



Appendix E

ARCADY outputs (Bognor Roundabout & Rowan Way Roundabout)

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.4.487 [15039,24/03/2014]

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Filename: BNRR 5 B2.arc8

Path: P:\Projects\Hanbury Properties\5130 - Phase 2 Oldlands Farm, Bognor Regis\Traffic\Junction Modelling\BNRR

Report generation date: 21/05/2015 17:44:28

- » (Default Analysis Set) - 2031 DS1, AM
- » (Default Analysis Set) - 2031 DS1, PM
- » (Default Analysis Set) - 2031 DS1+Ph2, AM
- » (Default Analysis Set) - 2031 DS1+Ph2, PM

File summary

Title	A29 / BNRR roundabout
Location	Shripney
Site Number	1
Date	05/06/2013
Version	preliminary
Status	(new file)
Identifier	
Client	Hanbury Properties
Jobnumber	5130
Enumerator	MJA\wingl
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	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - 2031 DS1, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 DS1, AM	2031 DS1	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	BNRR	Roundabout	1,2,3,4,5				9.04	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
A29 (n)	1	A29 (n)	
BNRR	2	BNRR	BNRR
Site Access	3	Site Access	Site Access
A29 (s)	4	A29 (s)	A29 Shripney Road (s)
Saltbox	5	Saltbox	Saltbox Access

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A29 (n)	0.00	99999.00		0.00
BNRR	0.00	99999.00		0.00
Site Access	0.00	99999.00		0.00
A29 (s)	0.00	99999.00		0.00
Saltbox	0.00	99999.00		0.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A29 (n)	6.85	9.04	6.50	35.00	60.00	37.00	
BNRR	4.22	6.50	23.50	16.00	60.00	34.50	
Site Access	4.83	6.13	3.50	14.00	60.00	30.50	
A29 (s)	7.30	7.30	0.00	20.00	60.00	31.00	
Saltbox	4.83	6.13	3.50	14.00	60.00	30.50	

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)
A29 (n)		(calculated)	(calculated)	0.675	2386.876
BNRR		(calculated)	(calculated)	0.559	1755.556
Site Access		(calculated)	(calculated)	0.535	1606.177
A29 (s)		(calculated)	(calculated)	0.644	2204.225
Saltbox		(calculated)	(calculated)	0.535	1606.177

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 (PCU/hr)	Flow Scaling Factor (%)
A29 (n)	ONE HOUR	✓	834.00	100.000
BNRR	ONE HOUR	✓	900.00	100.000
Site Access	ONE HOUR	✓	132.00	100.000
A29 (s)	ONE HOUR	✓	1330.00	100.000
Saltbox	ONE HOUR	✓	10.00	100.000

Turning Proportions

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.000	28.000	67.000	680.000	59.000
	BNRR	90.000	0.000	149.000	529.000	132.000
	Site Access	31.000	68.000	0.000	26.000	7.000
	A29 (s)	680.000	571.000	42.000	0.000	37.000
	Saltbox	2.000	5.000	1.000	2.000	0.000

Turning Proportions (PCU) - BNRR (for whole period)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.00	0.03	0.08	0.82	0.07
	BNRR	0.10	0.00	0.17	0.59	0.15
	Site Access	0.23	0.52	0.00	0.20	0.05
	A29 (s)	0.51	0.43	0.03	0.00	0.03
	Saltbox	0.20	0.50	0.10	0.20	0.00

Vehicle Mix

Average PCU Per Vehicle - BNRR (for whole period)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.050	1.050	1.050	1.050
	BNRR	1.050	1.000	1.050	1.050	1.050
	Site Access	1.050	1.050	1.000	1.050	1.050
	A29 (s)	1.050	1.050	1.050	1.000	1.050
	Saltbox	1.050	1.000	1.050	1.050	1.000

Heavy Vehicle Percentages - BNRR (for whole period)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	5.0	5.0	5.0	5.0
	BNRR	5.0	0.0	5.0	5.0	5.0
	Site Access	5.0	5.0	0.0	5.0	5.0
	A29 (s)	5.0	5.0	5.0	0.0	5.0
	Saltbox	5.0	0.0	5.0	5.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
A29 (n)	0.49	3.95	1.00	A	765.29	1147.94	63.05	3.30	0.70	63.06	3.30
BNRR	0.80	15.56	4.14	C	825.86	1238.78	194.13	9.40	2.16	194.15	9.40
Site Access	0.20	6.49	0.26	A	121.13	181.69	15.98	5.28	0.18	15.98	5.28
A29 (s)	0.76	8.10	3.24	A	1220.43	1830.65	172.07	5.64	1.91	172.09	5.64
Saltbox	0.02	5.10	0.02	A	9.18	13.76	1.00	4.38	0.01	1.00	4.38

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	627.88	156.97	626.02	601.94	516.56	0.00	2038.10	1427.39	0.308	0.00	0.47	2.673	A
BNRR	677.57	169.39	673.66	503.84	638.74	0.00	1398.26	876.80	0.485	0.00	0.98	5.189	A
Site Access	99.38	24.84	98.92	194.06	1118.34	0.00	1008.04	489.79	0.099	0.00	0.11	4.156	A
A29 (s)	1001.29	250.32	997.19	927.37	289.89	0.00	2017.68	1746.96	0.496	0.00	1.03	3.689	A
Saltbox	7.53	1.88	7.50	176.08	1111.00	0.00	1011.97	454.46	0.007	0.00	0.01	3.670	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	749.75	187.44	749.04	720.45	618.28	0.00	1969.42	1427.39	0.381	0.47	0.64	3.096	A
BNRR	809.08	202.27	806.57	603.04	764.28	0.00	1328.04	876.80	0.609	0.98	1.60	7.214	A
Site Access	118.67	29.67	118.48	232.29	1338.55	0.00	890.27	489.79	0.133	0.11	0.16	4.896	A
A29 (s)	1195.64	298.91	1193.43	1109.95	347.09	0.00	1980.87	1746.96	0.604	1.03	1.58	4.787	A
Saltbox	8.99	2.25	8.98	210.77	1329.75	0.00	894.97	454.46	0.010	0.01	0.01	4.162	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	918.25	229.56	916.83	879.80	755.44	0.00	1876.81	1427.41	0.489	0.64	1.00	3.932	A
BNRR	990.92	247.73	981.39	736.88	935.39	0.00	1232.33	876.80	0.804	1.60	3.99	14.539	B
Site Access	145.33	36.33	144.95	283.27	1633.51	0.00	732.51	489.79	0.198	0.16	0.26	6.429	A
A29 (s)	1464.36	366.09	1457.96	1355.12	423.33	0.00	1931.81	1746.97	0.758	1.58	3.18	7.871	A
Saltbox	11.01	2.75	10.99	257.04	1624.25	0.00	737.46	454.46	0.015	0.01	0.02	5.075	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	918.25	229.56	918.23	883.93	758.48	0.00	1874.76	1427.41	0.490	1.00	1.00	3.951	A
BNRR	990.92	247.73	990.28	739.77	936.94	0.00	1231.46	876.80	0.805	3.99	4.14	15.565	C
Site Access	145.33	36.33	145.32	285.05	1642.17	0.00	727.88	489.79	0.200	0.26	0.26	6.488	A
A29 (s)	1464.36	366.09	1464.11	1361.57	425.93	0.00	1930.14	1746.97	0.759	3.18	3.24	8.099	A
Saltbox	11.01	2.75	11.01	258.64	1631.40	0.00	733.64	454.46	0.015	0.02	0.02	5.102	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	749.75	187.44	751.16	726.26	622.59	0.00	1966.51	1427.39	0.381	1.00	0.65	3.115	A
BNRR	809.08	202.27	818.96	607.14	766.60	0.00	1326.74	876.80	0.610	4.14	1.67	7.582	A
Site Access	118.67	29.67	119.05	234.79	1350.78	0.00	883.73	489.79	0.134	0.26	0.16	4.945	A
A29 (s)	1195.64	298.91	1202.10	1119.08	350.75	0.00	1978.51	1746.96	0.604	3.24	1.62	4.909	A
Saltbox	8.99	2.25	9.01	213.01	1339.84	0.00	889.58	454.46	0.010	0.02	0.01	4.187	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	627.88	156.97	628.60	606.04	519.89	0.00	2035.85	1427.39	0.308	0.65	0.47	2.686	A
BNRR	677.57	169.39	680.26	507.04	641.45	0.00	1396.75	876.80	0.485	1.67	1.00	5.296	A
Site Access	99.38	24.84	99.57	195.57	1126.15	0.00	1003.87	489.79	0.099	0.16	0.12	4.180	A
A29 (s)	1001.29	250.32	1003.62	933.49	292.22	0.00	2016.18	1746.96	0.497	1.62	1.04	3.743	A
Saltbox	7.53	1.88	7.54	177.44	1118.40	0.00	1008.01	454.46	0.007	0.01	0.01	3.688	A

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	6.85	0.46	2.673	A	A
BNRR	14.09	0.94	5.189	A	A
Site Access	1.68	0.11	4.156	A	A
A29 (s)	14.93	1.00	3.689	A	A
Saltbox	0.11	0.01	3.670	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	9.47	0.63	3.096	A	A
BNRR	23.04	1.54	7.214	A	A
Site Access	2.36	0.16	4.896	A	A
A29 (s)	22.92	1.53	4.787	A	A
Saltbox	0.15	0.01	4.162	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	14.60	0.97	3.932	A	A
BNRR	53.36	3.56	14.539	B	B
Site Access	3.77	0.25	6.429	A	A
A29 (s)	44.54	2.97	7.871	A	A
Saltbox	0.23	0.02	5.075	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	15.02	1.00	3.951	A	A
BNRR	61.23	4.08	15.565	C	B
Site Access	3.89	0.26	6.488	A	A
A29 (s)	48.23	3.22	8.099	A	A
Saltbox	0.23	0.02	5.102	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	9.95	0.66	3.115	A	A
BNRR	26.88	1.79	7.582	A	A
Site Access	2.51	0.17	4.945	A	A
A29 (s)	25.38	1.69	4.909	A	A
Saltbox	0.16	0.01	4.187	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	7.16	0.48	2.686	A	A
BNRR	15.51	1.03	5.296	A	A
Site Access	1.77	0.12	4.180	A	A
A29 (s)	16.07	1.07	3.743	A	A
Saltbox	0.12	0.01	3.688	A	A

(Default Analysis Set) - 2031 DS1, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 DS1, RM	2031 DS1	RM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	BNRR	Roundabout	1,2,3,4,5				6.28	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
A29 (n)	1	A29 (n)	
BNRR	2	BNRR	BNRR
Site Access	3	Site Access	Site Access
A29 (s)	4	A29 (s)	A29 Shripney Road (s)
Saltbox	5	Saltbox	Saltbox Access

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A29 (n)	0.00	99999.00		0.00
BNRR	0.00	99999.00		0.00
Site Access	0.00	99999.00		0.00
A29 (s)	0.00	99999.00		0.00
Saltbox	0.00	99999.00		0.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A29 (n)	6.85	9.04	6.50	35.00	60.00	37.00	
BNRR	4.22	6.50	23.50	16.00	60.00	34.50	
Site Access	4.83	6.13	3.50	14.00	60.00	30.50	
A29 (s)	7.30	7.30	0.00	20.00	60.00	31.00	
Saltbox	4.83	6.13	3.50	14.00	60.00	30.50	

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)
A29 (n)		(calculated)	(calculated)	0.675	2386.876
BNRR		(calculated)	(calculated)	0.559	1755.556
Site Access		(calculated)	(calculated)	0.535	1606.177
A29 (s)		(calculated)	(calculated)	0.644	2204.225
Saltbox		(calculated)	(calculated)	0.535	1606.177

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 (PCU/hr)	Flow Scaling Factor (%)
A29 (n)	ONE HOUR	✓	829.00	100.000
BNRR	ONE HOUR	✓	729.00	100.000
Site Access	ONE HOUR	✓	299.00	100.000
A29 (s)	ONE HOUR	✓	1246.00	100.000
Saltbox	ONE HOUR	✓	228.00	100.000

Turning Proportions

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.000	91.000	56.000	680.000	2.000
	BNRR	28.000	0.000	125.000	571.000	5.000
	Site Access	69.000	155.000	0.000	60.000	15.000
	A29 (s)	680.000	529.000	35.000	0.000	2.000
	Saltbox	59.000	132.000	0.000	37.000	0.000

Turning Proportions (PCU) - BNRR (for whole period)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.00	0.11	0.07	0.82	0.00
	BNRR	0.04	0.00	0.17	0.78	0.01
	Site Access	0.23	0.52	0.00	0.20	0.05
	A29 (s)	0.55	0.42	0.03	0.00	0.00
	Saltbox	0.26	0.58	0.00	0.16	0.00

Vehicle Mix

Average PCU Per Vehicle - BNRR (for whole period)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.050	1.000	1.050	1.050
	BNRR	1.050	1.000	1.050	1.000	1.050
	Site Access	1.050	1.000	1.000	1.050	1.000
	A29 (s)	1.050	1.000	1.050	1.000	1.050
	Saltbox	1.050	1.050	1.050	1.050	1.000

Heavy Vehicle Percentages - BNRR (for whole period)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	5.0	0.0	5.0	5.0
	BNRR	5.0	0.0	5.0	0.0	5.0
	Site Access	5.0	0.0	0.0	5.0	0.0
	A29 (s)	5.0	0.0	5.0	0.0	5.0
	Saltbox	5.0	5.0	5.0	5.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
A29 (n)	0.53	4.63	1.17	A	760.70	1141.06	70.51	3.71	0.78	70.52	3.71
BNRR	0.64	8.01	1.76	A	668.94	1003.41	99.11	5.93	1.10	99.12	5.93
Site Access	0.40	7.38	0.67	A	274.37	411.55	39.52	5.76	0.44	39.52	5.76
A29 (s)	0.68	5.80	2.19	A	1143.35	1715.03	126.69	4.43	1.41	126.70	4.43
Saltbox	0.35	7.97	0.55	A	209.22	313.83	32.14	6.14	0.36	32.14	6.14

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	624.11	156.03	622.13	626.97	665.81	0.00	1937.33	1443.69	0.322	0.00	0.50	2.861	A
BNRR	548.83	137.21	546.29	680.13	607.81	0.00	1415.56	973.79	0.388	0.00	0.64	4.173	A
Site Access	225.10	56.28	224.03	161.95	992.15	0.00	1075.53	508.06	0.209	0.00	0.27	4.311	A
A29 (s)	938.05	234.51	934.67	1010.88	205.30	0.00	2072.11	1912.28	0.453	0.00	0.84	3.245	A
Saltbox	171.65	42.91	170.79	17.99	1121.99	0.00	1006.09	361.48	0.171	0.00	0.21	4.520	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	745.25	186.31	744.42	750.44	797.06	0.00	1848.71	1443.70	0.403	0.50	0.70	3.410	A
BNRR	655.36	163.84	654.12	814.15	727.33	0.00	1348.71	973.78	0.486	0.64	0.94	5.227	A
Site Access	268.79	67.20	268.32	193.87	1187.58	0.00	971.01	508.06	0.277	0.27	0.39	5.227	A
A29 (s)	1120.13	280.03	1118.58	1210.01	245.88	0.00	2046.00	1912.28	0.547	0.84	1.23	3.985	A
Saltbox	204.97	51.24	204.58	21.54	1342.92	0.00	887.93	361.48	0.231	0.21	0.31	5.529	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	912.75	228.19	910.92	917.80	974.75	0.00	1728.73	1443.69	0.528	0.70	1.16	4.596	A
BNRR	802.64	200.66	799.46	995.73	889.95	0.00	1257.75	973.78	0.638	0.94	1.74	7.883	A
Site Access	329.21	82.30	328.10	237.05	1452.36	0.00	829.40	508.06	0.397	0.39	0.66	7.315	A
A29 (s)	1371.87	342.97	1368.14	1479.81	300.65	0.00	2010.75	1912.28	0.682	1.23	2.17	5.727	A
Saltbox	251.03	62.76	250.10	26.34	1642.45	0.00	727.73	361.48	0.345	0.31	0.55	7.896	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	912.75	228.19	912.71	920.39	977.63	0.00	1726.79	1443.69	0.529	1.16	1.17	4.627	A
BNRR	802.64	200.66	802.55	998.56	891.79	0.00	1256.71	973.78	0.639	1.74	1.76	8.005	A
Site Access	329.21	82.30	329.18	237.80	1456.54	0.00	827.16	508.06	0.398	0.66	0.67	7.380	A
A29 (s)	1371.87	342.97	1371.78	1484.07	301.65	0.00	2010.11	1912.28	0.682	2.17	2.19	5.796	A
Saltbox	251.03	62.76	251.01	26.42	1647.01	0.00	725.29	361.48	0.346	0.55	0.55	7.970	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	745.25	186.31	747.07	754.19	801.24	0.00	1845.89	1443.70	0.404	1.17	0.71	3.435	A
BNRR	655.36	163.84	658.54	818.26	730.04	0.00	1347.19	973.78	0.486	1.76	0.97	5.307	A
Site Access	268.79	67.20	269.89	194.95	1193.63	0.00	967.78	508.06	0.278	0.67	0.40	5.276	A
A29 (s)	1120.13	280.03	1123.85	1216.18	247.35	0.00	2045.06	1912.28	0.548	2.19	1.26	4.035	A
Saltbox	204.97	51.24	205.90	21.66	1349.53	0.00	884.39	361.48	0.232	0.55	0.32	5.578	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	624.11	156.03	624.96	630.53	669.81	0.00	1934.62	1443.69	0.323	0.71	0.50	2.877	A
BNRR	548.83	137.21	550.12	684.10	610.68	0.00	1413.96	973.79	0.388	0.97	0.65	4.216	A
Site Access	225.10	56.28	225.59	162.94	997.86	0.00	1072.48	508.06	0.210	0.40	0.27	4.343	A
A29 (s)	938.05	234.51	939.66	1016.72	206.73	0.00	2071.19	1912.28	0.453	1.26	0.86	3.277	A
Saltbox	171.65	42.91	172.05	18.11	1128.28	0.00	1002.72	361.48	0.171	0.32	0.22	4.554	A

Queueing Delay Results for each time segment

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	7.28	0.49	2.861	A	A
BNRR	9.25	0.62	4.173	A	A
Site Access	3.93	0.26	4.311	A	A
A29 (s)	12.35	0.82	3.245	A	A
Saltbox	3.14	0.21	4.520	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	10.34	0.69	3.410	A	A
BNRR	13.77	0.92	5.227	A	A
Site Access	5.69	0.38	5.227	A	A
A29 (s)	18.02	1.20	3.985	A	A
Saltbox	4.59	0.31	5.529	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	16.87	1.12	4.596	A	A
BNRR	24.80	1.65	7.883	A	A
Site Access	9.61	0.64	7.315	A	A
A29 (s)	31.06	2.07	5.727	A	A
Saltbox	7.91	0.53	7.896	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	17.45	1.16	4.627	A	A
BNRR	26.32	1.75	8.005	A	A
Site Access	10.01	0.67	7.380	A	A
A29 (s)	32.68	2.18	5.796	A	A
Saltbox	8.24	0.55	7.970	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	10.94	0.73	3.435	A	A
BNRR	15.04	1.00	5.307	A	A
Site Access	6.10	0.41	5.276	A	A
A29 (s)	19.45	1.30	4.035	A	A
Saltbox	4.92	0.33	5.578	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	7.63	0.51	2.877	A	A
BNRR	9.92	0.66	4.216	A	A
Site Access	4.18	0.28	4.343	A	A
A29 (s)	13.13	0.88	3.277	A	A
Saltbox	3.34	0.22	4.554	A	A

(Default Analysis Set) - 2031 DS1+Ph2, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relation
2031 DS1+Ph2, AM	2031 DS1+Ph2	AM		ONE HOUR	07:45	09:15	90	15				✓		'D8 + D

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	BNRR	Roundabout	1,2,3,4,5				11.50	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
A29 (n)	1	A29 (n)	
BNRR	2	BNRR	BNRR
Site Access	3	Site Access	Site Access
A29 (s)	4	A29 (s)	A29 Shripney Road (s)
Saltbox	5	Saltbox	Saltbox Access

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A29 (n)	0.00	99999.00		0.00
BNRR	0.00	99999.00		0.00
Site Access	0.00	99999.00		0.00
A29 (s)	0.00	99999.00		0.00
Saltbox	0.00	99999.00		0.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A29 (n)	6.85	9.04	6.50	35.00	60.00	37.00	
BNRR	4.22	6.50	23.50	16.00	60.00	34.50	
Site Access	4.83	6.13	3.50	14.00	60.00	30.50	
A29 (s)	7.30	7.30	0.00	20.00	60.00	31.00	
Saltbox	4.83	6.13	3.50	14.00	60.00	30.50	

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)
A29 (n)		(calculated)	(calculated)	0.675	2386.876
BNRR		(calculated)	(calculated)	0.559	1755.556
Site Access		(calculated)	(calculated)	0.535	1606.177
A29 (s)		(calculated)	(calculated)	0.644	2204.225
Saltbox		(calculated)	(calculated)	0.535	1606.177

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 (PCU/hr)	Flow Scaling Factor (%)
A29 (n)	ONE HOUR	✓	861.00	100.000
BNRR	ONE HOUR	✓	959.00	100.000
Site Access	ONE HOUR	✓	184.00	100.000
A29 (s)	ONE HOUR	✓	1347.00	100.000
Saltbox	ONE HOUR	✓	10.00	100.000

Turning Proportions

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

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	0.000	28.000	94.000	680.000	59.000
	BNRR	90.000	0.000	208.000	529.000	132.000
	Site Access	43.000	95.000	0.000	36.000	10.000
	A29 (s)	680.000	571.000	59.000	0.000	37.000
	Saltbox	2.000	5.000	1.000	2.000	0.000

Turning Proportions (PCU) - BNRR (for whole period)

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	0.00	0.03	0.11	0.79	0.07
	BNRR	0.09	0.00	0.22	0.55	0.14
	Site Access	0.23	0.52	0.00	0.20	0.05
	A29 (s)	0.50	0.42	0.04	0.00	0.03
	Saltbox	0.20	0.50	0.10	0.20	0.00

Vehicle Mix

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

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (07:45-08:00)

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (08:00-08:15)

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (08:00-08:15)

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (08:15-08:30)

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (08:15-08:30)

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (08:30-08:45)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (08:30-08:45)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (08:45-09:00)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (09:00-09:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (09:00-09:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
A29 (n)	0.51	4.03	1.05	A	790.07	1185.10	65.25	3.30	0.73	65.25	3.30
BNRR	0.88	23.24	6.46	C	880.00	1319.99	262.91	11.95	2.92	262.94	11.95
Site Access	0.28	6.85	0.38	A	168.84	253.26	22.89	5.42	0.25	22.89	5.42
A29 (s)	0.78	8.60	3.47	A	1236.03	1854.05	178.94	5.79	1.99	178.95	5.79
Saltbox	0.02	5.22	0.02	A	9.18	13.76	1.02	4.43	0.01	1.02	4.43

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	648.21	162.05	646.32	610.95	549.58	0.00	2015.81	1410.95	0.322	0.00	0.47	2.625	A
BNRR	721.99	180.50	717.65	524.11	671.79	0.00	1379.78	875.08	0.523	0.00	1.08	5.403	A
Site Access	138.52	34.63	137.89	271.20	1118.23	0.00	1008.10	544.46	0.137	0.00	0.16	4.134	A
A29 (s)	1014.09	253.52	1010.00	934.79	321.33	0.00	1997.45	1729.83	0.508	0.00	1.02	3.631	A
Saltbox	7.53	1.88	7.50	178.31	1153.03	0.00	989.49	444.08	0.008	0.00	0.01	3.665	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	774.02	193.51	773.27	731.13	657.72	0.00	1942.79	1410.95	0.398	0.47	0.66	3.077	A
BNRR	862.12	215.53	858.88	627.23	803.76	0.00	1305.96	875.08	0.660	1.08	1.89	7.993	A
Site Access	165.41	41.35	165.14	324.54	1338.10	0.00	890.51	544.46	0.186	0.16	0.23	4.962	A
A29 (s)	1210.93	302.73	1208.61	1118.59	384.64	0.00	1956.70	1729.84	0.619	1.02	1.60	4.798	A
Saltbox	8.99	2.25	8.98	213.38	1379.87	0.00	868.17	444.08	0.010	0.01	0.01	4.189	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	947.98	236.99	946.42	892.04	803.37	0.00	1844.45	1410.96	0.514	0.66	1.05	4.002	A
BNRR	1055.88	263.97	1039.54	766.21	983.59	0.00	1205.37	875.08	0.878	1.89	5.98	20.008	C
Site Access	202.59	50.65	201.99	394.54	1628.59	0.00	735.14	544.46	0.276	0.23	0.38	6.745	A
A29 (s)	1483.07	370.77	1475.91	1362.61	467.97	0.00	1903.08	1729.84	0.779	1.60	3.39	8.291	A
Saltbox	11.01	2.75	10.99	259.46	1684.42	0.00	705.28	444.08	0.016	0.01	0.02	5.184	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	947.98	236.99	947.95	896.98	806.88	0.00	1842.08	1410.96	0.515	1.05	1.05	4.026	A
BNRR	1055.88	263.97	1053.95	769.46	985.37	0.00	1204.37	875.08	0.877	5.98	6.46	23.244	C
Site Access	202.59	50.65	202.56	398.13	1641.19	0.00	728.40	544.46	0.278	0.38	0.38	6.845	A
A29 (s)	1483.07	370.77	1482.75	1371.88	471.87	0.00	1900.57	1729.84	0.780	3.39	3.47	8.598	A
Saltbox	11.01	2.75	11.01	261.77	1692.85	0.00	700.77	444.08	0.016	0.02	0.02	5.218	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	774.02	193.51	775.57	738.16	662.68	0.00	1939.44	1410.95	0.399	1.05	0.67	3.098	A
BNRR	862.12	215.53	879.96	631.84	806.41	0.00	1304.48	875.08	0.661	6.46	2.00	8.817	A
Site Access	165.41	41.35	166.01	329.79	1356.58	0.00	880.63	544.46	0.188	0.38	0.23	5.041	A
A29 (s)	1210.93	302.73	1218.20	1132.21	390.38	0.00	1953.01	1729.84	0.620	3.47	1.65	4.946	A
Saltbox	8.99	2.25	9.01	216.75	1391.83	0.00	861.77	444.08	0.010	0.02	0.01	4.221	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	648.21	162.05	648.97	615.21	553.15	0.00	2013.40	1410.95	0.322	0.67	0.48	2.639	A
BNRR	721.99	180.50	725.53	527.46	674.65	0.00	1378.18	875.08	0.524	2.00	1.11	5.547	A
Site Access	138.52	34.63	138.81	273.49	1126.69	0.00	1003.58	544.46	0.138	0.23	0.16	4.165	A
A29 (s)	1014.09	253.52	1016.54	941.43	324.08	0.00	1995.68	1729.83	0.508	1.65	1.04	3.684	A
Saltbox	7.53	1.88	7.54	179.80	1160.82	0.00	985.32	444.08	0.008	0.01	0.01	3.683	A

Queueing Delay Results for each time segment

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	6.95	0.46	2.625	A	A
BNRR	15.60	1.04	5.403	A	A
Site Access	2.32	0.15	4.134	A	A
A29 (s)	14.89	0.99	3.631	A	A
Saltbox	0.11	0.01	3.665	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	9.71	0.65	3.077	A	A
BNRR	26.96	1.80	7.993	A	A
Site Access	3.33	0.22	4.962	A	A
A29 (s)	23.24	1.55	4.798	A	A
Saltbox	0.15	0.01	4.189	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	15.32	1.02	4.002	A	A
BNRR	75.40	5.03	20.008	C	C
Site Access	5.49	0.37	6.745	A	A
A29 (s)	47.22	3.15	8.291	A	A
Saltbox	0.23	0.02	5.184	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	15.78	1.05	4.026	A	A
BNRR	93.95	6.26	23.244	C	C
Site Access	5.71	0.38	6.845	A	A
A29 (s)	51.63	3.44	8.598	A	A
Saltbox	0.24	0.02	5.218	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	10.22	0.68	3.098	A	A
BNRR	33.66	2.24	8.817	A	A
Site Access	3.58	0.24	5.041	A	A
A29 (s)	25.93	1.73	4.946	A	A
Saltbox	0.16	0.01	4.221	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	7.26	0.48	2.639	A	A
BNRR	17.35	1.16	5.547	A	A
Site Access	2.46	0.16	4.165	A	A
A29 (s)	16.04	1.07	3.684	A	A
Saltbox	0.12	0.01	3.683	A	A

(Default Analysis Set) - 2031 DS1+Ph2, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relation
2031 DS1+Ph2, RM	2031 DS1+Ph2	RM		ONE HOUR	16:45	18:15	90	15				✓		'D9+D

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	BNRR	Roundabout	1,2,3,4,5				6.75	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
A29 (n)	1	A29 (n)	
BNRR	2	BNRR	BNRR
Site Access	3	Site Access	Site Access
A29 (s)	4	A29 (s)	A29 Shripney Road (s)
Saltbox	5	Saltbox	Saltbox Access

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A29 (n)	0.00	99999.00		0.00
BNRR	0.00	99999.00		0.00
Site Access	0.00	99999.00		0.00
A29 (s)	0.00	99999.00		0.00
Saltbox	0.00	99999.00		0.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A29 (n)	6.85	9.04	6.50	35.00	60.00	37.00	
BNRR	4.22	6.50	23.50	16.00	60.00	34.50	
Site Access	4.83	6.13	3.50	14.00	60.00	30.50	
A29 (s)	7.30	7.30	0.00	20.00	60.00	31.00	
Saltbox	4.83	6.13	3.50	14.00	60.00	30.50	

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)
A29 (n)		(calculated)	(calculated)	0.675	2386.876
BNRR		(calculated)	(calculated)	0.559	1755.556
Site Access		(calculated)	(calculated)	0.535	1606.177
A29 (s)		(calculated)	(calculated)	0.644	2204.225
Saltbox		(calculated)	(calculated)	0.535	1606.177

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 (PCU/hr)	Flow Scaling Factor (%)
A29 (n)	ONE HOUR	✓	835.00	100.000
BNRR	ONE HOUR	✓	743.00	100.000
Site Access	ONE HOUR	✓	391.00	100.000
A29 (s)	ONE HOUR	✓	1250.00	100.000
Saltbox	ONE HOUR	✓	228.00	100.000

Turning Proportions

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.000	91.000	62.000	680.000	2.000
	BNRR	28.000	0.000	139.000	571.000	5.000
	Site Access	91.000	202.000	0.000	78.000	20.000
	A29 (s)	680.000	529.000	39.000	0.000	2.000
	Saltbox	59.000	132.000	0.000	37.000	0.000

Turning Proportions (PCU) - BNRR (for whole period)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.00	0.11	0.07	0.81	0.00
	BNRR	0.04	0.00	0.19	0.77	0.01
	Site Access	0.23	0.52	0.00	0.20	0.05
	A29 (s)	0.54	0.42	0.03	0.00	0.00
	Saltbox	0.26	0.58	0.00	0.16	0.00

Vehicle Mix

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (16:45-17:00)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (17:00-17:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (17:00-17:15)

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (17:15-17:30)

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (17:15-17:30)

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (17:30-17:45)

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (17:30-17:45)

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (17:45-18:00)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (18:00-18:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (18:00-18:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
A29 (n)	0.54	4.68	1.19	A	766.21	1149.32	70.77	3.69	0.79	70.78	3.69
BNRR	0.65	8.32	1.87	A	681.79	1022.68	103.47	6.07	1.15	103.48	6.07
Site Access	0.52	9.07	1.07	A	358.79	538.18	59.59	6.64	0.66	59.59	6.64
A29 (s)	0.70	6.19	2.34	A	1147.02	1720.53	132.18	4.61	1.47	132.19	4.61
Saltbox	0.37	8.34	0.58	A	209.22	313.83	32.81	6.27	0.36	32.81	6.27

Main Results for each time segment

Main results: {16:45-17:00}

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	628.63	157.16	626.68	643.42	703.98	0.00	1911.56	1439.89	0.329	0.00	0.49	2.798	A
BNRR	559.37	139.84	556.76	715.30	615.36	0.00	1411.34	972.00	0.396	0.00	0.65	4.200	A
Site Access	294.37	73.59	292.87	179.95	992.17	0.00	1075.52	523.34	0.274	0.00	0.37	4.591	A
A29 (s)	941.07	235.27	937.65	1024.37	260.67	0.00	2036.48	1904.63	0.462	0.00	0.85	3.267	A
Saltbox	171.65	42.91	170.80	21.73	1176.60	0.00	976.88	359.79	0.176	0.00	0.21	4.461	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	750.65	187.66	749.80	770.10	842.70	0.00	1817.89	1439.90	0.413	0.49	0.70	3.367	A
BNRR	667.94	166.99	666.64	856.21	736.29	0.00	1343.70	972.00	0.497	0.65	0.98	5.308	A
Site Access	351.50	87.88	350.75	215.40	1187.53	0.00	971.04	523.34	0.362	0.37	0.56	5.796	A
A29 (s)	1123.72	280.93	1122.08	1226.10	312.18	0.00	2003.33	1904.63	0.561	0.85	1.26	4.078	A
Saltbox	204.97	51.24	204.56	26.02	1408.24	0.00	852.99	359.79	0.240	0.21	0.31	5.548	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	919.35	229.84	917.44	941.54	1030.17	0.00	1691.31	1439.90	0.544	0.70	1.18	4.641	A
BNRR	818.06	204.51	814.61	1046.78	900.83	0.00	1251.66	972.00	0.654	0.98	1.84	8.172	A
Site Access	430.50	107.62	428.52	263.33	1452.12	0.00	829.53	523.34	0.519	0.56	1.06	8.933	A
A29 (s)	1376.28	344.07	1372.09	1499.22	381.41	0.00	1958.78	1904.63	0.703	1.26	2.31	6.092	A
Saltbox	251.03	62.76	250.01	31.79	1721.71	0.00	685.34	359.79	0.366	0.31	0.57	8.249	A

Main results: {17:30-17:45}

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	919.35	229.84	919.31	944.59	1033.75	0.00	1688.90	1439.90	0.544	1.18	1.19	4.677	A
BNRR	818.06	204.51	817.95	1050.27	902.80	0.00	1250.56	972.00	0.654	1.84	1.87	8.316	A
Site Access	430.50	107.62	430.44	264.22	1456.53	0.00	827.17	523.34	0.520	1.06	1.07	9.071	A
A29 (s)	1376.28	344.07	1376.16	1503.87	383.10	0.00	1957.70	1904.63	0.703	2.31	2.34	6.188	A
Saltbox	251.03	62.76	251.00	31.93	1727.34	0.00	682.33	359.79	0.368	0.57	0.58	8.345	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	750.65	187.66	752.56	774.46	847.83	0.00	1814.43	1439.90	0.414	1.19	0.71	3.395	A
BNRR	667.94	166.99	671.40	861.22	739.16	0.00	1342.09	972.00	0.498	1.87	1.00	5.394	A
Site Access	351.50	87.88	353.49	216.67	1193.88	0.00	967.64	523.34	0.363	1.07	0.58	5.879	A
A29 (s)	1123.72	280.93	1127.91	1232.78	314.59	0.00	2001.78	1904.63	0.561	2.34	1.29	4.140	A
Saltbox	204.97	51.24	205.99	26.21	1416.30	0.00	848.68	359.79	0.242	0.58	0.32	5.609	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	628.63	157.16	629.50	647.22	708.42	0.00	1908.56	1439.89	0.329	0.71	0.49	2.815	A
BNRR	559.37	139.84	560.73	719.69	618.23	0.00	1409.74	972.00	0.397	1.00	0.66	4.246	A
Site Access	294.37	73.59	295.15	181.06	997.90	0.00	1072.46	523.34	0.274	0.58	0.38	4.637	A
A29 (s)	941.07	235.27	942.77	1030.37	262.68	0.00	2035.19	1904.63	0.462	1.29	0.87	3.299	A
Saltbox	171.65	42.91	172.07	21.89	1183.57	0.00	973.16	359.79	0.176	0.32	0.22	4.497	A

Queueing Delay Results for each time segment

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	7.17	0.48	2.798	A	A
BNRR	9.49	0.63	4.200	A	A
Site Access	5.46	0.36	4.591	A	A
A29 (s)	12.47	0.83	3.267	A	A
Saltbox	3.10	0.21	4.461	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	10.29	0.69	3.367	A	A
BNRR	14.24	0.95	5.308	A	A
Site Access	8.21	0.55	5.796	A	A
A29 (s)	18.47	1.23	4.078	A	A
Saltbox	4.60	0.31	5.548	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	17.14	1.14	4.641	A	A
BNRR	26.13	1.74	8.172	A	A
Site Access	15.13	1.01	8.933	A	A
A29 (s)	33.00	2.20	6.092	A	A
Saltbox	8.24	0.55	8.249	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	17.76	1.18	4.677	A	A
BNRR	27.84	1.86	8.316	A	A
Site Access	16.01	1.07	9.071	A	A
A29 (s)	34.93	2.33	6.188	A	A
Saltbox	8.62	0.57	8.345	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	10.90	0.73	3.395	A	A
BNRR	15.59	1.04	5.394	A	A
Site Access	8.94	0.60	5.879	A	A
A29 (s)	20.03	1.34	4.140	A	A
Saltbox	4.95	0.33	5.609	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	7.52	0.50	2.815	A	A
BNRR	10.19	0.68	4.246	A	A
Site Access	5.85	0.39	4.637	A	A
A29 (s)	13.28	0.89	3.299	A	A
Saltbox	3.30	0.22	4.497	A	A

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.4.487 [15039,24/03/2014]

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Filename: BNRR 5 B2 + RR.arc8

Path: P:\Projects\Hanbury Properties\5130 - Phase 2 Oldlands Farm, Bognor Regis\Traffic\Junction Modelling\BNRR

Report generation date: 21/05/2015 17:35:04

- » (Default Analysis Set) - 2031 DS2+Ph2+RRB8, AM
- » (Default Analysis Set) - 2031 DS2+Ph2+RRB8, PM
- » (Default Analysis Set) - 2031 DS3+ph2+RRB8, AM
- » (Default Analysis Set) - 2031 DS3+ph2+RRB8, PM
- » (Default Analysis Set) - 2031 DS1+Ph2+RRB8, AM
- » (Default Analysis Set) - 2031 DS1+Ph2+RRB8, PM

File summary

Title	A29 / BNRR roundabout
Location	Shripney
Site Number	1
Date	05/06/2013
Version	preliminary
Status	(new file)
Identifier	
Client	Hanbury Properties
Jobnumber	5130
Enumerator	MJA\wingl
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	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - 2031 DS2+Ph2+RRB8, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relation
2031 DS2+Ph2+RRB8, AM	2031 DS2+Ph2+RRB8	AM		ONE HOUR	07:45	09:15	90	15				✓	

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	BNRR	Roundabout	1,2,3,4,5				7.18	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
A29 (n)	1	A29 (n)	
BNRR	2	BNRR	BNRR
Site Access	3	Site Access	Site Access
A29 (s)	4	A29 (s)	A29 Shripney Road (s)
Saltbox	5	Saltbox	Saltbox Access

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A29 (n)	0.00	99999.00		0.00
BNRR	0.00	99999.00		0.00
Site Access	0.00	99999.00		0.00
A29 (s)	0.00	99999.00		0.00
Saltbox	0.00	99999.00		0.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A29 (n)	6.85	9.04	6.50	35.00	60.00	37.00	
BNRR	4.22	7.50	23.50	16.00	60.00	34.50	
Site Access	4.83	6.13	3.50	14.00	60.00	30.50	
A29 (s)	7.30	7.30	0.00	20.00	60.00	31.00	
Saltbox	4.83	6.13	3.50	14.00	60.00	30.50	

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)
A29 (n)		(calculated)	(calculated)	0.675	2386.876
BNRR		(calculated)	(calculated)	0.586	1910.936
Site Access		(calculated)	(calculated)	0.535	1606.177
A29 (s)		(calculated)	(calculated)	0.644	2204.225
Saltbox		(calculated)	(calculated)	0.535	1606.177

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 (PCU/hr)	Flow Scaling Factor (%)
A29 (n)	ONE HOUR	✓	897.00	100.000
BNRR	ONE HOUR	✓	929.00	100.000
Site Access	ONE HOUR	✓	102.00	100.000
A29 (s)	ONE HOUR	✓	1263.00	100.000
Saltbox	ONE HOUR	✓	10.00	100.000

Turning Proportions

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.000	97.000	74.000	661.000	65.000
	BNRR	165.000	0.000	142.000	500.000	122.000
	Site Access	24.000	53.000	0.000	20.000	5.000
	A29 (s)	614.000	570.000	43.000	0.000	36.000
	Saltbox	2.000	5.000	1.000	2.000	0.000

Turning Proportions (PCU) - BNRR (for whole period)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.00	0.11	0.08	0.74	0.07
	BNRR	0.18	0.00	0.15	0.54	0.13
	Site Access	0.24	0.52	0.00	0.20	0.05
	A29 (s)	0.49	0.45	0.03	0.00	0.03
	Saltbox	0.20	0.50	0.10	0.20	0.00

Vehicle Mix

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (07:45-08:00)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (08:00-08:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (08:00-08:15)

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (08:15-08:30)

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (08:15-08:30)

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (08:30-08:45)

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (08:30-08:45)

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (08:45-09:00)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (09:00-09:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (09:00-09:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
A29 (n)	0.52	4.01	1.09	A	823.10	1234.65	67.74	3.29	0.75	67.74	3.29
BNRR	0.75	10.50	2.92	B	852.47	1278.70	148.14	6.95	1.65	148.16	6.95
Site Access	0.16	5.98	0.19	A	93.60	140.40	11.49	4.91	0.13	11.49	4.91
A29 (s)	0.73	7.10	2.71	A	1158.95	1738.43	147.21	5.08	1.64	147.22	5.08
Saltbox	0.01	4.93	0.02	A	9.18	13.76	0.97	4.24	0.01	0.97	4.24

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	675.31	168.83	673.35	603.62	505.47	0.00	2045.59	1432.29	0.330	0.00	0.49	2.620	A
BNRR	699.40	174.85	696.10	543.79	635.03	0.00	1538.62	1050.58	0.455	0.00	0.83	4.257	A
Site Access	76.79	19.20	76.46	194.95	1136.18	0.00	998.50	462.90	0.077	0.00	0.08	3.903	A
A29 (s)	950.85	237.71	947.24	887.33	325.31	0.00	1994.89	1689.10	0.477	0.00	0.90	3.425	A
Saltbox	7.53	1.88	7.50	170.95	1101.59	0.00	1017.00	441.83	0.007	0.00	0.01	3.565	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	806.38	201.60	805.61	722.39	604.93	0.00	1978.43	1432.29	0.408	0.49	0.68	3.068	A
BNRR	835.15	208.79	833.23	650.76	759.78	0.00	1465.48	1050.58	0.570	0.83	1.31	5.677	A
Site Access	91.70	22.92	91.56	233.31	1359.70	0.00	878.96	462.90	0.104	0.08	0.12	4.572	A
A29 (s)	1135.41	283.85	1133.54	1061.86	389.40	0.00	1953.64	1689.10	0.581	0.90	1.37	4.380	A
Saltbox	8.99	2.25	8.98	204.60	1318.34	0.00	901.07	441.83	0.010	0.01	0.01	4.035	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	987.62	246.90	986.00	882.64	739.42	0.00	1887.63	1432.30	0.523	0.68	1.09	3.985	A
BNRR	1022.85	255.71	1016.65	795.58	929.84	0.00	1365.78	1050.58	0.749	1.31	2.86	10.134	B
Site Access	112.30	28.08	112.03	285.01	1661.48	0.00	717.55	462.90	0.157	0.12	0.18	5.942	A
A29 (s)	1390.59	347.65	1385.42	1297.92	475.59	0.00	1898.18	1689.11	0.733	1.37	2.66	6.950	A
Saltbox	11.01	2.75	10.99	249.94	1611.07	0.00	744.51	441.83	0.015	0.01	0.01	4.907	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	987.62	246.90	987.59	886.19	742.00	0.00	1885.88	1432.30	0.524	1.09	1.09	4.007	A
BNRR	1022.85	255.71	1022.59	798.16	931.43	0.00	1364.85	1050.58	0.749	2.86	2.92	10.497	B
Site Access	112.30	28.08	112.30	286.22	1667.80	0.00	714.17	462.90	0.157	0.18	0.19	5.980	A
A29 (s)	1390.59	347.65	1390.42	1302.35	477.75	0.00	1896.78	1689.11	0.733	2.66	2.71	7.102	A
Saltbox	11.01	2.75	11.01	250.99	1617.18	0.00	741.24	441.83	0.015	0.01	0.02	4.929	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	806.38	201.60	807.99	727.39	608.59	0.00	1975.96	1432.29	0.408	1.09	0.69	3.085	A
BNRR	835.15	208.79	841.45	654.43	762.15	0.00	1464.10	1050.58	0.570	2.92	1.35	5.838	A
Site Access	91.70	22.92	91.97	235.01	1368.59	0.00	874.20	462.90	0.105	0.19	0.12	4.603	A
A29 (s)	1135.41	283.85	1140.61	1068.12	392.44	0.00	1951.69	1689.10	0.582	2.71	1.41	4.467	A
Saltbox	8.99	2.25	9.01	206.07	1326.97	0.00	896.46	441.83	0.010	0.02	0.01	4.056	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	675.31	168.83	676.10	607.39	508.45	0.00	2043.58	1432.29	0.330	0.69	0.50	2.633	A
BNRR	699.40	174.85	701.42	546.86	637.69	0.00	1537.07	1050.58	0.455	1.35	0.84	4.319	A
Site Access	76.79	19.20	76.93	196.18	1142.93	0.00	994.89	462.90	0.077	0.12	0.08	3.923	A
A29 (s)	950.85	237.71	952.81	892.32	327.53	0.00	1993.46	1689.10	0.477	1.41	0.92	3.467	A
Saltbox	7.53	1.88	7.54	172.04	1108.30	0.00	1013.41	441.83	0.007	0.01	0.01	3.580	A

Queueing Delay Results for each time segment

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	7.22	0.48	2.620	A	A
BNRR	12.01	0.80	4.257	A	A
Site Access	1.22	0.08	3.903	A	A
A29 (s)	13.19	0.88	3.425	A	A
Saltbox	0.11	0.01	3.565	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	10.09	0.67	3.068	A	A
BNRR	18.92	1.26	5.677	A	A
Site Access	1.71	0.11	4.572	A	A
A29 (s)	19.99	1.33	4.380	A	A
Saltbox	0.15	0.01	4.035	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	15.89	1.06	3.985	A	A
BNRR	39.60	2.64	10.134	B	B
Site Access	2.70	0.18	5.942	A	A
A29 (s)	37.70	2.51	6.950	A	A
Saltbox	0.22	0.01	4.907	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	16.37	1.09	4.007	A	A
BNRR	43.45	2.90	10.497	B	B
Site Access	2.78	0.19	5.980	A	A
A29 (s)	40.35	2.69	7.102	A	A
Saltbox	0.22	0.01	4.929	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	10.61	0.71	3.085	A	A
BNRR	21.17	1.41	5.838	A	A
Site Access	1.80	0.12	4.603	A	A
A29 (s)	21.88	1.46	4.467	A	A
Saltbox	0.16	0.01	4.056	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	7.55	0.50	2.633	A	A
BNRR	12.98	0.87	4.319	A	A
Site Access	1.28	0.09	3.923	A	A
A29 (s)	14.11	0.94	3.467	A	A
Saltbox	0.11	0.01	3.580	A	A

(Default Analysis Set) - 2031 DS2+Ph2+RRB8, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relation
2031 DS2+Ph2+RRB8, PM	2031 DS2+Ph2+RRB8	PM		ONE HOUR	16:45	18:15	90	15				✓	

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	BNRR	Roundabout	1,2,3,4,5				5.17	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
A29 (n)	1	A29 (n)	
BNRR	2	BNRR	BNRR
Site Access	3	Site Access	Site Access
A29 (s)	4	A29 (s)	A29 Shripney Road (s)
Saltbox	5	Saltbox	Saltbox Access

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A29 (n)	0.00	99999.00		0.00
BNRR	0.00	99999.00		0.00
Site Access	0.00	99999.00		0.00
A29 (s)	0.00	99999.00		0.00
Saltbox	0.00	99999.00		0.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A29 (n)	6.85	9.04	6.50	35.00	60.00	37.00	
BNRR	4.22	7.50	23.50	16.00	60.00	34.50	
Site Access	4.83	6.13	3.50	14.00	60.00	30.50	
A29 (s)	7.30	7.30	0.00	20.00	60.00	31.00	
Saltbox	4.83	6.13	3.50	14.00	60.00	30.50	

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)
A29 (n)		(calculated)	(calculated)	0.675	2386.876
BNRR		(calculated)	(calculated)	0.586	1910.936
Site Access		(calculated)	(calculated)	0.535	1606.177
A29 (s)		(calculated)	(calculated)	0.644	2204.225
Saltbox		(calculated)	(calculated)	0.535	1606.177

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 (PCU/hr)	Flow Scaling Factor (%)
A29 (n)	ONE HOUR	✓	808.00	100.000
BNRR	ONE HOUR	✓	732.00	100.000
Site Access	ONE HOUR	✓	239.00	100.000
A29 (s)	ONE HOUR	✓	1180.00	100.000
Saltbox	ONE HOUR	✓	223.00	100.000

Turning Proportions

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.000	165.000	27.000	614.000	2.000
	BNRR	97.000	0.000	60.000	570.000	5.000
	Site Access	55.000	124.000	0.000	48.000	12.000
	A29 (s)	661.000	500.000	17.000	0.000	2.000
	Saltbox	65.000	122.000	0.000	36.000	0.000

Turning Proportions (PCU) - BNRR (for whole period)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.00	0.20	0.03	0.76	0.00
	BNRR	0.13	0.00	0.08	0.78	0.01
	Site Access	0.23	0.52	0.00	0.20	0.05
	A29 (s)	0.56	0.42	0.01	0.00	0.00
	Saltbox	0.29	0.55	0.00	0.16	0.00

Vehicle Mix

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (16:45-17:00)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (17:00-17:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (17:00-17:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (17:15-17:30)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (17:15-17:30)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (17:30-17:45)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (17:30-17:45)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (17:45-18:00)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (18:00-18:15)

From	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (18:00-18:15)

From	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
A29 (n)	0.50	3.98	0.98	A	741.43	1112.15	60.79	3.28	0.68	60.79	3.28
BNRR	0.55	5.49	1.22	A	671.70	1007.54	73.85	4.40	0.82	73.85	4.40
Site Access	0.32	6.39	0.46	A	219.31	328.97	28.26	5.16	0.31	28.27	5.16
A29 (s)	0.65	5.17	1.85	A	1082.79	1624.18	109.67	4.05	1.22	109.68	4.05
Saltbox	0.33	7.13	0.48	A	204.63	306.94	28.63	5.60	0.32	28.63	5.60

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	608.30	152.08	606.54	658.63	599.24	0.00	1982.27	1518.98	0.307	0.00	0.44	2.613	A
BNRR	551.09	137.77	549.01	683.37	522.41	0.00	1604.65	1152.61	0.343	0.00	0.52	3.402	A
Site Access	179.93	44.98	179.13	78.02	993.40	0.00	1074.87	390.24	0.167	0.00	0.20	4.016	A
A29 (s)	888.37	222.09	885.36	951.37	221.16	0.00	2061.91	1897.76	0.431	0.00	0.75	3.052	A
Saltbox	167.89	41.97	167.10	15.75	1090.77	0.00	1022.79	354.89	0.164	0.00	0.20	4.204	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	726.38	181.59	725.68	788.28	717.29	0.00	1902.57	1518.97	0.382	0.44	0.61	3.057	A
BNRR	658.05	164.51	657.19	817.91	625.06	0.00	1544.47	1152.61	0.426	0.52	0.74	4.053	A
Site Access	214.86	53.71	214.53	93.38	1188.87	0.00	970.32	390.24	0.221	0.20	0.28	4.761	A
A29 (s)	1060.80	265.20	1059.48	1138.58	264.81	0.00	2033.82	1897.76	0.522	0.75	1.08	3.690	A
Saltbox	200.47	50.12	200.13	18.85	1305.44	0.00	907.97	354.89	0.221	0.20	0.28	5.083	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	889.62	222.41	888.18	964.36	877.46	0.00	1794.42	1518.99	0.496	0.61	0.97	3.966	A
BNRR	805.95	201.49	804.05	1000.65	764.99	0.00	1462.43	1152.61	0.551	0.74	1.21	5.453	A
Site Access	263.14	65.79	262.43	114.26	1454.78	0.00	828.10	390.24	0.318	0.28	0.46	6.356	A
A29 (s)	1299.20	324.80	1296.19	1393.25	323.96	0.00	1995.75	1897.76	0.651	1.08	1.84	5.123	A
Saltbox	245.53	61.38	244.74	23.06	1597.08	0.00	751.99	354.89	0.327	0.28	0.48	7.075	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	889.62	222.41	889.60	966.65	879.67	0.00	1792.93	1518.99	0.496	0.97	0.98	3.985	A
BNRR	805.95	201.49	805.91	1002.98	766.29	0.00	1461.67	1152.61	0.551	1.21	1.22	5.489	A
Site Access	263.14	65.79	263.13	114.50	1457.70	0.00	826.54	390.24	0.318	0.46	0.46	6.389	A
A29 (s)	1299.20	324.80	1299.14	1396.04	324.79	0.00	1995.22	1897.76	0.651	1.84	1.85	5.171	A
Saltbox	245.53	61.38	245.51	23.12	1600.81	0.00	750.00	354.89	0.327	0.48	0.48	7.135	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	726.38	181.59	727.81	791.63	720.53	0.00	1900.38	1518.97	0.382	0.98	0.62	3.073	A
BNRR	658.05	164.51	659.94	821.33	627.00	0.00	1543.33	1152.61	0.426	1.22	0.75	4.083	A
Site Access	214.86	53.71	215.56	93.74	1193.20	0.00	968.01	390.24	0.222	0.46	0.29	4.788	A
A29 (s)	1060.80	265.20	1063.80	1142.73	266.03	0.00	2033.03	1897.76	0.522	1.85	1.10	3.724	A
Saltbox	200.47	50.12	201.26	18.94	1310.90	0.00	905.06	354.89	0.222	0.48	0.29	5.120	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	608.30	152.08	609.01	662.06	602.55	0.00	1980.04	1518.98	0.307	0.62	0.45	2.628	A
BNRR	551.09	137.77	551.98	686.94	524.62	0.00	1603.35	1152.61	0.344	0.75	0.53	3.426	A
Site Access	179.93	44.98	180.27	78.41	998.19	0.00	1072.30	390.24	0.168	0.29	0.20	4.036	A
A29 (s)	888.37	222.09	889.72	955.97	222.49	0.00	2061.05	1897.76	0.431	1.10	0.76	3.078	A
Saltbox	167.89	41.97	168.24	15.84	1096.37	0.00	1019.79	354.89	0.165	0.29	0.20	4.230	A

Queueing Delay Results for each time segment

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	6.49	0.43	2.613	A	A
BNRR	7.62	0.51	3.402	A	A
Site Access	2.93	0.20	4.016	A	A
A29 (s)	11.02	0.73	3.052	A	A
Saltbox	2.86	0.19	4.204	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	9.06	0.60	3.057	A	A
BNRR	10.82	0.72	4.053	A	A
Site Access	4.16	0.28	4.761	A	A
A29 (s)	15.85	1.06	3.690	A	A
Saltbox	4.13	0.28	5.083	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	14.26	0.95	3.966	A	A
BNRR	17.57	1.17	5.453	A	A
Site Access	6.72	0.45	6.356	A	A
A29 (s)	26.49	1.77	5.123	A	A
Saltbox	6.97	0.46	7.075	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	14.67	0.98	3.985	A	A
BNRR	18.26	1.22	5.489	A	A
Site Access	6.95	0.46	6.389	A	A
A29 (s)	27.68	1.85	5.171	A	A
Saltbox	7.23	0.48	7.135	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	9.52	0.63	3.073	A	A
BNRR	11.53	0.77	4.083	A	A
Site Access	4.41	0.29	4.788	A	A
A29 (s)	16.97	1.13	3.724	A	A
Saltbox	4.41	0.29	5.120	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	6.78	0.45	2.628	A	A
BNRR	8.05	0.54	3.426	A	A
Site Access	3.10	0.21	4.036	A	A
A29 (s)	11.66	0.78	3.078	A	A
Saltbox	3.03	0.20	4.230	A	A

(Default Analysis Set) - 2031 DS3+ph2+RRB8, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relation
2031 DS3+ph2+RRB8, AM	2031 DS3+ph2+RRB8	AM		ONE HOUR	07:45	09:15	90	15				✓	

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	BNRR	Roundabout	1,2,3,4,5				9.59	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
A29 (n)	1	A29 (n)	
BNRR	2	BNRR	BNRR
Site Access	3	Site Access	Site Access
A29 (s)	4	A29 (s)	A29 Shripney Road (s)
Saltbox	5	Saltbox	Saltbox Access

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A29 (n)	0.00	99999.00		0.00
BNRR	0.00	99999.00		0.00
Site Access	0.00	99999.00		0.00
A29 (s)	0.00	99999.00		0.00
Saltbox	0.00	99999.00		0.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A29 (n)	6.85	9.04	6.50	35.00	60.00	37.00	
BNRR	4.22	7.50	23.50	16.00	60.00	34.50	
Site Access	4.83	6.13	3.50	14.00	60.00	30.50	
A29 (s)	7.30	7.30	0.00	20.00	60.00	31.00	
Saltbox	4.83	6.13	3.50	14.00	60.00	30.50	

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)
A29 (n)		(calculated)	(calculated)	0.675	2386.876
BNRR		(calculated)	(calculated)	0.586	1910.936
Site Access		(calculated)	(calculated)	0.535	1606.177
A29 (s)		(calculated)	(calculated)	0.644	2204.225
Saltbox		(calculated)	(calculated)	0.535	1606.177

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 (PCU/hr)	Flow Scaling Factor (%)
A29 (n)	ONE HOUR	✓	968.00	100.000
BNRR	ONE HOUR	✓	954.00	100.000
Site Access	ONE HOUR	✓	213.00	100.000
A29 (s)	ONE HOUR	✓	1312.00	100.000
Saltbox	ONE HOUR	✓	10.00	100.000

Turning Proportions

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.000	24.000	217.000	663.000	64.000
	BNRR	87.000	0.000	210.000	529.000	128.000
	Site Access	134.000	53.000	0.000	21.000	5.000
	A29 (s)	643.000	569.000	63.000	0.000	37.000
	Saltbox	2.000	5.000	1.000	2.000	0.000

Turning Proportions (PCU) - BNRR (for whole period)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.00	0.02	0.22	0.68	0.07
	BNRR	0.09	0.00	0.22	0.55	0.13
	Site Access	0.63	0.25	0.00	0.10	0.02
	A29 (s)	0.49	0.43	0.05	0.00	0.03
	Saltbox	0.20	0.50	0.10	0.20	0.00

Vehicle Mix

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (07:45-08:00)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (08:00-08:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.050	1.050	1.050	1.050	1.050
	BNRR	1.050	1.050	1.050	1.050	1.050
	Site Access	1.050	1.050	1.050	1.050	1.050
	A29 (s)	1.050	1.050	1.050	1.050	1.050
	Saltbox	1.050	1.050	1.050	1.050	1.050

Heavy Vehicle Percentages - BNRR - (08:00-08:15)

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	5.0	5.0	5.0	5.0	5.0
	BNRR	5.0	5.0	5.0	5.0	5.0
	Site Access	5.0	5.0	5.0	5.0	5.0
	A29 (s)	5.0	5.0	5.0	5.0	5.0
	Saltbox	5.0	5.0	5.0	5.0	5.0

Average PCU Per Vehicle - BNRR - (08:15-08:30)

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (08:15-08:30)

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (08:30-08:45)

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (08:30-08:45)

		To				
From		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (08:45-09:00)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (09:00-09:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (09:00-09:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
A29 (n)	0.57	4.47	1.31	A	888.25	1332.38	80.00	3.60	0.89	80.00	3.60
BNRR	0.83	17.00	4.77	C	875.41	1313.11	211.22	9.65	2.35	211.24	9.65
Site Access	0.32	7.13	0.46	A	195.45	293.18	27.57	5.64	0.31	27.58	5.64
A29 (s)	0.77	8.43	3.32	A	1203.91	1805.87	173.72	5.77	1.93	173.74	5.77
Saltbox	0.02	5.27	0.02	A	9.18	13.76	1.03	4.50	0.01	1.03	4.50

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	728.76	182.19	726.54	649.21	519.61	0.00	2036.04	1517.50	0.358	0.00	0.55	2.744	A
BNRR	718.22	179.56	714.42	488.13	758.02	0.00	1466.52	921.63	0.490	0.00	0.95	4.763	A
Site Access	160.36	40.09	159.61	368.12	1104.32	0.00	1015.54	566.92	0.158	0.00	0.19	4.202	A
A29 (s)	987.74	246.94	983.78	911.01	352.92	0.00	1977.12	1677.15	0.500	0.00	0.99	3.609	A
Saltbox	7.53	1.88	7.50	175.38	1161.32	0.00	985.06	423.31	0.008	0.00	0.01	3.681	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	870.21	217.55	869.12	776.77	621.67	0.00	1967.13	1517.51	0.442	0.55	0.83	3.439	A
BNRR	857.63	214.41	854.66	584.01	906.78	0.00	1379.30	921.63	0.622	0.95	1.69	7.164	A
Site Access	191.48	47.87	191.10	440.38	1321.07	0.00	899.62	566.92	0.213	0.19	0.28	5.331	A
A29 (s)	1179.46	294.87	1176.94	1089.83	422.34	0.00	1932.45	1677.15	0.610	0.99	1.62	4.988	A
Saltbox	8.99	2.25	8.98	209.81	1389.46	0.00	863.04	423.31	0.010	0.01	0.01	4.424	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	1065.79	266.45	1063.88	948.81	759.68	0.00	1873.95	1517.52	0.569	0.83	1.30	4.433	A
BNRR	1050.37	262.59	1038.96	713.71	1109.85	0.00	1260.24	921.63	0.833	1.69	4.54	15.516	C
Site Access	234.52	58.63	233.82	537.35	1611.46	0.00	744.30	566.92	0.315	0.28	0.46	7.044	A
A29 (s)	1444.54	361.13	1438.02	1330.03	515.26	0.00	1872.65	1677.15	0.771	1.62	3.25	8.158	A
Saltbox	11.01	2.75	10.99	255.78	1697.50	0.00	698.29	423.31	0.016	0.01	0.02	5.238	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	1065.79	266.45	1065.75	953.25	762.87	0.00	1871.80	1517.52	0.569	1.30	1.31	4.466	A
BNRR	1050.37	262.59	1049.48	716.64	1111.98	0.00	1258.99	921.63	0.834	4.54	4.77	16.996	C
Site Access	234.52	58.63	234.49	540.38	1621.07	0.00	739.16	566.92	0.317	0.46	0.46	7.132	A
A29 (s)	1444.54	361.13	1444.26	1337.21	518.35	0.00	1870.66	1677.15	0.772	3.25	3.32	8.428	A
Saltbox	11.01	2.75	11.01	257.51	1705.11	0.00	694.22	423.31	0.016	0.02	0.02	5.268	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	870.21	217.55	872.27	783.50	626.52	0.00	1963.85	1517.51	0.443	1.31	0.80	3.305	A
BNRR	857.63	214.41	869.97	588.48	910.31	0.00	1377.23	921.63	0.623	4.77	1.68	7.261	A
Site Access	191.48	47.87	192.23	444.91	1335.37	0.00	891.97	566.92	0.215	0.46	0.28	5.149	A
A29 (s)	1179.46	294.87	1186.37	1100.59	427.01	0.00	1929.44	1677.15	0.611	3.32	1.59	4.890	A
Saltbox	8.99	2.25	9.01	212.37	1401.01	0.00	856.86	423.31	0.010	0.02	0.01	4.247	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	728.76	182.19	729.72	653.60	522.95	0.00	2033.79	1517.50	0.358	0.80	0.56	2.762	A
BNRR	718.22	179.56	721.07	491.24	761.43	0.00	1464.52	921.63	0.490	1.68	0.97	4.860	A
Site Access	160.36	40.09	160.70	370.61	1111.89	0.00	1011.49	566.92	0.159	0.28	0.19	4.234	A
A29 (s)	987.74	246.94	990.09	916.99	355.61	0.00	1975.39	1677.15	0.500	1.59	1.01	3.664	A
Saltbox	7.53	1.88	7.54	176.69	1169.01	0.00	980.95	423.31	0.008	0.01	0.01	3.700	A

Queueing Delay Results for each time segment

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	8.16	0.54	2.744	A	A
BNRR	13.74	0.92	4.763	A	A
Site Access	2.73	0.18	4.202	A	A
A29 (s)	14.42	0.96	3.609	A	A
Saltbox	0.11	0.01	3.681	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	11.88	0.79	3.439	A	A
BNRR	23.66	1.58	7.164	A	A
Site Access	4.04	0.27	5.331	A	A
A29 (s)	22.96	1.53	4.988	A	A
Saltbox	0.16	0.01	4.424	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	19.46	1.30	4.433	A	A
BNRR	61.24	4.08	15.516	C	B
Site Access	6.78	0.45	7.044	A	A
A29 (s)	46.49	3.10	8.158	A	A
Saltbox	0.24	0.02	5.238	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	19.66	1.31	4.466	A	A
BNRR	70.19	4.68	16.996	C	B
Site Access	6.89	0.46	7.132	A	A
A29 (s)	49.40	3.29	8.428	A	A
Saltbox	0.24	0.02	5.268	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	12.29	0.82	3.305	A	A
BNRR	27.32	1.82	7.261	A	A
Site Access	4.23	0.28	5.149	A	A
A29 (s)	24.94	1.66	4.890	A	A
Saltbox	0.16	0.01	4.247	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	8.56	0.57	2.762	A	A
BNRR	15.07	1.00	4.860	A	A
Site Access	2.90	0.19	4.234	A	A
A29 (s)	15.51	1.03	3.664	A	A
Saltbox	0.12	0.01	3.700	A	A

(Default Analysis Set) - 2031 DS3+ph2+RRB8, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relation
2031 DS3+ph2+RRB8, PM	2031 DS3+ph2+RRB8	PM		ONE HOUR	16:45	18:15	90	15				✓	

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	BNRR	Roundabout	1,2,3,4,5				5.86	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
A29 (n)	1	A29 (n)	
BNRR	2	BNRR	BNRR
Site Access	3	Site Access	Site Access
A29 (s)	4	A29 (s)	A29 Shripney Road (s)
Saltbox	5	Saltbox	Saltbox Access

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A29 (n)	0.00	99999.00		0.00
BNRR	0.00	99999.00		0.00
Site Access	0.00	99999.00		0.00
A29 (s)	0.00	99999.00		0.00
Saltbox	0.00	99999.00		0.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A29 (n)	6.85	9.04	6.50	35.00	60.00	37.00	
BNRR	4.22	7.50	23.50	16.00	60.00	34.50	
Site Access	4.83	6.13	3.50	14.00	60.00	30.50	
A29 (s)	7.30	7.30	0.00	20.00	60.00	31.00	
Saltbox	4.83	6.13	3.50	14.00	60.00	30.50	

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)
A29 (n)		(calculated)	(calculated)	0.675	2386.876
BNRR		(calculated)	(calculated)	0.586	1910.936
Site Access		(calculated)	(calculated)	0.535	1606.177
A29 (s)		(calculated)	(calculated)	0.644	2204.225
Saltbox		(calculated)	(calculated)	0.535	1606.177

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 (PCU/hr)	Flow Scaling Factor (%)
A29 (n)	ONE HOUR	✓	819.00	100.000
BNRR	ONE HOUR	✓	601.00	100.000
Site Access	ONE HOUR	✓	400.00	100.000
A29 (s)	ONE HOUR	✓	1203.00	100.000
Saltbox	ONE HOUR	✓	236.00	100.000

Turning Proportions

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.000	87.000	87.000	643.000	2.000
	BNRR	24.000	0.000	3.000	569.000	5.000
	Site Access	176.000	174.000	0.000	50.000	0.000
	A29 (s)	663.000	529.000	9.000	0.000	2.000
	Saltbox	64.000	128.000	7.000	37.000	0.000

Turning Proportions (PCU) - BNRR (for whole period)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.00	0.11	0.11	0.79	0.00
	BNRR	0.04	0.00	0.00	0.95	0.01
	Site Access	0.44	0.44	0.00	0.13	0.00
	A29 (s)	0.55	0.44	0.01	0.00	0.00
	Saltbox	0.27	0.54	0.03	0.16	0.00

Vehicle Mix

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (16:45-17:00)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (17:00-17:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (17:00-17:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (17:15-17:30)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (17:15-17:30)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (17:30-17:45)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (17:30-17:45)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (17:45-18:00)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (18:00-18:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (18:00-18:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
A29 (n)	0.52	4.35	1.08	A	751.53	1127.29	65.75	3.50	0.73	65.76	3.50
BNRR	0.47	4.85	0.89	A	551.49	827.23	55.29	4.01	0.61	55.29	4.01
Site Access	0.52	8.73	1.06	A	367.05	550.57	59.35	6.47	0.66	59.35	6.47
A29 (s)	0.68	5.90	2.15	A	1103.89	1655.84	123.00	4.46	1.37	123.01	4.46
Saltbox	0.38	8.59	0.61	A	216.56	324.84	34.68	6.41	0.39	34.68	6.41

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	616.59	154.15	614.73	695.14	662.77	0.00	1939.38	1507.45	0.318	0.00	0.46	2.714	A
BNRR	452.46	113.12	450.85	688.36	589.14	0.00	1565.53	1072.69	0.289	0.00	0.40	3.225	A
Site Access	301.14	75.29	299.63	79.55	960.44	0.00	1092.49	369.89	0.276	0.00	0.38	4.532	A
A29 (s)	905.68	226.42	902.45	974.64	285.43	0.00	2020.55	1960.27	0.448	0.00	0.81	3.210	A
Saltbox	177.67	44.42	176.79	6.75	1181.13	0.00	974.46	363.47	0.182	0.00	0.22	4.508	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	736.26	184.07	735.49	832.05	793.38	0.00	1851.19	1507.45	0.398	0.46	0.66	3.225	A
BNRR	540.29	135.07	539.66	823.96	704.92	0.00	1497.65	1072.69	0.361	0.40	0.56	3.756	A
Site Access	359.59	89.90	358.85	95.18	1149.40	0.00	991.43	369.89	0.363	0.38	0.56	5.683	A
A29 (s)	1081.47	270.37	1079.95	1166.42	341.83	0.00	1984.25	1960.27	0.545	0.81	1.19	3.974	A
Saltbox	212.16	53.04	211.73	8.08	1413.70	0.00	850.07	363.47	0.250	0.22	0.33	5.636	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	901.74	225.43	900.06	1017.38	969.98	0.00	1731.96	1507.44	0.521	0.66	1.08	4.318	A
BNRR	661.71	165.43	660.43	1007.47	862.57	0.00	1405.22	1072.69	0.471	0.56	0.88	4.826	A
Site Access	440.41	110.10	438.48	116.46	1406.54	0.00	853.90	369.89	0.516	0.56	1.04	8.625	A
A29 (s)	1324.53	331.13	1320.77	1427.28	417.74	0.00	1935.41	1960.27	0.684	1.19	2.13	5.821	A
Saltbox	259.84	64.96	258.73	9.89	1728.62	0.00	681.64	363.47	0.381	0.33	0.61	8.491	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	901.74	225.43	901.71	1020.56	973.22	0.00	1729.77	1507.44	0.521	1.08	1.08	4.347	A
BNRR	661.71	165.43	661.69	1010.65	864.27	0.00	1404.22	1072.69	0.471	0.88	0.89	4.847	A
Site Access	440.41	110.10	440.36	116.70	1409.26	0.00	852.45	369.89	0.517	1.04	1.06	8.733	A
A29 (s)	1324.53	331.13	1324.43	1430.17	419.44	0.00	1934.31	1960.27	0.685	2.13	2.15	5.900	A
Saltbox	259.84	64.96	259.81	9.91	1733.97	0.00	678.78	363.47	0.383	0.61	0.61	8.591	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	736.26	184.07	737.93	836.62	798.02	0.00	1848.06	1507.45	0.398	1.08	0.67	3.249	A
BNRR	540.29	135.07	541.56	828.53	707.42	0.00	1496.18	1072.69	0.361	0.89	0.57	3.775	A
Site Access	359.59	89.90	361.52	95.54	1153.44	0.00	989.27	369.89	0.363	1.06	0.58	5.751	A
A29 (s)	1081.47	270.37	1085.22	1170.70	344.26	0.00	1982.69	1960.27	0.545	2.15	1.21	4.027	A
Saltbox	212.16	53.04	213.27	8.11	1421.37	0.00	845.97	363.47	0.251	0.61	0.34	5.699	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	616.59	154.15	617.37	699.25	666.89	0.00	1936.60	1507.45	0.318	0.67	0.47	2.729	A
BNRR	452.46	113.12	453.10	692.47	591.79	0.00	1563.98	1072.69	0.289	0.57	0.41	3.241	A
Site Access	301.14	75.29	301.91	79.91	964.98	0.00	1090.07	369.89	0.276	0.58	0.38	4.571	A
A29 (s)	905.68	226.42	907.25	979.35	287.54	0.00	2019.19	1960.27	0.449	1.21	0.82	3.241	A
Saltbox	177.67	44.42	178.12	6.79	1188.01	0.00	970.78	363.47	0.183	0.34	0.23	4.545	A

Queueing Delay Results for each time segment

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	6.83	0.46	2.714	A	A
BNRR	5.94	0.40	3.225	A	A
Site Access	5.52	0.37	4.532	A	A
A29 (s)	11.80	0.79	3.210	A	A
Saltbox	3.24	0.22	4.508	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	9.67	0.64	3.225	A	A
BNRR	8.26	0.55	3.756	A	A
Site Access	8.24	0.55	5.683	A	A
A29 (s)	17.35	1.16	3.974	A	A
Saltbox	4.83	0.32	5.636	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	15.69	1.05	4.318	A	A
BNRR	12.86	0.86	4.826	A	A
Site Access	14.97	1.00	8.625	A	A
A29 (s)	30.46	2.03	5.821	A	A
Saltbox	8.76	0.58	8.491	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	16.20	1.08	4.347	A	A
BNRR	13.27	0.88	4.847	A	A
Site Access	15.79	1.05	8.733	A	A
A29 (s)	32.10	2.14	5.900	A	A
Saltbox	9.18	0.61	8.591	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	10.21	0.68	3.249	A	A
BNRR	8.72	0.58	3.775	A	A
Site Access	8.94	0.60	5.751	A	A
A29 (s)	18.75	1.25	4.027	A	A
Saltbox	5.21	0.35	5.699	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	7.15	0.48	2.729	A	A
BNRR	6.24	0.42	3.241	A	A
Site Access	5.90	0.39	4.571	A	A
A29 (s)	12.54	0.84	3.241	A	A
Saltbox	3.45	0.23	4.545	A	A

(Default Analysis Set) - 2031 DS1+Ph2+RRB8, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relation
2031 DS1+Ph2+RRB8, AM	2031 DS1+Ph2+RRB8	AM		ONE HOUR	07:45	09:15	90	15				✓	

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	BNRR	Roundabout	1,2,3,4,5				7.12	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
A29 (n)	1	A29 (n)	
BNRR	2	BNRR	BNRR
Site Access	3	Site Access	Site Access
A29 (s)	4	A29 (s)	A29 Shripney Road (s)
Saltbox	5	Saltbox	Saltbox Access

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A29 (n)	0.00	99999.00		0.00
BNRR	0.00	99999.00		0.00
Site Access	0.00	99999.00		0.00
A29 (s)	0.00	99999.00		0.00
Saltbox	0.00	99999.00		0.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A29 (n)	6.85	9.04	6.50	35.00	60.00	37.00	
BNRR	4.22	7.50	23.50	16.00	60.00	34.50	
Site Access	4.83	6.13	3.50	14.00	60.00	30.50	
A29 (s)	7.30	7.30	0.00	20.00	60.00	31.00	
Saltbox	4.83	6.13	3.50	14.00	60.00	30.50	

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)
A29 (n)		(calculated)	(calculated)	0.675	2386.876
BNRR		(calculated)	(calculated)	0.586	1910.936
Site Access		(calculated)	(calculated)	0.535	1606.177
A29 (s)		(calculated)	(calculated)	0.644	2204.225
Saltbox		(calculated)	(calculated)	0.535	1606.177

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 (PCU/hr)	Flow Scaling Factor (%)
A29 (n)	ONE HOUR	✓	836.00	100.000
BNRR	ONE HOUR	✓	905.00	100.000
Site Access	ONE HOUR	✓	102.00	100.000
A29 (s)	ONE HOUR	✓	1332.00	100.000
Saltbox	ONE HOUR	✓	10.00	100.000

Turning Proportions

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.000	28.000	69.000	680.000	59.000
	BNRR	90.000	0.000	154.000	529.000	132.000
	Site Access	24.000	53.000	0.000	20.000	5.000
	A29 (s)	680.000	571.000	44.000	0.000	37.000
	Saltbox	2.000	5.000	1.000	2.000	0.000

Turning Proportions (PCU) - BNRR (for whole period)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.00	0.03	0.08	0.81	0.07
	BNRR	0.10	0.00	0.17	0.58	0.15
	Site Access	0.24	0.52	0.00	0.20	0.05
	A29 (s)	0.51	0.43	0.03	0.00	0.03
	Saltbox	0.20	0.50	0.10	0.20	0.00

Vehicle Mix

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (07:45-08:00)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (08:00-08:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (08:00-08:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (08:15-08:30)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (08:15-08:30)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (08:30-08:45)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (08:30-08:45)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (08:45-09:00)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (09:00-09:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (09:00-09:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
A29 (n)	0.49	3.73	0.95	A	767.13	1150.69	59.86	3.12	0.67	59.87	3.12
BNRR	0.73	9.91	2.69	A	830.44	1245.67	138.79	6.69	1.54	138.80	6.69
Site Access	0.15	5.85	0.18	A	93.60	140.40	11.30	4.83	0.13	11.30	4.83
A29 (s)	0.75	7.48	3.00	A	1222.27	1833.40	160.86	5.26	1.79	160.88	5.26
Saltbox	0.01	4.90	0.01	A	9.18	13.76	0.97	4.22	0.01	0.97	4.22

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	629.38	157.35	627.61	596.89	506.94	0.00	2044.59	1434.62	0.308	0.00	0.44	2.537	A
BNRR	681.33	170.33	678.16	492.72	641.84	0.00	1534.63	982.63	0.444	0.00	0.79	4.188	A
Site Access	76.79	19.20	76.46	200.95	1119.06	0.00	1007.66	442.30	0.076	0.00	0.08	3.865	A
A29 (s)	1002.80	250.70	998.92	923.40	272.12	0.00	2029.11	1755.14	0.494	0.00	0.97	3.482	A
Saltbox	7.53	1.88	7.50	174.70	1096.34	0.00	1019.81	462.69	0.007	0.00	0.01	3.555	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	751.55	187.89	750.88	714.33	606.69	0.00	1977.25	1434.62	0.380	0.44	0.61	2.934	A
BNRR	813.58	203.39	811.78	589.65	767.91	0.00	1460.72	982.63	0.557	0.79	1.24	5.531	A
Site Access	91.70	22.92	91.57	240.50	1339.20	0.00	889.92	442.30	0.103	0.08	0.11	4.509	A
A29 (s)	1197.44	299.36	1195.38	1105.02	325.74	0.00	1994.61	1755.14	0.600	0.97	1.48	4.492	A
Saltbox	8.99	2.25	8.98	209.09	1312.03	0.00	904.45	462.69	0.010	0.01	0.01	4.020	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	920.45	230.11	919.11	872.80	741.43	0.00	1886.27	1434.64	0.488	0.61	0.95	3.717	A
BNRR	996.42	249.11	990.83	720.66	939.88	0.00	1359.90	982.63	0.733	1.24	2.64	9.618	A
Site Access	112.30	28.08	112.04	293.82	1636.89	0.00	730.70	442.30	0.154	0.11	0.18	5.816	A
A29 (s)	1466.56	366.64	1460.69	1350.94	397.99	0.00	1948.11	1755.14	0.753	1.48	2.95	7.299	A
Saltbox	11.01	2.75	10.99	255.45	1603.23	0.00	748.70	462.69	0.015	0.01	0.01	4.879	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	920.45	230.11	920.43	876.29	744.19	0.00	1884.40	1434.64	0.488	0.95	0.95	3.733	A
BNRR	996.42	249.11	996.21	723.28	941.35	0.00	1359.03	982.63	0.733	2.64	2.69	9.906	A
Site Access	112.30	28.08	112.30	295.03	1642.52	0.00	727.69	442.30	0.154	0.18	0.18	5.849	A
A29 (s)	1466.56	366.64	1466.36	1355.21	399.61	0.00	1947.07	1755.14	0.753	2.95	3.00	7.479	A
Saltbox	11.01	2.75	11.01	256.50	1609.47	0.00	745.37	462.69	0.015	0.01	0.01	4.901	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	751.55	187.89	752.88	719.23	610.59	0.00	1974.61	1434.62	0.381	0.95	0.62	2.951	A
BNRR	813.58	203.39	819.24	593.35	770.12	0.00	1459.42	982.63	0.557	2.69	1.28	5.671	A
Site Access	91.70	22.92	91.96	242.20	1347.16	0.00	885.66	442.30	0.104	0.18	0.12	4.536	A
A29 (s)	1197.44	299.36	1203.35	1111.09	328.02	0.00	1993.14	1755.14	0.601	3.00	1.52	4.593	A
Saltbox	8.99	2.25	9.01	210.56	1320.81	0.00	899.75	462.69	0.010	0.01	0.01	4.041	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	629.38	157.35	630.07	600.59	510.00	0.00	2042.53	1434.62	0.308	0.62	0.45	2.551	A
BNRR	681.33	170.33	683.21	495.64	644.42	0.00	1533.12	982.63	0.444	1.28	0.81	4.246	A
Site Access	76.79	19.20	76.92	202.21	1125.42	0.00	1004.26	442.30	0.076	0.12	0.08	3.883	A
A29 (s)	1002.80	250.70	1004.95	928.44	273.90	0.00	2027.97	1755.14	0.494	1.52	0.99	3.525	A
Saltbox	7.53	1.88	7.54	175.80	1103.05	0.00	1016.22	462.69	0.007	0.01	0.01	3.570	A

Queueing Delay Results for each time segment

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	6.53	0.44	2.537	A	A
BNRR	11.52	0.77	4.188	A	A
Site Access	1.21	0.08	3.865	A	A
A29 (s)	14.13	0.94	3.482	A	A
Saltbox	0.11	0.01	3.555	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	9.01	0.60	2.934	A	A
BNRR	17.99	1.20	5.531	A	A
Site Access	1.69	0.11	4.509	A	A
A29 (s)	21.59	1.44	4.492	A	A
Saltbox	0.15	0.01	4.020	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	13.86	0.92	3.717	A	A
BNRR	36.78	2.45	9.618	A	A
Site Access	2.64	0.18	5.816	A	A
A29 (s)	41.54	2.77	7.299	A	A
Saltbox	0.22	0.01	4.879	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	14.23	0.95	3.733	A	A
BNRR	40.06	2.67	9.906	A	A
Site Access	2.72	0.18	5.849	A	A
A29 (s)	44.72	2.98	7.479	A	A
Saltbox	0.22	0.01	4.901	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	9.44	0.63	2.951	A	A
BNRR	20.01	1.33	5.671	A	A
Site Access	1.78	0.12	4.536	A	A
A29 (s)	23.74	1.58	4.593	A	A
Saltbox	0.15	0.01	4.041	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	6.80	0.45	2.551	A	A
BNRR	12.42	0.83	4.246	A	A
Site Access	1.27	0.08	3.883	A	A
A29 (s)	15.15	1.01	3.525	A	A
Saltbox	0.11	0.01	3.570	A	A

(Default Analysis Set) - 2031 DS1+Ph2+RRB8, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relation
2031 DS1+Ph2+RRB8, PM	2031 DS1+Ph2+RRB8	PM		ONE HOUR	16:45	18:15	90	15				✓	

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	BNRR	Roundabout	1,2,3,4,5				5.15	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Name	Arm	Name	Description
A29 (n)	1	A29 (n)	
BNRR	2	BNRR	BNRR
Site Access	3	Site Access	Site Access
A29 (s)	4	A29 (s)	A29 Shripney Road (s)
Saltbox	5	Saltbox	Saltbox Access

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A29 (n)	0.00	99999.00		0.00
BNRR	0.00	99999.00		0.00
Site Access	0.00	99999.00		0.00
A29 (s)	0.00	99999.00		0.00
Saltbox	0.00	99999.00		0.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A29 (n)	6.85	9.04	6.50	35.00	60.00	37.00	
BNRR	4.22	7.50	23.50	16.00	60.00	34.50	
Site Access	4.83	6.13	3.50	14.00	60.00	30.50	
A29 (s)	7.30	7.30	0.00	20.00	60.00	31.00	
Saltbox	4.83	6.13	3.50	14.00	60.00	30.50	

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)
A29 (n)		(calculated)	(calculated)	0.675	2386.876
BNRR		(calculated)	(calculated)	0.586	1910.936
Site Access		(calculated)	(calculated)	0.535	1606.177
A29 (s)		(calculated)	(calculated)	0.644	2204.225
Saltbox		(calculated)	(calculated)	0.535	1606.177

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 (PCU/hr)	Flow Scaling Factor (%)
A29 (n)	ONE HOUR	✓	800.00	100.000
BNRR	ONE HOUR	✓	665.00	100.000
Site Access	ONE HOUR	✓	239.00	100.000
A29 (s)	ONE HOUR	✓	1228.00	100.000
Saltbox	ONE HOUR	✓	228.00	100.000

Turning Proportions

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.000	91.000	27.000	680.000	2.000
	BNRR	28.000	0.000	61.000	571.000	5.000
	Site Access	55.000	124.000	0.000	48.000	12.000
	A29 (s)	680.000	529.000	17.000	0.000	2.000
	Saltbox	59.000	132.000	0.000	37.000	0.000

Turning Proportions (PCU) - BNRR (for whole period)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.00	0.11	0.03	0.85	0.00
	BNRR	0.04	0.00	0.09	0.86	0.01
	Site Access	0.23	0.52	0.00	0.20	0.05
	A29 (s)	0.55	0.43	0.01	0.00	0.00
	Saltbox	0.26	0.58	0.00	0.16	0.00

Vehicle Mix

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (16:45-17:00)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (17:00-17:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (17:00-17:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (17:15-17:30)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (17:15-17:30)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (17:30-17:45)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (17:30-17:45)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

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

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (17:45-18:00)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Average PCU Per Vehicle - BNRR - (18:00-18:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	1.000	1.000	1.000	1.000	1.000
	BNRR	1.000	1.000	1.000	1.000	1.000
	Site Access	1.000	1.000	1.000	1.000	1.000
	A29 (s)	1.000	1.000	1.000	1.000	1.000
	Saltbox	1.000	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - BNRR - (18:00-18:15)

	To					
		A29 (n)	BNRR	Site Access	A29 (s)	Saltbox
From	A29 (n)	0.0	0.0	0.0	0.0	0.0
	BNRR	0.0	0.0	0.0	0.0	0.0
	Site Access	0.0	0.0	0.0	0.0	0.0
	A29 (s)	0.0	0.0	0.0	0.0	0.0
	Saltbox	0.0	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
A29 (n)	0.50	4.08	0.99	A	734.09	1101.14	61.26	3.34	0.68	61.26	3.34
BNRR	0.52	5.24	1.06	A	610.22	915.32	64.88	4.25	0.72	64.89	4.25
Site Access	0.32	6.38	0.46	A	219.31	328.97	28.24	5.15	0.31	28.24	5.15
A29 (s)	0.66	5.20	1.94	A	1126.83	1690.25	114.58	4.07	1.27	114.58	4.07
Saltbox	0.33	7.04	0.49	A	209.22	313.83	28.98	5.54	0.32	28.98	5.54

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	602.28	150.57	600.52	616.64	629.24	0.00	1962.02	1474.70	0.307	0.00	0.44	2.640	A
BNRR	500.65	125.16	498.79	657.07	572.69	0.00	1575.17	1092.69	0.318	0.00	0.46	3.339	A
Site Access	179.93	44.98	179.13	78.78	992.71	0.00	1075.24	370.18	0.167	0.00	0.20	4.014	A
A29 (s)	924.50	231.13	921.36	1002.43	169.41	0.00	2095.21	1976.58	0.441	0.00	0.78	3.059	A
Saltbox	171.65	42.91	170.86	15.75	1075.03	0.00	1031.21	377.85	0.166	0.00	0.20	4.181	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	719.18	179.80	718.48	738.00	753.20	0.00	1878.32	1474.69	0.383	0.44	0.62	3.102	A
BNRR	597.82	149.46	597.07	786.46	685.22	0.00	1509.20	1092.69	0.396	0.46	0.65	3.943	A
Site Access	214.86	53.71	214.53	94.28	1188.01	0.00	970.78	370.18	0.221	0.20	0.28	4.758	A
A29 (s)	1103.95	275.99	1102.57	1199.67	202.87	0.00	2073.68	1976.58	0.532	0.78	1.13	3.702	A
Saltbox	204.97	51.24	204.62	18.85	1286.59	0.00	918.06	377.85	0.223	0.20	0.29	5.044	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	880.82	220.20	879.33	902.85	921.39	0.00	1764.76	1474.69	0.499	0.62	0.99	4.059	A
BNRR	732.18	183.04	730.57	962.13	838.59	0.00	1419.28	1092.69	0.516	0.65	1.05	5.211	A
Site Access	263.14	65.79	262.43	115.37	1453.80	0.00	828.63	370.18	0.318	0.28	0.46	6.350	A
A29 (s)	1352.05	338.01	1348.89	1468.05	248.18	0.00	2044.52	1976.58	0.661	1.13	1.92	5.151	A
Saltbox	251.03	62.76	250.24	23.06	1574.00	0.00	764.34	377.85	0.328	0.29	0.48	6.993	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	880.82	220.20	880.79	904.99	923.71	0.00	1763.20	1474.69	0.500	0.99	0.99	4.079	A
BNRR	732.18	183.04	732.15	964.45	840.05	0.00	1418.42	1092.69	0.516	1.05	1.06	5.245	A
Site Access	263.14	65.79	263.13	115.60	1456.60	0.00	827.13	370.18	0.318	0.46	0.46	6.382	A
A29 (s)	1352.05	338.01	1351.99	1470.91	248.82	0.00	2044.11	1976.58	0.661	1.92	1.94	5.201	A
Saltbox	251.03	62.76	251.02	23.12	1577.69	0.00	762.37	377.85	0.329	0.48	0.49	7.039	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	719.18	179.80	720.66	741.14	756.60	0.00	1876.03	1474.69	0.383	0.99	0.63	3.121	A
BNRR	597.82	149.46	599.42	789.85	687.40	0.00	1507.92	1092.69	0.396	1.06	0.66	3.969	A
Site Access	214.86	53.71	215.56	94.63	1192.18	0.00	968.55	370.18	0.222	0.46	0.29	4.786	A
A29 (s)	1103.95	275.99	1107.10	1203.93	203.82	0.00	2073.07	1976.58	0.533	1.94	1.15	3.740	A
Saltbox	204.97	51.24	205.76	18.93	1291.98	0.00	915.17	377.85	0.224	0.49	0.29	5.079	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
A29 (n)	602.28	150.57	603.00	619.83	632.71	0.00	1959.67	1474.70	0.307	0.63	0.45	2.656	A
BNRR	500.65	125.16	501.42	660.57	575.14	0.00	1573.74	1092.69	0.318	0.66	0.47	3.361	A
Site Access	179.93	44.98	180.27	79.16	997.39	0.00	1072.73	370.18	0.168	0.29	0.20	4.036	A
A29 (s)	924.50	231.13	925.92	1007.21	170.45	0.00	2094.54	1976.58	0.441	1.15	0.79	3.083	A
Saltbox	171.65	42.91	172.01	15.84	1080.54	0.00	1028.26	377.85	0.167	0.29	0.20	4.205	A

Queueing Delay Results for each time segment

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	6.49	0.43	2.640	A	A
BNRR	6.80	0.45	3.339	A	A
Site Access	2.93	0.20	4.014	A	A
A29 (s)	11.49	0.77	3.059	A	A
Saltbox	2.91	0.19	4.181	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	9.10	0.61	3.102	A	A
BNRR	9.57	0.64	3.943	A	A
Site Access	4.15	0.28	4.758	A	A
A29 (s)	16.54	1.10	3.702	A	A
Saltbox	4.19	0.28	5.044	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	14.44	0.96	4.059	A	A
BNRR	15.32	1.02	5.211	A	A
Site Access	6.72	0.45	6.350	A	A
A29 (s)	27.69	1.85	5.151	A	A
Saltbox	7.03	0.47	6.993	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	14.87	0.99	4.079	A	A
BNRR	15.86	1.06	5.245	A	A
Site Access	6.94	0.46	6.382	A	A
A29 (s)	28.96	1.93	5.201	A	A
Saltbox	7.29	0.49	7.039	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	9.57	0.64	3.121	A	A
BNRR	10.17	0.68	3.969	A	A
Site Access	4.41	0.29	4.786	A	A
A29 (s)	17.73	1.18	3.740	A	A
Saltbox	4.47	0.30	5.079	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A29 (n)	6.78	0.45	2.656	A	A
BNRR	7.16	0.48	3.361	A	A
Site Access	3.09	0.21	4.036	A	A
A29 (s)	12.16	0.81	3.083	A	A
Saltbox	3.08	0.21	4.205	A	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.0.4211 []
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Filename: Import of Rowan Way.j9

Path: P:\Projects\Hanbury Properties\5130 - Phase 2 Oldlands Farm, Bognor Regis\Traffic\Junction Modelling\BNRR

Report generation date: 22/05/2015 10:51:34

»(Default Analysis Set) - 2031 DM, AM
»(Default Analysis Set) - 2031 DM, PM
»(Default Analysis Set) - 2031 DS1, AM
»(Default Analysis Set) - 2031 DS1, PM
»(Default Analysis Set) - 2031 DS1+Ph2, AM
»(Default Analysis Set) - 2031 DS1+Ph2, PM
»(Default Analysis Set) - 2031 DS2+Ph2, AM
»(Default Analysis Set) - 2031 DS2+Ph2, PM
»(Default Analysis Set) - 2031 DS3+Ph2, AM
»(Default Analysis Set) - 2031 DS3+Ph2, PM
»(Default Analysis Set) - 2031 DS1+Ph2+RRB8, AM
»(Default Analysis Set) - 2031 DS1+Ph2+RRB8, PM
»(Default Analysis Set) - 2031 DS2+Ph2+RRB8, AM
»(Default Analysis Set) - 2031 DS2+Ph2+RRB8, PM
»(Default Analysis Set) - 2031 DS3+Ph2+RRB8, AM
»(Default Analysis Set) - 2031 DS3+Ph2+RRB8, PM

Summary of junction performance

	AM						PM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	A1 - 2031 DS1											
1 - A29(n)	1.7	4.60	0.62	A	5.22	A	3.9	8.50	0.79	A	7.48	A
2 - Steyning Way	0.1	4.00	0.10	A			0.6	7.52	0.36	A		
3 - A29(s)	0.7	3.64	0.41	A			0.6	3.82	0.37	A		
4 - Rowan Way	2.0	7.33	0.66	A			2.3	7.82	0.69	A		
	A1 - 2031 DS1+ Ph2											
1 - A29(n)	1.7	4.65	0.62	A	5.32	A	4.2	8.87	0.80	A	7.69	A
2 - Steyning Way	0.1	4.02	0.10	A			0.6	7.66	0.37	A		
3 - A29(s)	0.7	3.68	0.42	A			0.6	3.85	0.37	A		
4 - Rowan Way	2.1	7.54	0.67	A			2.3	7.86	0.69	A		
	A1 - 2031 DS1+ Ph2+ RRB8											
1 - A29(n)	1.6	4.57	0.61	A	5.21	A	3.8	8.26	0.79	A	7.28	A
2 - Steyning Way	0.1	3.99	0.10	A			0.6	7.42	0.36	A		
3 - A29(s)	0.7	3.64	0.41	A			0.6	3.77	0.36	A		
4 - Rowan Way	2.0	7.35	0.66	A			2.2	7.57	0.68	A		
	A1 - 2031 DS2+ Ph2+ RRB8											
1 - A29(n)	1.5	4.28	0.59	A	4.87	A	3.3	7.29	0.76	A	6.58	A
2 - Steyning Way	0.1	3.87	0.10	A			0.5	6.98	0.34	A		
3 - A29(s)	0.6	3.41	0.38	A			0.5	3.63	0.34	A		
4 - Rowan Way	1.8	6.74	0.63	A			1.9	6.89	0.65	A		
	A1 - 2031 DS3+ Ph2+ RRB8											
1 - A29(n)	1.6	4.48	0.60	A	5.13	A	3.7	8.09	0.78	A	7.15	A
2 - Steyning Way	0.1	4.03	0.10	A			0.6	7.34	0.36	A		
3 - A29(s)	0.7	3.52	0.39	A			0.6	3.91	0.38	A		
4 - Rowan Way	2.0	7.19	0.65	A			2.1	7.41	0.67	A		

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	09/03/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MJA"wingl
Description	

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
2031 DM	AM	ONE HOUR	07:45	09:15	15	
2031 DM	PM	ONE HOUR	16:45	18:15	15	
2031 DS1	AM	ONE HOUR	07:45	09:15	15	✓
2031 DS1	PM	ONE HOUR	16:45	18:15	15	✓
2031 DS1+Ph2	AM	ONE HOUR	07:45	09:15	15	✓
2031 DS1+Ph2	PM	ONE HOUR	16:45	18:15	15	✓
2031 DS2+Ph2	AM	ONE HOUR	07:45	09:15	15	
2031 DS2+Ph2	PM	ONE HOUR	16:45	18:15	15	
2031 DS3+Ph2	AM	ONE HOUR	07:45	09:15	15	
2031 DS3+Ph2	PM	ONE HOUR	16:45	18:15	15	
2031 DS1+Ph2+RRB8	AM	ONE HOUR	07:45	09:15	15	✓
2031 DS1+Ph2+RRB8	PM	ONE HOUR	16:45	18:15	15	✓
2031 DS2+Ph2+RRB8	AM	ONE HOUR	07:45	09:15	15	✓
2031 DS2+Ph2+RRB8	PM	ONE HOUR	16:45	18:15	15	✓
2031 DS3+Ph2+RRB8	AM	ONE HOUR	07:45	09:15	15	✓
2031 DS3+Ph2+RRB8	PM	ONE HOUR	16:45	18:15	15	✓

(Default Analysis Set) - 2031 DM, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1 - (untitled)	(untitled)	Standard Roundabout	1,2,3,4	4.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A29(n)	A29(n)
2	Steyning Way	Steyning Way
3	A29(s)	A29(s)
4	Rowan Way	Rown Way

Capacity Options

Arm	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Assume flat start profile	Initial queue (PCU)
1 - A29(n)	0.00	99999.00		0.00
2 - Steyning Way	0.00	99999.00		0.00
3 - A29(s)	0.00	99999.00		0.00
4 - Rowan Way	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A29(n)	6.70	7.00	14.6	17.5	74.0	13.0	
2 - Steyning Way	3.50	6.80	10.7	48.0	74.0	10.0	
3 - A29(s)	6.75	8.50	3.5	25.0	74.0	31.0	
4 - Rowan Way	3.25	7.70	17.3	24.0	74.0	11.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A29(n)	0.582	2225.401
2 - Steyning Way	0.515	1716.872
3 - A29(s)	0.577	2263.385
4 - Rowan Way	0.530	1852.072

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D1	2031 DM	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29(n)		ONE HOUR	✓	1119.00	100.000
2 - Steyning Way		ONE HOUR	✓	96.00	100.000
3 - A29(s)		ONE HOUR	✓	641.00	100.000
4 - Rowan Way		ONE HOUR	✓	878.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.000	36.000	411.000	672.000
	2 - Steyning Way	20.000	0.000	43.000	33.000
	3 - A29(s)	495.000	71.000	0.000	75.000
	4 - Rowan Way	805.000	53.000	20.000	0.000

Proportions

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.00	0.03	0.37	0.60
	2 - Steyning Way	0.21	0.00	0.45	0.34
	3 - A29(s)	0.77	0.11	0.00	0.12
	4 - Rowan Way	0.92	0.06	0.02	0.00

Vehicle Mix

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(07:45-08:00)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:00-08:15)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:15-08:30)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:30-08:45)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:45-09:00)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(09:00-09:15)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29(n)	0.58	4.19	1.4	A	1026.81	1540.22
2 - Steyning Way	0.10	3.83	0.1	A	88.09	132.14
3 - A29(s)	0.39	3.44	0.7	A	588.19	882.29
4 - Rowan Way	0.64	6.95	1.8	A	805.67	1208.50

(Default Analysis Set) - 2031 DM, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1 - (untitled)	(untitled)	Standard Roundabout	1,2,3,4	6.68	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D2	2031 DM	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29(n)		ONE HOUR	✓	1513.00	100.000
2 - Steyning Way		ONE HOUR	✓	258.00	100.000
3 - A29(s)		ONE HOUR	✓	512.00	100.000
4 - Rowan Way		ONE HOUR	✓	878.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.000	5.000	574.000	934.000
	2 - Steyning Way	31.000	0.000	114.000	113.000
	3 - A29(s)	477.000	12.000	0.000	23.000
	4 - Rowan Way	780.000	11.000	87.000	0.000

Proportions

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.00	0.00	0.38	0.62
	2 - Steyning Way	0.12	0.00	0.44	0.44
	3 - A29(s)	0.93	0.02	0.00	0.04
	4 - Rowan Way	0.89	0.01	0.10	0.00

Vehicle Mix

Heavy Vehicle proportion

(16:45-17:00)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:00-
17:15)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:15-
17:30)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:30-
17:45)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:45-
18:00)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(18:00-
18:15)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29(n)	0.77	7.71	3.5	A	1388.36	2082.53
2 - Steyning Way	0.35	7.15	0.6	A	236.75	355.12
3 - A29(s)	0.36	3.72	0.6	A	469.82	704.73
4 - Rowan Way	0.62	6.49	1.7	A	805.67	1208.50

(Default Analysis Set) - 2031 DS1, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1 - (untitled)	(untitled)	Standard Roundabout	1,2,3,4	5.22	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 DS1	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29(n)		ONE HOUR	✓	1192.00	100.000
2 - Steyning Way		ONE HOUR	✓	96.00	100.000
3 - A29(s)		ONE HOUR	✓	658.00	100.000
4 - Rowan Way		ONE HOUR	✓	898.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.000	36.000	419.000	737.000
	2 - Steyning Way	20.000	0.000	43.000	33.000
	3 - A29(s)	505.000	71.000	0.000	82.000
	4 - Rowan Way	825.000	53.000	20.000	0.000

Proportions

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.00	0.03	0.35	0.62
	2 - Steyning Way	0.21	0.00	0.45	0.34
	3 - A29(s)	0.77	0.11	0.00	0.12
	4 - Rowan Way	0.92	0.06	0.02	0.00

Vehicle Mix

Heavy Vehicle proportion

(07:45-08:00)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(08:00-08:15)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(08:15-08:30)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(08:30-08:45)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:45-09:00)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(09:00-09:15)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29(n)	0.62	4.60	1.7	A	1093.80	1640.70
2 - Steyning Way	0.10	4.00	0.1	A	88.09	132.14
3 - A29(s)	0.41	3.64	0.7	A	603.79	905.69
4 - Rowan Way	0.66	7.33	2.0	A	824.02	1236.03

(Default Analysis Set) - 2031 DS1, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1 - (untitled)	(untitled)	Standard Roundabout	1,2,3,4	7.48	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 DS1	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29(n)		ONE HOUR	✓	1548.00	100.000
2 - Steyning Way		ONE HOUR	✓	258.00	100.000
3 - A29(s)		ONE HOUR	✓	521.00	100.000
4 - Rowan Way		ONE HOUR	✓	963.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.000	5.000	586.000	957.000
	2 - Steyning Way	31.000	0.000	114.000	113.000
	3 - A29(s)	486.000	12.000	0.000	23.000
	4 - Rowan Way	854.000	11.000	98.000	0.000

Proportions

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.00	0.00	0.38	0.62
	2 - Steyning Way	0.12	0.00	0.44	0.44
	3 - A29(s)	0.93	0.02	0.00	0.04
	4 - Rowan Way	0.89	0.01	0.10	0.00

Vehicle Mix

Heavy Vehicle proportion

(16:45-17:00)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:00-
17:15)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:15-
17:30)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:30-
17:45)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:45-
18:00)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(18:00-
18:15)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29(n)	0.79	8.50	3.9	A	1420.47	2130.71
2 - Steyning Way	0.36	7.52	0.6	A	236.75	355.12
3 - A29(s)	0.37	3.82	0.6	A	478.08	717.12
4 - Rowan Way	0.69	7.82	2.3	A	883.67	1325.50

(Default Analysis Set) - 2031 DS1+Ph2, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1 - (untitled)	(untitled)	Standard Roundabout	1,2,3,4	5.32	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031 DS1+Ph2	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29(n)		ONE HOUR	✓	1200.00	100.000
2 - Steyning Way		ONE HOUR	✓	96.00	100.000
3 - A29(s)		ONE HOUR	✓	664.00	100.000
4 - Rowan Way		ONE HOUR	✓	908.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.000	36.000	422.000	742.000
	2 - Steyning Way	20.000	0.000	43.000	33.000
	3 - A29(s)	511.000	71.000	0.000	82.000
	4 - Rowan Way	835.000	53.000	20.000	0.000

Proportions

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.00	0.03	0.35	0.62
	2 - Steyning Way	0.21	0.00	0.45	0.34
	3 - A29(s)	0.77	0.11	0.00	0.12
	4 - Rowan Way	0.92	0.06	0.02	0.00

Vehicle Mix

Heavy Vehicle proportion

(07:45-08:00)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:00-08:15)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:15-08:30)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:30-08:45)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:45-09:00)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(09:00-09:15)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29(n)	0.62	4.65	1.7	A	1101.14	1651.71
2 - Steyning Way	0.10	4.02	0.1	A	88.09	132.14
3 - A29(s)	0.42	3.68	0.7	A	609.30	913.95
4 - Rowan Way	0.67	7.54	2.1	A	833.20	1249.80

(Default Analysis Set) - 2031 DS1+Ph2, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1 - (untitled)	(untitled)	Standard Roundabout	1,2,3,4	7.69	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031 DS1+Ph2	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Am	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29(n)		ONE HOUR	✓	1565.00	100.000
2 - Steyning Way		ONE HOUR	✓	258.00	100.000
3 - A29(s)		ONE HOUR	✓	522.00	100.000
4 - Rowan Way		ONE HOUR	✓	965.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.000	5.000	592.000	968.000
	2 - Steyning Way	31.000	0.000	114.000	113.000
	3 - A29(s)	487.000	12.000	0.000	23.000
	4 - Rowan Way	856.000	11.000	98.000	0.000

Proportions

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.00	0.00	0.38	0.62
	2 - Steyning Way	0.12	0.00	0.44	0.44
	3 - A29(s)	0.93	0.02	0.00	0.04
	4 - Rowan Way	0.89	0.01	0.10	0.00

Vehicle Mix

Heavy Vehicle proportion

(16:45-17:00)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:00-
17:15)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:15-
17:30)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:30-
17:45)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:45-
18:00)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(18:00-
18:15)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29(n)	0.80	8.87	4.2	A	1436.07	2154.11
2 - Steyning Way	0.37	7.66	0.6	A	236.75	355.12
3 - A29(s)	0.37	3.85	0.6	A	479.00	718.49
4 - Rowan Way	0.69	7.86	2.3	A	885.50	1328.25

(Default Analysis Set) - 2031 DS2+Ph2, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1 - (untitled)	(untitled)	Standard Roundabout	1,2,3,4	5.00	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D7	2031 DS2+Ph2	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29(n)		ONE HOUR	✓	1149.00	100.000
2 - Steyning Way		ONE HOUR	✓	96.00	100.000
3 - A29(s)		ONE HOUR	✓	616.00	100.000
4 - Rowan Way		ONE HOUR	✓	898.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.000	36.000	393.000	720.000
	2 - Steyning Way	20.000	0.000	43.000	33.000
	3 - A29(s)	463.000	71.000	0.000	82.000
	4 - Rowan Way	825.000	53.000	20.000	0.000

Proportions

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.00	0.03	0.34	0.63
	2 - Steyning Way	0.21	0.00	0.45	0.34
	3 - A29(s)	0.75	0.12	0.00	0.13
	4 - Rowan Way	0.92	0.06	0.02	0.00

Vehicle Mix

Heavy Vehicle proportion

(07:45-08:00)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(08:00-08:15)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(08:15-08:30)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(08:30-08:45)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:45-09:00)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(09:00-09:15)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29(n)	0.59	4.35	1.5	A	1054.34	1581.51
2 - Steyning Way	0.10	3.90	0.1	A	88.09	132.14
3 - A29(s)	0.38	3.45	0.6	A	565.25	847.88
4 - Rowan Way	0.65	6.99	1.9	A	824.02	1236.03

(Default Analysis Set) - 2031 DS2+Ph2, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1 - (untitled)	(untitled)	Standard Roundabout	1,2,3,4	6.77	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D8	2031 DS2+Ph2	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29(n)		ONE HOUR	✓	1496.00	100.000
2 - Steyning Way		ONE HOUR	✓	258.00	100.000
3 - A29(s)		ONE HOUR	✓	488.00	100.000
4 - Rowan Way		ONE HOUR	✓	938.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.000	5.000	536.000	955.000
	2 - Steyning Way	31.000	0.000	114.000	113.000
	3 - A29(s)	453.000	12.000	0.000	23.000
	4 - Rowan Way	832.000	11.000	95.000	0.000

Proportions

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.00	0.00	0.36	0.64
	2 - Steyning Way	0.12	0.00	0.44	0.44
	3 - A29(s)	0.93	0.02	0.00	0.05
	4 - Rowan Way	0.89	0.01	0.10	0.00

Vehicle Mix

Heavy Vehicle proportion

(16:45-17:00)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:00-
17:15)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:15-
17:30)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:30-
17:45)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(17:45-18:00)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(18:00-18:15)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29(n)	0.77	7.51	3.4	A	1372.76	2059.13
2 - Steyning Way	0.35	7.08	0.6	A	236.75	355.12
3 - A29(s)	0.34	3.68	0.5	A	447.80	671.70
4 - Rowan Way	0.66	7.13	2.0	A	860.73	1291.09

(Default Analysis Set) - 2031 DS3+Ph2, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1 - (untitled)	(untitled)	Standard Roundabout	1,2,3,4	5.27	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D9	2031 DS3+Ph2	AM	ONE HOUR	07:45	09:15	15

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29(n)		ONE HOUR	✓	1185.00	100.000
2 - Steyning Way		ONE HOUR	✓	96.00	100.000
3 - A29(s)		ONE HOUR	✓	634.00	100.000
4 - Rowan Way		ONE HOUR	✓	920.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.000	36.000	404.000	745.000
	2 - Steyning Way	20.000	0.000	43.000	33.000
	3 - A29(s)	481.000	71.000	0.000	82.000
	4 - Rowan Way	847.000	53.000	20.000	0.000

Proportions

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.00	0.03	0.34	0.63
	2 - Steyning Way	0.21	0.00	0.45	0.34
	3 - A29(s)	0.76	0.11	0.00	0.13
	4 - Rowan Way	0.92	0.06	0.02	0.00

Vehicle Mix

Heavy Vehicle proportion

(07:45-08:00)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(08:00-08:15)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(08:15-08:30)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(08:30-08:45)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:45-09:00)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(09:00-09:15)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29(n)	0.61	4.56	1.6	A	1087.38	1631.07
2 - Steyning Way	0.10	3.98	0.1	A	88.09	132.14
3 - A29(s)	0.40	3.57	0.7	A	581.77	872.65
4 - Rowan Way	0.67	7.48	2.1	A	844.21	1266.31

(Default Analysis Set) - 2031 DS3+Ph2, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1 - (untitled)	(untitled)	Standard Roundabout	1,2,3,4	7.37	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D10	2031 DS3+Ph2	PM	ONE HOUR	16:45	18:15	15

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29(n)		ONE HOUR	✓	1543.00	100.000
2 - Steyning Way		ONE HOUR	✓	258.00	100.000
3 - A29(s)		ONE HOUR	✓	540.00	100.000
4 - Rowan Way		ONE HOUR	✓	966.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.000	5.000	557.000	981.000
	2 - Steyning Way	31.000	0.000	114.000	113.000
	3 - A29(s)	466.000	12.000	0.000	62.000
	4 - Rowan Way	860.000	11.000	95.000	0.000

Proportions

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.00	0.00	0.36	0.64
	2 - Steyning Way	0.12	0.00	0.44	0.44
	3 - A29(s)	0.86	0.02	0.00	0.11
	4 - Rowan Way	0.89	0.01	0.10	0.00

Vehicle Mix

Heavy Vehicle proportion

(16:45-17:00)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:00-
17:15)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:15-
17:30)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:30-
17:45)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:45-
18:00)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(18:00-
18:15)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29(n)	0.79	8.36	3.9	A	1415.88	2123.83
2 - Steyning Way	0.36	7.45	0.6	A	236.75	355.12
3 - A29(s)	0.38	3.96	0.7	A	495.51	743.27
4 - Rowan Way	0.68	7.68	2.2	A	886.42	1329.63

(Default Analysis Set) - 2031 DS1+Ph2+RRB8, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1 - (untitled)	(untitled)	Standard Roundabout	1,2,3,4	5.21	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2031 DS1+Ph2+RRB8	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29(n)		ONE HOUR	✓	1186.00	100.000
2 - Steyning Way		ONE HOUR	✓	96.00	100.000
3 - A29(s)		ONE HOUR	✓	659.00	100.000
4 - Rowan Way		ONE HOUR	✓	899.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.000	36.000	417.000	733.000
	2 - Steyning Way	20.000	0.000	43.000	33.000
	3 - A29(s)	506.000	71.000	0.000	82.000
	4 - Rowan Way	826.000	53.000	20.000	0.000

Proportions

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.00	0.03	0.35	0.62
	2 - Steyning Way	0.21	0.00	0.45	0.34
	3 - A29(s)	0.77	0.11	0.00	0.12
	4 - Rowan Way	0.92	0.06	0.02	0.00

Vehicle Mix

Heavy Vehicle proportion

(07:45-08:00)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:00-08:15)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:15-08:30)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:30-08:45)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:45-09:00)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(09:00-09:15)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29(n)	0.61	4.57	1.6	A	1088.29	1632.44
2 - Steyning Way	0.10	3.99	0.1	A	88.09	132.14
3 - A29(s)	0.41	3.64	0.7	A	604.71	907.06
4 - Rowan Way	0.66	7.35	2.0	A	824.94	1237.41

(Default Analysis Set) - 2031 DS1+Ph2+RRB8, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1 - (untitled)	(untitled)	Standard Roundabout	1,2,3,4	7.28	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2031 DS1+Ph2+RRB8	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Am	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29(n)		ONE HOUR	✓	1536.00	100.000
2 - Steyning Way		ONE HOUR	✓	258.00	100.000
3 - A29(s)		ONE HOUR	✓	515.00	100.000
4 - Rowan Way		ONE HOUR	✓	952.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.000	5.000	581.000	950.000
	2 - Steyning Way	31.000	0.000	114.000	113.000
	3 - A29(s)	480.000	12.000	0.000	23.000
	4 - Rowan Way	843.000	11.000	98.000	0.000

Proportions

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.00	0.00	0.38	0.62
	2 - Steyning Way	0.12	0.00	0.44	0.44
	3 - A29(s)	0.93	0.02	0.00	0.04
	4 - Rowan Way	0.89	0.01	0.10	0.00

Vehicle Mix

Heavy Vehicle proportion

(16:45-17:00)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:00-
17:15)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:15-
17:30)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:30-
17:45)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:45-
18:00)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(18:00-
18:15)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29(n)	0.79	8.26	3.8	A	1409.46	2114.19
2 - Steyning Way	0.36	7.42	0.6	A	236.75	355.12
3 - A29(s)	0.36	3.77	0.6	A	472.57	708.86
4 - Rowan Way	0.68	7.57	2.2	A	873.57	1310.36

(Default Analysis Set) - 2031 DS2+Ph2+RRB8, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1 - (untitled)	(untitled)	Standard Roundabout	1,2,3,4	4.87	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2031 DS2+Ph2+RRB8	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Am	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29(n)		ONE HOUR	✓	1135.00	100.000
2 - Steyning Way		ONE HOUR	✓	96.00	100.000
3 - A29(s)		ONE HOUR	✓	608.00	100.000
4 - Rowan Way		ONE HOUR	✓	884.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.000	36.000	388.000	711.000
	2 - Steyning Way	20.000	0.000	43.000	33.000
	3 - A29(s)	455.000	71.000	0.000	82.000
	4 - Rowan Way	811.000	53.000	20.000	0.000

Proportions

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.00	0.03	0.34	0.63
	2 - Steyning Way	0.21	0.00	0.45	0.34
	3 - A29(s)	0.75	0.12	0.00	0.13
	4 - Rowan Way	0.92	0.06	0.02	0.00

Vehicle Mix

Heavy Vehicle proportion

(07:45-08:00)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:00-08:15)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:15-08:30)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:30-08:45)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:45-09:00)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(09:00-09:15)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29(n)	0.59	4.28	1.5	A	1041.50	1562.24
2 - Steyning Way	0.10	3.87	0.1	A	88.09	132.14
3 - A29(s)	0.38	3.41	0.6	A	557.91	836.87
4 - Rowan Way	0.63	6.74	1.8	A	811.17	1216.76

(Default Analysis Set) - 2031 DS2+Ph2+RRB8, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1 - (untitled)	(untitled)	Standard Roundabout	1,2,3,4	6.58	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2031 DS2+Ph2+RRB8	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Am	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29(n)		ONE HOUR	✓	1482.00	100.000
2 - Steyning Way		ONE HOUR	✓	258.00	100.000
3 - A29(s)		ONE HOUR	✓	481.00	100.000
4 - Rowan Way		ONE HOUR	✓	925.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.000	5.000	531.000	946.000
	2 - Steyning Way	31.000	0.000	114.000	113.000
	3 - A29(s)	446.000	12.000	0.000	23.000
	4 - Rowan Way	819.000	11.000	95.000	0.000

Proportions

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.00	0.00	0.36	0.64
	2 - Steyning Way	0.12	0.00	0.44	0.44
	3 - A29(s)	0.93	0.02	0.00	0.05
	4 - Rowan Way	0.89	0.01	0.10	0.00

Vehicle Mix

Heavy Vehicle proportion

(16:45-17:00)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:00-
17:15)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:15-
17:30)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:30-
17:45)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:45-
18:00)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(18:00-
18:15)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29(n)	0.76	7.29	3.3	A	1359.91	2039.86
2 - Steyning Way	0.34	6.98	0.5	A	236.75	355.12
3 - A29(s)	0.34	3.63	0.5	A	441.37	662.06
4 - Rowan Way	0.65	6.89	1.9	A	848.80	1273.19

(Default Analysis Set) - 2031 DS3+Ph2+RRB8, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1 - (untitled)	(untitled)	Standard Roundabout	1,2,3,4	5.13	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2031 DS3+Ph2+RRB8	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Am	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29(n)		ONE HOUR	✓	1171.00	100.000
2 - Steyning Way		ONE HOUR	✓	96.00	100.000
3 - A29(s)		ONE HOUR	✓	626.00	100.000
4 - Rowan Way		ONE HOUR	✓	906.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.000	36.000	399.000	736.000
	2 - Steyning Way	20.000	0.000	43.000	33.000
	3 - A29(s)	473.000	71.000	0.000	82.000
	4 - Rowan Way	833.000	20.000	53.000	0.000

Proportions

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.00	0.03	0.34	0.63
	2 - Steyning Way	0.21	0.00	0.45	0.34
	3 - A29(s)	0.76	0.11	0.00	0.13
	4 - Rowan Way	0.92	0.02	0.06	0.00

Vehicle Mix

Heavy Vehicle proportion

(07:45-08:00)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:00-08:15)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:15-08:30)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:30-08:45)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(08:45-09:00)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

(09:00-09:15)

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29(n)	0.60	4.48	1.6	A	1074.53	1611.80
2 - Steyning Way	0.10	4.03	0.1	A	88.09	132.14
3 - A29(s)	0.39	3.52	0.7	A	574.43	861.64
4 - Rowan Way	0.65	7.19	2.0	A	831.36	1247.04

(Default Analysis Set) - 2031 DS3+Ph2+RRB8, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1 - (untitled)	(untitled)	Standard Roundabout	1,2,3,4	7.15	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2031 DS3+Ph2+RRB8	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A29(n)		ONE HOUR	✓	1529.00	100.000
2 - Steyning Way		ONE HOUR	✓	258.00	100.000
3 - A29(s)		ONE HOUR	✓	533.00	100.000
4 - Rowan Way		ONE HOUR	✓	953.00	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.000	5.000	552.000	972.000
	2 - Steyning Way	31.000	0.000	114.000	113.000
	3 - A29(s)	459.000	12.000	0.000	62.000
	4 - Rowan Way	847.000	11.000	95.000	0.000

Proportions

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29(n)	0.00	0.00	0.36	0.64
	2 - Steyning Way	0.12	0.00	0.44	0.44
	3 - A29(s)	0.86	0.02	0.00	0.12
	4 - Rowan Way	0.89	0.01	0.10	0.00

Vehicle Mix

Heavy Vehicle proportion

(16:45-17:00)

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

	To				
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:00-
17:15)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:15-
17:30)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:30-
17:45)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(17:45-
18:00)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Heavy Vehicle proportion

(18:00-
18:15)

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	0	5	5	5
	2 - Steyning Way	5	0	5	5
	3 - A29 (s)	5	5	0	5
	4 - Rowan Way	5	5	5	0

Average PCU Per Veh

		To			
		1 - A29 (n)	2 - Steyning Way	3 - A29 (s)	4 - Rowan Way
From	1 - A29 (n)	1.000	1.050	1.050	1.050
	2 - Steyning Way	1.050	1.000	1.050	1.050
	3 - A29 (s)	1.050	1.050	1.000	1.050
	4 - Rowan Way	1.050	1.050	1.050	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A29(n)	0.78	8.09	3.7	A	1403.04	2104.56
2 - Steyning Way	0.36	7.34	0.6	A	236.75	355.12
3 - A29(s)	0.38	3.91	0.6	A	489.09	733.64
4 - Rowan Way	0.67	7.41	2.1	A	874.49	1311.73



Appendix F

Accident data

Shripney Road – Shripney – MJA

Collision report 01/03/2010 – 28/02/2015

Date produced
27 March 2015

The information included in this report is provided for analysis and is based on the data provided by Sussex Police. Some of the data included in this report is subjective and as such is not considered suitable for general release. In view of this it should not be transmitted to any other person in its original form, including in any report which may be available to the public. If you have any doubt regarding how this data may be used other than for analysis please contact SSRP for advice.

Sussex Safer Roads
P A R T N E R S H I P

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

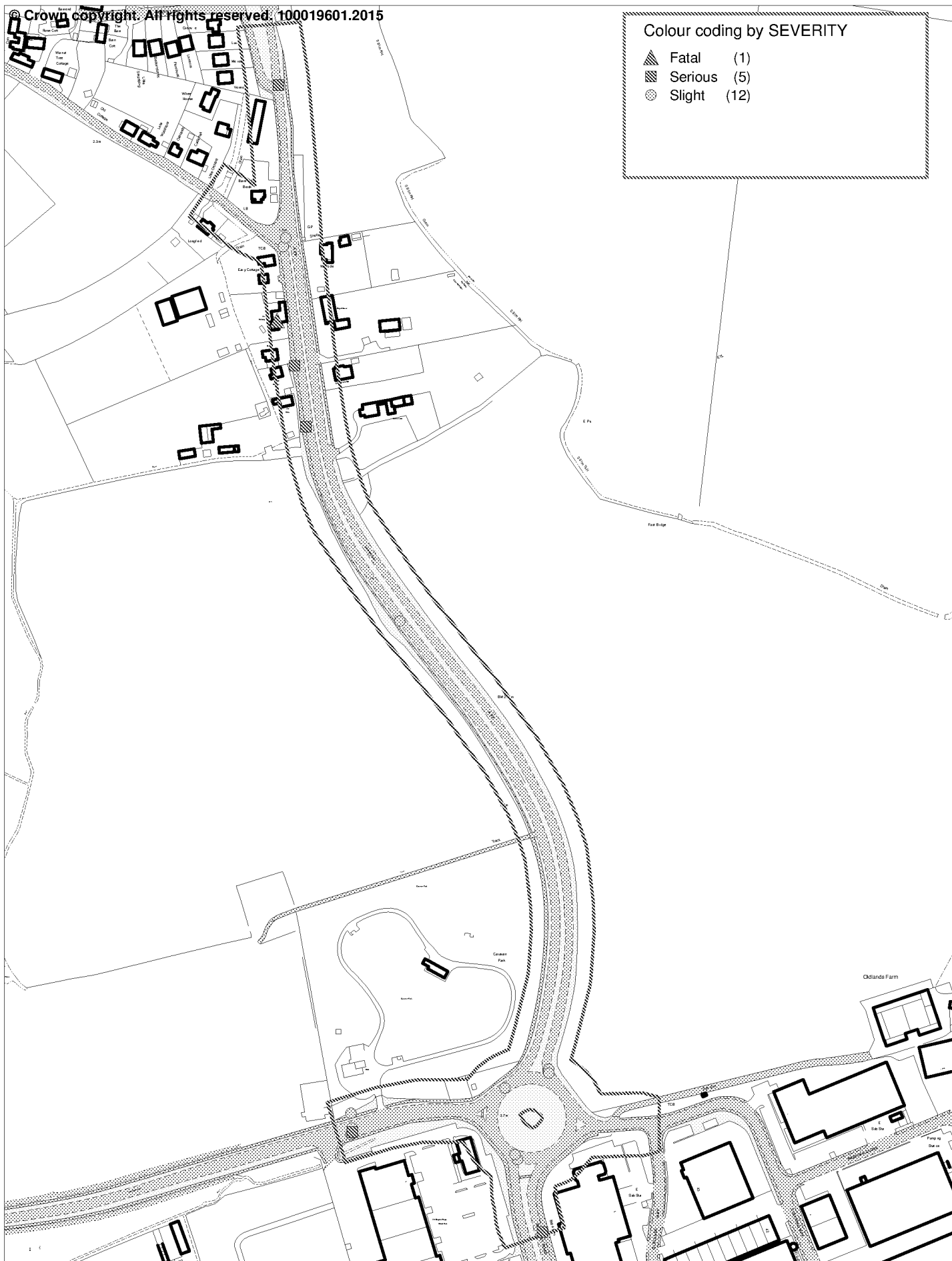
For further information:

web: www.sussexsaferroads.gov.uk

email: [REDACTED]

Colour coding by SEVERITY

- ▲ Fatal (1)
- Serious (5)
- Slight (12)



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Sussex Safer Roads
PARTNERSHIP

Collision data
01/03/2010 - 28/02/2015
Shripney Road - Shripney - MJA

SCALE	1 : 4031
DATE	27/03/2015
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/03/2010 to 28/02/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles						Casualties			
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev	
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												

1101159 Sunday A29 SHRIPNEY ROAD 100m South of
20/02/2011 C0 SHRIPNEY LANE OAKS COTTAGE
R1: A 29 1435 hrs Veh 2 Pedal cycle 4 Go/head N to S Dri F 4 Serious
Veh 1 M/C > 125 cc 31 Go/ahead RH bend SE to N Dri M 31 Slight
E 493,861 Dry
N 101,878 Fine without high winds
50 mph

Causation Factor:

Participant:

Confidence:

1st: Aggressive driving Vehicle 001 Very Likely
2nd: Careless/Reckless/In a hurry Vehicle 001 Very Likely
3rd: Loss of control Vehicle 001

IT WOULD APPEAR THAT VEHICLE ONE WAS TRAVELLING NORTH ON THE A29 IN COMPANY WITH TWO OTHER MOTORCYCLES. AS THE GROUP ROUNDED THE RIGHT HAND BEND ABOUT ONE HUNDRED METERS PRIOR TO THE JUNCTION WITH SHRIPNEY LANE VEHICLE ONE LOST CONTROL ON THE BEND. THE VEHICLE FAILED TO NEGOTIATE THE BEND LEAVING THE ROAD ON THE WEST SIDE, BEFORE COLLIDING WITH A LAMP POST AND IN TURN THE RIDER / MACHINE COLLIDED WITH A FEMALE CHILD (4 YEARS) WHO WAS WITH HER MOTHER, WALKING SOUTH ON THE PAVEMENT.

1101869 Thursday A29 SHRIPNEY ROAD of C0 ROWAN
24/03/2011 WAY
R1: A 29 1040 hrs Veh 2 Car 58 Starting W to E
R2: C 9 Veh 1 Car 23 Go/head S to N Dri M 23 Slight
E 494,020 Dry
N 101,350 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly Vehicle 002 Possible
2nd: Failed to judge other persons path or speed Vehicle 001 Possible

VEHICLE 1 TRAVELLING NORTH UP SHRIPNEY ROAD ONTO ROUNDABOUT. VEHICLE TWO TRAVELLING EAST ALONG ROWAN WAY ONTO ROUNDABOUT. VEHICLE 1 AND 2 HAVE CONNECTED ON ROUNDABOUT.

1103765 Saturday A29 SHRIPNEY RD 90m South of U
18/06/2011 SHRIPNEY LANE THE BRIARS
R1: A 29 1854 hrs Veh 2 Car Parked 0 to 0
Veh 1 Car 32 Ch/lane to right S to N FSP M 31 Slight
Veh 1 Car 32 Ch/lane to right S to N Dri M 32 Serious
E 493,852 Dry
N 101,927 Fine without high winds
50 mph

Causation Factor:

Participant:

Confidence:

1st: Aggressive driving Vehicle 001 Very Likely
2nd: Loss of control Vehicle 001 Very Likely

VEHICLE TRAVELLING NORTH LEFT CARRIAGEWAY OFFSIDE, LOST CONTROL AND RETURNED TO NEAR SIDE LEFT ROAD AND COLLIDED WITH WALL.

Details of Personal Injury Accidents for Period - 01/03/2010 to 28/02/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles							Casualties			
			Veh No	Type	Age	Many	Dir	Class		Sex	Age	Sev	
Road No.	Date												
2nd Road No.	Time												
Grid Ref.	D/L												
	R.S.C												
	Weather												
	Speed												
	Account of Accident												
Causation Factor:													

1107793 Thursday U ROWAN WAY of U SHRIPNEY
08/12/2011 RETAIL PARK Veh 1 Car 51 Turning right W to S Ped F 40 Slight
R1: U 1721 hrs
R2: U Darkness: street lights present
E 493,898 Wet/Damp
N 101,318 Raining with high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Crossed road masked by stationary veh

Casualty 001

Very Likely

2nd: Rain, sleet, snow, or fog

Vehicle 001

Possible

VEHICLE 1 FACING EAST ON ROWAN WAY INTENDING TO TURN SOUTH INTO RETAIL PARK. PEDESTRIAN WALKING EAST CROSSES ENTRANCE TO RETAIL PARK IN FRONT OF VEHICLE EMERGING FROM BEHIND A STATIONARY VEHICLE. VEHICLE 1 MAKES CONTACT WITH PEDESTRIAN AT VERY LOW SPEED AND PEDESTRIAN FALLS TO GROUND SUSTAINING BRUISING TO LEFT HAND.

1201450 Sunday A29 SHRIPNEY ROAD of U ROWAN
18/03/2012 WAY. AT JUNCTION AS SHOWN Veh 2 Car 47 Stopping N to S RSP F 17 Slight
R1: A 29 1245 hrs Veh 1 Car 83 Stopping N to S
R2: U
E 494,055 Dry
N 101,365 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed

Vehicle 001

Very Likely

V1 AND V2 BOTH HEADING SOUTH ON THE A29. V2 SLOWED FOR GIVE WAY LINES AT ROUNDABOUT, AND V1 FAILED TO SLOW IN TIME, AND IMPACTED WITH THE REAR OF V2.

1203648 Monday A29 SHRIPNEY ROAD BOGNOR
16/07/2012 REGIS 100m South of U ROWAN WAY Veh 1 Car Starting N to S Ped F 31 Serious
R1: A 29 1920 hrs outside ON A29 NEAR JOHN WILEY &
E 494,050 Wet/Damp
N 101,235 Raining without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Aggressive driving

Vehicle 001

Possible

2nd: Impaired by alcohol

Casualty 001

Possible

FEMALE PEDESTRIAN WALKING ALONG FOOTPATH ON SOUTHBOUND CARRIAGEWAY A29 SHRIPNEY ROAD, APPROACHED BY UNKNOWN MALE IN VEHICLE, AND ASKED IF SHE WANTED A LIFT, FEMALE REFUSED AND WALKED AWAY FROM VEHICLE. FEMALE VICTIM NOTICED VEHICLE APPROACHING HER AGAIN, AND DECIDED TO CROSS TO OPPOSITE CARRIAGEWAY. FEMALE STEPPED INTO THE ROAD, AT WHICH POINT THE VEHICLE PULLED AWAY, COLLIDING WITH HER AND KNOCKING HER TO GROUND, CAUSING SEVERAL INJURIES.

Details of Personal Injury Accidents for Period - 01/03/2010 to 28/02/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles							Casualties		
			Veh No	Type	Age	Many	Dir	Class		Sex	Age	Sev
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												

1105936 Thursday A29 SHRIPNEY ROAD BOGNOR
22/09/2011 REGIS 30M NORTH OF C0 SHRIPNEY
R1: A 29 2306 hrs LANE OUTSIDE THE HOLDING
Darkness: street lights present
E 493,838 Dry
N 101,963 Fine without high winds
50 mph

Veh 1	Car	23	Go/head	S	to N	Dri	M	23	Fatal
Veh 2	Car	21	Go/ahead LH bend	S	to NW				
Veh 3	Car	28	Go/ahead LH bend	S	to NW				

Causation Factor:

1st: Aggressive driving
2nd: Careless/Reckless/In a hurry
3rd: Loss of control
4th: Exceeding speed limit

Participant:

Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Possible
Possible
Possible
Possible

V1 TRAVELLING NORTH ON A29 SHRIPNEY ROAD AT SPEED HAS UNDERTAKEN VEHICLE 2 THEN OVERTAKEN VEHICLE 3 ENTERED BEND WHEN FOR UNKNOWN REASON DRIVER LOST CONTROL. VEHICLE STRUCK BRICK WALL AND LAMPOST ON NEARSIDE VERGE AND DRIVER SUSTAINED FATAL INJURIES AS A RESULT.

1303422 Friday A29 BOGNOR REGIS AT JUNCTION
05/07/2013 OF U ROWAN WAY OUTSIDE AT
R1: A 29 0841 hrs R/BT
R2: U Daylight:street lights present
E 494,030 Dry
N 101,293 Fine without high winds
40 mph

Veh 1	Car	20	Go/head	W	to E				
Veh 2	Pedal cycle	55	Turning right	E	to N	Dri	F	55	Slight

Causation Factor:

1st: Failed to look properly
2nd: Failed to judge other persons path or speed
3rd: Dazzling sun

Participant:

Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely

APPARANTLY VEH 1 PULLED ONTO THE ROUNDABOUT WITHOUT LOOKING AND COLLIDED WITH A CYCLIST FROM THE RIGHT.

1301513 Wednesday A29 SHRIPNEY ROAD BOGNOR
20/03/2013 REGIS AT JUNCTION OF U SHRIPNEY
R1: A 29 1430 hrs LANE
R2: U Daylight:street lights present
E 493,843 Dry
N 102,022 Fine without high winds
40 mph

Veh 1	Car	30	U turn	S	to S	Dri	F	30	Slight
Veh 2	Goods < 3.5t	46	Go/head	S	to N				

Causation Factor:

1st: Poor turn or manoeuvre

Participant:

Vehicle 1

Confidence:

Very Likely

VEHICLE 1 DRIVING NORTH DUAL CARRIAGEWAY IN LANE 1. VEHICLE 2 TRAVELLING IN SAME DIRECTION BEHIND. AS THE ROAD NARROWS TO ONE LANE VEHICLE 1 MADE A U TURN DIRECTLY IN FRONT OF V2. V2 ATTEMPTED TO TAKE EVASIVE ACTION STEERING TO THE RIGHT BUT COLLIDED INTO THE SIDE OFFSIDE DRIVERS DOOR OF V1 CAUSING DAMAGE AND INJURY.

Details of Personal Injury Accidents for Period - 01/03/2010 to 28/02/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles						Casualties			
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev	
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												

1304398 Friday A29 SHRIPNEY ROAD. BOGNOR
23/08/2013 REGIS. AT JUNCTION OF U BARN
R1: A 29 0853 hrs LANE. OUTSIDE AT JUNCTION AS
R2: U Daylight:street lights present
E 493,839 Dry
N 102,151 Fine without high winds
40 mph

Causation Factor:

1st: Failed to judge other persons path or speed
2nd: Careless/Reckless/In a hurry

Participant:

Vehicle 1 Possible
Vehicle 2 Possible

Confidence:

V1 EXITING BARN LANE, WITH INTENTION OR TURNING RIGHT. V2 HEADING NORTH ON A29, SHRIPNEY ROAD. V1 PULLED OUT INTO PATH OF V2, CASUSING COLLISION. (V2 POSSILBLY AT EXCESS SPEED HOWEVER)

1401497 Tuesday A29 SHRIPNEY ROAD BOGNOR
18/03/2014 REGIS AT JUNCTION OF U
R1: A 29 0929 hrs STEYNING WAY OUTSIDE KFC
R2: U Daylight:street lights present
E 494,055 Dry
N 101,362 Fine without high winds
40 mph

Causation Factor:

1st: Junction restart

Participant:

Vehicle 1

Confidence:

Very Likely

V1 WAITING BEHIND V2, V2 DOES NOT MOVE OFF WHEN V1 WAS EXPECTING AND V1 MOVES FORWARD AND BUMPS INTO V2 CAUSING HER TO FALL OFF OF MOTOR CYCLE.

1401784 Wednesday A29 SHRIPNEY ROAD BOGNOR
02/04/2014 REGIS 320M SOUTH OF U SHRIPNEY
R1: A 29 1655 hrs LANE
R2: U Daylight:street lights present
E 493,936 Dry
N 101,723 Fine without high winds
40 mph

Causation Factor:

1st: Loss of control
2nd: Aggressive driving

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely

V1 TRAVELLING SOUTH LOST CONTROL OF VEHICLE AND CROSSED OVER CENTRAL RESERVATION, STRIKING THE SIDE OF V2 CAUSING IT TO ROLL OVER ONTO ITS ROOF.

Details of Personal Injury Accidents for Period - 01/03/2010 to 28/02/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles						Casualties			
			Veh No	Type	Age	Many	Dir	Class	Sex	Age	Sev	
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												

1406522 Saturday U ROWAN WAY BOGNOR AT
01/11/2014 JUNCTION OF U RETAIL PARK
OUTSIDE HALFORDS Veh 1 Car 56 Turning right W to S Dri M 56 Slight
R1: U 1453 hrs Veh 2 Car 21 Go/head E to W Dri M 21 Slight
R2: U Daylight:street lights present
E 493,897 Dry
N 101,330 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry
2nd: Failed to judge other persons path or speed

Vehicle 1 Possible
Vehicle 1 Very Likely

VEH/1 WAITING IN CENTRAL TURN RIGHT AREA FACING EAST, WAITING TO TURN RIGHT INTO RETAIL PARK, FAILS TO JUDGE PATH AND SPEED OF VEH/2 TRAVELLING EAST TO WEST PAST RETAIL PARK, AND EXECUTES RIGHT TURN INTO PATH OF VEH/2 CAUSING IMPACT.

1407519 Friday U ROWAN WAY BOGNOR AT
19/12/2014 JUNCTION OF U ENTRANCE TO
TESCOS OUTSIDE TESCO STORE Veh 1 Car 78 Turning left S to W
R1: U 1030 hrs Veh 2 M/C < 50 cc 18 Go/head E to W Dri F 18 Slight
R2: U Daylight:street lights present Veh 3 Car Wait to turn right S to E
E 493,897 Dry
N 101,313 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1 Very Likely

VEHICLE 1 EXITING TESCO CAR PARK INTENDING TO TURN WEST ALONG ROWAN WAY. VEHICLE 2 TRAVELLING WESTBOUND ALONG ROWAN WAY. VEHICLE 1, UNSIGHTED DUE TO OTHER VEHICLE LEAVING CAR PARK TO HIS OFFSIDE. ENTERS CARRIAGEWAY AT SLOW SPEED. VEHICLE TWO STRIKES THE FRONT OFFSIDE OF THE VEHICLE 1 CAUSING RIDER TO FALL FROM HER VEHICLE AND INJURY CAUSED.

1407594 Wednesday A29 BOGNOR AT JUNCTION OF U
24/12/2014 ROWAN WAY OUTSIDE ON
ROUNDAABOUT Veh 1 Car 47 Go/head S to N
R1: A 29 0712 hrs Veh 2 Pedal cycle 41 Go/head N to W Dri M 41 Slight
R2: U Darkness: street lights present
E 494,028 Dry
N 101,297 Fine without high winds
20 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1 Very Likely

PEDAL CYCLE NEGOTIATING ROUND ABOUT FROM NORTH TO EXIT WEST, VEHICLE ONE CAR TRAVELLING NORTH ENTERED ROUNDAABOUT AND COLLIDED WITH PEDAL.

Details of Personal Injury Accidents for Period - 01/03/2010 to 28/02/2015 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles						Casualties			
			Veh No	Type	Age	Manv	Dir	Class	Sex	Age	Sev	
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												

1406595 Sunday U ROWAN WAY BOGNOR REGIS AT
09/11/2014 JUNCTION OF U ARUN RETAIL PARK
R1: U 1230 hrs Veh 1 Car 82 Turning right W to S Dri M 82 Slight
R2: U Daylight:street lights present Veh 2 Car 45 Go/head E to W Dri M 45 Slight
E 493,898 Dry Veh 3 Car 54 Wait to turn right W to S Dri F 54 Slight
N 101,314 Fine without high winds Veh 3 Car 54 Wait to turn right W to S FSP F 26 Slight
30 mph

Causation Factor:

1st: Disobeyed Give Way or Stop sign or markings
2nd: Careless/Reckless/In a hurry

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely

VEH ONE TURNING RIGHT INTO RETAIL PARK CAR PARK IN HEAD ON COLLISION WITH VEH 2 TRAVELLING IN OPPOSITE DIRECTION ALSO STRIKING VEH 3 STATIONARY IN THE CAR PARK JUNCTION.

1407491 Wednesday A29 SHRIPNEY ROAD BOGNOR
17/12/2014 REGIS AT JUNCTION OF U SHRIPNEY
R1: A 29 1710 hrs Lane outside wayside Veh 1 Goods < 3.5t 44 Turning right W to S Dri M 44 Slight
R2: U Darkness: street lights present Veh 2 Car 19 Go/head S to N Dri F 19 Slight
E 493,845 Wet/Damp
N 102,029 Raining without high winds
40 mph

Causation Factor:

1st: Poor turn or manoeuvre
2nd: Careless/Reckless/In a hurry
3rd: Failed to look properly
4th: Junction restart

Participant:

Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely
Very Likely
Very Likely

VEHICLE 1 WAS IN SHRIPNEY LANE AT THE JUNCTION WITH SHRIPNEY ROAD. VEHICLE 2 WAS TRAVELLING NORTH UP SHRIPNEY ROAD WHEN VEHICLE 1 PULLED ACROSS PATH OF VEHICLE 2 CAUSING VEHICLE 2 TO HIT THE OFFSIDE FRONT OF VEHICLE 1.

1500508 Saturday A259 ROWAN WAY BOGNOR AT
24/01/2015 JUNCTION OF U RETAIL PARK
R1: A 259 1102 hrs ENTRANCE Veh 1 Car 86 Turning right W to S Dri F 86 Serious
R2: U Daylight:street lights present Veh 2 Car 20 Go/head E to W Dri M 20 Serious
E 493,898 Dry
N 101,315 Fine without high winds
40 mph

Causation Factor:

1st: Failed to judge other persons path or speed
2nd: Failed to look properly

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely

VEHICLE 1 IN FILTER LANE TURNING RIGHT INTO RETAIL PARK VEHICLE 2 APPROACHING FROM EAST. VEHICLE 1 TURNS INTO PATH OF VEHICLE 2.

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