD	160.00	153.11	51.96	5.65	175.35	0.912	6.88	33.887	D
TILLINGTON ROAD	125.00	123.02	83.26	0.00	185.09	0.675	1.98	14.086	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	116.00	115.95	61.05	0.00	163.17	0.711	2.38	18.977	C
STATION ROAD	120.00	124.94	40.23	6.74	184.43	0.650	1.95	16.266	C
TILLINGTON ROAD	116.00	116.38	66.71	0.00	190.76	0.608	1.60	12.169	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	129.00	128.08	64.84	0.00	164.23	0.785	3.32	24.146	C
STATION ROAD	145.00	142.47	55.38	8.26	172.31	0.842	4.47	28.003	D
TILLINGTON ROAD	117.00	116.80	86.33	0.00	179.65	0.651	1.80	14.264	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	94.00	96.13	47.11	0.00	175.04	0.537	1.19	11.694	B
STATION ROAD	159.00	157.66	36.99	8.26	181.66	0.875	5.80	34.882	D
TILLINGTON ROAD	124.00	123.45	101.96	0.00	173.75	0.714	2.35	17.661	C

(Default Analysis Set) - 2. BASE 2032, PM

Data Errors and Warnings

No errors or warnings

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
2. BASE 2032, PM	2. BASE 2032	PM		DIRECT	16:15	17:15	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	1,2,3	45.21	E

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
POUND STREET	1	POUND STREET	
STATION ROAD	2	STATION ROAD	
TILLINGTON ROAD	3	TILLINGTON ROAD	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
POUND STREET	0.00	24999.75
STATION ROAD	0.00	24999.75
TILLINGTON ROAD	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
POUND STREET	3.00	3.00	3.00	0.00	16.20	16.50	0.00	
STATION ROAD	3.40	3.00	6.30	3.60	11.20	8.50	0.00	
TILLINGTON ROAD	3.20	3.20	6.80	8.00	13.00	10.00	0.00	

Pedestrian Crossings

Name	Crossing Type
POUND STREET	None
STATION ROAD	Puffin
TILLINGTON ROAD	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
STATION ROAD	3.00	2.90	1.00	6.00	6.00	7.00	5.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
POUND STREET		(calculated)	(calculated)	0.604	207.628
STATION ROAD		(calculated)	(calculated)	0.548	208.311
TILLINGTON ROAD		(calculated)	(calculated)	0.592	239.819

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
POUND STREET	DIRECT	✓	N/A	100.000
STATION ROAD	DIRECT	✓	N/A	100.000
TILLINGTON ROAD	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
POUND STREET	-	N/A
STATION ROAD	DIRECT	N/A
TILLINGTON ROAD	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:15-16:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	90.000	65.000
	STATION ROAD	58.000	0.000	47.000
	TILLINGTON ROAD	59.000	51.000	0.000

Turning Proportions (Veh) - (untitled) - (16:15-16:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.58	0.42
	STATION ROAD	0.55	0.00	0.45
	TILLINGTON ROAD	0.54	0.46	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:30-16:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	83.000	69.000
	STATION ROAD	66.000	0.000	52.000
	TILLINGTON ROAD	58.000	52.000	0.000

Turning Proportions (Veh) - (untitled) - (16:30-16:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.55	0.45
	STATION ROAD	0.56	0.00	0.44
	TILLINGTON ROAD	0.53	0.47	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:45-17:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	92.000	75.000
	STATION ROAD	57.000	0.000	45.000
	TILLINGTON ROAD	54.000	55.000	0.000

Turning Proportions (Veh) - (untitled) - (16:45-17:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.55	0.45
	STATION ROAD	0.56	0.00	0.44
	TILLINGTON ROAD	0.50	0.50	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (17:00-17:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	92.000	72.000
	STATION ROAD	55.000	0.000	40.000
	TILLINGTON ROAD	57.000	65.000	0.000

Turning Proportions (Veh) - (untitled) - (17:00-17:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.56	0.44
	STATION ROAD	0.58	0.00	0.42
	TILLINGTON ROAD	0.47	0.53	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) - (16:15-16:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.000	1.020
	STATION ROAD	1.000	1.000	1.020
	TILLINGTON ROAD	1.000	1.050	1.000

Heavy Vehicle Percentages - (untitled) - (16:15-16:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	0.0	2.0
	STATION ROAD	0.0	0.0	2.0
	TILLINGTON ROAD	0.0	5.0	0.0

Average PCU Per Vehicle - (untitled) - (16:30-16:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.010	1.020
	STATION ROAD	1.000	1.000	1.000
	TILLINGTON ROAD	1.020	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (16:30-16:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	1.0	2.0
	STATION ROAD	0.0	0.0	0.0
	TILLINGTON ROAD	2.0	0.0	0.0

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

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.030	1.000
	STATION ROAD	1.060	1.000	1.000
	TILLINGTON ROAD	1.020	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (16:45-17:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	3.0	0.0
	STATION ROAD	6.0	0.0	0.0
	TILLINGTON ROAD	2.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (17:00-17:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.000	1.000
	STATION ROAD	1.000	1.000	1.000
	TILLINGTON ROAD	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (17:00-17:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	0.0	0.0
	STATION ROAD	0.0	0.0	0.0
	TILLINGTON ROAD	0.0	2.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
POUND STREET	0.98	88.31	15.27	F
STATION ROAD	0.69	16.93	2.13	C
TILLINGTON ROAD	0.60	10.79	1.43	B

Main Results for each time segment

Main results: (16:15-16:30)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	155.00	149.06	50.45	0.00	174.15	0.890	5.94	30.909	D
STATION ROAD	105.00	103.42	62.51	5.65	168.84	0.622	1.58	13.455	B
TILLINGTON ROAD	110.00	108.82	57.13	0.00	201.35	0.546	1.18	9.611	A

Main results: (16:30-16:45)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	152.00	151.69	51.97	0.00	173.72	0.875	6.25	39.184	E
STATION ROAD	118.00	117.43	68.65	6.74	169.93	0.694	2.15	16.929	C
TILLINGTON ROAD	110.00	109.96	65.67	0.00	198.84	0.553	1.22	10.118	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	167.00	161.19	54.97	0.00	170.95	0.977	12.06	64.571	F
STATION ROAD	102.00	102.42	72.42	8.26	163.24	0.625	1.73	14.915	B
TILLINGTON ROAD	109.00	109.01	57.24	0.00	199.99	0.545	1.21	9.895	A

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	164.00	160.63	64.85	0.00	167.44	0.978	15.43	88.315	F
STATION ROAD	95.00	95.41	70.64	8.26	169.50	0.560	1.31	12.221	B
TILLINGTON ROAD	122.00	121.78	55.20	0.00	204.92	0.595	1.43	10.789	B

(Default Analysis Set) - 3. BASE+DEV 2032 PO, AM

Data Errors and Warnings

No errors or warnings

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
3. BASE+DEV 2032 PO, AM	3. BASE+DEV 2032 PO	AM		DIRECT	07:45	08:45	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	1,2,3	36.38	E

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
POUND STREET	1	POUND STREET	
STATION ROAD	2	STATION ROAD	
TILLINGTON ROAD	3	TILLINGTON ROAD	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
POUND STREET	0.00	24999.75
STATION ROAD	0.00	24999.75
TILLINGTON ROAD	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
POUND STREET	3.00	3.00	3.00	0.00	16.20	16.50	0.00	
STATION ROAD	3.40	3.00	6.30	3.60	11.20	8.50	0.00	
TILLINGTON ROAD	3.20	3.20	6.80	8.00	13.00	10.00	0.00	

Pedestrian Crossings

Name	Crossing Type
POUND STREET	None
STATION ROAD	Puffin
TILLINGTON ROAD	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
STATION ROAD	3.00	2.90	1.00	6.00	6.00	7.00	5.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
POUND STREET		(calculated)	(calculated)	0.604	207.628
STATION ROAD		(calculated)	(calculated)	0.548	208.311
TILLINGTON ROAD		(calculated)	(calculated)	0.592	239.819

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
POUND STREET	DIRECT	✓	N/A	100.000
STATION ROAD	DIRECT	✓	N/A	100.000
TILLINGTON ROAD	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
POUND STREET	-	N/A
STATION ROAD	DIRECT	N/A
TILLINGTON ROAD	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (07:45-08:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	69.000	55.000
	STATION ROAD	96.000	0.000	75.000
	TILLINGTON ROAD	74.000	57.000	0.000

Turning Proportions (Veh) - (untitled) - (07:45-08:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.56	0.44
	STATION ROAD	0.56	0.00	0.44
	TILLINGTON ROAD	0.56	0.44	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:00-08:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	79.000	42.000
	STATION ROAD	73.000	0.000	58.000
	TILLINGTON ROAD	60.000	62.000	0.000

Turning Proportions (Veh) - (untitled) - (08:00-08:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.65	0.35
	STATION ROAD	0.56	0.00	0.44
	TILLINGTON ROAD	0.49	0.51	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:15-08:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	77.000	58.000
	STATION ROAD	97.000	0.000	59.000
	TILLINGTON ROAD	57.000	66.000	0.000

Turning Proportions (Veh) - (untitled) - (08:15-08:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.57	0.43
	STATION ROAD	0.62	0.00	0.38
	TILLINGTON ROAD	0.46	0.54	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:30-08:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	62.000	38.000
	STATION ROAD	112.000	0.000	58.000
	TILLINGTON ROAD	82.000	48.000	0.000

Turning Proportions (Veh) - (untitled) - (08:30-08:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.62	0.38
	STATION ROAD	0.66	0.00	0.34
	TILLINGTON ROAD	0.63	0.37	0.00

Vehicle Mix

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

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.040	1.040
	STATION ROAD	1.010	1.000	1.030
	TILLINGTON ROAD	1.000	1.060	1.000

Heavy Vehicle Percentages - (untitled) - (07:45-08:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	4.0	4.0
	STATION ROAD	1.0	0.0	3.0
	TILLINGTON ROAD	0.0	6.0	0.0

Average PCU Per Vehicle - (untitled) - (08:00-08:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.050	1.000
	STATION ROAD	1.000	1.000	1.020
	TILLINGTON ROAD	1.040	1.060	1.000

Heavy Vehicle Percentages - (untitled) - (08:00-08:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	5.0	0.0
	STATION ROAD	0.0	0.0	2.0
	TILLINGTON ROAD	4.0	6.0	0.0

Average PCU Per Vehicle - (untitled) - (08:15-08:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.000	1.020
	STATION ROAD	1.010	1.000	1.060
	TILLINGTON ROAD	1.020	1.070	1.000

Heavy Vehicle Percentages - (untitled) - (08:15-08:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	0.0	2.0
	STATION ROAD	1.0	0.0	6.0
	TILLINGTON ROAD	2.0	7.0	0.0

Average PCU Per Vehicle - (untitled) - (08:30-08:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.020	1.000
	STATION ROAD	1.000	1.000	1.100
	TILLINGTON ROAD	1.010	1.070	1.000

Heavy Vehicle Percentages - (untitled) - (08:30-08:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	2.0	0.0
	STATION ROAD	0.0	0.0	10.0
	TILLINGTON ROAD	1.0	7.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
POUND STREET	0.82	28.66	4.05	D
STATION ROAD	0.98	54.10	11.01	F
TILLINGTON ROAD	0.77	21.93	3.02	C

Main Results for each time segment

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	124.00	121.24	55.94	0.00	165.19	0.751	2.76	19.430	C
STATION ROAD	171.00	159.94	53.78	5.65	174.40	0.981	11.06	46.417	E
TILLINGTON ROAD	131.00	128.57	89.79	0.00	181.42	0.722	2.43	16.357	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	121.00	120.96	62.03	0.00	162.58	0.744	2.81	21.513	C
STATION ROAD	131.00	139.38	42.26	6.74	183.37	0.714	2.68	23.734	C
TILLINGTON ROAD	122.00	122.40	77.72	0.00	184.62	0.661	2.03	14.578	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	135.00	133.72	65.82	0.00	163.60	0.825	4.11	28.662	D
STATION ROAD	156.00	151.80	57.22	8.26	171.45	0.910	6.87	39.124	E
TILLINGTON ROAD	123.00	122.78	94.22	0.00	175.31	0.702	2.25	17.017	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	100.00	102.73	48.08	0.00	174.42	0.573	1.39	12.997	B
STATION ROAD	170.00	167.16	39.24	8.26	180.66	0.941	9.70	54.102	F
TILLINGTON ROAD	130.00	129.20	109.88	0.00	169.29	0.768	3.04	21.928	C

(Default Analysis Set) - 3. BASE+DEV 2032 PO, PM

Data Errors and Warnings

No errors or warnings

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
3. BASE+DEV 2032 PO, PM	3. BASE+DEV 2032 PO	PM		DIRECT	16:15	17:15	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	1,2,3	83.40	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
POUND STREET	1	POUND STREET	
STATION ROAD	2	STATION ROAD	
TILLINGTON ROAD	3	TILLINGTON ROAD	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
POUND STREET	0.00	24999.75
STATION ROAD	0.00	24999.75
TILLINGTON ROAD	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
POUND STREET	3.00	3.00	3.00	0.00	16.20	16.50	0.00	
STATION ROAD	3.40	3.00	6.30	3.60	11.20	8.50	0.00	
TILLINGTON ROAD	3.20	3.20	6.80	8.00	13.00	10.00	0.00	

Pedestrian Crossings

Name	Crossing Type
POUND STREET	None
STATION ROAD	Puffin
TILLINGTON ROAD	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
STATION ROAD	3.00	2.90	1.00	6.00	6.00	7.00	5.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
POUND STREET		(calculated)	(calculated)	0.604	207.628
STATION ROAD		(calculated)	(calculated)	0.548	208.311
TILLINGTON ROAD		(calculated)	(calculated)	0.592	239.819

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
POUND STREET	DIRECT	✓	N/A	100.000
STATION ROAD	DIRECT	✓	N/A	100.000
TILLINGTON ROAD	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
POUND STREET	-	N/A
STATION ROAD	DIRECT	N/A
TILLINGTON ROAD	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:15-16:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	98.000	68.000
	STATION ROAD	61.000	0.000	49.000
	TILLINGTON ROAD	62.000	53.000	0.000

Turning Proportions (Veh) - (untitled) - (16:15-16:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.59	0.41
	STATION ROAD	0.55	0.00	0.45
	TILLINGTON ROAD	0.54	0.46	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:30-16:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	91.000	73.000
	STATION ROAD	70.000	0.000	53.000
	TILLINGTON ROAD	60.000	54.000	0.000

Turning Proportions (Veh) - (untitled) - (16:30-16:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.55	0.45
	STATION ROAD	0.57	0.00	0.43
	TILLINGTON ROAD	0.53	0.47	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:45-17:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	100.000	79.000
	STATION ROAD	60.000	0.000	46.000
	TILLINGTON ROAD	57.000	57.000	0.000

Turning Proportions (Veh) - (untitled) - (16:45-17:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.56	0.44
	STATION ROAD	0.57	0.00	0.43
	TILLINGTON ROAD	0.50	0.50	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (17:00-17:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	100.000	75.000
	STATION ROAD	59.000	0.000	42.000
	TILLINGTON ROAD	59.000	67.000	0.000

Turning Proportions (Veh) - (untitled) - (17:00-17:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.57	0.43
	STATION ROAD	0.58	0.00	0.42
	TILLINGTON ROAD	0.47	0.53	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) - (16:15-16:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.000	1.020
	STATION ROAD	1.000	1.000	1.020
	TILLINGTON ROAD	1.000	1.050	1.000

Heavy Vehicle Percentages - (untitled) - (16:15-16:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	0.0	2.0
	STATION ROAD	0.0	0.0	2.0
	TILLINGTON ROAD	0.0	5.0	0.0

Average PCU Per Vehicle - (untitled) - (16:30-16:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.010	1.020
	STATION ROAD	1.000	1.000	1.000
	TILLINGTON ROAD	1.020	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (16:30-16:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	1.0	2.0
	STATION ROAD	0.0	0.0	0.0
	TILLINGTON ROAD	2.0	0.0	0.0

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

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.030	1.000
	STATION ROAD	1.060	1.000	1.000
	TILLINGTON ROAD	1.020	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (16:45-17:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	3.0	0.0
	STATION ROAD	6.0	0.0	0.0
	TILLINGTON ROAD	2.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (17:00-17:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.000	1.000
	STATION ROAD	1.000	1.000	1.100
	TILLINGTON ROAD	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (17:00-17:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	0.0	0.0
	STATION ROAD	0.0	0.0	10.0
	TILLINGTON ROAD	0.0	2.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
POUND STREET	1.05	174.58	34.37	F
STATION ROAD	0.73	19.23	2.49	C
TILLINGTON ROAD	0.62	11.66	1.59	B

Main Results for each time segment

Main results: (16:15-16:30)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	166.00	156.50	52.39	0.00	172.97	0.960	9.50	42.355	E
STATION ROAD	110.00	108.21	64.11	5.65	168.54	0.653	1.79	14.520	B
TILLINGTON ROAD	115.00	113.68	60.01	0.00	199.71	0.576	1.32	10.310	B

Main results: (16:30-16:45)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	164.00	161.98	53.96	0.00	172.56	0.951	11.52	67.344	F
STATION ROAD	123.00	122.25	71.76	6.74	168.19	0.731	2.54	19.234	C
TILLINGTON ROAD	114.00	113.96	69.55	0.00	196.57	0.580	1.36	10.886	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	179.00	166.39	56.97	0.00	169.71	1.055	24.13	112.521	F
STATION ROAD	106.00	106.59	73.48	8.26	162.61	0.652	1.95	16.248	C
TILLINGTON ROAD	114.00	114.00	60.34	0.00	198.09	0.576	1.36	10.704	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	175.00	164.39	66.83	0.00	166.02	1.051	34.73	174.579	F
STATION ROAD	101.00	101.26	70.77	8.26	162.79	0.620	1.69	14.707	B
TILLINGTON ROAD	126.00	125.76	59.12	0.00	202.63	0.622	1.60	11.664	B

(Default Analysis Set) - 5. BASE+DEV 2032 MID+60%, AM

Data Errors and Warnings

No errors or warnings

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
5. BASE+DEV 2032 MID+60%, AM	5. BASE+DEV 2032 MID+60%	AM		DIRECT	07:45	08:45	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	1,2,3	42.29	E

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
POUND STREET	1	POUND STREET	
STATION ROAD	2	STATION ROAD	
TILLINGTON ROAD	3	TILLINGTON ROAD	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
POUND STREET	0.00	24999.75
STATION ROAD	0.00	24999.75
TILLINGTON ROAD	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
POUND STREET	3.00	3.00	3.00	0.00	16.20	16.50	0.00	
STATION ROAD	3.40	3.00	6.30	3.60	11.20	8.50	0.00	
TILLINGTON ROAD	3.20	3.20	6.80	8.00	13.00	10.00	0.00	

Pedestrian Crossings

Name	Crossing Type
POUND STREET	None
STATION ROAD	Puffin
TILLINGTON ROAD	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
STATION ROAD	3.00	2.90	1.00	6.00	6.00	7.00	5.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
POUND STREET		(calculated)	(calculated)	0.604	207.628
STATION ROAD		(calculated)	(calculated)	0.548	208.311
TILLINGTON ROAD		(calculated)	(calculated)	0.592	239.819

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
POUND STREET	DIRECT	✓	N/A	100.000
STATION ROAD	DIRECT	✓	N/A	100.000
TILLINGTON ROAD	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
POUND STREET	-	N/A
STATION ROAD	DIRECT	N/A
TILLINGTON ROAD	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (07:45-08:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	71.000	56.000
	STATION ROAD	99.000	0.000	76.000
	TILLINGTON ROAD	75.000	58.000	0.000

Turning Proportions (Veh) - (untitled) - (07:45-08:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.56	0.44
	STATION ROAD	0.57	0.00	0.43
	TILLINGTON ROAD	0.56	0.44	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:00-08:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	81.000	43.000
	STATION ROAD	76.000	0.000	59.000
	TILLINGTON ROAD	61.000	62.000	0.000

Turning Proportions (Veh) - (untitled) - (08:00-08:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.65	0.35
	STATION ROAD	0.56	0.00	0.44
	TILLINGTON ROAD	0.50	0.50	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:15-08:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	79.000	59.000
	STATION ROAD	100.000	0.000	60.000
	TILLINGTON ROAD	58.000	67.000	0.000

Turning Proportions (Veh) - (untitled) - (08:15-08:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.57	0.43
	STATION ROAD	0.63	0.00	0.38
	TILLINGTON ROAD	0.46	0.54	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:30-08:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	64.000	39.000
	STATION ROAD	115.000	0.000	59.000
	TILLINGTON ROAD	83.000	49.000	0.000

Turning Proportions (Veh) - (untitled) - (08:30-08:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.62	0.38
	STATION ROAD	0.66	0.00	0.34
	TILLINGTON ROAD	0.63	0.37	0.00

Vehicle Mix

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

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.040	1.040
	STATION ROAD	1.010	1.000	1.030
	TILLINGTON ROAD	1.000	1.060	1.000

Heavy Vehicle Percentages - (untitled) - (07:45-08:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	4.0	4.0
	STATION ROAD	1.0	0.0	3.0
	TILLINGTON ROAD	0.0	6.0	0.0

Average PCU Per Vehicle - (untitled) - (08:00-08:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.050	1.000
	STATION ROAD	1.000	1.000	1.020
	TILLINGTON ROAD	1.040	1.000	1.060

Heavy Vehicle Percentages - (untitled) - (08:00-08:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	5.0	0.0
	STATION ROAD	0.0	0.0	2.0
	TILLINGTON ROAD	4.0	0.0	6.0

Average PCU Per Vehicle - (untitled) - (08:15-08:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.000	1.020
	STATION ROAD	1.010	1.000	1.060
	TILLINGTON ROAD	1.020	1.070	1.000

Heavy Vehicle Percentages - (untitled) - (08:15-08:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	0.0	2.0
	STATION ROAD	1.0	0.0	6.0
	TILLINGTON ROAD	2.0	7.0	0.0

Average PCU Per Vehicle - (untitled) - (08:30-08:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.020	1.000
	STATION ROAD	1.000	1.000	1.100
	TILLINGTON ROAD	1.010	1.070	1.000

Heavy Vehicle Percentages - (untitled) - (08:30-08:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	2.0	0.0
	STATION ROAD	0.0	0.0	10.0
	TILLINGTON ROAD	1.0	7.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
POUND STREET	0.85	31.64	4.57	D
STATION ROAD	1.01	65.38	13.21	F
TILLINGTON ROAD	0.79	23.67	3.33	C

Main Results for each time segment

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	127.00	123.95	56.86	0.00	164.62	0.771	3.05	20.817	C
STATION ROAD	175.00	161.73	54.66	5.65	173.92	1.006	13.27	52.268	F
TILLINGTON ROAD	133.00	130.39	91.49	0.00	180.42	0.737	2.61	17.202	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	124.00	124.01	62.13	0.00	164.65	0.753	3.05	22.137	C
STATION ROAD	135.00	145.20	43.30	6.74	182.80	0.738	3.07	28.991	D
TILLINGTON ROAD	123.00	123.61	81.78	0.00	187.62	0.655	1.98	14.210	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	138.00	136.43	66.71	0.00	163.08	0.846	4.64	31.638	D
STATION ROAD	160.00	154.83	58.08	8.26	171.02	0.936	8.24	45.028	E
TILLINGTON ROAD	125.00	124.57	96.58	0.00	174.05	0.719	2.41	17.980	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	103.00	106.14	49.06	0.00	173.79	0.593	1.50	13.870	B
STATION ROAD	174.00	170.02	40.42	8.26	180.08	0.966	12.20	65.384	F
TILLINGTON ROAD	132.00	131.08	112.08	0.00	168.00	0.785	3.33	23.672	C

(Default Analysis Set) - 5. BASE+DEV 2032 MID+60%, PM

Data Errors and Warnings

No errors or warnings

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
5. BASE+DEV 2032 MID+60%, PM	5. BASE+DEV 2032 MID+60%	PM		DIRECT	16:15	17:15	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	1,2,3	105.36	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
POUND STREET	1	POUND STREET	
STATION ROAD	2	STATION ROAD	
TILLINGTON ROAD	3	TILLINGTON ROAD	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
POUND STREET	0.00	24999.75
STATION ROAD	0.00	24999.75
TILLINGTON ROAD	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
POUND STREET	3.00	3.00	3.00	0.00	16.20	16.50	0.00	
STATION ROAD	3.40	3.00	6.30	3.60	11.20	8.50	0.00	
TILLINGTON ROAD	3.20	3.20	6.80	8.00	13.00	10.00	0.00	

Pedestrian Crossings

Name	Crossing Type
POUND STREET	None
STATION ROAD	Puffin
TILLINGTON ROAD	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
STATION ROAD	3.00	2.90	1.00	6.00	6.00	7.00	5.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
POUND STREET		(calculated)	(calculated)	0.604	207.628
STATION ROAD		(calculated)	(calculated)	0.548	208.311
TILLINGTON ROAD		(calculated)	(calculated)	0.592	239.819

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
POUND STREET	DIRECT	✓	N/A	100.000
STATION ROAD	DIRECT	✓	N/A	100.000
TILLINGTON ROAD	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
POUND STREET	-	N/A
STATION ROAD	DIRECT	N/A
TILLINGTON ROAD	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:15-16:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	101.000	70.000
	STATION ROAD	63.000	0.000	49.000
	TILLINGTON ROAD	62.000	54.000	0.000

Turning Proportions (Veh) - (untitled) - (16:15-16:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.59	0.41
	STATION ROAD	0.56	0.00	0.44
	TILLINGTON ROAD	0.53	0.47	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:30-16:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	94.000	74.000
	STATION ROAD	71.000	0.000	54.000
	TILLINGTON ROAD	61.000	55.000	0.000

Turning Proportions (Veh) - (untitled) - (16:30-16:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.56	0.44
	STATION ROAD	0.57	0.00	0.43
	TILLINGTON ROAD	0.53	0.47	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:45-17:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	103.000	80.000
	STATION ROAD	62.000	0.000	47.000
	TILLINGTON ROAD	58.000	58.000	0.000

Turning Proportions (Veh) - (untitled) - (16:45-17:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.56	0.44
	STATION ROAD	0.57	0.00	0.43
	TILLINGTON ROAD	0.50	0.50	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (17:00-17:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.000	103.000	77.000
	STATION ROAD	61.000	0.000	42.000
	TILLINGTON ROAD	60.000	67.000	0.000

Turning Proportions (Veh) - (untitled) - (17:00-17:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.00	0.57	0.43
	STATION ROAD	0.59	0.00	0.41
	TILLINGTON ROAD	0.47	0.53	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) - (16:15-16:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.000	1.020
	STATION ROAD	1.000	1.000	1.020
	TILLINGTON ROAD	1.000	1.050	1.000

Heavy Vehicle Percentages - (untitled) - (16:15-16:30)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	0.0	2.0
	STATION ROAD	0.0	0.0	2.0
	TILLINGTON ROAD	0.0	5.0	0.0

Average PCU Per Vehicle - (untitled) - (16:30-16:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.010	1.020
	STATION ROAD	1.000	1.000	1.000
	TILLINGTON ROAD	1.020	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (16:30-16:45)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	1.0	2.0
	STATION ROAD	0.0	0.0	0.0
	TILLINGTON ROAD	2.0	0.0	0.0

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

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.030	1.000
	STATION ROAD	1.060	1.000	1.000
	TILLINGTON ROAD	1.020	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (16:45-17:00)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	3.0	0.0
	STATION ROAD	6.0	0.0	0.0
	TILLINGTON ROAD	2.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (17:00-17:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	1.000	1.000	1.000
	STATION ROAD	1.000	1.000	1.000
	TILLINGTON ROAD	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (17:00-17:15)

		To		
		POUND STREET	STATION ROAD	TILLINGTON ROAD
From	POUND STREET	0.0	0.0	0.0
	STATION ROAD	0.0	0.0	0.0
	TILLINGTON ROAD	0.0	2.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
POUND STREET	1.08	223.44	45.62	F
STATION ROAD	0.74	20.14	2.68	C
TILLINGTON ROAD	0.63	12.01	1.65	B

Main Results for each time segment

Main results: (16:15-16:30)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	171.00	159.05	53.36	0.00	172.36	0.992	11.95	49.320	E
STATION ROAD	112.00	110.11	65.11	5.65	168.29	0.666	1.89	15.023	C
TILLINGTON ROAD	116.00	114.63	61.94	0.00	198.55	0.584	1.37	10.563	B

Main results: (16:30-16:45)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	168.00	164.77	54.96	0.00	171.99	0.977	15.18	85.092	F
STATION ROAD	125.00	124.19	72.21	6.74	167.94	0.744	2.70	20.144	C
TILLINGTON ROAD	116.00	115.94	70.53	0.00	196.00	0.592	1.42	11.227	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	183.00	167.06	57.96	0.00	169.10	1.082	31.12	140.521	F
STATION ROAD	109.00	109.58	73.08	8.26	162.78	0.670	2.12	17.122	C
TILLINGTON ROAD	116.00	116.00	62.32	0.00	196.87	0.589	1.42	11.126	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
POUND STREET	180.00	165.00	66.84	0.00	165.89	1.082	46.10	223.444	F
STATION ROAD	103.00	103.51	70.88	8.26	169.35	0.608	1.61	13.782	B
TILLINGTON ROAD	127.00	126.77	61.25	0.00	201.39	0.631	1.66	12.013	B

Appendix R: West Sussex County Transport Model Outputs

Select Links for South Downs National Park

West Sussex County Transport Model - Horsham District Transport & Development Study
Reference Case 2031

Midhurst

		Divertible Origins						Divertible Destinations												
	Approach	**Origin 1**	**Origin 2**	**Origin 3**	**Origin 4**	**Origin 5**	**All Divertible Origins**	**Destination**	**Destination**	**Destination**	**Destination**	**Destination 5**	**Origin 1 to all Destinations**	**Origin 2 to all Destinations**	**Origin 3 to all Destinations**	**Origin 4 to all Destinations**	**Origin 5 to all Destinations**	**All Divertible OD pairs**	**%Divertib**
A272W		Sheet	Hill Brow	Harting				Billingshurst	Pulborough	Coldwaltham	Bury		Sheet	Hill Brow	Harting				
	528	169	48	28			245						56	5	7			68	13%
A272N		Haslemere	Billingshur	Pulborough	Coldwaltha	Bury		Sheet	Hill Brow	Harting	Lavant	Goodwood	Haslemere	Billingshurst	Pulborough	Coldwaltha	Bury		
	887	164	131	32	41	10	378						149	63	12	19	2	245	28%
A286S		Lavant	Goodwood	Halnaker				Sheet	Hill Brow	**Liphook**	**Haslemere**	Billingshurst	Lavant	Goodwood	Halnaker				
	872	266	151	32			449	Pulborough	Coldwaltham	Bury			225	117	26			368	42%

Petworth

		Divertible Origins						Divertible Destinations												
	Approach	**Origin 1**	**Origin 2**	**Origin 3**	**Origin 4**	**Origin 5**	**All Divertible Origins**	**Destination**	**Destination**	**Destination**	**Destination**	**Destination 5**	**Origin 1 to all Destinations**	**Origin 2 to all Destinations**	**Origin 3 to all Destinations**	**Origin 4 to all Destinations**	**Origin 5 to all Destinations**	**All Divertible OD pairs**	**%Divertib**
A272N		Haslemere	Milford	Capel	BBH	Buck Barn		Rogate	Harting	Lavant	Halnaker	Eartham	Haslemere	Milford	Capel	BBH	Buck Barn		
	735	37	84	5	388	76	590	Slindon	Arundel	Washington			15	30	2	259	44	350	48%
A283E		Slindon	Arundel	Washingto	Rock	Ashington		Haslemere	Milford				Slindon	Arundel	Washingto	Rock	Ashington		
	390	9	165	1	17	1	193						8	152	0	0	0	160	41%

Appendix S: Midhurst Sensitivity Testing

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.6.541 [19821,26/11/2015]
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Filename: A272 - A286 RUMBOLDS HILL - WEST ST - BEPTON RD_October review - 10%.arc8
Path: E:\stage 1
Report generation date: 31/10/2016 08:56:19

» (Default Analysis Set) - 1. BASE 2016, AM
» (Default Analysis Set) - 1. BASE 2016, PM
» (Default Analysis Set) - 2. BASE 2032, AM
» (Default Analysis Set) - 2. BASE 2032, PM
» (Default Analysis Set) - 3. BASE + DEV PO 2032, AM
» (Default Analysis Set) - 3. BASE + DEV PO 2032, PM
» (Default Analysis Set) - 4. BASE + DEV MID+60% 2032, AM
» (Default Analysis Set) - 4. BASE + DEV MID+60% 2032, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 1. BASE 2016							
A286 Rumbolds Hill	2.06	18.70	0.68	C	4.70	32.08	0.85	D
West Street	0.31	11.41	0.23	B	0.29	12.47	0.23	B
A286 Bepton Road	4.17	40.68	0.83	E	4.96	46.37	0.86	E
A272 Petersfield Road	2.49	19.26	0.73	C	1.60	14.12	0.62	B
	A1 - 2. BASE 2032							
A286 Rumbolds Hill	11.52	77.48	0.97	F	45.74	216.48	1.13	F
West Street	0.61	17.81	0.38	C	0.49	17.30	0.34	C
A286 Bepton Road	43.74	294.46	1.17	F	62.13	484.65	1.23	F
A272 Petersfield Road	10.71	60.86	0.98	F	4.45	31.78	0.84	D
	A1 - 3. BASE + DEV PO 2032							
A286 Rumbolds Hill	17.88	108.86	1.02	F	72.79	341.78	1.19	F
West Street	0.60	17.95	0.38	C	0.51	17.86	0.34	C
A286 Bepton Road	57.04	384.93	1.21	F	82.25	630.90	1.30	F
A272 Petersfield Road	14.89	78.38	1.02	F	5.27	36.49	0.86	E
	A1 - 4. BASE + DEV MID+60% 2032							
A286 Rumbolds Hill	19.41	119.12	1.02	F	80.85	387.97	1.20	F
West Street	0.62	18.37	0.38	C	0.51	18.00	0.35	C
A286 Bepton Road	61.40	421.54	1.23	F	85.98	658.06	1.31	F
A272 Petersfield Road	16.60	84.30	1.03	F	5.57	37.64	0.87	E

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

"D1 - 1. BASE 2016, AM " model duration: 08:15 - 09:15
"D2 - 1. BASE 2016, PM" model duration: 16:30 - 17:30
"D3 - 2. BASE 2032, AM" model duration: 08:15 - 09:15
"D4 - 2. BASE 2032, PM" model duration: 16:30 - 17:30
"D5 - 3. BASE + DEV PO 2032, AM" model duration: 08:15 - 09:15
"D6 - 3. BASE + DEV PO 2032, PM" model duration: 16:30 - 17:30
"D7 - 4. BASE + DEV MID+60% 2032, AM" model duration: 08:15 - 09:15
"D8 - 4. BASE + DEV MID+60% 2032, PM" model duration: 16:30 - 17:30

Run using Junctions 8.0.6.541 at 31/10/2016 08:56:13

File summary

Title	A286 RUMBOLDS HILL / WEST STREET / BEPTON ROAD / A272 PETERSFIELD ROAD
Location	
Site Number	
Date	22/03/2016
Version	
Status	(new file)
Identifier	
Client	SOUTH DOWNS NATIONAL PARK
Jobnumber	
Enumerator	IN
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	mph	Veh	Veh	perTimeSegment	s	-Min	perMin

(Default Analysis Set) - 1. BASE 2016, AM

Data Errors and Warnings

No errors or warnings

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
1. BASE 2016, AM	1. BASE 2016	AM		DIRECT	08:15	09:15	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	25.35	D

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	0.000	50.000	45.000
	West Street	6.000	0.000	2.000	7.000
	A286 Bepton Road	81.000	1.000	0.000	18.000
	A272 Petersfield Road	59.000	5.000	20.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.00	0.53	0.47
	West Street	0.40	0.00	0.13	0.47
	A286 Bepton Road	0.81	0.01	0.00	0.18
	A272 Petersfield Road	0.70	0.06	0.24	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	2.000	44.000	42.000
	West Street	7.000	0.000	2.000	7.000
	A286 Bepton Road	75.000	0.000	0.000	24.000
	A272 Petersfield Road	68.000	6.000	23.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.02	0.50	0.48
	West Street	0.44	0.00	0.13	0.44
	A286 Bepton Road	0.76	0.00	0.00	0.24
	A272 Petersfield Road	0.70	0.06	0.24	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	1.000	54.000	49.000
	West Street	15.000	0.000	1.000	8.000
	A286 Bepton Road	61.000	1.000	0.000	37.000
	A272 Petersfield Road	53.000	20.000	22.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.01	0.52	0.47
	West Street	0.63	0.00	0.04	0.33
	A286 Bepton Road	0.62	0.01	0.00	0.37
	A272 Petersfield Road	0.56	0.21	0.23	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	6.000	66.000	31.000
	West Street	2.000	0.000	1.000	7.000
	A286 Bepton Road	64.000	2.000	0.000	20.000
	A272 Petersfield Road	59.000	18.000	42.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.06	0.64	0.30
	West Street	0.20	0.00	0.10	0.70
	A286 Bepton Road	0.74	0.02	0.00	0.23
	A272 Petersfield Road	0.50	0.15	0.35	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.040
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.040	1.000	1.000	1.050
	A272 Petersfield Road	1.020	1.000	1.140	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	4.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	4.0	0.0	0.0	5.0
	A272 Petersfield Road	2.0	0.0	14.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.070
	A272 Petersfield Road	1.010	1.000	1.080	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	7.0
	A272 Petersfield Road	1.0	0.0	8.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.100	1.040
	West Street	1.070	1.000	1.000	1.000
	A286 Bepton Road	1.020	1.000	1.000	1.070
	A272 Petersfield Road	1.100	1.000	1.080	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	10.0	4.0
	West Street	7.0	0.0	0.0	0.0
	A286 Bepton Road	2.0	0.0	0.0	7.0
	A272 Petersfield Road	10.0	0.0	8.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.030
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.140
	A272 Petersfield Road	1.020	1.000	1.130	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	3.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	14.0
	A272 Petersfield Road	2.0	0.0	13.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	0.68	18.70	2.06	C
West Street	0.23	11.41	0.31	B
A286 Bepton Road	0.83	40.68	4.17	E
A272 Petersfield Road	0.73	19.26	2.49	C

Main Results for each time segment

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	95.00	93.75	25.63	0.00	168.63	0.563	1.25	11.834	B
West Street	15.00	14.85	113.48	0.00	113.68	0.132	0.15	9.092	A
A286 Bepton Road	100.00	96.73	57.28	3.75	126.31	0.792	3.27	27.984	D
A272 Petersfield Road	84.00	82.87	85.26	0.00	156.38	0.537	1.13	12.070	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	88.00	88.19	28.93	0.00	172.37	0.510	1.07	10.717	B
West Street	16.00	15.99	109.13	0.00	117.77	0.136	0.16	8.843	A
A286 Bepton Road	99.00	98.97	56.08	3.75	127.99	0.774	3.30	30.809	D
A272 Petersfield Road	97.00	96.68	82.17	0.00	161.63	0.600	1.45	13.777	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	104.00	103.17	42.73	0.00	156.28	0.666	1.89	16.686	C
West Street	24.00	23.86	124.17	0.00	102.58	0.234	0.30	11.412	B
A286 Bepton Road	99.00	98.11	71.47	3.75	118.97	0.832	4.19	40.680	E
A272 Petersfield Road	95.00	94.94	76.76	0.00	157.15	0.605	1.49	14.449	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	103.00	102.81	61.42	0.00	150.64	0.683	2.07	18.701	C
West Street	10.00	10.20	138.39	0.00	99.79	0.100	0.11	10.064	B
A286 Bepton Road	86.00	88.25	40.47	3.75	133.42	0.645	1.91	20.826	C
A272 Petersfield Road	119.00	118.03	69.34	0.00	163.71	0.727	2.48	19.260	C

(Default Analysis Set) - 1. BASE 2016, PM

Data Errors and Warnings

No errors or warnings

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
1. BASE 2016, PM	1. BASE 2016	PM		DIRECT	16:30	17:30	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	29.88	D

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	4.000	59.000	55.000
	West Street	2.000	0.000	1.000	4.000
	A286 Bepton Road	62.000	2.000	0.000	29.000
	A272 Petersfield Road	49.000	15.000	37.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.50	0.47
	West Street	0.29	0.00	0.14	0.57
	A286 Bepton Road	0.67	0.02	0.00	0.31
	A272 Petersfield Road	0.49	0.15	0.37	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	4.000	55.000	59.000
	West Street	6.000	0.000	2.000	14.000
	A286 Bepton Road	59.000	3.000	0.000	30.000
	A272 Petersfield Road	50.000	13.000	34.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.47	0.50
	West Street	0.27	0.00	0.09	0.64
	A286 Bepton Road	0.64	0.03	0.00	0.33
	A272 Petersfield Road	0.52	0.13	0.35	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	5.000	65.000	60.000
	West Street	6.000	0.000	1.000	12.000
	A286 Bepton Road	68.000	3.000	0.000	32.000
	A272 Petersfield Road	62.000	8.000	26.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.04	0.50	0.46
	West Street	0.32	0.00	0.05	0.63
	A286 Bepton Road	0.66	0.03	0.00	0.31
	A272 Petersfield Road	0.65	0.08	0.27	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	8.000	69.000	63.000
	West Street	7.000	0.000	3.000	8.000
	A286 Bepton Road	63.000	1.000	0.000	25.000
	A272 Petersfield Road	60.000	11.000	32.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.06	0.49	0.45
	West Street	0.39	0.00	0.17	0.44
	A286 Bepton Road	0.71	0.01	0.00	0.28
	A272 Petersfield Road	0.58	0.11	0.31	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.050	1.020
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.010	1.000	1.000	1.060
	A272 Petersfield Road	1.020	1.000	1.000	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	5.0	2.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	1.0	0.0	0.0	6.0
	A272 Petersfield Road	2.0	0.0	0.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.080
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.330	1.000	1.030
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	8.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	33.0	0.0	3.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.000
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	0.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.010
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.020	1.000	1.000	1.040
	A272 Petersfield Road	1.010	1.000	1.090	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	1.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	2.0	0.0	0.0	4.0
	A272 Petersfield Road	1.0	0.0	9.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	0.85	32.08	4.70	D
West Street	0.23	12.47	0.29	B
A286 Bepton Road	0.86	46.37	4.96	E
A272 Petersfield Road	0.62	14.12	1.60	B

Main Results for each time segment

Main results: (16:30-16:45)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	118.00	115.27	53.26	0.00	157.41	0.750	2.74	20.231	C
West Street	7.00	6.92	147.87	0.00	97.60	0.072	0.08	9.917	A
A286 Bepton Road	93.00	90.54	59.66	3.75	127.43	0.730	2.45	23.094	C
A272 Petersfield Road	101.00	99.67	64.29	0.00	174.55	0.579	1.33	11.823	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	118.00	117.80	49.99	0.00	155.86	0.757	2.94	23.385	C
West Street	22.00	21.78	147.83	0.00	96.20	0.229	0.29	12.060	B
A286 Bepton Road	92.00	90.94	78.61	3.75	114.47	0.804	3.52	36.294	E
A272 Petersfield Road	97.00	97.00	67.27	0.00	170.90	0.568	1.33	12.183	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	130.00	129.83	37.14	0.00	169.53	0.766	3.11	22.442	C
West Street	19.00	19.05	150.95	0.00	97.26	0.195	0.25	11.514	B
A286 Bepton Road	103.00	101.53	78.07	3.75	119.16	0.864	4.99	46.372	E
A272 Petersfield Road	96.00	95.99	75.93	0.00	166.87	0.575	1.34	12.695	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	140.00	138.34	43.93	0.00	164.55	0.851	4.77	32.076	D
West Street	18.00	18.00	162.37	0.00	90.19	0.200	0.25	12.467	B
A286 Bepton Road	89.00	90.68	77.32	3.75	118.75	0.750	3.31	33.754	D
A272 Petersfield Road	103.00	102.76	72.04	0.00	166.19	0.620	1.58	14.123	B

(Default Analysis Set) - 2. BASE 2032, AM

Data Errors and Warnings

No errors or warnings

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
2. BASE 2032, AM	2. BASE 2032	AM		DIRECT	08:15	09:15	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	135.71	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	0.000	72.000	60.000
	West Street	7.000	0.000	2.000	9.000
	A286 Bepton Road	104.000	1.000	0.000	22.000
	A272 Petersfield Road	74.000	6.000	24.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.00	0.55	0.45
	West Street	0.39	0.00	0.11	0.50
	A286 Bepton Road	0.82	0.01	0.00	0.17
	A272 Petersfield Road	0.71	0.06	0.23	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	2.000	65.000	56.000
	West Street	9.000	0.000	2.000	9.000
	A286 Bepton Road	96.000	0.000	0.000	30.000
	A272 Petersfield Road	86.000	7.000	28.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.02	0.53	0.46
	West Street	0.45	0.00	0.10	0.45
	A286 Bepton Road	0.76	0.00	0.00	0.24
	A272 Petersfield Road	0.71	0.06	0.23	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	1.000	77.000	64.000
	West Street	19.000	0.000	1.000	10.000
	A286 Bepton Road	80.000	1.000	0.000	46.000
	A272 Petersfield Road	67.000	25.000	27.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.01	0.54	0.45
	West Street	0.63	0.00	0.03	0.33
	A286 Bepton Road	0.63	0.01	0.00	0.36
	A272 Petersfield Road	0.56	0.21	0.23	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	7.000	91.000	42.000
	West Street	2.000	0.000	1.000	9.000
	A286 Bepton Road	83.000	2.000	0.000	24.000
	A272 Petersfield Road	74.000	22.000	52.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.05	0.65	0.30
	West Street	0.17	0.00	0.08	0.75
	A286 Bepton Road	0.76	0.02	0.00	0.22
	A272 Petersfield Road	0.50	0.15	0.35	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.040
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.040	1.000	1.000	1.050
	A272 Petersfield Road	1.020	1.000	1.140	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	4.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	4.0	0.0	0.0	5.0
	A272 Petersfield Road	2.0	0.0	14.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.070
	A272 Petersfield Road	1.010	1.000	1.080	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	7.0
	A272 Petersfield Road	1.0	0.0	8.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.100	1.040
	West Street	1.070	1.000	1.000	1.100
	A286 Bepton Road	1.020	1.000	1.000	1.070
	A272 Petersfield Road	1.100	1.000	1.080	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	10.0	4.0
	West Street	7.0	0.0	0.0	10.0
	A286 Bepton Road	2.0	0.0	0.0	7.0
	A272 Petersfield Road	10.0	0.0	8.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.030
	West Street	1.000	1.100	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.140
	A272 Petersfield Road	1.020	1.000	1.130	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	3.0
	West Street	0.0	10.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	14.0
	A272 Petersfield Road	2.0	0.0	13.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	0.97	77.48	11.52	F
West Street	0.38	17.81	0.61	C
A286 Bepton Road	1.17	294.46	43.74	F
A272 Petersfield Road	0.98	60.86	10.71	F

Main Results for each time segment

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	132.00	128.58	30.26	0.00	166.12	0.795	3.42	22.301	C
West Street	18.00	17.76	152.08	0.00	93.21	0.193	0.24	11.893	B
A286 Bepton Road	127.00	110.75	74.23	3.75	117.57	1.080	16.25	84.419	F
A272 Petersfield Road	104.00	101.86	98.48	0.00	149.56	0.695	2.14	18.149	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	123.00	123.59	34.76	0.00	169.10	0.727	2.83	20.090	C
West Street	20.00	19.98	149.34	0.00	97.01	0.206	0.26	11.679	B
A286 Bepton Road	126.00	117.12	74.24	3.75	118.91	1.060	25.16	178.771	F
A272 Petersfield Road	121.00	119.72	99.25	0.00	152.56	0.793	3.41	26.307	D

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	142.00	136.84	52.07	0.00	151.56	0.938	7.99	48.957	E
West Street	30.00	29.67	162.82	0.00	79.89	0.376	0.58	17.807	C
A286 Bepton Road	127.00	108.25	90.35	3.75	108.70	1.168	43.93	294.456	F
A272 Petersfield Road	119.00	118.77	90.92	0.00	149.89	0.795	3.60	28.508	D

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	140.00	136.36	72.09	0.00	144.68	0.965	11.58	77.482	F
West Street	12.00	12.39	178.97	0.00	77.77	0.154	0.19	13.848	B
A286 Bepton Road	109.00	124.28	53.52	3.75	127.34	0.859	28.43	264.760	F
A272 Petersfield Road	148.00	140.97	93.24	0.00	151.49	0.977	10.66	60.863	F

(Default Analysis Set) - 2. BASE 2032, PM

Data Errors and Warnings

No errors or warnings

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
2. BASE 2032, PM	2. BASE 2032	PM		DIRECT	16:30	17:30	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	231.14	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	5.000	77.000	70.000
	West Street	2.000	0.000	1.000	5.000
	A286 Bepton Road	86.000	2.000	0.000	36.000
	A272 Petersfield Road	64.000	19.000	46.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.51	0.46
	West Street	0.25	0.00	0.13	0.63
	A286 Bepton Road	0.69	0.02	0.00	0.29
	A272 Petersfield Road	0.50	0.15	0.36	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	5.000	72.000	75.000
	West Street	7.000	0.000	2.000	17.000
	A286 Bepton Road	81.000	4.000	0.000	37.000
	A272 Petersfield Road	66.000	16.000	43.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.47	0.49
	West Street	0.27	0.00	0.08	0.65
	A286 Bepton Road	0.66	0.03	0.00	0.30
	A272 Petersfield Road	0.53	0.13	0.34	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	6.000	84.000	77.000
	West Street	7.000	0.000	1.000	15.000
	A286 Bepton Road	92.000	4.000	0.000	39.000
	A272 Petersfield Road	81.000	10.000	33.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.04	0.50	0.46
	West Street	0.30	0.00	0.04	0.65
	A286 Bepton Road	0.68	0.03	0.00	0.29
	A272 Petersfield Road	0.65	0.08	0.27	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	10.000	90.000	80.000
	West Street	9.000	0.000	4.000	10.000
	A286 Bepton Road	87.000	1.000	0.000	31.000
	A272 Petersfield Road	78.000	14.000	39.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.06	0.50	0.44
	West Street	0.39	0.00	0.17	0.43
	A286 Bepton Road	0.73	0.01	0.00	0.26
	A272 Petersfield Road	0.60	0.11	0.30	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.050	1.020
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.010	1.000	1.000	1.060
	A272 Petersfield Road	1.020	1.000	1.000	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	5.0	2.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	1.0	0.0	0.0	6.0
	A272 Petersfield Road	2.0	0.0	0.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.080
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.330	1.000	1.030
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	8.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	33.0	0.0	3.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.000
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	0.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.010
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.020	1.000	1.000	1.040
	A272 Petersfield Road	1.010	1.000	1.090	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	1.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	2.0	0.0	0.0	4.0
	A272 Petersfield Road	1.0	0.0	9.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	1.13	216.48	45.74	F
West Street	0.34	17.30	0.49	C
A286 Bepton Road	1.23	484.65	62.13	F
A272 Petersfield Road	0.84	31.78	4.45	D

Main Results for each time segment

Main results: (16:30-16:45)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	152.00	139.94	65.21	0.00	151.55	1.003	12.06	55.500	F
West Street	8.00	7.89	180.20	0.00	80.82	0.099	0.11	12.323	B
A286 Bepton Road	124.00	112.10	71.35	3.75	121.52	1.020	11.90	67.259	F
A272 Petersfield Road	129.00	125.82	81.53	0.00	165.37	0.780	3.18	21.333	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	152.00	145.64	62.38	0.00	149.95	1.015	18.45	108.534	F
West Street	26.00	25.62	183.89	0.00	77.27	0.336	0.49	17.299	C
A286 Bepton Road	122.00	104.84	95.11	3.75	106.03	1.153	29.09	195.842	F
A272 Petersfield Road	125.00	125.00	80.11	0.00	164.10	0.762	3.18	23.005	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	167.00	160.73	46.72	0.00	163.82	1.014	24.73	134.397	F
West Street	23.00	23.06	188.26	0.00	77.88	0.295	0.43	16.441	C
A286 Bepton Road	135.00	108.57	96.76	3.75	108.82	1.235	55.54	363.842	F
A272 Petersfield Road	124.00	124.00	83.79	0.00	162.54	0.763	3.19	23.320	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	180.00	158.31	54.46	0.00	159.09	1.132	46.42	216.477	F
West Street	23.00	23.00	188.55	0.00	76.63	0.300	0.43	16.782	C
A286 Bepton Road	119.00	112.22	89.83	3.75	112.64	1.058	62.28	484.654	F
A272 Petersfield Road	131.00	129.80	90.39	0.00	156.62	0.837	4.39	31.785	D

(Default Analysis Set) - 3. BASE + DEV PO 2032, AM

Data Errors and Warnings

No errors or warnings

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
3. BASE + DEV PO 2032, AM	3. BASE + DEV PO 2032	AM		DIRECT	08:15	09:15	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	178.04	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	0.000	75.000	64.000
	West Street	7.000	0.000	2.000	9.000
	A286 Bepton Road	106.000	1.000	0.000	24.000
	A272 Petersfield Road	80.000	6.000	27.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.00	0.54	0.46
	West Street	0.39	0.00	0.11	0.50
	A286 Bepton Road	0.81	0.01	0.00	0.18
	A272 Petersfield Road	0.71	0.05	0.24	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	2.000	67.000	60.000
	West Street	9.000	0.000	2.000	9.000
	A286 Bepton Road	99.000	0.000	0.000	31.000
	A272 Petersfield Road	93.000	7.000	30.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.02	0.52	0.47
	West Street	0.45	0.00	0.10	0.45
	A286 Bepton Road	0.76	0.00	0.00	0.24
	A272 Petersfield Road	0.72	0.05	0.23	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	1.000	79.000	68.000
	West Street	19.000	0.000	1.000	10.000
	A286 Bepton Road	82.000	1.000	0.000	47.000
	A272 Petersfield Road	74.000	25.000	29.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.01	0.53	0.46
	West Street	0.63	0.00	0.03	0.33
	A286 Bepton Road	0.63	0.01	0.00	0.36
	A272 Petersfield Road	0.58	0.20	0.23	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	7.000	94.000	46.000
	West Street	2.000	0.000	1.000	9.000
	A286 Bepton Road	85.000	2.000	0.000	26.000
	A272 Petersfield Road	80.000	22.000	54.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.05	0.64	0.31
	West Street	0.17	0.00	0.08	0.75
	A286 Bepton Road	0.75	0.02	0.00	0.23
	A272 Petersfield Road	0.51	0.14	0.35	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.040
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.040	1.000	1.000	1.050
	A272 Petersfield Road	1.020	1.000	1.140	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	4.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	4.0	0.0	0.0	5.0
	A272 Petersfield Road	2.0	0.0	14.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.070
	A272 Petersfield Road	1.010	1.000	1.080	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	7.0
	A272 Petersfield Road	1.0	0.0	8.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.100	1.040
	West Street	1.070	1.000	1.000	1.000
	A286 Bepton Road	1.020	1.000	1.000	1.070
	A272 Petersfield Road	1.100	1.000	1.080	1.070

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	10.0	4.0
	West Street	7.0	0.0	0.0	0.0
	A286 Bepton Road	2.0	0.0	0.0	7.0
	A272 Petersfield Road	10.0	0.0	8.0	7.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.030
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.140
	A272 Petersfield Road	1.020	1.000	1.130	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	3.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	14.0
	A272 Petersfield Road	2.0	0.0	13.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	1.02	108.86	17.88	F
West Street	0.38	17.95	0.60	C
A286 Bepton Road	1.21	384.93	57.04	F
A272 Petersfield Road	1.02	78.38	14.89	F

Main Results for each time segment

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	139.00	134.52	33.04	0.00	164.58	0.845	4.48	26.923	D
West Street	18.00	17.75	160.86	0.00	88.45	0.203	0.25	12.686	B
A286 Bepton Road	131.00	110.39	77.72	3.75	115.75	1.132	20.61	101.402	F
A272 Petersfield Road	113.00	110.24	97.07	0.00	150.14	0.753	2.76	21.303	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	129.00	129.90	36.64	0.00	168.07	0.767	3.57	24.217	C
West Street	20.00	19.98	157.54	0.00	92.75	0.216	0.27	12.363	B
A286 Bepton Road	130.00	115.94	78.37	3.75	116.82	1.113	34.69	235.574	F
A272 Petersfield Road	130.00	128.10	98.40	0.00	152.99	0.849	4.66	33.511	D

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	148.00	140.62	53.69	0.00	150.83	0.983	10.95	62.222	F
West Street	30.00	29.69	168.53	0.00	79.52	0.377	0.59	17.947	C
A286 Bepton Road	130.00	107.44	93.31	3.75	107.66	1.207	57.28	384.927	F
A272 Petersfield Road	128.00	127.39	91.63	0.00	149.35	0.858	5.21	39.121	E

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	147.00	139.91	72.62	0.00	144.27	1.016	17.98	108.856	F
West Street	12.00	12.41	183.77	0.00	75.47	0.159	0.19	14.356	B
A286 Bepton Road	113.00	123.41	56.83	3.75	125.80	0.903	46.64	379.626	F
A272 Petersfield Road	156.00	146.43	90.06	0.00	153.22	1.018	14.83	78.379	F

(Default Analysis Set) - 3. BASE + DEV PO 2032, PM

Data Errors and Warnings

No errors or warnings

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
3. BASE + DEV PO 2032, PM	3. BASE + DEV PO 2032	PM		DIRECT	16:30	17:30	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	321.66	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	5.000	79.000	77.000
	West Street	2.000	0.000	1.000	5.000
	A286 Bepton Road	88.000	2.000	0.000	38.000
	A272 Petersfield Road	68.000	19.000	47.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.49	0.48
	West Street	0.25	0.00	0.13	0.63
	A286 Bepton Road	0.69	0.02	0.00	0.30
	A272 Petersfield Road	0.51	0.14	0.35	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	5.000	74.000	82.000
	West Street	7.000	0.000	2.000	17.000
	A286 Bepton Road	83.000	4.000	0.000	39.000
	A272 Petersfield Road	70.000	16.000	44.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.46	0.51
	West Street	0.27	0.00	0.08	0.65
	A286 Bepton Road	0.66	0.03	0.00	0.31
	A272 Petersfield Road	0.54	0.12	0.34	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	6.000	87.000	83.000
	West Street	7.000	0.000	1.000	15.000
	A286 Bepton Road	95.000	4.000	0.000	41.000
	A272 Petersfield Road	85.000	10.000	34.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.49	0.47
	West Street	0.30	0.00	0.04	0.65
	A286 Bepton Road	0.68	0.03	0.00	0.29
	A272 Petersfield Road	0.66	0.08	0.26	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	10.000	92.000	87.000
	West Street	9.000	0.000	4.000	10.000
	A286 Bepton Road	89.000	1.000	0.000	33.000
	A272 Petersfield Road	82.000	14.000	40.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.05	0.49	0.46
	West Street	0.39	0.00	0.17	0.43
	A286 Bepton Road	0.72	0.01	0.00	0.27
	A272 Petersfield Road	0.60	0.10	0.29	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.000
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	0.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.080
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.330	1.000	1.030
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	8.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	33.0	0.0	3.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.000
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	0.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.010
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.020	1.000	1.000	1.040
	A272 Petersfield Road	1.010	1.000	1.090	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	1.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	2.0	0.0	0.0	4.0
	A272 Petersfield Road	1.0	0.0	9.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	1.19	341.78	72.79	F
West Street	0.34	17.86	0.51	C
A286 Bepton Road	1.30	630.90	82.25	F
A272 Petersfield Road	0.86	36.49	5.27	E

Main Results for each time segment

Main results: (16:30-16:45)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	161.00	145.57	65.86	0.00	155.00	1.039	15.43	64.188	F
West Street	8.00	7.89	186.69	0.00	78.94	0.101	0.11	12.649	B
A286 Bepton Road	128.00	112.65	76.52	3.75	119.99	1.067	15.35	80.890	F
A272 Petersfield Road	134.00	130.14	81.18	0.00	163.82	0.818	3.86	24.496	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	161.00	147.90	63.23	0.00	149.89	1.079	28.53	148.597	F
West Street	26.00	25.60	187.37	0.00	75.60	0.344	0.51	17.864	C
A286 Bepton Road	126.00	103.85	98.49	3.75	104.48	1.210	37.55	247.766	F
A272 Petersfield Road	130.00	130.02	78.81	0.00	164.75	0.789	3.84	26.046	D

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	176.00	161.87	47.66	0.00	162.85	1.072	42.68	212.174	F
West Street	23.00	23.07	190.73	0.00	76.38	0.301	0.44	16.907	C
A286 Bepton Road	140.00	106.96	99.48	3.75	107.08	1.299	70.62	464.291	F
A272 Petersfield Road	129.00	129.01	82.01	0.00	163.45	0.789	3.82	26.237	D

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	189.00	158.30	55.59	0.00	158.56	1.193	73.37	341.780	F
West Street	23.00	23.00	190.21	0.00	75.79	0.303	0.44	17.052	C
A286 Bepton Road	123.00	111.24	92.41	3.75	111.43	1.107	82.34	630.899	F
A272 Petersfield Road	136.00	134.63	88.64	0.00	157.54	0.864	5.20	36.488	E

(Default Analysis Set) - 4. BASE + DEV MID+60% 2032, AM

Data Errors and Warnings

No errors or warnings

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
4. BASE + DEV MID+60% 2032, AM	4. BASE + DEV MID+60% 2032	AM		DIRECT	08:15	09:15	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	194.33	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	0.000	75.000	65.000
	West Street	7.000	0.000	2.000	9.000
	A286 Bepton Road	106.000	1.000	0.000	24.000
	A272 Petersfield Road	82.000	6.000	28.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.00	0.54	0.46
	West Street	0.39	0.00	0.11	0.50
	A286 Bepton Road	0.81	0.01	0.00	0.18
	A272 Petersfield Road	0.71	0.05	0.24	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	2.000	67.000	61.000
	West Street	9.000	0.000	2.000	9.000
	A286 Bepton Road	99.000	0.000	0.000	32.000
	A272 Petersfield Road	92.000	7.000	31.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.02	0.52	0.47
	West Street	0.45	0.00	0.10	0.45
	A286 Bepton Road	0.76	0.00	0.00	0.24
	A272 Petersfield Road	0.71	0.05	0.24	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	1.000	80.000	70.000
	West Street	19.000	0.000	1.000	10.000
	A286 Bepton Road	83.000	1.000	0.000	48.000
	A272 Petersfield Road	75.000	25.000	30.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.01	0.53	0.46
	West Street	0.63	0.00	0.03	0.33
	A286 Bepton Road	0.63	0.01	0.00	0.36
	A272 Petersfield Road	0.58	0.19	0.23	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	7.000	93.000	47.000
	West Street	2.000	0.000	1.000	9.000
	A286 Bepton Road	86.000	2.000	0.000	27.000
	A272 Petersfield Road	82.000	22.000	55.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.05	0.63	0.32
	West Street	0.17	0.00	0.08	0.75
	A286 Bepton Road	0.75	0.02	0.00	0.23
	A272 Petersfield Road	0.52	0.14	0.35	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.040
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.040	1.000	1.000	1.050
	A272 Petersfield Road	1.020	1.000	1.140	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	4.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	4.0	0.0	0.0	5.0
	A272 Petersfield Road	2.0	0.0	14.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.070
	A272 Petersfield Road	1.010	1.000	1.080	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	7.0
	A272 Petersfield Road	1.0	0.0	8.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.100	1.040
	West Street	1.070	1.000	1.000	1.000
	A286 Bepton Road	1.020	1.000	1.000	1.070
	A272 Petersfield Road	1.100	1.000	1.080	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	10.0	4.0
	West Street	7.0	0.0	0.0	0.0
	A286 Bepton Road	2.0	0.0	0.0	7.0
	A272 Petersfield Road	10.0	0.0	8.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.030
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.140
	A272 Petersfield Road	1.020	1.000	1.130	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	3.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	14.0
	A272 Petersfield Road	2.0	0.0	13.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	1.02	119.12	19.41	F
West Street	0.38	18.37	0.62	C
A286 Bepton Road	1.23	421.54	61.40	F
A272 Petersfield Road	1.03	84.30	16.60	F

Main Results for each time segment

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	140.00	135.30	33.95	0.00	164.07	0.853	4.70	27.909	D
West Street	18.00	17.75	162.57	0.00	87.51	0.206	0.25	12.855	B
A286 Bepton Road	131.00	110.05	78.59	3.75	115.30	1.136	20.95	103.030	F
A272 Petersfield Road	116.00	112.97	96.79	0.00	150.25	0.772	3.03	22.614	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	130.00	130.93	37.69	0.00	167.51	0.775	3.77	25.331	D
West Street	20.00	19.98	159.61	0.00	91.65	0.218	0.27	12.552	B
A286 Bepton Road	131.00	115.52	79.39	3.75	116.30	1.126	36.46	245.061	F
A272 Petersfield Road	130.00	128.39	97.54	0.00	153.35	0.847	4.64	33.636	D

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	151.00	141.95	54.55	0.00	150.43	1.005	12.81	69.336	F
West Street	30.00	29.68	170.81	0.00	78.36	0.383	0.60	18.366	C
A286 Bepton Road	132.00	106.85	94.50	3.75	107.02	1.233	61.65	410.337	F
A272 Petersfield Road	130.00	129.05	91.10	0.00	149.57	0.870	5.53	41.030	E

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	147.00	140.22	72.90	0.00	144.04	1.017	19.52	119.121	F
West Street	12.00	12.43	184.65	0.00	74.95	0.160	0.19	14.480	B
A286 Bepton Road	115.00	122.95	58.13	3.75	125.18	0.925	53.47	421.541	F
A272 Petersfield Road	159.00	148.04	88.71	0.00	153.91	1.033	16.54	84.296	F

(Default Analysis Set) - 4. BASE + DEV MID+60% 2032, PM

Data Errors and Warnings

No errors or warnings

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
4. BASE + DEV MID+60% 2032, PM	4. BASE + DEV MID+60% 2032	PM		DIRECT	16:30	17:30	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	347.71	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	5.000	79.000	78.000
	West Street	2.000	0.000	1.000	5.000
	A286 Bepton Road	88.000	2.000	0.000	38.000
	A272 Petersfield Road	68.000	18.000	47.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.49	0.48
	West Street	0.25	0.00	0.13	0.63
	A286 Bepton Road	0.69	0.02	0.00	0.30
	A272 Petersfield Road	0.51	0.14	0.35	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	5.000	75.000	84.000
	West Street	7.000	0.000	2.000	17.000
	A286 Bepton Road	83.000	4.000	0.000	40.000
	A272 Petersfield Road	71.000	16.000	44.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.46	0.51
	West Street	0.27	0.00	0.08	0.65
	A286 Bepton Road	0.65	0.03	0.00	0.31
	A272 Petersfield Road	0.54	0.12	0.34	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	6.000	87.000	85.000
	West Street	7.000	0.000	1.000	15.000
	A286 Bepton Road	94.000	4.000	0.000	42.000
	A272 Petersfield Road	85.000	10.000	34.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.49	0.48
	West Street	0.30	0.00	0.04	0.65
	A286 Bepton Road	0.67	0.03	0.00	0.30
	A272 Petersfield Road	0.66	0.08	0.26	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	10.000	92.000	88.000
	West Street	9.000	0.000	4.000	10.000
	A286 Bepton Road	89.000	1.000	0.000	34.000
	A272 Petersfield Road	83.000	14.000	41.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.05	0.48	0.46
	West Street	0.39	0.00	0.17	0.43
	A286 Bepton Road	0.72	0.01	0.00	0.27
	A272 Petersfield Road	0.60	0.10	0.30	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.050	1.020
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.010	1.000	1.000	1.060
	A272 Petersfield Road	1.020	1.000	1.000	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	5.0	2.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	1.0	0.0	0.0	6.0
	A272 Petersfield Road	2.0	0.0	0.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.080
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.330	1.000	1.030
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	8.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	33.0	0.0	3.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.000
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	0.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.010
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.020	1.000	1.000	1.040
	A272 Petersfield Road	1.010	1.000	1.090	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	1.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	2.0	0.0	0.0	4.0
	A272 Petersfield Road	1.0	0.0	9.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	1.20	387.97	80.85	F
West Street	0.35	18.00	0.51	C
A286 Bepton Road	1.31	658.06	85.98	F
A272 Petersfield Road	0.87	37.64	5.57	E

Main Results for each time segment

Main results: (16:30-16:45)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	162.00	143.81	65.01	0.00	151.72	1.068	18.19	73.085	F
West Street	8.00	7.89	185.11	0.00	78.31	0.102	0.11	12.740	B
A286 Bepton Road	128.00	112.00	76.14	3.75	119.00	1.076	16.00	83.848	F
A272 Petersfield Road	133.00	129.43	80.72	0.00	165.75	0.802	3.56	22.957	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	164.00	148.23	63.13	0.00	149.59	1.099	33.99	172.368	F
West Street	26.00	25.60	187.74	0.00	75.22	0.346	0.51	17.997	C
A286 Bepton Road	127.00	103.55	98.99	3.75	104.12	1.223	39.49	259.482	F
A272 Petersfield Road	131.00	130.91	78.13	0.00	165.26	0.793	3.65	25.966	D

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	178.00	161.94	47.59	0.00	162.63	1.084	50.06	247.508	F
West Street	23.00	23.07	190.86	0.00	76.19	0.302	0.44	16.967	C
A286 Bepton Road	140.00	106.27	100.58	3.75	106.38	1.307	73.24	485.130	F
A272 Petersfield Road	129.00	129.00	80.80	0.00	164.09	0.786	3.65	25.616	D

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	190.00	157.92	56.46	0.00	158.12	1.203	82.13	387.971	F
West Street	23.00	23.00	190.90	0.00	75.42	0.305	0.44	17.170	C
A286 Bepton Road	124.00	111.04	92.92	3.75	111.21	1.118	86.16	658.062	F
A272 Petersfield Road	138.00	136.17	87.68	0.00	158.00	0.874	5.49	37.640	E

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.6.541 [19821,26/11/2015]
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Filename: A272 - A286 RUMBOLDS HILL - WEST ST - BEPTON RD_October review - 20%.arc8
Path: E:\stage 1
Report generation date: 31/10/2016 09:17:01

» (Default Analysis Set) - 1. BASE 2016, AM
» (Default Analysis Set) - 1. BASE 2016, PM
» (Default Analysis Set) - 2. BASE 2032, AM
» (Default Analysis Set) - 2. BASE 2032, PM
» (Default Analysis Set) - 3. BASE + DEV PO 2032, AM
» (Default Analysis Set) - 3. BASE + DEV PO 2032, PM
» (Default Analysis Set) - 4. BASE + DEV MID+60% 2032, AM
» (Default Analysis Set) - 4. BASE + DEV MID+60% 2032, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 1. BASE 2016							
A286 Rumbolds Hill	1.43	14.51	0.60	B	2.82	21.21	0.76	C
West Street	0.28	10.41	0.22	B	0.26	11.10	0.21	B
A286 Bepton Road	2.40	25.83	0.72	D	2.64	27.60	0.74	D
A272 Petersfield Road	1.74	14.75	0.64	B	1.19	11.58	0.55	B
	A1 - 2. BASE 2032							
A286 Rumbolds Hill	4.85	37.47	0.85	E	13.95	77.30	1.00	F
West Street	0.53	15.39	0.34	C	0.43	15.40	0.30	C
A286 Bepton Road	13.64	110.52	1.00	F	21.96	172.23	1.07	F
A272 Petersfield Road	4.90	33.46	0.86	D	2.87	22.33	0.75	C
	A1 - 3. BASE + DEV PO 2032							
A286 Rumbolds Hill	6.56	48.51	0.90	E	22.84	114.60	1.05	F
West Street	0.53	15.61	0.34	C	0.45	16.06	0.32	C
A286 Bepton Road	20.08	151.01	1.05	F	33.67	281.06	1.14	F
A272 Petersfield Road	7.15	45.33	0.92	E	3.24	24.49	0.78	C
	A1 - 4. BASE + DEV MID+60% 2032							
A286 Rumbolds Hill	7.08	52.01	0.90	F	24.63	123.98	1.06	F
West Street	0.54	16.00	0.35	C	0.46	16.20	0.32	C
A286 Bepton Road	21.56	158.99	1.07	F	35.51	296.99	1.14	F
A272 Petersfield Road	8.41	51.37	0.94	F	3.33	24.96	0.78	C

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

"D1 - 1. BASE 2016, AM " model duration: 08:15 - 09:15
"D2 - 1. BASE 2016, PM" model duration: 16:30 - 17:30
"D3 - 2. BASE 2032, AM" model duration: 08:15 - 09:15
"D4 - 2. BASE 2032, PM" model duration: 16:30 - 17:30
"D5 - 3. BASE + DEV PO 2032, AM" model duration: 08:15 - 09:15
"D6 - 3. BASE + DEV PO 2032, PM" model duration: 16:30 - 17:30
"D7 - 4. BASE + DEV MID+60% 2032, AM" model duration: 08:15 - 09:15
"D8 - 4. BASE + DEV MID+60% 2032, PM" model duration: 16:30 - 17:30

Run using Junctions 8.0.6.541 at 31/10/2016 09:16:55

File summary

Title	A286 RUMBOLDS HILL / WEST STREET / BEPTON ROAD / A272 PETERSFIELD ROAD
Location	
Site Number	
Date	22/03/2016
Version	
Status	(new file)
Identifier	
Client	SOUTH DOWNS NATIONAL PARK
Jobnumber	
Enumerator	IN
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	mph	Veh	Veh	perTimeSegment	s	-Min	perMin

(Default Analysis Set) - 1. BASE 2016, AM

Data Errors and Warnings

No errors or warnings

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
1. BASE 2016, AM	1. BASE 2016	AM		DIRECT	08:15	09:15	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	17.84	C

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	0.000	45.000	40.000
	West Street	6.000	0.000	2.000	7.000
	A286 Bepton Road	72.000	1.000	0.000	16.000
	A272 Petersfield Road	52.000	5.000	18.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.00	0.53	0.47
	West Street	0.40	0.00	0.13	0.47
	A286 Bepton Road	0.81	0.01	0.00	0.18
	A272 Petersfield Road	0.69	0.07	0.24	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	2.000	39.000	38.000
	West Street	7.000	0.000	2.000	7.000
	A286 Bepton Road	66.000	0.000	0.000	22.000
	A272 Petersfield Road	61.000	6.000	20.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.49	0.48
	West Street	0.44	0.00	0.13	0.44
	A286 Bepton Road	0.75	0.00	0.00	0.25
	A272 Petersfield Road	0.70	0.07	0.23	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	1.000	48.000	43.000
	West Street	15.000	0.000	1.000	8.000
	A286 Bepton Road	54.000	1.000	0.000	33.000
	A272 Petersfield Road	47.000	20.000	19.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.01	0.52	0.47
	West Street	0.63	0.00	0.04	0.33
	A286 Bepton Road	0.61	0.01	0.00	0.38
	A272 Petersfield Road	0.55	0.23	0.22	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	6.000	58.000	27.000
	West Street	2.000	0.000	1.000	7.000
	A286 Bepton Road	57.000	2.000	0.000	18.000
	A272 Petersfield Road	52.000	18.000	38.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.07	0.64	0.30
	West Street	0.20	0.00	0.10	0.70
	A286 Bepton Road	0.74	0.03	0.00	0.23
	A272 Petersfield Road	0.48	0.17	0.35	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.040
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.040	1.000	1.000	1.050
	A272 Petersfield Road	1.020	1.000	1.140	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	4.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	4.0	0.0	0.0	5.0
	A272 Petersfield Road	2.0	0.0	14.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.070
	A272 Petersfield Road	1.010	1.000	1.080	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	7.0
	A272 Petersfield Road	1.0	0.0	8.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.100	1.040
	West Street	1.070	1.000	1.000	1.000
	A286 Bepton Road	1.020	1.000	1.000	1.070
	A272 Petersfield Road	1.100	1.000	1.080	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	10.0	4.0
	West Street	7.0	0.0	0.0	0.0
	A286 Bepton Road	2.0	0.0	0.0	7.0
	A272 Petersfield Road	10.0	0.0	8.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.030
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.140
	A272 Petersfield Road	1.020	1.000	1.130	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	3.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	14.0
	A272 Petersfield Road	2.0	0.0	13.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	0.60	14.51	1.43	B
West Street	0.22	10.41	0.28	B
A286 Bepton Road	0.72	25.83	2.40	D
A272 Petersfield Road	0.64	14.75	1.74	B

Main Results for each time segment

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	85.00	84.02	23.71	0.00	169.69	0.501	0.98	10.391	B
West Street	15.00	14.86	101.81	0.00	119.91	0.125	0.14	8.556	A
A286 Bepton Road	89.00	86.93	52.42	3.75	128.83	0.691	2.07	20.583	C
A272 Petersfield Road	75.00	74.14	77.24	0.00	160.58	0.467	0.86	10.314	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	79.00	79.13	25.97	0.00	174.00	0.454	0.85	9.503	A
West Street	16.00	15.99	97.12	0.00	124.02	0.129	0.15	8.331	A
A286 Bepton Road	88.00	88.00	52.05	3.75	129.97	0.677	2.08	21.426	C
A272 Petersfield Road	87.00	86.79	73.14	0.00	166.54	0.522	1.07	11.252	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	92.00	91.49	39.78	0.00	157.76	0.583	1.35	13.474	B
West Street	24.00	23.87	109.48	0.00	110.19	0.218	0.27	10.410	B
A286 Bepton Road	88.00	87.67	65.64	3.75	122.00	0.721	2.41	25.829	D
A272 Petersfield Road	86.00	85.93	69.95	0.00	160.86	0.535	1.13	11.998	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	91.00	90.91	57.61	0.00	152.80	0.595	1.43	14.510	B
West Street	10.00	10.18	122.64	0.00	108.23	0.092	0.10	9.193	A
A286 Bepton Road	77.00	78.03	36.39	3.75	135.47	0.569	1.37	15.944	C
A272 Petersfield Road	108.00	107.41	61.62	0.00	167.77	0.644	1.73	14.751	B

(Default Analysis Set) - 1. BASE 2016, PM

Data Errors and Warnings

No errors or warnings

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
1. BASE 2016, PM	1. BASE 2016	PM		DIRECT	16:30	17:30	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	19.63	C

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	4.000	52.000	49.000
	West Street	2.000	0.000	1.000	4.000
	A286 Bepton Road	55.000	2.000	0.000	26.000
	A272 Petersfield Road	43.000	15.000	33.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.04	0.50	0.47
	West Street	0.29	0.00	0.14	0.57
	A286 Bepton Road	0.66	0.02	0.00	0.31
	A272 Petersfield Road	0.47	0.16	0.36	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	4.000	49.000	53.000
	West Street	6.000	0.000	2.000	14.000
	A286 Bepton Road	52.000	3.000	0.000	26.000
	A272 Petersfield Road	45.000	13.000	30.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.04	0.46	0.50
	West Street	0.27	0.00	0.09	0.64
	A286 Bepton Road	0.64	0.04	0.00	0.32
	A272 Petersfield Road	0.51	0.15	0.34	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	5.000	58.000	54.000
	West Street	6.000	0.000	1.000	12.000
	A286 Bepton Road	60.000	3.000	0.000	28.000
	A272 Petersfield Road	55.000	8.000	23.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.04	0.50	0.46
	West Street	0.32	0.00	0.05	0.63
	A286 Bepton Road	0.66	0.03	0.00	0.31
	A272 Petersfield Road	0.64	0.09	0.27	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	8.000	62.000	56.000
	West Street	7.000	0.000	3.000	8.000
	A286 Bepton Road	56.000	1.000	0.000	25.000
	A272 Petersfield Road	54.000	11.000	28.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.06	0.49	0.44
	West Street	0.39	0.00	0.17	0.44
	A286 Bepton Road	0.68	0.01	0.00	0.30
	A272 Petersfield Road	0.58	0.12	0.30	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.050	1.020
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.010	1.000	1.000	1.060
	A272 Petersfield Road	1.020	1.000	1.000	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	5.0	2.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	1.0	0.0	0.0	6.0
	A272 Petersfield Road	2.0	0.0	0.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.080
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.330	1.000	1.030
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	8.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	33.0	0.0	3.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.000
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	0.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.010
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.020	1.000	1.000	1.040
	A272 Petersfield Road	1.010	1.000	1.090	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	1.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	2.0	0.0	0.0	4.0
	A272 Petersfield Road	1.0	0.0	9.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	0.76	21.21	2.82	C
West Street	0.21	11.10	0.26	B
A286 Bepton Road	0.74	27.60	2.64	D
A272 Petersfield Road	0.55	11.58	1.19	B

Main Results for each time segment

Main results: (16:30-16:45)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	105.00	103.16	49.42	0.00	159.32	0.659	1.84	15.563	C
West Street	7.00	6.93	131.86	0.00	105.91	0.066	0.07	9.086	A
A286 Bepton Road	83.00	81.32	54.08	3.75	129.61	0.640	1.68	18.067	C
A272 Petersfield Road	91.00	89.98	57.82	0.00	178.02	0.511	1.02	10.109	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	106.00	105.87	46.01	0.00	157.82	0.672	1.97	17.244	C
West Street	22.00	21.81	131.90	0.00	104.60	0.210	0.26	10.846	B
A286 Bepton Road	81.00	80.61	72.70	3.75	117.50	0.690	2.08	24.057	C
A272 Petersfield Road	88.00	88.00	60.70	0.00	174.48	0.504	1.02	10.410	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	117.00	116.89	34.12	0.00	171.14	0.683	2.08	16.518	C
West Street	19.00	19.04	134.98	0.00	105.43	0.180	0.22	10.424	B
A286 Bepton Road	91.00	90.42	72.05	3.75	122.27	0.744	2.66	27.596	D
A272 Petersfield Road	86.00	86.00	68.57	0.00	170.86	0.503	1.02	10.606	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	126.00	125.23	39.94	0.00	166.73	0.756	2.86	21.215	C
West Street	18.00	18.00	145.24	0.00	99.08	0.182	0.22	11.101	B
A286 Bepton Road	82.00	82.49	70.72	3.75	122.06	0.672	2.17	23.078	C
A272 Petersfield Road	93.00	92.85	64.32	0.00	170.37	0.546	1.17	11.581	B

(Default Analysis Set) - 2. BASE 2032, AM

Data Errors and Warnings

No errors or warnings

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
2. BASE 2032, AM	2. BASE 2032	AM		DIRECT	08:15	09:15	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	57.16	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	0.000	64.000	53.000
	West Street	7.000	0.000	2.000	9.000
	A286 Bepton Road	93.000	1.000	0.000	20.000
	A272 Petersfield Road	66.000	6.000	22.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.00	0.55	0.45
	West Street	0.39	0.00	0.11	0.50
	A286 Bepton Road	0.82	0.01	0.00	0.18
	A272 Petersfield Road	0.70	0.06	0.23	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	2.000	57.000	50.000
	West Street	9.000	0.000	2.000	9.000
	A286 Bepton Road	86.000	0.000	0.000	27.000
	A272 Petersfield Road	77.000	7.000	25.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.02	0.52	0.46
	West Street	0.45	0.00	0.10	0.45
	A286 Bepton Road	0.76	0.00	0.00	0.24
	A272 Petersfield Road	0.71	0.06	0.23	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	1.000	68.000	57.000
	West Street	19.000	0.000	1.000	10.000
	A286 Bepton Road	71.000	1.000	0.000	40.000
	A272 Petersfield Road	60.000	25.000	24.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.01	0.54	0.45
	West Street	0.63	0.00	0.03	0.33
	A286 Bepton Road	0.63	0.01	0.00	0.36
	A272 Petersfield Road	0.55	0.23	0.22	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	7.000	81.000	37.000
	West Street	2.000	0.000	1.000	9.000
	A286 Bepton Road	74.000	2.000	0.000	22.000
	A272 Petersfield Road	66.000	22.000	46.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.06	0.65	0.30
	West Street	0.17	0.00	0.08	0.75
	A286 Bepton Road	0.76	0.02	0.00	0.22
	A272 Petersfield Road	0.49	0.16	0.34	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.040
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.040	1.000	1.000	1.050
	A272 Petersfield Road	1.020	1.000	1.140	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	4.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	4.0	0.0	0.0	5.0
	A272 Petersfield Road	2.0	0.0	14.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.070
	A272 Petersfield Road	1.010	1.000	1.080	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	7.0
	A272 Petersfield Road	1.0	0.0	8.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.100	1.040
	West Street	1.070	1.000	1.000	1.100
	A286 Bepton Road	1.020	1.000	1.000	1.070
	A272 Petersfield Road	1.100	1.000	1.080	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	10.0	4.0
	West Street	7.0	0.0	0.0	10.0
	A286 Bepton Road	2.0	0.0	0.0	7.0
	A272 Petersfield Road	10.0	0.0	8.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.030
	West Street	1.000	1.100	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.140
	A272 Petersfield Road	1.020	1.000	1.130	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	3.0
	West Street	0.0	10.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	14.0
	A272 Petersfield Road	2.0	0.0	13.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	0.85	37.47	4.85	E
West Street	0.34	15.39	0.53	C
A286 Bepton Road	1.00	110.52	13.64	F
A272 Petersfield Road	0.86	33.46	4.90	D

Main Results for each time segment

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	117.00	114.81	28.47	0.00	167.12	0.700	2.19	16.581	C
West Street	18.00	17.79	136.44	0.00	101.52	0.177	0.21	10.722	B
A286 Bepton Road	114.00	106.57	67.82	3.75	120.90	0.943	7.43	49.475	E
A272 Petersfield Road	94.00	92.43	94.79	0.00	151.46	0.621	1.57	14.883	B

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	109.00	109.36	31.88	0.00	170.71	0.638	1.83	14.774	B
West Street	20.00	19.98	132.25	0.00	105.86	0.189	0.23	10.477	B
A286 Bepton Road	113.00	111.80	68.13	3.75	121.97	0.926	8.65	74.005	F
A272 Petersfield Road	109.00	108.34	94.53	0.00	155.15	0.702	2.22	18.929	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	126.00	123.84	49.43	0.00	152.89	0.825	3.99	28.968	D
West Street	30.00	29.72	146.81	0.00	87.93	0.341	0.50	15.390	C
A286 Bepton Road	112.00	106.95	84.75	3.75	111.64	1.003	13.71	110.517	F
A272 Petersfield Road	109.00	108.75	88.56	0.00	151.34	0.721	2.44	20.972	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	125.00	124.09	68.69	0.00	146.78	0.850	4.88	37.466	E
West Street	12.00	12.33	162.21	0.00	86.83	0.138	0.16	12.134	B
A286 Bepton Road	98.00	108.04	48.70	3.75	129.46	0.758	3.58	52.503	F
A272 Petersfield Road	134.00	131.59	84.36	0.00	156.17	0.858	4.88	33.458	D

(Default Analysis Set) - 2. BASE 2032, PM

Data Errors and Warnings

No errors or warnings

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
2. BASE 2032, PM	2. BASE 2032	PM		DIRECT	16:30	17:30	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	85.30	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	5.000	68.000	62.000
	West Street	2.000	0.000	1.000	5.000
	A286 Bepton Road	76.000	2.000	0.000	32.000
	A272 Petersfield Road	57.000	19.000	41.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.04	0.50	0.46
	West Street	0.25	0.00	0.13	0.63
	A286 Bepton Road	0.69	0.02	0.00	0.29
	A272 Petersfield Road	0.49	0.16	0.35	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	5.000	64.000	67.000
	West Street	7.000	0.000	2.000	17.000
	A286 Bepton Road	72.000	4.000	0.000	33.000
	A272 Petersfield Road	59.000	16.000	38.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.04	0.47	0.49
	West Street	0.27	0.00	0.08	0.65
	A286 Bepton Road	0.66	0.04	0.00	0.30
	A272 Petersfield Road	0.52	0.14	0.34	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	6.000	75.000	68.000
	West Street	7.000	0.000	1.000	15.000
	A286 Bepton Road	82.000	4.000	0.000	35.000
	A272 Petersfield Road	72.000	10.000	29.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.04	0.50	0.46
	West Street	0.30	0.00	0.04	0.65
	A286 Bepton Road	0.68	0.03	0.00	0.29
	A272 Petersfield Road	0.65	0.09	0.26	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	10.000	80.000	71.000
	West Street	9.000	0.000	4.000	10.000
	A286 Bepton Road	77.000	1.000	0.000	28.000
	A272 Petersfield Road	70.000	14.000	35.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.06	0.50	0.44
	West Street	0.39	0.00	0.17	0.43
	A286 Bepton Road	0.73	0.01	0.00	0.26
	A272 Petersfield Road	0.59	0.12	0.29	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.050	1.020
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.010	1.000	1.000	1.060
	A272 Petersfield Road	1.020	1.000	1.000	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	5.0	2.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	1.0	0.0	0.0	6.0
	A272 Petersfield Road	2.0	0.0	0.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.080
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.330	1.000	1.030
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	8.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	33.0	0.0	3.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.000
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	0.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.010
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.020	1.000	1.000	1.040
	A272 Petersfield Road	1.010	1.000	1.090	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	1.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	2.0	0.0	0.0	4.0
	A272 Petersfield Road	1.0	0.0	9.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	1.00	77.30	13.95	F
West Street	0.30	15.40	0.43	C
A286 Bepton Road	1.07	172.23	21.96	F
A272 Petersfield Road	0.75	22.33	2.87	C

Main Results for each time segment

Main results: (16:30-16:45)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	135.00	129.62	60.80	0.00	153.72	0.878	5.38	32.389	D
West Street	8.00	7.90	165.07	0.00	88.66	0.090	0.10	11.130	B
A286 Bepton Road	110.00	104.62	66.44	3.75	124.06	0.887	5.38	39.311	E
A272 Petersfield Road	117.00	114.85	76.16	0.00	168.25	0.695	2.15	16.267	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	136.00	134.78	57.76	0.00	152.07	0.895	6.61	46.937	E
West Street	26.00	25.67	167.85	0.00	85.66	0.304	0.43	14.924	B
A286 Bepton Road	109.00	102.64	89.91	3.75	108.51	1.006	11.76	94.234	F
A272 Petersfield Road	113.00	112.99	78.54	0.00	164.84	0.686	2.16	17.343	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	149.00	148.41	42.98	0.00	166.34	0.894	7.21	46.564	E
West Street	23.00	23.06	171.62	0.00	86.64	0.265	0.37	14.171	B
A286 Bepton Road	121.00	110.66	90.02	3.75	112.80	1.071	22.11	157.186	F
A272 Petersfield Road	111.00	110.99	85.50	0.00	161.74	0.686	2.16	17.718	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	161.00	154.06	50.14	0.00	161.34	0.998	14.15	77.302	F
West Street	23.00	22.98	179.38	0.00	81.41	0.283	0.39	15.396	C
A286 Bepton Road	106.00	108.75	87.08	3.75	113.87	0.932	19.34	172.229	F
A272 Petersfield Road	119.00	118.33	88.44	0.00	157.80	0.754	2.83	22.328	C

(Default Analysis Set) - 3. BASE + DEV PO 2032, AM

Data Errors and Warnings

No errors or warnings

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
3. BASE + DEV PO 2032, AM	3. BASE + DEV PO 2032	AM		DIRECT	08:15	09:15	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	76.44	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	0.000	66.000	57.000
	West Street	7.000	0.000	2.000	9.000
	A286 Bepton Road	95.000	1.000	0.000	21.000
	A272 Petersfield Road	71.000	6.000	24.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.00	0.54	0.46
	West Street	0.39	0.00	0.11	0.50
	A286 Bepton Road	0.81	0.01	0.00	0.18
	A272 Petersfield Road	0.70	0.06	0.24	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	2.000	59.000	54.000
	West Street	9.000	0.000	2.000	9.000
	A286 Bepton Road	88.000	0.000	0.000	28.000
	A272 Petersfield Road	82.000	7.000	27.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.02	0.51	0.47
	West Street	0.45	0.00	0.10	0.45
	A286 Bepton Road	0.76	0.00	0.00	0.24
	A272 Petersfield Road	0.71	0.06	0.23	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	1.000	70.000	61.000
	West Street	19.000	0.000	1.000	10.000
	A286 Bepton Road	73.000	1.000	0.000	42.000
	A272 Petersfield Road	65.000	25.000	26.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.01	0.53	0.46
	West Street	0.63	0.00	0.03	0.33
	A286 Bepton Road	0.63	0.01	0.00	0.36
	A272 Petersfield Road	0.56	0.22	0.22	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	7.000	83.000	41.000
	West Street	2.000	0.000	1.000	9.000
	A286 Bepton Road	76.000	2.000	0.000	23.000
	A272 Petersfield Road	71.000	22.000	48.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.05	0.63	0.31
	West Street	0.17	0.00	0.08	0.75
	A286 Bepton Road	0.75	0.02	0.00	0.23
	A272 Petersfield Road	0.50	0.16	0.34	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.040
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.040	1.000	1.000	1.050
	A272 Petersfield Road	1.020	1.000	1.140	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	4.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	4.0	0.0	0.0	5.0
	A272 Petersfield Road	2.0	0.0	14.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.070
	A272 Petersfield Road	1.010	1.000	1.080	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	7.0
	A272 Petersfield Road	1.0	0.0	8.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.100	1.040
	West Street	1.070	1.000	1.000	1.000
	A286 Bepton Road	1.020	1.000	1.000	1.070
	A272 Petersfield Road	1.100	1.000	1.080	1.070

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	10.0	4.0
	West Street	7.0	0.0	0.0	0.0
	A286 Bepton Road	2.0	0.0	0.0	7.0
	A272 Petersfield Road	10.0	0.0	8.0	7.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.030
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.140
	A272 Petersfield Road	1.020	1.000	1.130	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	3.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	14.0
	A272 Petersfield Road	2.0	0.0	13.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	0.90	48.51	6.56	E
West Street	0.34	15.61	0.53	C
A286 Bepton Road	1.05	151.01	20.08	F
A272 Petersfield Road	0.92	45.33	7.15	E

Main Results for each time segment

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	123.00	120.37	30.35	0.00	166.07	0.741	2.63	18.753	C
West Street	18.00	17.78	143.91	0.00	97.50	0.185	0.22	11.258	B
A286 Bepton Road	117.00	107.55	71.58	3.75	118.94	0.984	9.45	58.464	F
A272 Petersfield Road	101.00	99.10	95.16	0.00	151.19	0.668	1.90	16.726	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	115.00	115.43	33.83	0.00	169.67	0.677	2.20	16.755	C
West Street	20.00	19.98	140.28	0.00	101.70	0.197	0.24	11.010	B
A286 Bepton Road	116.00	113.50	72.17	3.75	119.94	0.967	11.96	98.516	F
A272 Petersfield Road	116.00	115.13	95.66	0.00	154.49	0.751	2.77	22.306	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	132.00	129.06	51.28	0.00	152.04	0.869	5.13	35.232	E
West Street	30.00	29.73	154.02	0.00	87.03	0.345	0.51	15.609	C
A286 Bepton Road	116.00	107.79	88.38	3.75	110.22	1.052	20.18	151.011	F
A272 Petersfield Road	116.00	115.65	89.00	0.00	150.95	0.769	3.09	25.118	D

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	131.00	129.51	69.91	0.00	146.07	0.895	6.60	48.513	E
West Street	12.00	12.36	169.10	0.00	83.43	0.144	0.17	12.717	B
A286 Bepton Road	101.00	116.21	52.67	3.75	127.47	0.794	4.85	91.007	F
A272 Petersfield Road	141.00	136.99	89.46	0.00	153.56	0.918	7.12	45.327	E

(Default Analysis Set) - 3. BASE + DEV PO 2032, PM

Data Errors and Warnings

No errors or warnings

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
3. BASE + DEV PO 2032, PM	3. BASE + DEV PO 2032	PM		DIRECT	16:30	17:30	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	131.04	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	5.000	70.000	68.000
	West Street	2.000	0.000	1.000	5.000
	A286 Bepton Road	78.000	2.000	0.000	34.000
	A272 Petersfield Road	60.000	19.000	42.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.49	0.48
	West Street	0.25	0.00	0.13	0.63
	A286 Bepton Road	0.68	0.02	0.00	0.30
	A272 Petersfield Road	0.50	0.16	0.35	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	5.000	66.000	73.000
	West Street	7.000	0.000	2.000	17.000
	A286 Bepton Road	74.000	4.000	0.000	35.000
	A272 Petersfield Road	62.000	16.000	39.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.46	0.51
	West Street	0.27	0.00	0.08	0.65
	A286 Bepton Road	0.65	0.04	0.00	0.31
	A272 Petersfield Road	0.53	0.14	0.33	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	6.000	77.000	74.000
	West Street	7.000	0.000	1.000	15.000
	A286 Bepton Road	84.000	4.000	0.000	37.000
	A272 Petersfield Road	75.000	10.000	30.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.04	0.49	0.47
	West Street	0.30	0.00	0.04	0.65
	A286 Bepton Road	0.67	0.03	0.00	0.30
	A272 Petersfield Road	0.65	0.09	0.26	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	10.000	82.000	77.000
	West Street	9.000	0.000	4.000	10.000
	A286 Bepton Road	79.000	1.000	0.000	30.000
	A272 Petersfield Road	73.000	14.000	36.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.06	0.49	0.46
	West Street	0.39	0.00	0.17	0.43
	A286 Bepton Road	0.72	0.01	0.00	0.27
	A272 Petersfield Road	0.59	0.11	0.29	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.000
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	0.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.080
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.330	1.000	1.030
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	8.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	33.0	0.0	3.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.000
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	0.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.010
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.020	1.000	1.000	1.040
	A272 Petersfield Road	1.010	1.000	1.090	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	1.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	2.0	0.0	0.0	4.0
	A272 Petersfield Road	1.0	0.0	9.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	1.05	114.60	22.84	F
West Street	0.32	16.06	0.45	C
A286 Bepton Road	1.14	281.06	33.67	F
A272 Petersfield Road	0.78	24.49	3.24	C

Main Results for each time segment

Main results: (16:30-16:45)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	143.00	136.43	61.62	0.00	157.20	0.910	6.57	36.218	E
West Street	8.00	7.90	172.79	0.00	86.05	0.093	0.10	11.501	B
A286 Bepton Road	114.00	107.04	71.79	3.75	122.41	0.931	6.96	46.932	E
A272 Petersfield Road	121.00	118.51	77.09	0.00	166.06	0.729	2.49	18.095	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	144.00	140.81	58.63	0.00	151.73	0.951	9.76	63.804	F
West Street	26.00	25.65	174.96	0.00	81.94	0.317	0.45	15.892	C
A286 Bepton Road	113.00	102.77	94.85	3.75	105.99	1.068	17.22	126.879	F
A272 Petersfield Road	117.00	117.02	77.93	0.00	165.15	0.708	2.48	18.735	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	157.00	155.36	43.87	0.00	165.73	0.945	11.41	69.839	F
West Street	23.00	23.06	179.64	0.00	82.49	0.279	0.39	15.160	C
A286 Bepton Road	125.00	108.90	95.62	3.75	109.79	1.135	33.33	227.066	F
A272 Petersfield Road	115.00	115.02	83.43	0.00	162.81	0.706	2.46	18.873	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	169.00	157.40	51.32	0.00	160.73	1.052	23.01	114.602	F
West Street	23.00	22.99	184.03	0.00	79.01	0.291	0.40	16.061	C
A286 Bepton Road	110.00	109.59	90.93	3.75	111.95	0.984	33.71	281.059	F
A272 Petersfield Road	123.00	122.26	87.90	0.00	158.06	0.778	3.20	24.486	C

(Default Analysis Set) - 4. BASE + DEV MID+60% 2032, AM

Data Errors and Warnings

No errors or warnings

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
4. BASE + DEV MID+60% 2032, AM	4. BASE + DEV MID+60% 2032	AM		DIRECT	08:15	09:15	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	81.76	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	0.000	66.000	58.000
	West Street	7.000	0.000	2.000	9.000
	A286 Bepton Road	95.000	1.000	0.000	21.000
	A272 Petersfield Road	73.000	6.000	25.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.00	0.53	0.47
	West Street	0.39	0.00	0.11	0.50
	A286 Bepton Road	0.81	0.01	0.00	0.18
	A272 Petersfield Road	0.70	0.06	0.24	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	2.000	60.000	55.000
	West Street	9.000	0.000	2.000	9.000
	A286 Bepton Road	88.000	0.000	0.000	28.000
	A272 Petersfield Road	82.000	7.000	28.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.02	0.51	0.47
	West Street	0.45	0.00	0.10	0.45
	A286 Bepton Road	0.76	0.00	0.00	0.24
	A272 Petersfield Road	0.70	0.06	0.24	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	1.000	71.000	62.000
	West Street	19.000	0.000	1.000	10.000
	A286 Bepton Road	74.000	1.000	0.000	42.000
	A272 Petersfield Road	67.000	25.000	27.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.01	0.53	0.46
	West Street	0.63	0.00	0.03	0.33
	A286 Bepton Road	0.63	0.01	0.00	0.36
	A272 Petersfield Road	0.56	0.21	0.23	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	7.000	83.000	42.000
	West Street	2.000	0.000	1.000	9.000
	A286 Bepton Road	77.000	2.000	0.000	24.000
	A272 Petersfield Road	73.000	22.000	49.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.05	0.63	0.32
	West Street	0.17	0.00	0.08	0.75
	A286 Bepton Road	0.75	0.02	0.00	0.23
	A272 Petersfield Road	0.51	0.15	0.34	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.040
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.040	1.000	1.000	1.050
	A272 Petersfield Road	1.020	1.000	1.140	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:15-08:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	4.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	4.0	0.0	0.0	5.0
	A272 Petersfield Road	2.0	0.0	14.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.070
	A272 Petersfield Road	1.010	1.000	1.080	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:30-08:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	7.0
	A272 Petersfield Road	1.0	0.0	8.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.100	1.040
	West Street	1.070	1.000	1.000	1.000
	A286 Bepton Road	1.020	1.000	1.000	1.070
	A272 Petersfield Road	1.100	1.000	1.080	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (08:45-09:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	10.0	4.0
	West Street	7.0	0.0	0.0	0.0
	A286 Bepton Road	2.0	0.0	0.0	7.0
	A272 Petersfield Road	10.0	0.0	8.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.040	1.030
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.140
	A272 Petersfield Road	1.020	1.000	1.130	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (09:00-09:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	4.0	3.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	14.0
	A272 Petersfield Road	2.0	0.0	13.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	0.90	52.01	7.08	F
West Street	0.35	16.00	0.54	C
A286 Bepton Road	1.07	158.99	21.56	F
A272 Petersfield Road	0.94	51.37	8.41	F

Main Results for each time segment

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	124.00	121.26	31.30	0.00	165.55	0.749	2.74	19.293	C
West Street	18.00	17.77	145.76	0.00	96.48	0.187	0.23	11.404	B
A286 Bepton Road	117.00	107.34	72.52	3.75	118.46	0.988	9.66	59.517	F
A272 Petersfield Road	104.00	101.93	94.99	0.00	151.23	0.688	2.07	17.598	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	117.00	117.38	34.84	0.00	169.12	0.691	2.35	17.561	C
West Street	20.00	19.98	143.23	0.00	100.15	0.200	0.25	11.223	B
A286 Bepton Road	116.00	113.33	73.15	3.75	119.45	0.971	12.35	101.432	F
A272 Petersfield Road	117.00	116.20	95.54	0.00	154.48	0.757	2.87	22.946	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	134.00	130.70	52.18	0.00	151.59	0.885	5.65	37.995	E
West Street	30.00	29.72	156.61	0.00	85.69	0.350	0.52	16.002	C
A286 Bepton Road	117.00	107.69	89.21	3.75	109.81	1.065	21.67	158.987	F
A272 Petersfield Road	119.00	118.42	89.27	0.00	150.75	0.790	3.41	27.175	D

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	132.00	130.50	70.45	0.00	145.76	0.904	7.11	52.010	F
West Street	12.00	12.37	170.78	0.00	82.52	0.145	0.17	12.887	B
A286 Bepton Road	103.00	118.71	53.72	3.75	126.90	0.813	5.84	106.117	F
A272 Petersfield Road	144.00	139.05	90.75	0.00	152.89	0.942	8.38	51.367	F

(Default Analysis Set) - 4. BASE + DEV MID+60% 2032, PM

Data Errors and Warnings

No errors or warnings

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
4. BASE + DEV MID+60% 2032, PM	4. BASE + DEV MID+60% 2032	PM		DIRECT	16:30	17:30	60	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	RUMBOLDS HILL ROUNDABOUT	Mini-roundabout	1,2,3,4	139.03	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
A286 Rumbolds Hill	1	A286 Rumbolds Hill	
West Street	2	West Street	
A286 Bepton Road	3	A286 Bepton Road	
A272 Petersfield Road	4	A272 Petersfield Road	

Capacity Options

Name	Minimum Capacity (PCU/TS)	Maximum Capacity (PCU/TS)
A286 Rumbolds Hill	0.00	24999.75
West Street	0.00	24999.75
A286 Bepton Road	0.00	24999.75
A272 Petersfield Road	0.00	24999.75

Mini Roundabout Geometry

Name	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A286 Rumbolds Hill	3.00	3.00	3.00	0.00	8.80	7.40	0.00	
West Street	3.00	3.00	3.00	0.00	9.60	7.60	0.00	
A286 Bepton Road	4.80	3.20	3.20	0.00	12.50	10.60	0.00	
A272 Petersfield Road	3.50	3.50	3.50	0.00	10.40	7.30	0.00	

Pedestrian Crossings

Name	Crossing Type
A286 Rumbolds Hill	None
West Street	None
A286 Bepton Road	Puffin
A272 Petersfield Road	None

Pelican/ Puffin Crossings

Name	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)	Space between crossing and junction entry (PCU)
A286 Bepton Road	3.00	2.90	1.00	6.00	6.00	7.00	2.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/TS)	Final Slope	Final Intercept (PCU/TS)
A286 Rumbolds Hill		(calculated)	(calculated)	0.505	189.712
West Street		(calculated)	(calculated)	0.505	174.300
A286 Bepton Road		(calculated)	(calculated)	0.519	162.198
A272 Petersfield Road		(calculated)	(calculated)	0.530	210.634

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A286 Rumbolds Hill	DIRECT	✓	N/A	100.000
West Street	DIRECT	✓	N/A	100.000
A286 Bepton Road	DIRECT	✓	N/A	100.000
A272 Petersfield Road	DIRECT	✓	N/A	100.000

Pedestrian Flows

General Flows Data

Name	Profile Type	Average Pedestrian Flow (Ped/TS)
A286 Rumbolds Hill	-	N/A
West Street	-	N/A
A286 Bepton Road	DIRECT	N/A
A272 Petersfield Road	-	N/A

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	5.000	70.000	70.000
	West Street	2.000	0.000	1.000	5.000
	A286 Bepton Road	78.000	2.000	0.000	34.000
	A272 Petersfield Road	61.000	18.000	42.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.48	0.48
	West Street	0.25	0.00	0.13	0.63
	A286 Bepton Road	0.68	0.02	0.00	0.30
	A272 Petersfield Road	0.50	0.15	0.35	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	5.000	66.000	75.000
	West Street	7.000	0.000	2.000	17.000
	A286 Bepton Road	74.000	4.000	0.000	35.000
	A272 Petersfield Road	63.000	16.000	39.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.03	0.45	0.51
	West Street	0.27	0.00	0.08	0.65
	A286 Bepton Road	0.65	0.04	0.00	0.31
	A272 Petersfield Road	0.53	0.14	0.33	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	6.000	77.000	75.000
	West Street	7.000	0.000	1.000	15.000
	A286 Bepton Road	84.000	4.000	0.000	37.000
	A272 Petersfield Road	76.000	10.000	30.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.04	0.49	0.47
	West Street	0.30	0.00	0.04	0.65
	A286 Bepton Road	0.67	0.03	0.00	0.30
	A272 Petersfield Road	0.66	0.09	0.26	0.00

Turning Counts / Proportions (Veh/ TS) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.000	10.000	82.000	78.000
	West Street	9.000	0.000	4.000	10.000
	A286 Bepton Road	79.000	1.000	0.000	30.000
	A272 Petersfield Road	74.000	14.000	36.000	0.000

Turning Proportions (Veh) - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.00	0.06	0.48	0.46
	West Street	0.39	0.00	0.17	0.43
	A286 Bepton Road	0.72	0.01	0.00	0.27
	A272 Petersfield Road	0.60	0.11	0.29	0.00

Vehicle Mix

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.050	1.020
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.010	1.000	1.000	1.060
	A272 Petersfield Road	1.020	1.000	1.000	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:30-16:45)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	5.0	2.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	1.0	0.0	0.0	6.0
	A272 Petersfield Road	2.0	0.0	0.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.020	1.080
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.330	1.000	1.030
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (16:45-17:00)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	2.0	8.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	33.0	0.0	3.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.000
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.030	1.000	1.000	1.000
	A272 Petersfield Road	1.010	1.000	1.030	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:00-17:15)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	0.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	3.0	0.0	0.0	0.0
	A272 Petersfield Road	1.0	0.0	3.0	0.0

Average PCU Per Vehicle - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	1.000	1.000	1.010	1.010
	West Street	1.000	1.000	1.000	1.000
	A286 Bepton Road	1.020	1.000	1.000	1.040
	A272 Petersfield Road	1.010	1.000	1.090	1.000

Heavy Vehicle Percentages - RUMBOLDS HILL ROUNDABOUT - (17:15-17:30)

		To			
		A286 Rumbolds Hill	West Street	A286 Bepton Road	A272 Petersfield Road
From	A286 Rumbolds Hill	0.0	0.0	1.0	1.0
	West Street	0.0	0.0	0.0	0.0
	A286 Bepton Road	2.0	0.0	0.0	4.0
	A272 Petersfield Road	1.0	0.0	9.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A286 Rumbolds Hill	1.06	123.98	24.63	F
West Street	0.32	16.20	0.46	C
A286 Bepton Road	1.14	296.99	35.51	F
A272 Petersfield Road	0.78	24.96	3.33	C

Main Results for each time segment

Main results: (16:30-16:45)

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	145.00	136.92	60.68	0.00	153.87	0.942	8.08	42.235	E
West Street	8.00	7.90	173.36	0.00	84.38	0.095	0.10	11.752	B
A286 Bepton Road	114.00	106.47	73.01	3.75	120.62	0.945	7.53	49.968	E
A272 Petersfield Road	121.00	118.60	76.69	0.00	167.91	0.721	2.41	17.498	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	146.00	142.67	58.57	0.00	151.57	0.964	11.43	73.387	F
West Street	26.00	25.64	176.81	0.00	80.86	0.322	0.46	16.197	C
A286 Bepton Road	113.00	102.13	96.70	3.75	104.96	1.078	18.42	135.341	F
A272 Petersfield Road	118.00	117.97	77.50	0.00	165.46	0.713	2.43	18.905	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	158.00	156.56	43.83	0.00	165.67	0.951	12.88	78.125	F
West Street	23.00	23.06	180.83	0.00	81.85	0.281	0.40	15.330	C
A286 Bepton Road	125.00	108.35	96.82	3.75	109.13	1.142	35.09	239.972	F
A272 Petersfield Road	116.00	115.99	83.03	0.00	163.03	0.712	2.44	19.110	C

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

Name	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Circulating Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
A286 Rumbolds Hill	170.00	157.89	51.32	0.00	160.74	1.058	24.99	123.982	F
West Street	23.00	22.99	184.55	0.00	78.75	0.292	0.41	16.137	C
A286 Bepton Road	110.00	109.47	91.69	3.75	111.57	0.987	35.59	296.992	F
A272 Petersfield Road	124.00	123.15	87.77	0.00	158.15	0.784	3.29	24.958	C

Appendix R: West Sussex County Transport Model Outputs

Appendix S: Midhurst Sensitivity Testing

Appendix T: Petworth Sensitivity Testing

Junctions 8

PICADY 8 - Priority Intersection Module

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Filename: ANGEL ST - MIDDLE ST - NEW ST - EAST ST_10% TEST.arc8
Path: E:\stage 1
Report generation date: 28/10/2016 09:27:31

» (Default Analysis Set) - 1. BASE 2016, AM
» (Default Analysis Set) - 1. BASE 2016, PM
» (Default Analysis Set) - 2. BASE 2032, AM
» (Default Analysis Set) - 2. BASE 2032, PM
» (Default Analysis Set) - 3. BASE + DEV PO 2032, AM
» (Default Analysis Set) - 3. BASE + DEV PO 2032, PM
» (Default Analysis Set) - 4. BASE + DEV MID+60% 2032, AM
» (Default Analysis Set) - 4. BASE + DEV MID+60% 2032, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 1. BASE 2016							
Stream B-ACD	0.02	9.45	0.02	A	0.07	10.90	0.07	B
Stream A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	16.11	106.37	1.02	F	106.40	656.30	1.32	F
Stream C-ABD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
	A1 - 2. BASE 2032							
Stream B-ACD	0.02	9.94	0.02	A	0.11	14.64	0.10	B
Stream A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	51.81	330.07	1.21	F	228.39	1397.78	1.57	F
Stream C-ABD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
	A1 - 3. BASE + DEV PO 2032							
Stream B-ACD	0.04	8.10	0.03	A	0.14	15.79	0.12	C
Stream A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	76.50	542.09	1.27	F	285.80	1754.73	1.69	F
Stream C-ABD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
	A1 - 4. BASE + DEV MID+60% 2032							
Stream B-ACD	0.04	8.11	0.03	A	0.14	15.45	0.12	C
Stream A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	76.31	544.71	1.27	F	277.82	1709.54	1.67	F
Stream C-ABD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-

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

"D1 - 1. BASE 2016, AM " model duration: 07:45 - 08:45
"D2 - 1. BASE 2016, PM" model duration: 16:15 - 17:15
"D3 - 2. BASE 2032, AM" model duration: 07:45 - 08:45
"D4 - 2. BASE 2032, PM" model duration: 16:15 - 17:15
"D5 - 3. BASE + DEV PO 2032, AM" model duration: 07:45 - 08:45
"D6 - 3. BASE + DEV PO 2032, PM" model duration: 16:15 - 17:15
"D7 - 4. BASE + DEV MID+60% 2032, AM" model duration: 07:45 - 08:45
"D8 - 4. BASE + DEV MID+60% 2032, PM" model duration: 16:15 - 17:15

Run using Junctions 8.0.6.541 at 28/10/2016 09:27:22

File summary

Title	(untitled)
Location	
Site Number	
Date	14/03/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Hantsnet
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	mph	Veh	Veh	perTimeSegment	s	-Min	perMin

(Default Analysis Set) - 1. BASE 2016, AM

Data Errors and Warnings

No errors or warnings

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
1. BASE 2016, AM	1. BASE 2016	AM		DIRECT	07:45	08:45	60	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	105.33	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	1.000	45.000	0.000
	Middle Street	1.000	0.000	0.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	28.000	5.000	88.000	0.000

Turning Proportions (Veh) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.00	0.02	0.98	0.00
	Middle Street	1.00	0.00	0.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.23	0.04	0.73	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	0.000	32.000	0.000
	Middle Street	2.000	0.000	0.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	14.000	3.000	91.000	0.000

Turning Proportions (Veh) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	1.00	0.00	0.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.13	0.03	0.84	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	0.000	34.000	0.000
	Middle Street	0.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	25.000	11.000	95.000	0.000

Turning Proportions (Veh) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.19	0.08	0.73	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	41.000	0.000
	Middle Street	0.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	18.000	3.000	71.000	0.000

Turning Proportions (Veh) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.02	0.98	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.20	0.03	0.77	0.00

Vehicle Mix

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.020	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	2.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.030	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.330	1.040	1.000

Heavy Vehicle Percentages - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	3.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	33.0	4.0	0.0

Average PCU Per Vehicle - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.030	1.000

Heavy Vehicle Percentages - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	3.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.02	9.45	0.02	A
A-BCD	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	1.02	106.37	16.11	F
C-ABD	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	1.00	0.99	0.00	96.17	0.010	0.01	9.454	A
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	45.00	45.00	0.00	-	-	-	-	-
D-ABC	121.00	113.18	0.00	127.66	0.948	7.82	48.709	E
C-ABD	0.00	0.00	0.00	139.77	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	2.00	1.99	0.00	100.96	0.020	0.02	9.094	A
A-BCD	0.00	0.00	0.00	154.11	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	32.00	32.00	0.00	-	-	-	-	-
D-ABC	108.00	108.33	0.00	122.71	0.882	7.49	59.643	F
C-ABD	0.00	0.00	0.00	143.03	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	1.00	1.01	0.00	150.98	0.007	0.01	6.001	A
A-BCD	0.00	0.00	0.00	154.59	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	34.00	34.00	0.00	-	-	-	-	-
D-ABC	131.00	122.16	0.00	128.27	1.019	16.33	106.367	F
C-ABD	0.00	0.00	0.00	142.79	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	1.00	1.00	0.00	150.85	0.007	0.01	6.005	A
A-BCD	0.00	0.00	0.00	154.83	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	41.00	41.00	0.00	-	-	-	-	-
D-ABC	92.00	105.34	0.00	126.10	0.731	2.99	55.947	F
C-ABD	0.00	0.00	0.00	140.92	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

(Default Analysis Set) - 1. BASE 2016, PM

Data Errors and Warnings

No errors or warnings

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
1. BASE 2016, PM	1. BASE 2016	PM		DIRECT	16:15	17:15	60	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	635.81	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	2.000	19.000	0.000
	Middle Street	5.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	57.000	4.000	116.000	0.000

Turning Proportions (Veh) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.00	0.10	0.90	0.00
	Middle Street	0.83	0.00	0.17	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.32	0.02	0.66	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	0.000	24.000	0.000
	Middle Street	2.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	45.000	4.000	100.000	0.000

Turning Proportions (Veh) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.50	0.00	0.50	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.30	0.03	0.67	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	24.000	0.000
	Middle Street	1.000	0.000	4.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	40.000	4.000	111.000	0.000

Turning Proportions (Veh) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.04	0.96	0.00
	Middle Street	0.20	0.00	0.80	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.26	0.03	0.72	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	5.000	26.000	0.000
	Middle Street	5.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	52.000	4.000	100.000	0.000

Turning Proportions (Veh) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.16	0.84	0.00
	Middle Street	0.83	0.00	0.17	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.33	0.03	0.64	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.020	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	2.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.020

Heavy Vehicle Percentages - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	0.0	2.0

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.040	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	4.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	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-ACD	0.07	10.90	0.07	B
A-BCD	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	1.32	656.30	106.40	F
C-ABD	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	6.00	5.94	0.00	99.17	0.061	0.06	9.648	A
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
A-B	2.00	2.00	0.00	-	-	-	-	-
A-C	19.00	19.00	0.00	-	-	-	-	-
D-ABC	177.00	131.23	0.00	134.10	1.320	45.77	168.939	F
C-ABD	0.00	0.00	0.00	145.82	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	4.00	4.03	0.00	113.02	0.035	0.04	8.258	A
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	24.00	24.00	0.00	-	-	-	-	-
D-ABC	149.00	132.66	0.00	134.11	1.106	62.11	379.161	F
C-ABD	0.00	0.00	0.00	145.12	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	5.00	5.00	0.00	133.48	0.037	0.04	7.004	A
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	24.00	24.00	0.00	-	-	-	-	-
D-ABC	155.00	132.29	0.00	132.41	1.175	84.82	509.834	F
C-ABD	0.00	0.00	0.00	144.67	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	6.00	5.97	0.00	88.48	0.068	0.07	10.902	B
A-BCD	0.00	0.00	0.00	154.69	0.000	0.00	0.000	A
A-B	5.00	5.00	0.00	-	-	-	-	-
A-C	26.00	26.00	0.00	-	-	-	-	-
D-ABC	156.00	133.74	0.00	133.70	1.162	107.08	656.300	F
C-ABD	0.00	0.00	0.00	143.49	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

(Default Analysis Set) - 2. BASE 2032, AM

Data Errors and Warnings

No errors or warnings

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
2. BASE 2032, AM	2. BASE 2032	AM		DIRECT	07:45	08:45	60	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	327.13	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	1.000	52.000	0.000
	Middle Street	1.000	0.000	0.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	32.000	6.000	104.000	0.000

Turning Proportions (Veh) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.00	0.02	0.98	0.00
	Middle Street	1.00	0.00	0.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.23	0.04	0.73	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	0.000	36.000	0.000
	Middle Street	2.000	0.000	0.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	15.000	3.000	107.000	0.000

Turning Proportions (Veh) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	1.00	0.00	0.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.12	0.02	0.86	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	0.000	39.000	0.000
	Middle Street	0.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	29.000	13.000	112.000	0.000

Turning Proportions (Veh) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.19	0.08	0.73	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	46.000	0.000
	Middle Street	0.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	21.000	3.000	85.000	0.000

Turning Proportions (Veh) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.02	0.98	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.19	0.03	0.78	0.00

Vehicle Mix

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.020	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	2.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.030	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.330	1.040	1.000

Heavy Vehicle Percentages - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	3.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	33.0	4.0	0.0

Average PCU Per Vehicle - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.030	1.000

Heavy Vehicle Percentages - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	3.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.02	9.94	0.02	A
A-BCD	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	1.21	330.07	51.81	F
C-ABD	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	1.00	0.99	0.00	91.50	0.011	0.01	9.941	A
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	52.00	52.00	0.00	-	-	-	-	-
D-ABC	142.00	120.81	0.00	126.51	1.122	21.19	95.802	F
C-ABD	0.00	0.00	0.00	138.11	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	2.00	1.99	0.00	95.91	0.021	0.02	9.581	A
A-BCD	0.00	0.00	0.00	154.11	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	36.00	36.00	0.00	-	-	-	-	-
D-ABC	125.00	122.49	0.00	122.54	1.025	23.71	176.643	F
C-ABD	0.00	0.00	0.00	142.07	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	1.00	1.01	0.00	149.34	0.007	0.01	6.070	A
A-BCD	0.00	0.00	0.00	154.59	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	39.00	39.00	0.00	-	-	-	-	-
D-ABC	154.00	125.21	0.00	126.74	1.207	52.49	289.476	F
C-ABD	0.00	0.00	0.00	141.62	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	1.00	1.00	0.00	149.60	0.007	0.01	6.058	A
A-BCD	0.00	0.00	0.00	154.83	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	46.00	46.00	0.00	-	-	-	-	-
D-ABC	109.00	123.81	0.00	125.85	0.872	37.68	330.066	F
C-ABD	0.00	0.00	0.00	139.75	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

(Default Analysis Set) - 2. BASE 2032, PM

Data Errors and Warnings

No errors or warnings

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
2. BASE 2032, PM	2. BASE 2032	PM		DIRECT	16:15	17:15	60	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	1355.62	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	2.000	22.000	0.000
	Middle Street	6.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	65.000	5.000	139.000	0.000

Turning Proportions (Veh) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.00	0.08	0.92	0.00
	Middle Street	0.86	0.00	0.14	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.31	0.02	0.67	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	0.000	28.000	0.000
	Middle Street	2.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	52.000	5.000	121.000	0.000

Turning Proportions (Veh) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.50	0.00	0.50	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.29	0.03	0.68	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	28.000	0.000
	Middle Street	1.000	0.000	5.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	46.000	5.000	133.000	0.000

Turning Proportions (Veh) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.03	0.97	0.00
	Middle Street	0.17	0.00	0.83	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.25	0.03	0.72	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	6.000	30.000	0.000
	Middle Street	6.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	60.000	5.000	121.000	0.000

Turning Proportions (Veh) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.17	0.83	0.00
	Middle Street	0.86	0.00	0.14	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.32	0.03	0.65	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.020	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	2.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	2.0	0.0

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.040	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	4.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	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-ACD	0.10	14.64	0.11	B
A-BCD	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	1.57	1397.78	228.39	F
C-ABD	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	7.00	6.92	0.00	92.80	0.075	0.08	10.470	B
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
A-B	2.00	2.00	0.00	-	-	-	-	-
A-C	22.00	22.00	0.00	-	-	-	-	-
D-ABC	209.00	131.57	0.00	133.27	1.568	77.43	274.457	F
C-ABD	0.00	0.00	0.00	145.12	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	4.00	4.04	0.00	103.96	0.038	0.04	9.010	A
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	28.00	28.00	0.00	-	-	-	-	-
D-ABC	178.00	132.05	0.00	132.06	1.348	123.38	698.419	F
C-ABD	0.00	0.00	0.00	144.19	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	6.00	5.99	0.00	128.98	0.047	0.05	7.317	A
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	28.00	28.00	0.00	-	-	-	-	-
D-ABC	184.00	130.65	0.00	130.29	1.404	176.74	1037.281	F
C-ABD	0.00	0.00	0.00	143.69	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	7.00	6.94	0.00	68.35	0.102	0.11	14.640	B
A-BCD	0.00	0.00	0.00	154.69	0.000	0.00	0.000	A
A-B	6.00	6.00	0.00	-	-	-	-	-
A-C	30.00	30.00	0.00	-	-	-	-	-
D-ABC	186.00	132.01	0.00	132.03	1.399	230.72	1397.778	F
C-ABD	0.00	0.00	0.00	142.32	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

(Default Analysis Set) - 3. BASE + DEV PO 2032, AM

Data Errors and Warnings

No errors or warnings

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
3. BASE + DEV PO 2032, AM	3. BASE + DEV PO 2032	AM		DIRECT	07:45	08:45	60	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	530.31	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	1.000	53.000	0.000
	Middle Street	1.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	32.000	7.000	112.000	0.000

Turning Proportions (Veh) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.00	0.02	0.98	0.00
	Middle Street	0.33	0.00	0.67	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.21	0.05	0.74	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	0.000	38.000	0.000
	Middle Street	2.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	16.000	4.000	115.000	0.000

Turning Proportions (Veh) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.50	0.00	0.50	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.12	0.03	0.85	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	0.000	41.000	0.000
	Middle Street	0.000	0.000	3.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	29.000	13.000	119.000	0.000

Turning Proportions (Veh) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.18	0.08	0.74	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	48.000	0.000
	Middle Street	0.000	0.000	3.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	21.000	4.000	92.000	0.000

Turning Proportions (Veh) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.02	0.98	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.18	0.03	0.79	0.00

Vehicle Mix

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.020	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	2.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.030	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.330	1.040	1.000

Heavy Vehicle Percentages - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	3.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	33.0	4.0	0.0

Average PCU Per Vehicle - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.030	1.000

Heavy Vehicle Percentages - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	3.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.03	8.10	0.04	A
A-BCD	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	1.27	542.09	76.50	F
C-ABD	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	3.00	2.97	0.00	121.71	0.025	0.03	7.577	A
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	53.00	53.00	0.00	-	-	-	-	-
D-ABC	151.00	121.37	0.00	125.47	1.203	29.63	124.797	F
C-ABD	0.00	0.00	0.00	137.87	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	4.00	3.99	0.00	115.08	0.035	0.04	8.101	A
A-BCD	0.00	0.00	0.00	154.11	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	38.00	38.00	0.00	-	-	-	-	-
D-ABC	135.00	123.81	0.00	121.91	1.115	40.82	271.041	F
C-ABD	0.00	0.00	0.00	141.59	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	3.00	3.02	0.00	150.29	0.020	0.02	6.111	A
A-BCD	0.00	0.00	0.00	154.59	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	41.00	41.00	0.00	-	-	-	-	-
D-ABC	161.00	124.27	0.00	124.99	1.273	77.54	441.401	F
C-ABD	0.00	0.00	0.00	141.15	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	3.00	3.00	0.00	149.10	0.020	0.02	6.159	A
A-BCD	0.00	0.00	0.00	154.83	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	48.00	48.00	0.00	-	-	-	-	-
D-ABC	117.00	123.48	0.00	125.17	0.944	71.06	542.093	F
C-ABD	0.00	0.00	0.00	139.28	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

(Default Analysis Set) - 3. BASE + DEV PO 2032, PM

Data Errors and Warnings

No errors or warnings

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
3. BASE + DEV PO 2032, PM	3. BASE + DEV PO 2032	PM		DIRECT	16:15	17:15	60	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	1699.23	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	2.000	22.000	0.000
	Middle Street	6.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	67.000	6.000	151.000	0.000

Turning Proportions (Veh) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.00	0.08	0.92	0.00
	Middle Street	0.75	0.00	0.25	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.30	0.03	0.67	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	0.000	28.000	0.000
	Middle Street	2.000	0.000	3.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	53.000	6.000	132.000	0.000

Turning Proportions (Veh) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.40	0.00	0.60	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.28	0.03	0.69	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	28.000	0.000
	Middle Street	1.000	0.000	5.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	47.000	6.000	144.000	0.000

Turning Proportions (Veh) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.03	0.97	0.00
	Middle Street	0.17	0.00	0.83	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.24	0.03	0.73	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	6.000	30.000	0.000
	Middle Street	6.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	62.000	6.000	132.000	0.000

Turning Proportions (Veh) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.17	0.83	0.00
	Middle Street	0.75	0.00	0.25	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.31	0.03	0.66	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.020	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	2.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	2.0	0.0

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.040	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	4.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	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-ACD	0.12	15.79	0.14	C
A-BCD	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	1.69	1754.73	285.80	F
C-ABD	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	8.00	7.91	0.00	95.74	0.084	0.09	10.237	B
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
A-B	2.00	2.00	0.00	-	-	-	-	-
A-C	22.00	22.00	0.00	-	-	-	-	-
D-ABC	224.00	131.26	0.00	132.67	1.688	92.74	327.142	F
C-ABD	0.00	0.00	0.00	145.12	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	5.00	5.04	0.00	107.85	0.046	0.05	8.758	A
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	28.00	28.00	0.00	-	-	-	-	-
D-ABC	191.00	131.43	0.00	131.41	1.455	152.32	854.546	F
C-ABD	0.00	0.00	0.00	144.19	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	6.00	6.00	0.00	125.58	0.048	0.05	7.525	A
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	28.00	28.00	0.00	-	-	-	-	-
D-ABC	197.00	129.80	0.00	129.81	1.508	219.52	1294.862	F
C-ABD	0.00	0.00	0.00	143.69	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	8.00	7.91	0.00	64.81	0.123	0.14	15.792	C
A-BCD	0.00	0.00	0.00	154.69	0.000	0.00	0.000	A
A-B	6.00	6.00	0.00	-	-	-	-	-
A-C	30.00	30.00	0.00	-	-	-	-	-
D-ABC	200.00	130.94	0.00	131.22	1.511	288.58	1754.734	F
C-ABD	0.00	0.00	0.00	142.32	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

(Default Analysis Set) - 4. BASE + DEV MID+60% 2032, AM

Data Errors and Warnings

No errors or warnings

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
4. BASE + DEV MID+60% 2032, AM	4. BASE + DEV MID+60% 2032	AM		DIRECT	07:45	08:45	60	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	532.90	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	1.000	53.000	0.000
	Middle Street	1.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	33.000	7.000	111.000	0.000

Turning Proportions (Veh) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.00	0.02	0.98	0.00
	Middle Street	0.33	0.00	0.67	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.22	0.05	0.74	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	0.000	38.000	0.000
	Middle Street	2.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	16.000	5.000	114.000	0.000

Turning Proportions (Veh) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.50	0.00	0.50	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.12	0.04	0.84	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	0.000	41.000	0.000
	Middle Street	0.000	0.000	3.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	29.000	14.000	118.000	0.000

Turning Proportions (Veh) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.18	0.09	0.73	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	48.000	0.000
	Middle Street	0.000	0.000	3.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	21.000	5.000	92.000	0.000

Turning Proportions (Veh) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.02	0.98	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.18	0.04	0.78	0.00

Vehicle Mix

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.020	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	2.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.030	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.330	1.040	1.000

Heavy Vehicle Percentages - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	3.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	33.0	4.0	0.0

Average PCU Per Vehicle - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.030	1.000

Heavy Vehicle Percentages - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	3.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.03	8.11	0.04	A
A-BCD	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	1.27	544.71	76.31	F
C-ABD	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	3.00	2.97	0.00	121.64	0.025	0.03	7.582	A
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	53.00	53.00	0.00	-	-	-	-	-
D-ABC	151.00	121.59	0.00	125.73	1.201	29.41	123.848	F
C-ABD	0.00	0.00	0.00	137.87	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	4.00	3.99	0.00	114.95	0.035	0.04	8.111	A
A-BCD	0.00	0.00	0.00	154.11	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	38.00	38.00	0.00	-	-	-	-	-
D-ABC	135.00	123.85	0.00	121.75	1.117	40.56	269.295	F
C-ABD	0.00	0.00	0.00	141.59	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	3.00	3.02	0.00	150.28	0.020	0.02	6.113	A
A-BCD	0.00	0.00	0.00	154.59	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	41.00	41.00	0.00	-	-	-	-	-
D-ABC	161.00	124.16	0.00	124.92	1.273	77.39	440.215	F
C-ABD	0.00	0.00	0.00	141.15	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	3.00	3.00	0.00	149.10	0.020	0.02	6.159	A
A-BCD	0.00	0.00	0.00	154.83	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	48.00	48.00	0.00	-	-	-	-	-
D-ABC	118.00	123.46	0.00	125.16	0.952	71.93	544.712	F
C-ABD	0.00	0.00	0.00	139.28	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

(Default Analysis Set) - 4. BASE + DEV MID+60% 2032, PM

Data Errors and Warnings

No errors or warnings

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
4. BASE + DEV MID+60% 2032, PM	4. BASE + DEV MID+60% 2032	PM		DIRECT	16:15	17:15	60	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	1652.99	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	2.000	22.000	0.000
	Middle Street	6.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	67.000	6.000	149.000	0.000

Turning Proportions (Veh) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.00	0.08	0.92	0.00
	Middle Street	0.75	0.00	0.25	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.30	0.03	0.67	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	0.000	28.000	0.000
	Middle Street	2.000	0.000	3.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	53.000	6.000	130.000	0.000

Turning Proportions (Veh) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.40	0.00	0.60	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.28	0.03	0.69	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	28.000	0.000
	Middle Street	1.000	0.000	6.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	47.000	6.000	143.000	0.000

Turning Proportions (Veh) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.03	0.97	0.00
	Middle Street	0.14	0.00	0.86	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.24	0.03	0.73	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	6.000	30.000	0.000
	Middle Street	6.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	61.000	6.000	130.000	0.000

Turning Proportions (Veh) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.17	0.83	0.00
	Middle Street	0.75	0.00	0.25	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.31	0.03	0.66	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.020	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	2.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	2.0	0.0

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.040	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	4.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	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-ACD	0.12	15.45	0.14	C
A-BCD	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	1.67	1709.54	277.82	F
C-ABD	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	8.00	7.91	0.00	95.96	0.083	0.09	10.211	B
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
A-B	2.00	2.00	0.00	-	-	-	-	-
A-C	22.00	22.00	0.00	-	-	-	-	-
D-ABC	222.00	131.32	0.00	132.77	1.672	90.68	319.967	F
C-ABD	0.00	0.00	0.00	145.12	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	5.00	5.04	0.00	108.29	0.046	0.05	8.721	A
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	28.00	28.00	0.00	-	-	-	-	-
D-ABC	189.00	131.52	0.00	131.51	1.438	148.16	833.186	F
C-ABD	0.00	0.00	0.00	144.19	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	7.00	6.99	0.00	129.32	0.054	0.06	7.356	A
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	28.00	28.00	0.00	-	-	-	-	-
D-ABC	196.00	129.68	0.00	129.69	1.502	214.48	1264.085	F
C-ABD	0.00	0.00	0.00	143.69	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	8.00	7.92	0.00	66.11	0.121	0.14	15.447	C
A-BCD	0.00	0.00	0.00	154.69	0.000	0.00	0.000	A
A-B	6.00	6.00	0.00	-	-	-	-	-
A-C	30.00	30.00	0.00	-	-	-	-	-
D-ABC	197.00	130.96	0.00	131.26	1.489	280.52	1709.539	F
C-ABD	0.00	0.00	0.00	142.32	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.6.541 [19821,26/11/2015]
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Filename: ANGEL ST - MIDDLE ST - NEW ST - EAST ST_20% TEST.arc8
Path: E:\stage 1
Report generation date: 28/10/2016 09:21:22

» (Default Analysis Set) - 1. BASE 2016, AM
» (Default Analysis Set) - 1. BASE 2016, PM
» (Default Analysis Set) - 2. BASE 2032, AM
» (Default Analysis Set) - 2. BASE 2032, PM
» (Default Analysis Set) - 3. BASE + DEV PO 2032, AM
» (Default Analysis Set) - 3. BASE + DEV PO 2032, PM
» (Default Analysis Set) - 4. BASE + DEV MID+60% 2032, AM
» (Default Analysis Set) - 4. BASE + DEV MID+60% 2032, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - 1. BASE 2016							
Stream B-ACD	0.02	9.16	0.02	A	0.07	11.52	0.06	B
Stream A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	6.96	55.45	0.91	F	66.88	445.36	1.31	F
Stream C-ABD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
	A1 - 2. BASE 2032							
Stream B-ACD	0.02	9.56	0.02	A	0.09	12.17	0.09	B
Stream A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	24.82	147.73	1.08	F	149.05	914.16	1.40	F
Stream C-ABD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
	A1 - 3. BASE + DEV PO 2032							
Stream B-ACD	0.03	7.83	0.03	A	0.11	12.78	0.10	B
Stream A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	38.76	231.88	1.15	F	204.21	1254.51	1.51	F
Stream C-ABD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
	A1 - 4. BASE + DEV MID+60% 2032							
Stream B-ACD	0.03	7.84	0.03	A	0.11	12.58	0.10	B
Stream A-BCD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	39.37	239.80	1.15	F	196.09	1204.73	1.50	F
Stream C-ABD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-

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

"D1 - 1. BASE 2016, AM " model duration: 07:45 - 08:45
"D2 - 1. BASE 2016, PM" model duration: 16:15 - 17:15
"D3 - 2. BASE 2032, AM" model duration: 07:45 - 08:45
"D4 - 2. BASE 2032, PM" model duration: 16:15 - 17:15
"D5 - 3. BASE + DEV PO 2032, AM" model duration: 07:45 - 08:45
"D6 - 3. BASE + DEV PO 2032, PM" model duration: 16:15 - 17:15
"D7 - 4. BASE + DEV MID+60% 2032, AM" model duration: 07:45 - 08:45
"D8 - 4. BASE + DEV MID+60% 2032, PM" model duration: 16:15 - 17:15

Run using Junctions 8.0.6.541 at 28/10/2016 09:21:13

File summary

Title	20% test
Location	
Site Number	
Date	14/03/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Hantsnet
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	mph	Veh	Veh	perTimeSegment	s	-Min	perMin

(Default Analysis Set) - 1. BASE 2016, AM

Data Errors and Warnings

No errors or warnings

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
1. BASE 2016, AM	1. BASE 2016	AM		DIRECT	07:45	08:45	60	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	54.90	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	1.000	40.000	0.000
	Middle Street	1.000	0.000	0.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	25.000	5.000	78.000	0.000

Turning Proportions (Veh) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.00	0.02	0.98	0.00
	Middle Street	1.00	0.00	0.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.23	0.05	0.72	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	0.000	28.000	0.000
	Middle Street	2.000	0.000	0.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	12.000	3.000	81.000	0.000

Turning Proportions (Veh) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	1.00	0.00	0.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.13	0.03	0.84	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	0.000	30.000	0.000
	Middle Street	0.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	22.000	11.000	84.000	0.000

Turning Proportions (Veh) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.19	0.09	0.72	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	36.000	0.000
	Middle Street	0.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	16.000	3.000	63.000	0.000

Turning Proportions (Veh) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.03	0.97	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.20	0.04	0.77	0.00

Vehicle Mix

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.020	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	2.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.030	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.330	1.040	1.000

Heavy Vehicle Percentages - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	3.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	33.0	4.0	0.0

Average PCU Per Vehicle - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.030	1.000

Heavy Vehicle Percentages - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	3.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.02	9.16	0.02	A
A-BCD	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	0.91	55.45	6.96	F
C-ABD	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	1.00	0.99	0.00	99.20	0.010	0.01	9.163	A
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	40.00	40.00	0.00	-	-	-	-	-
D-ABC	108.00	103.77	0.00	128.33	0.842	4.23	32.583	D
C-ABD	0.00	0.00	0.00	140.97	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	2.00	1.99	0.00	104.08	0.019	0.02	8.815	A
A-BCD	0.00	0.00	0.00	154.11	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	28.00	28.00	0.00	-	-	-	-	-
D-ABC	96.00	96.54	0.00	122.81	0.783	3.68	33.059	D
C-ABD	0.00	0.00	0.00	143.99	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	1.00	1.01	0.00	152.14	0.007	0.01	5.954	A
A-BCD	0.00	0.00	0.00	154.59	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	30.00	30.00	0.00	-	-	-	-	-
D-ABC	117.00	113.63	0.00	128.90	0.907	7.05	55.451	F
C-ABD	0.00	0.00	0.00	143.72	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	1.00	1.00	0.00	152.10	0.007	0.01	5.955	A
A-BCD	0.00	0.00	0.00	154.83	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	36.00	36.00	0.00	-	-	-	-	-
D-ABC	82.00	87.14	0.00	126.60	0.649	1.91	24.661	C
C-ABD	0.00	0.00	0.00	142.09	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

(Default Analysis Set) - 1. BASE 2016, PM

Data Errors and Warnings

No errors or warnings

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
1. BASE 2016, PM	1. BASE 2016	PM		DIRECT	16:15	17:15	60	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	429.91	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	2.000	17.000	0.000
	Middle Street	5.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	50.000	4.000	103.000	0.000

Turning Proportions (Veh) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.00	0.11	0.89	0.00
	Middle Street	0.83	0.00	0.17	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.32	0.03	0.66	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	0.000	22.000	0.000
	Middle Street	2.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	40.000	4.000	89.000	0.000

Turning Proportions (Veh) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.50	0.00	0.50	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.30	0.03	0.67	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	222.000	0.000
	Middle Street	1.000	0.000	4.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	35.000	4.000	98.000	0.000

Turning Proportions (Veh) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.20	0.00	0.80	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.26	0.03	0.72	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	5.000	23.000	0.000
	Middle Street	5.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	46.000	4.000	89.000	0.000

Turning Proportions (Veh) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.18	0.82	0.00
	Middle Street	0.83	0.00	0.17	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.33	0.03	0.64	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.020	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	2.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.020

Heavy Vehicle Percentages - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	0.0	2.0

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.040	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	4.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	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-ACD	0.06	11.52	0.07	B
A-BCD	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	1.31	445.36	66.88	F
C-ABD	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	6.00	5.94	0.00	102.65	0.058	0.06	9.300	A
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
A-B	2.00	2.00	0.00	-	-	-	-	-
A-C	17.00	17.00	0.00	-	-	-	-	-
D-ABC	157.00	129.50	0.00	134.21	1.170	27.50	110.569	F
C-ABD	0.00	0.00	0.00	146.29	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	4.00	4.03	0.00	117.72	0.034	0.04	7.919	A
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	22.00	22.00	0.00	-	-	-	-	-
D-ABC	133.00	130.80	0.00	134.48	0.986	29.69	213.539	F
C-ABD	0.00	0.00	0.00	145.59	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	5.00	4.97	0.00	83.05	0.060	0.06	11.523	B
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	222.00	222.00	0.00	-	-	-	-	-
D-ABC	137.00	104.67	0.00	104.71	1.311	62.02	382.761	F
C-ABD	0.00	0.00	0.00	96.56	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	6.00	6.00	0.00	95.17	0.063	0.07	10.093	B
A-BCD	0.00	0.00	0.00	154.69	0.000	0.00	0.000	A
A-B	5.00	5.00	0.00	-	-	-	-	-
A-C	23.00	23.00	0.00	-	-	-	-	-
D-ABC	139.00	133.73	0.00	134.26	1.032	67.29	445.356	F
C-ABD	0.00	0.00	0.00	144.19	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

(Default Analysis Set) - 2. BASE 2032, AM

Data Errors and Warnings

No errors or warnings

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
2. BASE 2032, AM	2. BASE 2032	AM		DIRECT	07:45	08:45	60	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	146.32	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	1.000	46.000	0.000
	Middle Street	1.000	0.000	0.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	28.000	6.000	93.000	0.000

Turning Proportions (Veh) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.00	0.02	0.98	0.00
	Middle Street	1.00	0.00	0.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.22	0.05	0.73	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	0.000	32.000	0.000
	Middle Street	2.000	0.000	0.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	14.000	3.000	96.000	0.000

Turning Proportions (Veh) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	1.00	0.00	0.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.12	0.03	0.85	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	0.000	35.000	0.000
	Middle Street	0.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	26.000	13.000	100.000	0.000

Turning Proportions (Veh) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.19	0.09	0.72	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	41.000	0.000
	Middle Street	0.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	18.000	3.000	76.000	0.000

Turning Proportions (Veh) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.02	0.98	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.19	0.03	0.78	0.00

Vehicle Mix

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.020	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	2.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.030	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.330	1.040	1.000

Heavy Vehicle Percentages - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	3.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	33.0	4.0	0.0

Average PCU Per Vehicle - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.030	1.000

Heavy Vehicle Percentages - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	3.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.02	9.56	0.02	A
A-BCD	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	1.08	147.73	24.82	F
C-ABD	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	1.00	0.99	0.00	95.12	0.011	0.01	9.560	A
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	46.00	46.00	0.00	-	-	-	-	-
D-ABC	127.00	116.28	0.00	127.12	0.999	10.72	59.903	F
C-ABD	0.00	0.00	0.00	139.54	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	2.00	1.99	0.00	99.94	0.020	0.02	9.187	A
A-BCD	0.00	0.00	0.00	154.11	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	32.00	32.00	0.00	-	-	-	-	-
D-ABC	113.00	113.41	0.00	122.67	0.924	10.32	79.034	F
C-ABD	0.00	0.00	0.00	143.03	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	1.00	1.01	0.00	150.63	0.007	0.01	6.015	A
A-BCD	0.00	0.00	0.00	154.59	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	35.00	35.00	0.00	-	-	-	-	-
D-ABC	139.00	124.16	0.00	127.88	1.084	25.15	147.732	F
C-ABD	0.00	0.00	0.00	142.55	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	1.00	1.00	0.00	150.85	0.007	0.01	6.007	A
A-BCD	0.00	0.00	0.00	154.83	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	41.00	41.00	0.00	-	-	-	-	-
D-ABC	97.00	117.88	0.00	125.88	0.773	4.28	109.708	F
C-ABD	0.00	0.00	0.00	140.92	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

(Default Analysis Set) - 2. BASE 2032, PM

Data Errors and Warnings

No errors or warnings

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
2. BASE 2032, PM	2. BASE 2032	PM		DIRECT	16:15	17:15	60	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	883.57	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	2.000	19.000	0.000
	Middle Street	6.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	58.000	5.000	124.000	0.000

Turning Proportions (Veh) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.00	0.10	0.90	0.00
	Middle Street	0.86	0.00	0.14	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.31	0.03	0.66	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	0.000	25.000	0.000
	Middle Street	2.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	46.000	5.000	108.000	0.000

Turning Proportions (Veh) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.50	0.00	0.50	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.29	0.03	0.68	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	25.000	0.000
	Middle Street	1.000	0.000	5.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	41.000	5.000	119.000	0.000

Turning Proportions (Veh) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.04	0.96	0.00
	Middle Street	0.17	0.00	0.83	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.25	0.03	0.72	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	6.000	27.000	0.000
	Middle Street	6.000	0.000	1.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	54.000	5.000	108.000	0.000

Turning Proportions (Veh) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.18	0.82	0.00
	Middle Street	0.86	0.00	0.14	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.32	0.03	0.65	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.020	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	2.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	2.0	0.0

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.040	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	4.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	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-ACD	0.09	12.17	0.09	B
A-BCD	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	1.40	914.16	149.05	F
C-ABD	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	7.00	6.92	0.00	96.80	0.072	0.08	10.006	B
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
A-B	2.00	2.00	0.00	-	-	-	-	-
A-C	19.00	19.00	0.00	-	-	-	-	-
D-ABC	187.00	131.25	0.00	133.60	1.400	55.75	202.175	F
C-ABD	0.00	0.00	0.00	145.82	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	4.00	4.04	0.00	110.10	0.036	0.04	8.488	A
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	25.00	25.00	0.00	-	-	-	-	-
D-ABC	159.00	132.20	0.00	132.29	1.202	82.55	484.592	F
C-ABD	0.00	0.00	0.00	144.89	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	6.00	5.99	0.00	134.33	0.045	0.05	7.012	A
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	25.00	25.00	0.00	-	-	-	-	-
D-ABC	165.00	130.83	0.00	130.78	1.257	116.72	691.417	F
C-ABD	0.00	0.00	0.00	144.42	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	7.00	6.95	0.00	80.89	0.087	0.09	12.165	B
A-BCD	0.00	0.00	0.00	154.69	0.000	0.00	0.000	A
A-B	6.00	6.00	0.00	-	-	-	-	-
A-C	27.00	27.00	0.00	-	-	-	-	-
D-ABC	167.00	133.04	0.00	132.71	1.250	150.67	914.158	F
C-ABD	0.00	0.00	0.00	143.02	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

(Default Analysis Set) - 3. BASE + DEV PO 2032, AM

Data Errors and Warnings

No errors or warnings

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
3. BASE + DEV PO 2032, AM	3. BASE + DEV PO 2032	AM		DIRECT	07:45	08:45	60	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	226.42	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	1.000	47.000	0.000
	Middle Street	1.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	29.000	7.000	100.000	0.000

Turning Proportions (Veh) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.00	0.02	0.98	0.00
	Middle Street	0.33	0.00	0.67	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.21	0.05	0.74	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	0.000	34.000	0.000
	Middle Street	2.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	14.000	4.000	103.000	0.000

Turning Proportions (Veh) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.50	0.00	0.50	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.12	0.03	0.85	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	0.000	36.000	0.000
	Middle Street	0.000	0.000	3.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	26.000	13.000	107.000	0.000

Turning Proportions (Veh) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.18	0.09	0.73	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	43.000	0.000
	Middle Street	0.000	0.000	3.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	19.000	4.000	83.000	0.000

Turning Proportions (Veh) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.02	0.98	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.18	0.04	0.78	0.00

Vehicle Mix

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.020	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	2.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.030	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.330	1.040	1.000

Heavy Vehicle Percentages - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	3.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	33.0	4.0	0.0

Average PCU Per Vehicle - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.030	1.000

Heavy Vehicle Percentages - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	3.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.03	7.83	0.03	A
A-BCD	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	1.15	231.88	38.76	F
C-ABD	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	3.00	2.98	0.00	124.50	0.024	0.02	7.403	A
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	47.00	47.00	0.00	-	-	-	-	-
D-ABC	136.00	119.23	0.00	126.33	1.077	16.77	81.176	F
C-ABD	0.00	0.00	0.00	139.30	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	4.00	3.99	0.00	118.94	0.034	0.03	7.829	A
A-BCD	0.00	0.00	0.00	154.11	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	34.00	34.00	0.00	-	-	-	-	-
D-ABC	121.00	120.07	0.00	121.76	0.998	17.70	137.619	F
C-ABD	0.00	0.00	0.00	142.55	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	3.00	3.01	0.00	151.65	0.020	0.02	6.057	A
A-BCD	0.00	0.00	0.00	154.59	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	36.00	36.00	0.00	-	-	-	-	-
D-ABC	146.00	124.40	0.00	126.64	1.147	39.30	223.512	F
C-ABD	0.00	0.00	0.00	142.32	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	3.00	3.00	0.00	150.35	0.020	0.02	6.107	A
A-BCD	0.00	0.00	0.00	154.83	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	43.00	43.00	0.00	-	-	-	-	-
D-ABC	106.00	122.59	0.00	125.19	0.851	22.71	231.881	F
C-ABD	0.00	0.00	0.00	140.45	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

(Default Analysis Set) - 3. BASE + DEV PO 2032, PM

Data Errors and Warnings

No errors or warnings

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
3. BASE + DEV PO 2032, PM	3. BASE + DEV PO 2032	PM		DIRECT	16:15	17:15	60	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	1210.64	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	2.000	19.000	0.000
	Middle Street	6.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	59.000	6.000	136.000	0.000

Turning Proportions (Veh) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.00	0.10	0.90	0.00
	Middle Street	0.75	0.00	0.25	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.29	0.03	0.68	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	0.000	25.000	0.000
	Middle Street	2.000	0.000	3.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	47.000	6.000	119.000	0.000

Turning Proportions (Veh) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.40	0.00	0.60	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.27	0.03	0.69	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	25.000	0.000
	Middle Street	1.000	0.000	5.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	42.000	6.000	130.000	0.000

Turning Proportions (Veh) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.04	0.96	0.00
	Middle Street	0.17	0.00	0.83	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.24	0.03	0.73	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	6.000	27.000	0.000
	Middle Street	6.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	55.000	6.000	119.000	0.000

Turning Proportions (Veh) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.18	0.82	0.00
	Middle Street	0.75	0.00	0.25	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.31	0.03	0.66	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.020	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	2.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	2.0	0.0

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.040	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	4.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	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-ACD	0.10	12.78	0.11	B
A-BCD	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	1.51	1254.51	204.21	F
C-ABD	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	8.00	7.91	0.00	99.89	0.080	0.09	9.776	A
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
A-B	2.00	2.00	0.00	-	-	-	-	-
A-C	19.00	19.00	0.00	-	-	-	-	-
D-ABC	201.00	130.97	0.00	132.84	1.513	70.03	250.613	F
C-ABD	0.00	0.00	0.00	145.82	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	5.00	5.04	0.00	113.88	0.044	0.05	8.273	A
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	25.00	25.00	0.00	-	-	-	-	-
D-ABC	172.00	131.57	0.00	131.56	1.308	110.46	630.757	F
C-ABD	0.00	0.00	0.00	144.89	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	6.00	6.00	0.00	131.54	0.046	0.05	7.168	A
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	25.00	25.00	0.00	-	-	-	-	-
D-ABC	178.00	130.42	0.00	130.15	1.360	158.04	931.717	F
C-ABD	0.00	0.00	0.00	144.42	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	8.00	7.94	0.00	78.29	0.102	0.11	12.781	B
A-BCD	0.00	0.00	0.00	154.69	0.000	0.00	0.000	A
A-B	6.00	6.00	0.00	-	-	-	-	-
A-C	27.00	27.00	0.00	-	-	-	-	-
D-ABC	180.00	131.67	0.00	131.68	1.357	206.37	1254.510	F
C-ABD	0.00	0.00	0.00	143.02	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

(Default Analysis Set) - 4. BASE + DEV MID+60% 2032, AM

Data Errors and Warnings

No errors or warnings

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
4. BASE + DEV MID+60% 2032, AM	4. BASE + DEV MID+60% 2032	AM		DIRECT	07:45	08:45	60	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	234.16	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	1.000	47.000	0.000
	Middle Street	1.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	29.000	7.000	100.000	0.000

Turning Proportions (Veh) - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.00	0.02	0.98	0.00
	Middle Street	0.33	0.00	0.67	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.21	0.05	0.74	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	0.000	34.000	0.000
	Middle Street	2.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	14.000	5.000	103.000	0.000

Turning Proportions (Veh) - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.50	0.00	0.50	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.11	0.04	0.84	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	0.000	36.000	0.000
	Middle Street	0.000	0.000	3.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	26.000	14.000	106.000	0.000

Turning Proportions (Veh) - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.18	0.10	0.73	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	43.000	0.000
	Middle Street	0.000	0.000	3.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	19.000	5.000	83.000	0.000

Turning Proportions (Veh) - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.02	0.98	0.00
	Middle Street	0.00	0.00	1.00	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.18	0.05	0.78	0.00

Vehicle Mix

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.020	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (07:45-08:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	2.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	2.0	0.0

Average PCU Per Vehicle - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.030	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.330	1.040	1.000

Heavy Vehicle Percentages - (untitled) - (08:00-08:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	3.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	33.0	4.0	0.0

Average PCU Per Vehicle - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (08:15-08:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.030	1.000

Heavy Vehicle Percentages - (untitled) - (08:30-08:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	3.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.03	7.84	0.03	A
A-BCD	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	1.15	239.80	39.37	F
C-ABD	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	3.00	2.98	0.00	124.50	0.024	0.02	7.403	A
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	47.00	47.00	0.00	-	-	-	-	-
D-ABC	136.00	119.23	0.00	126.33	1.077	16.77	81.178	F
C-ABD	0.00	0.00	0.00	139.30	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	4.00	3.99	0.00	118.71	0.034	0.03	7.845	A
A-BCD	0.00	0.00	0.00	154.11	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	34.00	34.00	0.00	-	-	-	-	-
D-ABC	122.00	120.53	0.00	121.50	1.009	18.25	140.842	F
C-ABD	0.00	0.00	0.00	142.55	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	3.00	3.01	0.00	151.64	0.020	0.02	6.055	A
A-BCD	0.00	0.00	0.00	154.59	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	36.00	36.00	0.00	-	-	-	-	-
D-ABC	146.00	124.29	0.00	126.58	1.147	39.96	227.859	F
C-ABD	0.00	0.00	0.00	142.32	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	3.00	3.00	0.00	150.35	0.020	0.02	6.107	A
A-BCD	0.00	0.00	0.00	154.83	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	43.00	43.00	0.00	-	-	-	-	-
D-ABC	107.00	122.62	0.00	125.19	0.859	24.34	239.798	F
C-ABD	0.00	0.00	0.00	140.45	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

(Default Analysis Set) - 4. BASE + DEV MID+60% 2032, PM

Data Errors and Warnings

No errors or warnings

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
4. BASE + DEV MID+60% 2032, PM	4. BASE + DEV MID+60% 2032	PM		DIRECT	16:15	17:15	60	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	1160.65	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description	Arm Type
A285 Angel Street	A	A285 Angel Street		Major
Middle Street	B	Middle Street		Minor
New Street	C	New Street		Major
East Street	D	East Street		Minor

Major Arm Geometry

Name	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)
A285 Angel Street	6.00		0.00		2.20	80.00	✓	0.00
New Street	6.00		0.00		2.20	50.00	✓	0.00

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

Minor Arm Geometry

Name	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)
Middle Street	One lane	3.20										15	13
East Street	One lane	3.50										16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	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	155.073	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	-	0.230	0.230	0.115
1	B-C	161.194	0.099	0.250	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	B-D, offside lane	124.674	0.091	0.230	0.230	-	-	-	0.144	0.328	0.144	-	-	-
1	C-B	150.730	0.234	0.234	0.334	-	-	-	-	-	-	-	-	-
1	D-A	166.106	-	-	-	-	-	-	0.257	-	0.102	-	-	-
1	D-B, nearside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-B, offside lane	128.557	0.149	0.149	0.338	-	-	-	0.237	0.237	0.094	-	-	-
1	D-C	128.557	-	0.149	0.338	0.118	0.237	0.237	0.237	0.237	0.094	-	-	-

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/TS)	Flow Scaling Factor (%)
A285 Angel Street	DIRECT	✓	N/A	100.000
Middle Street	DIRECT	✓	N/A	100.000
New Street	DIRECT	✓	N/A	100.000
East Street	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	2.000	19.000	0.000
	Middle Street	6.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	59.000	6.000	134.000	0.000

Turning Proportions (Veh) - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.00	0.10	0.90	0.00
	Middle Street	0.75	0.00	0.25	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.30	0.03	0.67	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	**Middle Street**	**New Street**	**East Street**
From	**A285 Angel Street**	0.000	0.000	25.000	0.000
	Middle Street	2.000	0.000	3.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	47.000	6.000	117.000	0.000

Turning Proportions (Veh) - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.00	1.00	0.00
	Middle Street	0.40	0.00	0.60	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.28	0.04	0.69	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	1.000	25.000	0.000
	Middle Street	1.000	0.000	6.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	42.000	6.000	128.000	0.000

Turning Proportions (Veh) - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.04	0.96	0.00
	Middle Street	0.14	0.00	0.86	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.24	0.03	0.73	0.00

Turning Counts / Proportions (Veh/ TS) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.000	6.000	27.000	0.000
	Middle Street	6.000	0.000	2.000	0.000
	New Street	0.000	0.000	0.000	0.000
	East Street	55.000	6.000	117.000	0.000

Turning Proportions (Veh) - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.00	0.18	0.82	0.00
	Middle Street	0.75	0.00	0.25	0.00
	New Street	0.25	0.25	0.25	0.25
	East Street	0.31	0.03	0.66	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.020	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:15-16:30)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	2.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.020	1.000

Heavy Vehicle Percentages - (untitled) - (16:30-16:45)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	2.0	0.0

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

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.040	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.010	1.000

Heavy Vehicle Percentages - (untitled) - (16:45-17:00)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	4.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	0.0	0.0	1.0	0.0

Average PCU Per Vehicle - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	1.000	1.000	1.000	1.000
	Middle Street	1.000	1.000	1.000	1.000
	New Street	1.000	1.000	1.000	1.000
	East Street	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) - (17:00-17:15)

		To			
		A285 Angel Street	Middle Street	New Street	East Street
From	A285 Angel Street	0.0	0.0	0.0	0.0
	Middle Street	0.0	0.0	0.0	0.0
	New Street	0.0	0.0	0.0	0.0
	East Street	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-ACD	0.10	12.58	0.11	B
A-BCD	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-
D-ABC	1.50	1204.73	196.09	F
C-ABD	0.00	0.00	0.00	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	8.00	7.91	0.00	100.11	0.080	0.09	9.753	A
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
A-B	2.00	2.00	0.00	-	-	-	-	-
A-C	19.00	19.00	0.00	-	-	-	-	-
D-ABC	199.00	131.02	0.00	132.95	1.497	67.98	243.609	F
C-ABD	0.00	0.00	0.00	145.82	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	5.00	5.04	0.00	114.29	0.044	0.05	8.242	A
A-BCD	0.00	0.00	0.00	155.07	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	25.00	25.00	0.00	-	-	-	-	-
D-ABC	170.00	131.67	0.00	131.67	1.292	106.31	609.461	F
C-ABD	0.00	0.00	0.00	144.89	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	7.00	6.99	0.00	134.75	0.052	0.05	7.043	A
A-BCD	0.00	0.00	0.00	154.30	0.000	0.00	0.000	A
A-B	1.00	1.00	0.00	-	-	-	-	-
A-C	25.00	25.00	0.00	-	-	-	-	-
D-ABC	176.00	130.33	0.00	130.09	1.346	151.98	896.791	F
C-ABD	0.00	0.00	0.00	144.42	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/TS)	Entry Flow (Veh/TS)	Pedestrian Demand (Ped/TS)	Capacity (Veh/TS)	RFC	End Queue (Veh)	Delay (s)	LOS
B-ACD	8.00	7.94	0.00	79.40	0.101	0.11	12.575	B
A-BCD	0.00	0.00	0.00	154.69	0.000	0.00	0.000	A
A-B	6.00	6.00	0.00	-	-	-	-	-
A-C	27.00	27.00	0.00	-	-	-	-	-
D-ABC	178.00	131.80	0.00	131.82	1.341	198.18	1204.734	F
C-ABD	0.00	0.00	0.00	143.02	0.000	0.00	0.000	A
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	0.00	0.00	0.00	-	-	-	-	-