



Junctions 8	
PICADY 8 - Priority Intersection Module	
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Filename: A27-Nyton Road Junction 2022-01-06.arc8

Path: P:\20-061 Land East of Woodgate Road\Trans\Picady\A27 Nyton Road Junction

Report generation date: 11/01/2022 09:22:41

-
- » (Default Analysis Set) - 2024 Do Min, AM
 - » (Default Analysis Set) - 2024 Do Min, PM
 - » (Default Analysis Set) - 2024 Do Some, AM
 - » (Default Analysis Set) - 2024 Do Some, PM
 - » (Default Analysis Set) - 2038 Do Min, AM
 - » (Default Analysis Set) - 2038 Do Min, PM
 - » (Default Analysis Set) - 2038 Do Some, AM
 - » (Default Analysis Set) - 2038 Do Some, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2024 Do Min								
Stream B-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.79	18.56	0.44	C	1.72	20.64	0.64	C
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2024 Do Some								
Stream B-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.81	18.77	0.45	C	1.75	20.88	0.64	C
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2038 Do Min								
Stream B-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.84	19.75	0.46	C	1.16	19.60	0.54	C
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2038 Do Some								
Stream B-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.88	19.49	0.47	C	1.18	19.86	0.55	C
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - 2024 Do Min, AM" model duration: 08:00 - 09:30

"D2 - 2024 Do Min, PM" model duration: 16:00 - 17:30

"D3 - 2024 Do Some, AM" model duration: 08:00 - 09:30

"D4 - 2024 Do Some, PM" model duration: 16:00 - 17:30

"D5 - 2038 Do Min, AM" model duration: 08:00 - 09:30

"D6 - 2038 Do Min, PM" model duration: 16:00 - 17:30

"D7 - 2038 Do Some, AM" model duration: 08:00 - 09:30

"D8 - 2038 Do Some, PM" model duration: 16:00 - 17:30

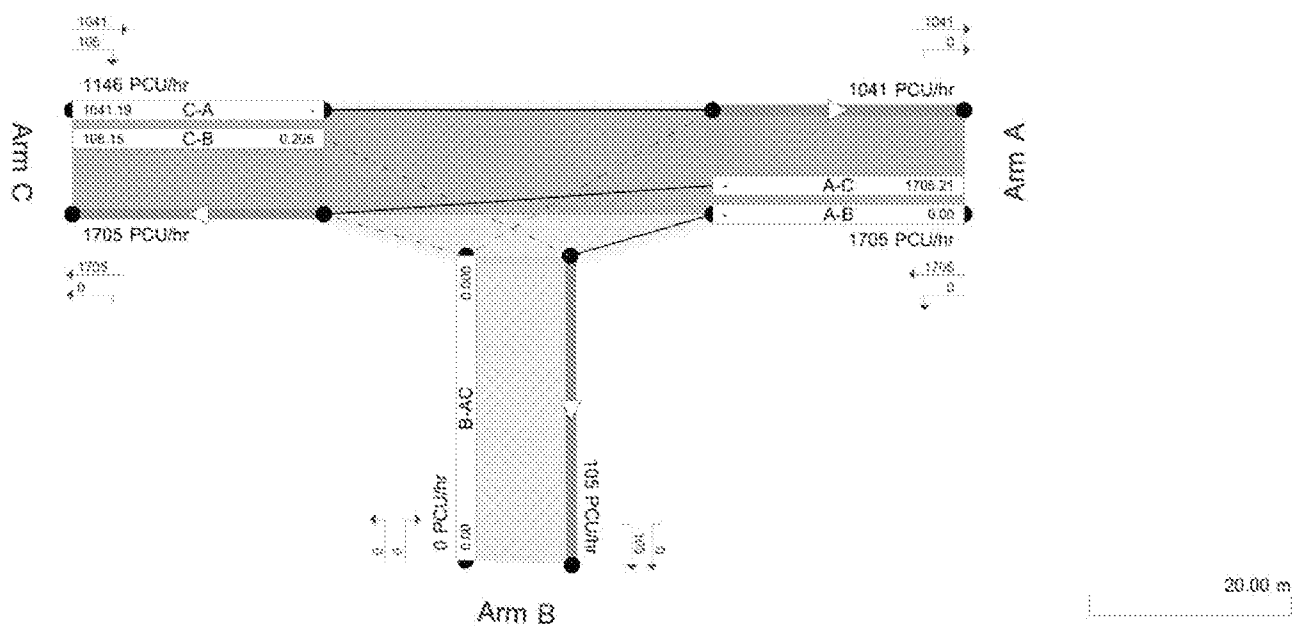
Run using Junctions 8.0.4.487 at 11/01/2022 09:22:38

File summary

Title	(untitled)
Location	
Site Number	
Date	06/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Dan
Description	

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

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



Shrimp needed for rough pack (PZ106)
Shrimp processing also Total Demand PZ107 Shrimp processing waste PZ1
Total Required: 98-06-0018:
Shrimp Available Std. "A" : Demand Std. "B" - 2016 On file and "

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2024 Do Min, 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
2024 Do Min, AM	2024 Do Min	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	18.56	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A27 (E)		Major
B	B	Nyton Road		Minor
C	C	A27 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	14.60	✓	4.50	✓	4.30	250.00		

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	3.50										250	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	805.454	0.083	0.211	0.133	0.301
1	B-C	820.431	0.079	0.199	-	-
1	C-B	883.010	0.214	0.214	-	-

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	✓	2265.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	1524.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	0.000	2265.000
	B	0.000	0.000	0.000
	C	1383.000	141.000	0.000

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

		To		
From		A	B	C
	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	0.91	0.09	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.44	18.56	0.79	C
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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-A	0.00	0.00	0.00	350.59	0.000	0.00	0.000	A
C-A	1041.19	1041.19	0.00	-	-	-	-	-
C-B	106.15	105.13	0.00	517.89	0.205	0.25	8.702	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1705.21	1705.21	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A	0.00	0.00	0.00	243.88	0.000	0.00	0.000	A
C-A	1243.29	1243.29	0.00	-	-	-	-	-
C-B	126.76	126.22	0.00	447.02	0.284	0.39	11.202	B
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	2036.19	2036.19	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	55.42	0.000	0.00	0.000	A
C-A	1522.71	1522.71	0.00	-	-	-	-	-
C-B	155.24	153.71	0.00	349.04	0.445	0.77	18.287	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	2493.81	2493.81	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	54.65	0.000	0.00	0.000	A
C-A	1522.71	1522.71	0.00	-	-	-	-	-
C-B	155.24	155.19	0.00	349.04	0.445	0.79	18.557	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	2493.81	2493.81	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	243.24	0.000	0.00	0.000	A
C-A	1243.29	1243.29	0.00	-	-	-	-	-
C-B	126.76	128.29	0.00	447.02	0.284	0.40	11.349	B
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	2036.19	2036.19	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	350.19	0.000	0.00	0.000	A
C-A	1041.19	1041.19	0.00	-	-	-	-	-
C-B	106.15	106.72	0.00	517.89	0.205	0.26	8.767	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1705.21	1705.21	0.00	-	-	-	-	-

(Default Analysis Set) - 2024 Do Min, 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
2024 Do Min, PM	2024 Do Min	PM		ONE HOUR	16:00	17:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	20.64	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A27 (E)		Major
B	B	Nyton Road		Minor
C	C	A27 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	14.60	✓	4.50	✓	4.30	250.00		

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	3.50										250	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	805.454	0.083	0.211	0.133	0.301
1	B-C	820.431	0.079	0.199	-	-
1	C-B	883.010	0.214	0.214	-	-

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	✓	1701.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	2565.00	100.000

Turning Proportions

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

		To		
From		A	B	C
	A	0.000	0.000	1701.000
	B	0.000	0.000	0.000
	C	2285.000	280.000	0.000

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

		To		
From		A	B	C
	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	0.89	0.11	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.64	20.64	1.72	C
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A	0.00	0.00	0.00	340.61	0.000	0.00	0.000	A
C-A	1720.27	1720.27	0.00	-	-	-	-	-
C-B	210.80	208.71	0.00	608.81	0.346	0.52	8.952	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1280.60	1280.60	0.00	-	-	-	-	-

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A	0.00	0.00	0.00	212.77	0.000	0.00	0.000	A
C-A	2054.17	2054.17	0.00	-	-	-	-	-
C-B	251.71	250.56	0.00	555.59	0.453	0.81	11.756	B
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1529.16	1529.16	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A	0.00	0.00	0.00	0.00	0.000	0.00	0.000	A
C-A	2515.83	2515.83	0.00	-	-	-	-	-
C-B	308.29	304.82	0.00	482.00	0.640	1.67	19.935	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1872.84	1872.84	0.00	-	-	-	-	-

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-A	0.00	0.00	0.00	0.00	0.000	0.00	0.000	A
C-A	2515.83	2515.83	0.00	-	-	-	-	-
C-B	308.29	308.10	0.00	482.00	0.640	1.72	20.640	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1872.84	1872.84	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A	0.00	0.00	0.00	210.94	0.000	0.00	0.000	A
C-A	2054.17	2054.17	0.00	-	-	-	-	-
C-B	251.71	255.21	0.00	555.59	0.453	0.85	12.120	B
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1529.16	1529.16	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A	0.00	0.00	0.00	339.61	0.000	0.00	0.000	A
C-A	1720.27	1720.27	0.00	-	-	-	-	-
C-B	210.80	212.04	0.00	608.81	0.346	0.54	9.101	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1280.60	1280.60	0.00	-	-	-	-	-

(Default Analysis Set) - 2024 Do Some, 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
2024 Do Some, AM	2024 Do Some	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	18.77	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A27 (E)		Major
B	B	Nyton Road		Minor
C	C	A27 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	14.60	✓	4.50	✓	4.30	250.00		

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	3.50										250	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	805.454	0.083	0.211	0.133	0.301
1	B-C	820.431	0.079	0.199	-	-
1	C-B	883.010	0.214	0.214	-	-

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

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

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Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	2265.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	1526.00	100.000

Turning Proportions

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

	To			
		A	B	C
From	A	0.000	0.000	2265.000
	B	0.000	0.000	0.000
	C	1383.000	143.000	0.000

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

	To			
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	0.91	0.09	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-A-C	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.45	18.77	0.81	C
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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-A-C	0.00	0.00	0.00	350.22	0.000	0.00	0.000	A
C-A	1041.19	1041.19	0.00	-	-	-	-	-
C-B	107.66	106.62	0.00	517.89	0.208	0.26	8.732	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1705.21	1705.21	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	0.00	0.00	0.00	243.34	0.000	0.00	0.000	A
C-A	1243.29	1243.29	0.00	-	-	-	-	-
C-B	128.55	128.00	0.00	447.02	0.288	0.40	11.265	B
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	2036.19	2036.19	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	0.00	0.00	0.00	54.30	0.000	0.00	0.000	A
C-A	1522.71	1522.71	0.00	-	-	-	-	-
C-B	157.45	155.86	0.00	349.04	0.451	0.79	18.484	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	2493.81	2493.81	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	0.00	0.00	0.00	53.49	0.000	0.00	0.000	A
C-A	1522.71	1522.71	0.00	-	-	-	-	-
C-B	157.45	157.39	0.00	349.04	0.451	0.81	18.769	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	2493.81	2493.81	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	242.67	0.000	0.00	0.000	A
C-A	1243.29	1243.29	0.00	-	-	-	-	-
C-B	128.55	130.14	0.00	447.02	0.288	0.41	11.415	B
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	2036.19	2036.19	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	349.82	0.000	0.00	0.000	A
C-A	1041.19	1041.19	0.00	-	-	-	-	-
C-B	107.66	108.24	0.00	517.89	0.208	0.27	8.801	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1705.21	1705.21	0.00	-	-	-	-	-

(Default Analysis Set) - 2024 Do Some, 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
2024 Do Some, PM	2024 Do Some	PM		ONE HOUR	16:00	17:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	20.88	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A27 (E)		Major
B	B	Nyton Road		Minor
C	C	A27 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	14.60	✓	4.50	✓	4.30	250.00		

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	3.50										250	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	805.454	0.083	0.211	0.133	0.301
1	B-C	820.431	0.079	0.199	-	-
1	C-B	883.010	0.214	0.214	-	-

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	✓	1705.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	2563.00	100.000

Turning Proportions

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

	To			
		A	B	C
	A	0.000	0.000	1705.000
	B	0.000	0.000	0.000
From	C	2282.000	281.000	0.000

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

	To			
		A	B	C
	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
From	C	0.89	0.11	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.64	20.88	1.75	C
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: {16:00-16:15}

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	339.95	0.000	0.00	0.000	A
C-A	1718.01	1718.01	0.00	-	-	-	-	-
C-B	211.55	209.45	0.00	608.16	0.348	0.53	8.984	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1283.61	1283.61	0.00	-	-	-	-	-

Main results: {16:15-16:30}

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	211.85	0.000	0.00	0.000	A
C-A	2051.47	2051.47	0.00	-	-	-	-	-
C-B	252.61	251.45	0.00	554.82	0.455	0.82	11.821	B
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1532.76	1532.76	0.00	-	-	-	-	-

Main results: {16:30-16:45}

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	0.000	0.00	0.000	A
C-A	2512.53	2512.53	0.00	-	-	-	-	-
C-B	309.39	305.86	0.00	481.06	0.643	1.70	20.148	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1877.24	1877.24	0.00	-	-	-	-	-

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-AC	0.00	0.00	0.00	0.00	0.000	0.00	0.000	A
C-A	2512.53	2512.53	0.00	-	-	-	-	-
C-B	309.39	309.19	0.00	481.06	0.643	1.75	20.881	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1877.24	1877.24	0.00	-	-	-	-	-

Main results: {17:00-17:15}

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	209.99	0.000	0.00	0.000	A
C-A	2051.47	2051.47	0.00	-	-	-	-	-
C-B	252.61	256.18	0.00	554.82	0.455	0.86	12.192	B
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1532.76	1532.76	0.00	-	-	-	-	-

Main results: {17:15-17:30}

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	338.94	0.000	0.00	0.000	A
C-A	1718.01	1718.01	0.00	-	-	-	-	-
C-B	211.55	212.81	0.00	608.16	0.348	0.54	9.134	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1283.61	1283.61	0.00	-	-	-	-	-

(Default Analysis Set) - 2038 Do Min, 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
2038 Do Min, AM	2038 Do Min	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	19.75	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A27 (E)		Major
B	B	Nyton Road		Minor
C	C	A27 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	14.60	✓	4.50	✓	4.30	250.00		

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	3.50										250	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	805.454	0.083	0.211	0.133	0.301
1	B-C	820.431	0.079	0.199	-	-
1	C-B	883.010	0.214	0.214	-	-

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	✓	2315.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	1737.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	0.000	2315.000
	B	0.000	0.000	0.000
	C	1596.000	141.000	0.000

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

		To		
From		A	B	C
	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	0.92	0.08	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.46	19.75	0.84	C
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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-A	0.00	0.00	0.00	324.29	0.000	0.00	0.000	A
C-A	1201.55	1201.55	0.00	-	-	-	-	-
C-B	106.15	105.11	0.00	509.83	0.208	0.26	8.874	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1742.85	1742.85	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A	0.00	0.00	0.00	205.74	0.000	0.00	0.000	A
C-A	1434.77	1434.77	0.00	-	-	-	-	-
C-B	126.76	126.19	0.00	437.40	0.290	0.40	11.547	B
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	2081.14	2081.14	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	0.00	0.00	0.00	0.00	0.000	0.00	0.000	A
C-A	1757.23	1757.23	0.00	-	-	-	-	-
C-B	155.24	153.56	0.00	337.25	0.460	0.82	19.423	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	2548.86	2548.86	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	0.00	0.00	0.00	0.00	0.000	0.00	0.000	A
C-A	1757.23	1757.23	0.00	-	-	-	-	-
C-B	155.24	155.18	0.00	337.25	0.460	0.84	19.753	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	2548.86	2548.86	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	0.00	0.00	0.00	204.96	0.000	0.00	0.000	A
C-A	1434.77	1434.77	0.00	-	-	-	-	-
C-B	126.76	128.44	0.00	437.40	0.290	0.42	11.712	B
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	2081.14	2081.14	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	0.00	0.00	0.00	323.86	0.000	0.00	0.000	A
C-A	1201.55	1201.55	0.00	-	-	-	-	-
C-B	106.15	106.75	0.00	509.83	0.208	0.27	8.945	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1742.85	1742.85	0.00	-	-	-	-	-

(Default Analysis Set) - 2038 Do Min, 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
2038 Do Min, PM	2038 Do Min	PM		ONE HOUR	16:00	17:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	19.60	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A27 (E)		Major
B	B	Nyton Road		Minor
C	C	A27 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	14.60	✓	4.50	✓	4.30	250.00		

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	3.50										250	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	805.454	0.083	0.211	0.133	0.301
1	B-C	820.431	0.079	0.199	-	-
1	C-B	883.010	0.214	0.214	-	-

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	✓	2048.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	2617.00	100.000

Turning Proportions

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

	To			
		A	B	C
From	A	0.000	0.000	2048.000
	B	0.000	0.000	0.000
	C	2420.000	197.000	0.000

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

	To			
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	0.92	0.08	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.54	19.60	1.16	C
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A	0.00	0.00	0.00	281.55	0.000	0.00	0.000	A
C-A	1821.90	1821.90	0.00	-	-	-	-	-
C-B	148.31	146.87	0.00	552.87	0.268	0.36	8.837	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1541.84	1541.84	0.00	-	-	-	-	-

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A	0.00	0.00	0.00	128.42	0.000	0.00	0.000	A
C-A	2175.53	2175.53	0.00	-	-	-	-	-
C-B	177.10	176.32	0.00	488.79	0.362	0.56	11.493	B
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1841.11	1841.11	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A	0.00	0.00	0.00	0.00	0.000	0.00	0.000	A
C-A	2664.47	2664.47	0.00	-	-	-	-	-
C-B	216.90	214.60	0.00	400.20	0.542	1.13	19.162	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	2254.89	2254.89	0.00	-	-	-	-	-

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-A	0.00	0.00	0.00	0.00	0.000	0.00	0.000	A
C-A	2664.47	2664.47	0.00	-	-	-	-	-
C-B	216.90	216.80	0.00	400.20	0.542	1.16	19.601	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	2254.89	2254.89	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A	0.00	0.00	0.00	127.01	0.000	0.00	0.000	A
C-A	2175.53	2175.53	0.00	-	-	-	-	-
C-B	177.10	179.41	0.00	488.79	0.362	0.58	11.719	B
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1841.11	1841.11	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A	0.00	0.00	0.00	280.81	0.000	0.00	0.000	A
C-A	1821.90	1821.90	0.00	-	-	-	-	-
C-B	148.31	149.14	0.00	552.87	0.268	0.37	8.936	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1541.84	1541.84	0.00	-	-	-	-	-

(Default Analysis Set) - 2038 Do Some, 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
2038 Do Some, AM	2038 Do Some	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	19.49	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A27 (E)		Major
B	B	Nyton Road		Minor
C	C	A27 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	14.60	✓	4.50	✓	4.30	250.00		

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	3.50										250	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	805.454	0.083	0.211	0.133	0.301
1	B-C	820.431	0.079	0.199	-	-
1	C-B	883.010	0.214	0.214	-	-

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	✓	2258.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	1738.00	100.000

Turning Proportions

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

	To			
		A	B	C
From	A	0.000	0.000	2258.000
	B	0.000	0.000	0.000
	C	1587.000	151.000	0.000

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

	To			
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	0.91	0.09	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.47	19.49	0.88	C
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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-A	0.00	0.00	0.00	332.92	0.000	0.00	0.000	A
C-A	1194.78	1194.78	0.00	-	-	-	-	-
C-B	113.68	112.57	0.00	519.02	0.219	0.28	8.834	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1699.94	1699.94	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A	0.00	0.00	0.00	217.19	0.000	0.00	0.000	A
C-A	1426.68	1426.68	0.00	-	-	-	-	-
C-B	135.75	135.15	0.00	448.37	0.303	0.43	11.472	B
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	2029.90	2029.90	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A	0.00	0.00	0.00	0.00	0.000	0.00	0.000	A
C-A	1747.32	1747.32	0.00	-	-	-	-	-
C-B	166.25	164.49	0.00	350.69	0.474	0.87	19.154	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	2486.10	2486.10	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A	0.00	0.00	0.00	0.00	0.000	0.00	0.000	A
C-A	1747.32	1747.32	0.00	-	-	-	-	-
C-B	166.25	166.19	0.00	350.69	0.474	0.88	19.491	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	2486.10	2486.10	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A	0.00	0.00	0.00	216.39	0.000	0.00	0.000	A
C-A	1426.68	1426.68	0.00	-	-	-	-	-
C-B	135.75	137.51	0.00	448.37	0.303	0.44	11.643	B
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	2029.90	2029.90	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A	0.00	0.00	0.00	332.47	0.000	0.00	0.000	A
C-A	1194.78	1194.78	0.00	-	-	-	-	-
C-B	113.68	114.31	0.00	519.02	0.219	0.28	8.908	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1699.94	1699.94	0.00	-	-	-	-	-

(Default Analysis Set) - 2038 Do Some, 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
2038 Do Some, PM	2038 Do Some	PM		ONE HOUR	16:00	17:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	19.86	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A27 (E)		Major
B	B	Nyton Road		Minor
C	C	A27 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	14.60	✓	4.50	✓	4.30	250.00		

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	3.50										250	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	805.454	0.083	0.211	0.133	0.301
1	B-C	820.431	0.079	0.199	-	-
1	C-B	883.010	0.214	0.214	-	-

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	✓	2049.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	2610.00	100.000

Turning Proportions

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

	To			
		A	B	C
From	A	0.000	0.000	2049.000
	B	0.000	0.000	0.000
	C	2411.000	199.000	0.000

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

	To			
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	0.92	0.08	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.55	19.86	1.18	C
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: {16:00-16:15}

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	281.83	0.000	0.00	0.000	A
C-A	1815.13	1815.13	0.00	-	-	-	-	-
C-B	149.82	148.35	0.00	552.71	0.271	0.37	8.872	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1542.59	1542.59	0.00	-	-	-	-	-

Main results: {16:15-16:30}

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	128.91	0.000	0.00	0.000	A
C-A	2167.44	2167.44	0.00	-	-	-	-	-
C-B	178.90	178.10	0.00	488.60	0.366	0.57	11.564	B
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1842.01	1842.01	0.00	-	-	-	-	-

Main results: {16:30-16:45}

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	0.000	0.00	0.000	A
C-A	2654.56	2654.56	0.00	-	-	-	-	-
C-B	219.10	216.74	0.00	399.96	0.548	1.16	19.404	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	2255.99	2255.99	0.00	-	-	-	-	-

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-AC	0.00	0.00	0.00	0.00	0.000	0.00	0.000	A
C-A	2654.56	2654.56	0.00	-	-	-	-	-
C-B	219.10	219.00	0.00	399.96	0.548	1.18	19.861	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	2255.99	2255.99	0.00	-	-	-	-	-

Main results: {17:00-17:15}

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	127.46	0.000	0.00	0.000	A
C-A	2167.44	2167.44	0.00	-	-	-	-	-
C-B	178.90	181.27	0.00	488.60	0.366	0.59	11.800	B
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1842.01	1842.01	0.00	-	-	-	-	-

Main results: {17:15-17:30}

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	281.08	0.000	0.00	0.000	A
C-A	1815.13	1815.13	0.00	-	-	-	-	-
C-B	149.82	150.67	0.00	552.71	0.271	0.38	8.974	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	1542.59	1542.59	0.00	-	-	-	-	-