

Wellington ATC, Vespene Lane

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

	07/06/2021 Monday	08/06/2021 Tuesday	09/06/2021 Wednesday	10/06/2021 Thursday	11/06/2021 Friday	12/06/2021 Saturday	13/06/2021 Sunday	5-DAY MEAN	7-DAY MEAN
2226-2422 Vehicle Flow	2187	2393	2328	2769	2332	1996	1333	2229	2122
Mean Speed	32.2	31.9	28.6	31.7	30.4	32.5	33.2	31.9	31.4
85%ile Speed	36.3	36.9	33.1	36.5	36.4	36.3	36.0	37.2	37.7
No. Vehicles > 30 MPH Limit	1305	1429	986	1308	1096	1090	991	1225	1173
No. Vehicles > 30 MPH Limit	32.7	45.8	25.0	33.7	35.5	33.7	30.2	35.1	34.4
No. Vehicles > 45 MPH	32	29	33	38	35	21	37	22	32
No. Vehicles > 45 MPH	1.8	1.2	1.3	2.8	1.5	1.2	2.5	1.4	2.8

Channel 2 - Southbound

	07/06/2021 Monday	08/06/2021 Tuesday	09/06/2021 Wednesday	10/06/2021 Thursday	11/06/2021 Friday	12/06/2021 Saturday	13/06/2021 Sunday	5-DAY MEAN	7-DAY MEAN
2423-2625 Vehicle Flow	2495	2606	3555	2722	3555	1809	1996	2622	2332
Mean Speed	34.0	34.0	33.2	33.3	33.5	34.6	35.0	33.8	33.9
85%ile Speed	38.7	38.1	38.4	38.6	38.4	43.3	43.2	39.2	39.9
No. Vehicles > 30 MPH Limit	1785	1894	1794	1860	1992	1431	1286	1830	1715
No. Vehicles > 30 MPH Limit	71.8	75.7	65.8	68.3	69.5	59.2	52.2	69.4	71.5
No. Vehicles > 45 MPH	100	118	83	82	87	101	193	26	55
No. Vehicles > 45 MPH	4.1	4.5	3.3	3.1	3.4	3.3	4.1	0.7	4.8

Channel 1+2 - Northbound & Southbound

	07/06/2021 Monday	08/06/2021 Tuesday	09/06/2021 Wednesday	10/06/2021 Thursday	11/06/2021 Friday	12/06/2021 Saturday	13/06/2021 Sunday	5-DAY MEAN	7-DAY MEAN
2226-2625 Vehicle Flow	4682	5000	5883	5491	5887	3805	3329	5025	4457
Mean Speed	33.1	33.0	30.9	32.3	32.0	33.5	34.1	32.7	31.7
85%ile Speed	38.5	38.2	36.9	38.5	38.4	40.8	41.1	37.2	37.8
No. Vehicles > 30 MPH Limit	3070	3323	2750	3169	3098	2577	2286	3559	3287
No. Vehicles > 30 MPH Limit	65.2	65.8	54.2	61.7	58.2	59.2	52.2	61.5	64.4
No. Vehicles > 45 MPH	132	145	126	120	130	122	140	124	131
No. Vehicles > 45 MPH	2.8	3.0	2.7	2.9	3.0	3.3	3.2	2.8	3.0

Class No	Vehicle Description	Class No	Vehicle Description
1	Light Motor Vehicle	5	Light Motor Vehicle
1	Light Motor Vehicle	6	Light Motor Vehicle
1	Light Motor Vehicle	6	Light Motor Vehicle
1	Light Motor Vehicle	7	Light Motor Vehicle
2	Light Motor Vehicle	8	Light Motor Vehicle
3	Light Motor Vehicle	9	Light Motor Vehicle
3	Light Motor Vehicle	10	Light Motor Vehicle
4	Light Motor Vehicle	10	Light Motor Vehicle
4	Light Motor Vehicle	11	Light Motor Vehicle
5	Light Motor Vehicle	12	Light Motor Vehicle
5	Light Motor Vehicle	12	Light Motor Vehicle
5	Light Motor Vehicle	13	Light Motor Vehicle



APPENDIX C: TRICS DATA

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	1-200 DWELLS	
Actual Trip Rate Calculation Parameter Range	7-198 DWELLS	
Date Range	Minimum: 01/01/12	Maximum: 08/10/20
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Tuesday	12
	Wednesday	14
	Thursday	13
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	16
	Edge of Town	23
Population within 500m	All Surveys Included	
Population < 1 Mile ranges selected	1,001 to 5,000	4
	5,001 to 10,000	13
	10,001 to 15,000	7
	15,001 to 20,000	7
	20,001 to 25,000	5
	25,001 to 50,000	3
Population < 5 Mile ranges selected	5,001 to 25,000	2
	25,001 to 50,000	7
	50,001 to 75,000	6
	75,001 to 100,000	10
	100,001 to 125,000	2
	125,001 to 250,000	9
	250,001 to 500,000	3
Car Ownership < 5 Mile ranges selected	0.6 to 1.0	10
	1.1 to 1.5	29
PTAL Rating	No PTAL Present	39

Calculation Reference: AUDIT-730701-210330-0335

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	4 days
	KC KENT	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	7 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	3 days
09	NORTH	
	DH DURHAM	1 days

This section displays the number of survey days per TRICS+ sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 7 to 198 (units:)
 Range Selected by User: 1 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 08/10/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	12 days
Wednesday	14 days
Thursday	13 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	36 days
Directional ATC Count	3 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	16
Edge of Town	23

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	38
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	39 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	13 days
10,001 to 15,000	7 days
15,001 to 20,000	7 days
20,001 to 25,000	5 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	7 days
50,001 to 75,000	6 days
75,001 to 100,000	10 days
100,001 to 125,000	2 days
125,001 to 250,000	9 days
250,001 to 500,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	29 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	16 days
No	23 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	39 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

Site(1):	CH-03-A-08	Site area:	0.48 hect
Development Name:	DETACHED	No of Dwellings:	11
Location:	CHESTER	Housing density:	37
Postcode:	CH3 5JZ	Total Bedrooms:	44
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	22/05/12
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	52
Site(2):	CH-03-A-10	Site area:	0.91 hect
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	40
Location:	NORTHWICH	Housing density:	50
Postcode:	CW8 4WA	Total Bedrooms:	102
Main Location Type:	Edge of Town	Survey Date:	04/06/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	74
Site(3):	CH-03-A-11	Site area:	0.50 hect
Development Name:	TOWN HOUSES	No of Dwellings:	24
Location:	NORTHWICH	Housing density:	55
Postcode:	CW9 8RZ	Total Bedrooms:	92
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	06/06/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	47
Site(4):	DH-03-A-01	Site area:	0.90 hect
Development Name:	SEMI DETACHED	No of Dwellings:	50
Location:	BISHOP AUCKLAND	Housing density:	94
Postcode:	DL14 6RH	Total Bedrooms:	150
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	28/03/17
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	87
Site(5):	DV-03-A-01	Site area:	1.25 hect
Development Name:	TERRACED HOUSES	No of Dwellings:	37
Location:	TORQUAY	Housing density:	53
Postcode:	TQ1 3HR	Total Bedrooms:	111
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	30/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	103
Site(6):	ES-03-A-05	Site area:	3.40 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	99
Location:	NEAR EASTBOURNE	Housing density:	45
Postcode:	BN24 5GD	Total Bedrooms:	296
Main Location Type:	Edge of Town	Survey Date:	05/06/19
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	197
Site(7):	HC-03-A-18	Site area:	1.40 hect
Development Name:	HOUSES & FLATS	No of Dwellings:	62
Location:	LIPHOOK	Housing density:	46
Postcode:	GU30 7TG	Total Bedrooms:	205
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	29/11/16
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	136
Site(8):	HC-03-A-21	Site area:	1.20 hect
Development Name:	TERRACED & SEMI-DETACHED	No of Dwellings:	39
Location:	BASINGSTOKE	Housing density:	57
Postcode:	RG24 9AF	Total Bedrooms:	134
Main Location Type:	Edge of Town	Survey Date:	13/11/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	98
Site(9):	HC-03-A-22	Site area:	1.69 hect
Development Name:	MIXED HOUSES	No of Dwellings:	40
Location:	NEAR EASTLEIGH	Housing density:	32
Postcode:	SO50 6JL	Total Bedrooms:	114
Main Location Type:	Edge of Town	Survey Date:	31/10/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	101
Site(10):	HC-03-A-23	Site area:	1.40 hect
Development Name:	HOUSES & FLATS	No of Dwellings:	62
Location:	LIPHOOK	Housing density:	46
Postcode:	GU30 7TG	Total Bedrooms:	205
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	19/11/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	136

LIST OF SITES relevant to selection parameters (Cont.)

Site(11):	KC-03-A-03	Site area:	1.38 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	51
Location:	ASHFORD	Housing density:	66
Postcode:	TN24 0FR	Total Bedrooms:	157
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	14/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	110
Site(12):	LN-03-A-03	Site area:	0.77 hect
Development Name:	SEMI DETACHED	No of Dwellings:	22
Location:	LINCOLN	Housing density:	29
Postcode:	LN6 7PL	Total Bedrooms:	58
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	18/09/12
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	24
Site(13):	NF-03-A-01	Site area:	1.49 hect
Development Name:	SEMI DET. & BUNGALOWS	No of Dwellings:	27
Location:	CAISTER-ON-SEA	Housing density:	19
Postcode:	NR30 5BX	Total Bedrooms:	66
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	16/10/12
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	64
Site(14):	NF-03-A-03	Site area:	0.63 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	10
Location:	THETFORD	Housing density:	20
Postcode:	IP24 1EY	Total Bedrooms:	40
Main Location Type:	Edge of Town	Survey Date:	16/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	37
Site(15):	NF-03-A-04	Site area:	1.98 hect
Development Name:	MIXED HOUSES	No of Dwellings:	70
Location:	NORTH WALSHAM	Housing density:	40
Postcode:	NR28 0FW	Total Bedrooms:	223
Main Location Type:	Edge of Town	Survey Date:	18/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	165
Site(16):	NF-03-A-05	Site area:	1.57 hect
Development Name:	MIXED HOUSES	No of Dwellings:	40
Location:	HOLT	Housing density:	26
Postcode:	NR25 6GA	Total Bedrooms:	116
Main Location Type:	Edge of Town	Survey Date:	19/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	100
Site(17):	NF-03-A-10	Site area:	0.70 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	17
Location:	HUNSTANTON	Housing density:	31
Postcode:	PE36 5PS	Total Bedrooms:	41
Main Location Type:	Edge of Town	Survey Date:	12/09/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	57
Site(18):	NF-03-A-13	Site area:	5.56 hect
Development Name:	MIXED HOUSES	No of Dwellings:	198
Location:	GREAT YARMOUTH	Housing density:	39
Postcode:	NR31 9FT	Total Bedrooms:	545
Main Location Type:	Edge of Town	Survey Date:	11/09/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	418
Site(19):	NF-03-A-16	Site area:	6.54 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	138
Location:	WYMONDHAM	Housing density:	31
Postcode:	NR18 0UE	Total Bedrooms:	392
Main Location Type:	Edge of Town	Survey Date:	20/10/15
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	278
Site(20):	NY-03-A-10	Site area:	2.21 hect
Development Name:	HOUSES AND FLATS	No of Dwellings:	71
Location:	RIPON	Housing density:	48
Postcode:	HG4 1UH	Total Bedrooms:	138
Main Location Type:	Edge of Town	Survey Date:	17/09/13
Sub-Location Type:	No Sub Category	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	59

LIST OF SITES relevant to selection parameters (Cont.)

Site(21):	NY-03-A-11	Site area:	1.79 hect
Development Name:	PRIVATE HOUSING	No of Dwellings:	23
Location:	BOROUGHBRIDGE	Housing density:	15
Postcode:	YO51 9LQ	Total Bedrooms:	101
Main Location Type:	Edge of Town	Survey Date:	18/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	144
Site(22):	NY-03-A-13	Site area:	0.30 hect
Development Name:	TERRACED HOUSES	No of Dwellings:	10
Location:	CATTERICK GARRISON	Housing density:	33
Postcode:	DL9 4SB	Total Bedrooms:	32
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	10/05/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	19
Site(23):	SC-03-A-04	Site area:	3.20 hect
Development Name:	DETACHED & TERRACED	No of Dwellings:	71
Location:	BYFLEET	Housing density:	25
Postcode:	KT14 7BY	Total Bedrooms:	202
Main Location Type:	Edge of Town	Survey Date:	23/01/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	177
Site(24):	SF-03-A-04	Site area:	0.59 hect
Development Name:	DETACHED & BUNGALOWS	No of Dwellings:	7
Location:	LOWESTOFT	Housing density:	15
Postcode:	NR32 2PQ	Total Bedrooms:	7
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	23/10/12
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	31
Site(25):	SF-03-A-05	Site area:	1.15 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	18
Location:	BURY ST EDMUNDS	Housing density:	19
Postcode:	IP33 2SN	Total Bedrooms:	78
Main Location Type:	Edge of Town	Survey Date:	09/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	75
Site(26):	SF-03-A-07	Site area:	3.70 hect
Development Name:	MIXED HOUSES	No of Dwellings:	73
Location:	IPSWICH	Housing density:	33
Postcode:	IP3 8XL	Total Bedrooms:	215
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	09/05/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	169
Site(27):	SH-03-A-05	Site area:	1.32 hect
Development Name:	SEMI-DETACHED/TERRACED	No of Dwellings:	54
Location:	TELFORD	Housing density:	56
Postcode:	TF7 4JE	Total Bedrooms:	162
Main Location Type:	Edge of Town	Survey Date:	24/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	63
Site(28):	SH-03-A-06	Site area:	0.80 hect
Development Name:	BUNGALOWS	No of Dwellings:	16
Location:	SHREWSBURY	Housing density:	24
Postcode:	SY1 2RB	Total Bedrooms:	34
Main Location Type:	Edge of Town	Survey Date:	22/05/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	32
Site(29):	SM-03-A-01	Site area:	1.40 hect
Development Name:	DETACHED & SEMI	No of Dwellings:	33
Location:	BRIDGWATER	Housing density:	28
Postcode:	TA6 7PL	Total Bedrooms:	107
Main Location Type:	Edge of Town	Survey Date:	24/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	131
Site(30):	ST-03-A-08	Site area:	0.80 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	26
Location:	STAFFORD	Housing density:	37
Postcode:	ST17 4JS	Total Bedrooms:	90
Main Location Type:	Edge of Town	Survey Date:	22/11/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	89

LIST OF SITES relevant to selection parameters (Cont.)

Site(31):	SY-03-A-01	Site area:	1.73 hect
Development Name:	SEMI DETACHED HOUSES	No of Dwellings:	54
Location:	DONCASTER	Housing density:	34
Postcode:	DN5 9TD	Total Bedrooms:	162
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	18/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	61
Site(32):	WK-03-A-02	Site area:	0.47 hect
Development Name:	BUNGALOWS	No of Dwellings:	17
Location:	COVENTRY	Housing density:	50
Postcode:	CV2 2NT	Total Bedrooms:	29
Main Location Type:	Edge of Town	Survey Date:	17/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	35
Site(33):	WK-03-A-03	Site area:	0.85 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	23
Location:	WARWICK	Housing density:	32
Postcode:	CV34 5TT	Total Bedrooms:	77
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	25/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	63
Site(34):	WL-03-A-02	Site area:	1.16 hect
Development Name:	SEMI DETACHED	No of Dwellings:	27
Location:	SWINDON	Housing density:	25
Postcode:	SN2 7HT	Total Bedrooms:	91
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	22/09/16
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	122
Site(35):	WS-03-A-04	Site area:	5.45 hect
Development Name:	MIXED HOUSES	No of Dwellings:	151
Location:	HORSHAM	Housing density:	46
Postcode:	RH12 1EP	Total Bedrooms:	465
Main Location Type:	Edge of Town	Survey Date:	11/12/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	345
Site(36):	WS-03-A-05	Site area:	1.61 hect
Development Name:	TERRACED & FLATS	No of Dwellings:	48
Location:	SHOREHAM BY SEA	Housing density:	50
Postcode:	BN43 6TQ	Total Bedrooms:	129
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	18/04/12
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	132
Site(37):	WS-03-A-08	Site area:	8.86 hect
Development Name:	MIXED HOUSES	No of Dwellings:	180
Location:	ANGMERING	Housing density:	41
Postcode:	BN16 4PQ	Total Bedrooms:	586
Main Location Type:	Edge of Town	Survey Date:	19/04/18
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	527
Site(38):	WS-03-A-09	Site area:	5.36 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	197
Location:	WORTHING	Housing density:	52
Postcode:	BN12 6FE	Total Bedrooms:	591
Main Location Type:	Edge of Town	Survey Date:	05/07/18
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	380
Site(39):	WS-03-A-10	Site area:	2.27 hect
Development Name:	MIXED HOUSES	No of Dwellings:	79
Location:	LITTLEHAMPTON	Housing density:	51
Postcode:	BN17 7PL	Total Bedrooms:	249
Main Location Type:	Edge of Town	Survey Date:	07/11/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	190

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.138	0.372	0.510
1700-1800	0.341	0.160	0.501

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	39	57	0.096	39	57	0.335	39	57	0.431
08:00 - 09:00	39	57	0.138	39	57	0.372	39	57	0.510
09:00 - 10:00	39	57	0.165	39	57	0.199	39	57	0.364
10:00 - 11:00	39	57	0.155	39	57	0.181	39	57	0.336
11:00 - 12:00	39	57	0.158	39	57	0.167	39	57	0.325
12:00 - 13:00	39	57	0.167	39	57	0.163	39	57	0.330
13:00 - 14:00	39	57	0.178	39	57	0.175	39	57	0.353
14:00 - 15:00	39	57	0.165	39	57	0.227	39	57	0.392
15:00 - 16:00	39	57	0.273	39	57	0.204	39	57	0.477
16:00 - 17:00	39	57	0.288	39	57	0.166	39	57	0.454
17:00 - 18:00	39	57	0.341	39	57	0.160	39	57	0.501
18:00 - 19:00	39	57	0.292	39	57	0.165	39	57	0.457
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.416			2.514			4.930

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	7 - 198 (units:)
Survey date range:	01/01/12 - 08/10/20
Number of weekdays (Monday-Friday):	39
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS÷ user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX D: CENSUS DISTRIBUTION DATA

place of work : 2011 super output area - middle layer	All categories: Method of travel to work (2001 specification)	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
E02006570 : Chichester 010	454	0	0	78	4	0	5	335	26	4	2	0
E02006544 : Arun 003	532	0	0	6	2	0	2	287	32	50	152	1
E02006568 : Chichester 008	278	0	0	26	0	0	2	231	16	2	1	0
E02006566 : Chichester 006	167	0	0	5	1	0	1	149	8	3	0	0
E02006572 : Chichester 012	161	0	0	6	0	1	2	135	7	8	2	0
E02006542 : Arun 001	155	0	0	5	1	0	4	120	15	4	5	1
E02006558 : Arun 017	166	0	0	31	5	1	0	107	12	7	3	0
E02006555 : Arun 014	109	0	0	7	1	0	2	94	2	2	1	0
E02006547 : Arun 006	95	0	0	5	0	0	0	82	5	2	1	0
E02006553 : Arun 012	80	0	0	5	0	0	0	64	6	3	2	0
E02006545 : Arun 004	78	0	0	6	0	0	3	60	1	0	8	0
E02006571 : Chichester 011	69	0	0	6	0	0	0	58	3	1	1	0
E02006552 : Arun 011	60	0	0	2	1	0	0	49	1	1	6	0
E02006550 : Arun 009	51	0	0	4	0	0	1	43	1	1	1	0
E02006631 : Worthing 011	47	0	0	8	0	0	0	36	3	0	0	0
E02006565 : Chichester 005	37	0	0	0	1	0	0	32	4	0	0	0
E02004775 : Havant 014	37	0	0	3	0	0	1	31	2	0	0	0
E02006574 : Chichester 014	33	0	0	0	0	0	0	26	4	1	2	0
E02006573 : Chichester 013	34	0	0	1	1	0	2	24	5	0	1	0
E02006546 : Arun 005	30	0	0	2	0	0	0	23	0	2	3	0
E02006548 : Arun 007	26	0	0	1	0	0	0	23	1	0	1	0
E02006557 : Arun 016	27	0	0	1	0	0	1	23	0	2	0	0
E02006567 : Chichester 007	26	0	0	1	1	0	0	22	2	0	0	0
E02006600 : Horsham 013	23	0	0	1	0	0	0	21	0	1	0	0
E02006575 : Crawley 001	24	0	0	6	0	0	0	18	0	0	0	0
E02003531 : Portsmouth 008	18	0	0	1	0	0	0	17	0	0	0	0
E02006554 : Arun 013	18	0	0	0	0	0	0	17	0	1	0	0
E02006564 : Chichester 004	17	0	0	0	0	0	0	17	0	0	0	0
E02006626 : Worthing 006	19	0	0	1	0	0	0	17	1	0	0	0
E02006537 : Adur 004	18	0	0	0	0	0	0	15	3	0	0	0
E02006543 : Arun 002	17	0	0	0	0	0	0	15	0	1	1	0
E02006597 : Horsham 010	16	0	0	1	0	0	0	15	0	0	0	0
E02006551 : Arun 010	19	0	0	0	1	0	0	14	3	0	1	0
E02006556 : Arun 015	15	0	0	0	0	0	0	14	1	0	0	0
E02006578 : Crawley 004	20	0	0	5	0	0	0	14	1	0	0	0
E02006623 : Worthing 003	17	0	0	0	0	0	1	14	1	1	0	0
E02006560 : Arun 019	17	0	0	1	1	0	0	13	1	0	1	0
E02006625 : Worthing 005	15	0	0	1	0	0	0	13	1	0	0	0
E02006633 : Worthing 013	16	0	0	3	0	0	0	13	0	0	0	0
E02006602 : Horsham 015	14	0	0	0	0	0	1	12	1	0	0	0
E02004764 : Havant 003	13	0	0	1	0	0	0	11	1	0	0	0
E02006559 : Arun 018	14	0	0	0	0	0	0	11	1	1	1	0
E02006569 : Chichester 009	15	0	0	3	0	0	0	11	0	0	1	0
E02006621 : Worthing 001	11	0	0	0	0	0	0	11	0	0	0	0
E02006628 : Worthing 008	11	0	0	0	0	0	0	11	0	0	0	0
E02003539 : Portsmouth 016	15	0	0	4	0	0	0	10	1	0	0	0
E02006593 : Horsham 006	13	0	0	3	0	0	0	10	0	0	0	0
E02006627 : Worthing 007	12	0	0	1	0	0	0	10	1	0	0	0
E02003527 : Portsmouth 004	10	0	0	0	0	0	0	9	1	0	0	0
E02004381 : Lewes 003	10	0	0	1	0	0	0	9	0	0	0	0
E02003525 : Portsmouth 002	9	0	0	1	0	0	0	8	0	0	0	0
E02004708 : East Hampshire 012	8	0	0	0	0	0	0	8	0	0	0	0
E02006358 : Guildford 015	9	0	0	1	0	0	0	8	0	0	0	0
E02006541 : Adur 008	10	0	0	2	0	0	0	8	0	0	0	0
E02006549 : Arun 008	9	0	0	0	0	0	0	8	0	0	1	0
E02006821 : Portsmouth 026	8	0	0	0	0	0	0	7	1	0	0	0
E02004734 : Fareham 008	7	0	0	0	0	0	0	7	0	0	0	0
E02006596 : Horsham 009	7	0	0	0	0	0	0	7	0	0	0	0
E02006599 : Horsham 012	7	0	0	0	0	0	0	7	0	0	0	0
E02003540 : Portsmouth 017	6	0	0	0	0	0	0	6	0	0	0	0
E02004770 : Havant 009	6	0	0	0	0	0	0	6	0	0	0	0
E02004841 : Winchester 013	9	0	0	2	0	0	0	6	1	0	0	0
E02006360 : Guildford 017	6	0	0	0	0	0	0	6	0	0	0	0
E02006563 : Chichester 003	6	0	0	0	0	0	0	6	0	0	0	0
E02006590 : Horsham 003	6	0	0	0	0	0	0	6	0	0	0	0
E02006622 : Worthing 002	6	0	0	0	0	0	0	6	0	0	0	0
E02006624 : Worthing 004	8	0	0	0	1	0	0	6	0	0	1	0
E02006629 : Worthing 009	7	0	0	1	0	0	0	6	0	0	0	0
E02004707 : East Hampshire 011	6	0	0	0	0	0	0	5	1	0	0	0
E02006356 : Guildford 013	5	0	0	0	0	0	0	5	0	0	0	0
E02006538 : Adur 005	5	0	0	0	0	0	0	5	0	0	0	0
E02006539 : Adur 006	5	0	0	0	0	0	0	5	0	0	0	0
E02006632 : Worthing 012	5	0	0	0	0	0	0	5	0	0	0	0
E02003517 : Brighton and Hove 027	15	0	0	7	1	0	0	4	1	1	1	0
E02003541 : Portsmouth 018	4	0	0	0	0	0	0	4	0	0	0	0
E02004728 : Fareham 002	4	0	0	0	0	0	0	4	0	0	0	0
E02004766 : Havant 005	4	0	0	0	0	0	0	4	0	0	0	0
E02004772 : Havant 011	4	0	0	0	0	0	0	4	0	0	0	0
E02006399 : Runnymede 007	4	0	0	0	0	0	0	4	0	0	0	0
E02006445 : Waverley 007	4	0	0	0	0	0	0	4	0	0	0	0
E02006540 : Adur 007	5	0	0	1	0	0	0	5	0	0	0	0
E02006589 : Horsham 002	4	0	0	0	0	0	0	4	0	0	0	0
E02006591 : Horsham 004	6	0	0	2	0	0	0	4	0	0	0	0
E02006760 : Wychavon 013	3	0	0	0	0	0	0	3	0	0	0	0
E02000001 : City of London 001	14	0	1	10	0	0	0	3	0	0	0	0
E020000977 : Westminster 018	11	0	0	7	1	0	0	3	0	0	0	0
E020000524 : Hillingdon 031	3	0	0	0	0	0	0	3	0	0	0	0
E02003491 : Brighton and Hove 001	3	0	0	0	0	0	0	3	0	0	0	0
E02003497 : Brighton and Hove 007	6	0	0	3	0	0	0	3	0	0	0	0
E02003503 : Brighton and Hove 013	3	0	0	0	0	0	0	3	0	0	0	0
E02003516 : Brighton and Hove 026	4	0	0	0	0	1	0	3	0	0	0	0
E02003520 : Brighton and Hove 030	6	0	0	3	0	0	0	3	0	0	0	0
E02003533 : Portsmouth 010	3	0	0	0	0	0	0	3	0	0	0	0
E02003536 : Portsmouth 013	3	0	0	0	0	0	0	3	0	0	0	0
E02004380 : Lewes 002	3	0	0	0	0	0	0	3	0	0	0	0
E02004720 : Eastleigh 009	3	0	0	0	0	0	0	3	0	0	0	0
E02004732 : Fareham 006	3	0	0	0	0	0	0	3	0	0	0	0
E02004738 : Fareham 012	4	0	0	1	0	0	0	3	0	0	0	0
E02004768 : Havant 007	4	0	0	1	0	0	0	3	0	0	0	0
E02004774 : Havant 013	3	0	0	0	0	0	0	3	0	0	0	0
E02004776 : Havant 015	3	0	0	0	0	0	0	3	0	0	0	0
E02004809 : Rushmoor 008	3	0	0	0	0	0	0	3	0	0	0	0
E02006450 : Waverley 012	3	0	0	0	0	0	0	3	0	0	0	0
E02006595 : Horsham 008	3	0	0	0	0	0	0	3	0	0	0	0
E02003126 : Plymouth 005	3	0	0	0	0	0	0	3	0	0	0	0
E02004437 : Basildon 014	2	0	0	0	0	0	0	2	0	0	0	0
E02004870 : Dacorum 015	2	0	0	0	0	0	0	2	0	0	0	0
E02005544 : Great Yarmouth 007	2	0	0	0	0	0	0	2	0	0	0	0
E020000576 : Islington 023	5	0	0	1	1	0	0	2	1	0	0	0
E020000974 : Westminster 015	2	0	0	0	0	0	0	2	0	0	0	0
E020000800 : Richmond upon Thames 017	2	0	0	0	0	0	0	2	0	0	0	0
E02003506 : Brighton and Hove 016	2	0	0	0	0	0	0	2	0	0	0	0
E02003511 : Brighton and Hove 021	2	0	0	0	0	0	0	2	0	0	0	0
E02003514 : Brighton and Hove 024	2	0	0	0	0	0	0	2	0	0	0	0
E02003524 : Portsmouth 001	2	0	0	0	0	0	0	2	0	0	0	0
E02003547 : Portsmouth 024	3	0	0	0	0	0	0	2	1	0	0	0
E02004386 : Lewes 008	2	0	0	0	0	0	0	2	0	0	0	0
E02004410 : Wealden 008	2	0	0	0	0	0	0	2	0	0	0	0
E02004685 : Basingstoke and Deane 011	2	0	0	0	0	0	0	2	0	0	0	0
E02004704 : East Hampshire 008	2	0	0	0	0	0	0	2	0	0	0	0
E02004705 : East Hampshire 009	2	0	0	0	0	0	0	2	0	0	0	0
E02004710 : East Hampshire 014	2	0	0	0	0	0	0	2	0	0	0	0

EO2006829 : East Hampshire 016	2	0	0	0	0	0	0	2	0	0	0	0
EO2004722 : Eastleigh 011	2	0	0	0	0	0	0	2	0	0	0	0
EO2004761 : Hart 011	2	0	0	0	0	0	0	2	0	0	0	0
EO2004771 : Havant 010	2	0	0	0	0	0	0	2	0	0	0	0
EO2004777 : Havant 016	2	0	0	0	0	0	0	2	0	0	0	0
EO2004842 : Winchester 014	2	0	0	0	0	0	0	2	0	0	0	0
EO2006328 : Elmbridge 012	2	0	0	0	0	0	0	2	0	0	0	0
EO2006355 : Guildford 012	2	0	0	0	0	0	0	2	0	0	0	0
EO2006386 : Reigate and Banstead 012	3	0	1	0	0	0	0	2	0	0	0	0
EO2006436 : Tandridge 009	2	0	0	0	0	0	0	2	0	0	0	0
EO2006455 : Waverley 017	2	0	0	0	0	0	0	2	0	0	0	0
EO2006463 : Woking 008	2	0	0	0	0	0	0	2	0	0	0	0
EO2006581 : Crawley 007	2	0	0	0	0	0	0	2	0	0	0	0
EO2006592 : Horsham 005	2	0	0	0	0	0	0	2	0	0	0	0
EO2006603 : Horsham 016	3	0	0	0	0	0	1	2	0	0	0	0
EO2006610 : Mid Sussex 007	2	0	0	0	0	0	0	2	0	0	0	0
EO2006612 : Mid Sussex 009	3	0	1	0	0	0	0	2	0	0	0	0
EO2006615 : Mid Sussex 012	2	0	0	0	0	0	0	2	0	0	0	0
EO2006619 : Mid Sussex 016	2	0	0	0	0	0	0	2	0	0	0	0
EO2006630 : Worthing 010	3	0	1	0	0	0	0	2	0	0	0	0
EO2003207 : Poole 014	2	0	0	0	0	0	0	2	0	0	0	0
EO2001189 : Stockport 003	1	0	0	0	0	0	0	1	0	0	0	0
EO2005354 : Charnwood 010	1	0	0	0	0	0	0	1	0	0	0	0
EO2005670 : Northampton 021	1	0	0	0	0	0	0	1	0	0	0	0
EO2005699 : Wellingborough 008	1	0	0	0	0	0	0	1	0	0	0	0
EO2006516 : Stratford-on-Avon 013	1	0	0	0	0	0	0	1	0	0	0	0
EO2001967 : Coventry 010	1	0	0	0	0	0	0	1	0	0	0	0
EO2002177 : Wolverhampton 029	1	0	0	0	0	0	0	1	0	0	0	0
EO2006709 : Bromsgrove 014	1	0	0	0	0	0	0	1	0	0	0	0
EO2006761 : Wychavon 014	1	0	0	0	0	0	0	1	0	0	0	0
EO2003634 : Bedford 019	1	0	0	0	0	0	0	1	0	0	0	0
EO2003764 : Huntingdonshire 012	1	0	0	0	0	0	0	1	0	0	0	0
EO2004571 : Rochford 009	1	0	0	0	0	0	0	1	0	0	0	0
EO2004596 : Uttlesford 006	1	0	0	0	0	0	0	1	0	0	0	0
EO2004890 : East Hertfordshire 013	1	0	0	0	0	0	0	1	0	0	0	0
EO2004901 : Hertsmere 006	1	0	0	0	0	0	0	1	0	0	0	0
EO2004943 : St Albans 020	1	0	0	0	0	0	0	1	0	0	0	0
EO2004957 : Three Rivers 002	1	0	0	0	0	0	0	1	0	0	0	0
EO2004966 : Three Rivers 011	2	0	0	0	0	0	0	1	0	0	1	0
EO2005507 : Breckland 005	1	0	0	0	0	0	0	1	0	0	0	0
EO2005508 : Breckland 006	1	0	0	0	0	0	0	1	0	0	0	0
EO2006242 : Forest Heath 005	1	0	0	0	0	0	0	1	0	0	0	0
EO2000375 : Hammersmith and Fulham 004	2	0	1	0	0	0	0	1	0	0	0	0
EO2000396 : Hammersmith and Fulham 025	1	0	0	0	0	0	0	1	0	0	0	0
EO2000568 : Islington 015	1	0	0	0	0	0	0	1	0	0	0	0
EO2000631 : Lambeth 014	1	0	0	0	0	0	0	1	0	0	0	0
EO2006798 : Lewisham 039	1	0	0	0	0	0	0	1	0	0	0	0
EO2000808 : Southwark 002	5	0	4	0	0	0	0	1	0	0	0	0
EO2000809 : Southwark 003	1	0	0	0	0	0	0	1	0	0	0	0
EO2006854 : Tower Hamlets 033	3	0	2	0	0	0	0	1	0	0	0	0
EO2000932 : Wandsworth 010	1	0	0	0	0	0	0	1	0	0	0	0
EO2000937 : Wandsworth 015	1	0	0	0	0	0	0	1	0	0	0	0
EO2000979 : Westminster 020	4	0	3	0	0	0	0	1	0	0	0	0
EO2000103 : Brent 011	1	0	0	0	0	0	0	1	0	0	0	0
EO2006789 : Bromley 042	1	0	0	0	0	0	0	1	0	0	0	0
EO2000244 : Ealing 007	1	0	0	0	0	0	0	1	0	0	0	0
EO2000301 : Enfield 025	1	0	0	0	0	0	0	1	0	0	0	0
EO2000316 : Greenwich 004	1	0	0	0	0	0	0	1	0	0	0	0
EO2000327 : Greenwich 015	2	0	1	0	0	0	0	1	0	0	0	0
EO2000331 : Greenwich 019	1	0	0	0	0	0	0	1	0	0	0	0
EO2000483 : Havering 020	1	0	0	0	0	0	0	1	0	0	0	0
EO2000509 : Hillingdon 016	1	0	0	0	0	0	0	1	0	0	0	0
EO2000518 : Hillingdon 025	1	0	0	0	0	0	0	1	0	0	0	0
EO2006796 : Hillingdon 033	1	0	0	0	0	0	0	1	0	0	0	0
EO2000539 : Hounslow 014	1	0	0	0	0	0	0	1	0	0	0	0
EO2000548 : Hounslow 023	1	0	0	0	0	0	0	1	0	0	0	0
EO2000606 : Kingston upon Thames 009	1	0	0	0	0	0	0	1	0	0	0	0
EO2000610 : Kingston upon Thames 013	1	0	0	0	0	0	0	1	0	0	0	0
EO2000692 : Merton 004	1	0	0	0	0	0	0	1	0	0	0	0
EO2000710 : Merton 022	1	0	0	0	0	0	0	1	0	0	0	0
EO2000713 : Merton 025	1	0	0	0	0	0	0	1	0	0	0	0
EO2000795 : Richmond upon Thames 012	1	0	0	0	0	0	0	1	0	0	0	0
EO2003358 : Bracknell Forest 007	1	0	0	0	0	0	0	1	0	0	0	0
EO2003492 : Brighton and Hove 002	1	0	0	0	0	0	0	1	0	0	0	0
EO2003498 : Brighton and Hove 008	2	0	1	0	0	0	0	1	0	0	0	0
EO2003501 : Brighton and Hove 011	2	0	0	0	0	0	0	1	0	0	1	0
EO2003510 : Brighton and Hove 020	1	0	0	0	0	0	0	1	0	0	0	0
EO2003522 : Brighton and Hove 032	1	0	0	0	0	0	0	1	0	0	0	0
EO2003584 : Isle of Wight 004	1	0	0	0	0	0	0	1	0	0	0	0
EO2003486 : Milton Keynes 028	1	0	0	0	0	0	0	1	0	0	0	0
EO2003529 : Portsmouth 006	2	0	1	0	0	0	0	1	0	0	0	0
EO2003538 : Portsmouth 015	2	0	1	0	0	0	0	1	0	0	0	0
EO2003545 : Portsmouth 022	1	0	0	0	0	0	0	1	0	0	0	0
EO2003405 : Reading 017	1	0	0	0	0	0	0	1	0	0	0	0
EO2003408 : Slough 002	1	0	0	0	0	0	0	1	0	0	0	0
EO2003415 : Slough 009	1	0	0	0	0	0	0	1	0	0	0	0
EO2003557 : Southampton 009	1	0	0	0	0	0	0	1	0	0	0	0
EO2003562 : Southampton 014	1	0	0	0	0	0	0	1	0	0	0	0
EO2003563 : Southampton 015	1	0	0	0	0	0	0	1	0	0	0	0
EO2003567 : Southampton 019	1	0	0	0	0	0	0	1	0	0	0	0
EO2003570 : Southampton 022	1	0	0	0	0	0	0	1	0	0	0	0
EO2003575 : Southampton 027	1	0	0	0	0	0	0	1	0	0	0	0
EO2003577 : Southampton 029	3	0	2	0	0	0	0	1	0	0	0	0
EO2003423 : Windsor and Maidenhead 003	1	0	0	0	0	0	0	1	0	0	0	0
EO2003437 : Windsor and Maidenhead 017	2	0	0	0	0	0	0	1	1	0	0	0
EO2003443 : Wokingham 005	1	0	0	0	0	0	0	1	0	0	0	0
EO2003454 : Wokingham 016	1	0	0	0	0	0	0	1	0	0	0	0
EO2003673 : Aylesbury Vale 022	1	0	0	0	0	0	0	1	0	0	0	0
EO2003688 : South Bucks 001	1	0	0	0	0	0	0	1	0	0	0	0
EO2004382 : Lewes 004	1	0	0	0	0	0	0	1	0	0	0	0
EO2004383 : Lewes 005	1	0	0	0	0	0	0	1	0	0	0	0
EO2004385 : Lewes 007	1	0	0	0	0	0	0	1	0	0	0	0
EO2004396 : Rother 005	1	0	0	0	0	0	0	1	0	0	0	0
EO2004411 : Wealden 009	1	0	0	0	0	0	0	1	0	0	0	0
EO2004682 : Basingstoke and Deane 008	1	0	0	0	0	0	0	1	0	0	0	0
EO2004686 : Basingstoke and Deane 012	1	0	0	0	0	0	0	1	0	0	0	0
EO2004691 : Basingstoke and Deane 017	1	0	0	0	0	0	0	1	0	0	0	0
EO2004699 : East Hampshire 003	1	0	0	0	0	0	0	1	0	0	0	0
EO2004709 : East Hampshire 013	2	0	1	0	0	0	0	1	0	0	0	0
EO2004713 : Eastleigh 002	1	0	0	0	0	0	0	1	0	0	0	0
EO2004718 : Eastleigh 007	1	0	0	0	0	0	0	1	0	0	0	0
EO2004724 : Eastleigh 013	1	0	0	0	0	0	0	1	0	0	0	0
EO2004726 : Eastleigh 015	1	0	0	0	0	0	0	1	0	0	0	0
EO2004727 : Fareham 001	1	0	0	0	0	0	0	1	0	0	0	0
EO2004730 : Fareham 004	1	0	0	0	0	0	0	1	0	0	0	0
EO2004747 : Gosport 007	1	0	0	0	0	0	0	1	0	0	0	0
EO2004752 : Hart 002	1	0	0	0	0	0	0	1	0	0	0	0
EO2004756 : Hart 006	1	0	0	0	0	0	0	1	0	0	0	0
EO2004757 : Hart 007	1	0	0	0	0	0	0	1	0	0	0	0
EO2004758 : Hart 008	1	0	0	0	0	0	0	1	0	0	0	0
EO2006822 : Havant 018	1	0	0	0	0	0	0	1	0	0	0	0
EO2004792 : New Forest 014	1	0	0	0	0	0	0	1	0	0	0	0
EO2004806 : Rushmoor 005	1	0	0	0	0	0	0	1	0	0	0	0
EO2004814 : Test Valley 001	1	0	0	0	0	0	0	1	0	0	0	0
EO2004828 : Test Valley 015	2	0	1	0	0	0	0	1	0	0	0	0
EO2004834 : Winchester 006	1	0	0	0	0	0	0	1	0	0	0	0
EO2004835 : Winchester 007	1	0	0	0	0	0	0	1	0			

E02004838 : Winchester 010	1	0	0	0	0	0	0	1	0	0	0	0
E02004840 : Winchester 012	1	0	0	0	0	0	0	1	0	0	0	0
E02005082 : Maidstone 015	1	0	0	0	0	0	0	1	0	0	0	0
E02005094 : Sevenoaks 008	1	0	0	0	0	0	0	1	0	0	0	0
E02005973 : South Oxfordshire 016	1	0	0	0	0	0	0	1	0	0	0	0
E02006331 : Elmbridge 015	1	0	0	0	0	0	0	1	0	0	0	0
E02006332 : Elmbridge 016	1	0	0	0	0	0	0	1	0	0	0	0
E02006342 : Epsom and Ewell 008	1	0	0	0	0	0	0	1	0	0	0	0
E02006359 : Guildford 016	1	0	0	0	0	0	0	1	0	0	0	0
E02006362 : Mole Valley 001	1	0	0	0	0	0	0	1	0	0	0	0
E02006364 : Mole Valley 003	1	0	0	0	0	0	0	1	0	0	0	0
E02006370 : Mole Valley 009	1	0	0	0	0	0	0	1	0	0	0	0
E02006396 : Runnymede 004	1	0	0	0	0	0	0	1	0	0	0	0
E02006400 : Runnymede 008	1	0	0	0	0	0	0	1	0	0	0	0
E02006410 : Spelthorne 008	1	0	0	0	0	0	0	1	0	0	0	0
E02006416 : Surrey Heath 001	1	0	0	0	0	0	0	1	0	0	0	0
E02006418 : Surrey Heath 003	1	0	0	0	0	0	0	1	0	0	0	0
E02006435 : Tandridge 008	1	0	0	0	0	0	0	1	0	0	0	0
E02006438 : Tandridge 011	1	0	0	0	0	0	0	1	0	0	0	0
E02006451 : Waverley 013	1	0	0	0	0	0	0	1	0	0	0	0
E02006453 : Waverley 015	1	0	0	0	0	0	0	1	0	0	0	0
E02006839 : Waverley 018	1	0	0	0	0	0	0	1	0	0	0	0
E02006458 : Woking 003	2	0	0	1	0	0	0	1	0	0	0	0
E02006459 : Woking 004	1	0	0	0	0	0	0	1	0	0	0	0
E02006467 : Woking 012	1	0	0	0	0	0	0	1	0	0	0	0
E02006534 : Adur 001	1	0	0	0	0	0	0	1	0	0	0	0
E02006535 : Adur 002	2	0	0	0	0	0	0	1	0	0	1	0
E02006536 : Adur 003	1	0	0	0	0	0	0	1	0	0	0	0
E02006561 : Chichester 001	1	0	0	0	0	0	0	1	0	0	0	0
E02006562 : Chichester 002	1	0	0	0	0	0	0	1	0	0	0	0
E02006577 : Crawley 003	1	0	0	0	0	0	0	1	0	0	0	0
E02006579 : Crawley 005	2	0	0	1	0	0	0	1	0	0	0	0
E02006588 : Horsham 001	1	0	0	0	0	0	0	1	0	0	0	0
E02006594 : Horsham 007	1	0	0	0	0	0	0	1	0	0	0	0
E02006598 : Horsham 011	1	0	0	0	0	0	0	1	0	0	0	0
E02006601 : Horsham 014	1	0	0	0	0	0	0	1	0	0	0	0
E02006605 : Mid Sussex 002	1	0	0	0	0	0	0	1	0	0	0	0
E02006611 : Mid Sussex 008	1	0	0	0	0	0	0	1	0	0	0	0
E02006617 : Mid Sussex 014	1	0	0	0	0	0	0	1	0	0	0	0
E02003046 : Bristol 035	1	0	0	0	0	0	0	1	0	0	0	0
E02003068 : North Somerset 004	1	0	0	0	0	0	0	1	0	0	0	0
E02003077 : North Somerset 013	1	0	0	0	0	0	0	1	0	0	0	0
E02006664 : Wiltshire 049	1	0	0	0	0	0	0	1	0	0	0	0
E02004616 : Cotswold 002	1	0	0	0	0	0	0	1	0	0	0	0

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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Population : All usual residents aged 16 and over in employment the week before the census

Units : Persons

Date : 2011

usual residence : E02006544 : Arun 003 (2011 super output area - middle layer)

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies

Data has been filtered. MSOA's to which zero "Driving a Car or Van" trips go have been removed.

[illegible]

[illegible]

	Site Access		Yapton Lane (N)	Yapton Lane (S)		A27 (W) (All Trips)				A27 (W)		Yapton Lane (S)			N End Road (S)	
	Yapton Lane (N)	Yapton Lane (S)	A27 (W) (All trips)	The Street (W) and OUT	Yapton Lane (S)	A27 (W)	A29 (S) and OUT	A29 (N) and OUT	A27 (E) and OUT	A27 (W) and OUT	Britten's Lane (N) and OUT	Ford Lane (E) and OUT	N End Road (S)	Maypole Lane (W) and OUT	B2233 (E) and OUT	B2233 (W) and OUT
Percentage of Trips (Census 2011)	72%	28%	72%	10%	19%	49%	1%	8%	13%	45%	4%	7%	12%	0%	12%	0%
AM Trips (TRICS)	29	12	29	4	8	20	0	3	5	18	2	3	5	0	5	0
PM Trips (TRICS)	29	11	29	4	7	20	0	3	5	18	2	3	5	0	5	0

APPENDIX E: PICADY RESULTS – SITE ACCESS / YAPTON LANE

J unctons 8
PICADY 8 - Priority Intersection Module
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2021
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Walberton Site Access PICADY.arc8
 Path: H:\y obs_CVC86484 Walberton\Docs
 Report generation date: 22/07/2021 11:28:56

- » (Default Analysis Set) - 2026 Do Something, AM
- » (Default Analysis Set) - 2026 Do Something, PM
- » (Default Analysis Set) - 2031 Do Something, AM
- » (Default Analysis Set) - 2031 Do Something, PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	A1 - 2026 Do Something									
Stream B-AC	0.07	7.81	0.06	A	7.37	0.03	8.06	0.03	A	6.85
Stream C-AB	0.01	4.64	0.01	A		0.02	5.23	0.01	A	
Stream C-A	-	-	-	-		-	-	-	-	
Stream A-B	-	-	-	-		-	-	-	-	
Stream A-C	-	-	-	-		-	-	-	-	
	A1 - 2031 Do Something									
Stream B-AC	0.07	7.85	0.06	A	7.40	0.03	8.13	0.03	A	6.88
Stream C-AB	0.01	4.62	0.01	A		0.02	5.22	0.01	A	
Stream C-A	-	-	-	-		-	-	-	-	
Stream A-B	-	-	-	-		-	-	-	-	
Stream A-C	-	-	-	-		-	-	-	-	

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

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

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

"D3 - 2031 Do Something, AM" model duration: 07:45 - 09:15

"D4 - 2031 Do Something, PM" model duration: 16:45 - 18:15

Run using J unctons 8.0.4.487 at 22/07/2021 11:28:53

File summary

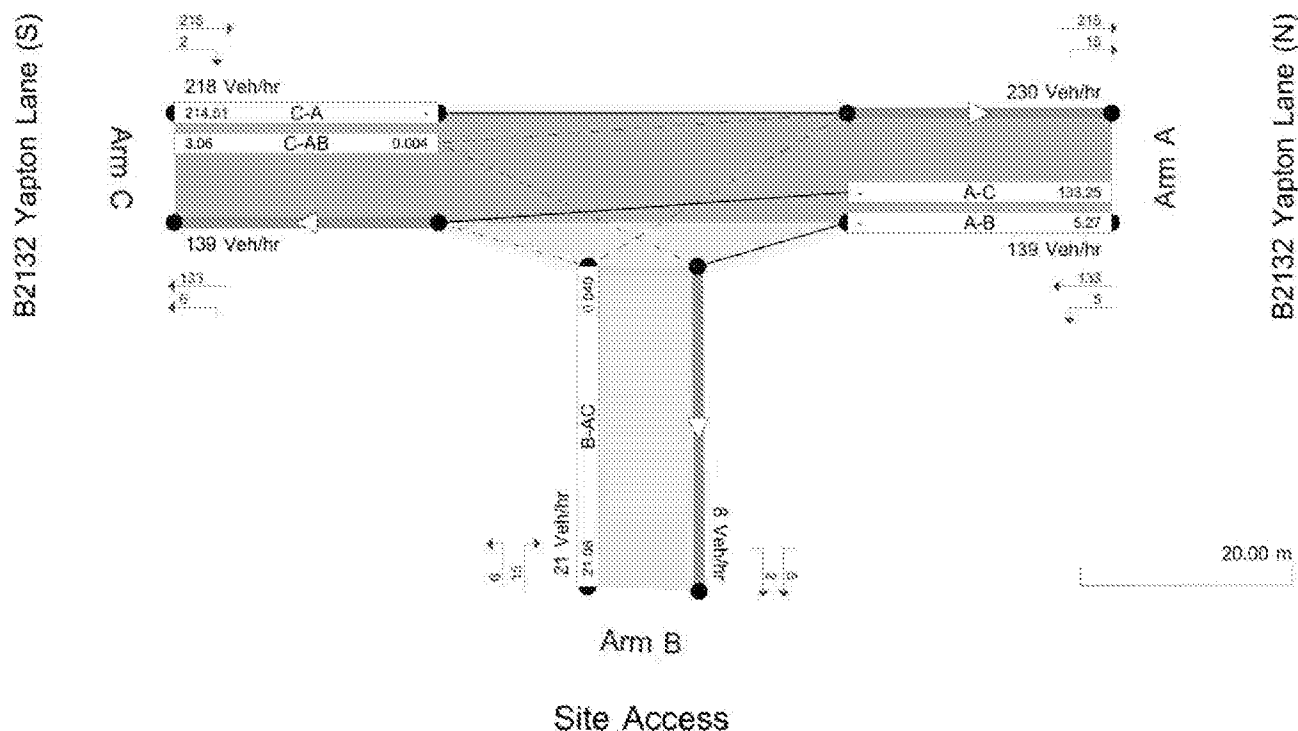
Title	(untitled)
Location	
Site Number	
Date	20/07/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Matthew.Downham
Description	

Analysis Options

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

Units

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



Showing rounded flow through junction (Default).
 Showing rounded flow into junction (Default).
 Showing rounded flow out of junction (Default).
 Time Segment: 07:00-08:00
 Showing Analysis Set: 101.1. Demand Set: 101.1. Demand Set: 101.1.

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2026 Do Something, AM

Data Errors and Warnings

No errors or warnings.

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relati
2026 Do Something, AM	2026 Do Something	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		7.37	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	B2132 Yapton Lane (N)		Major
B	B	Site Access		Minor
C	C	B2132 Yapton Lane (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.75										120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	563.625	0.103	0.259	0.163	0.371
1	B-C	681.973	0.105	0.264	-	-
1	C-B	689.785	0.267	0.267	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	184.00	100.000
B	ONE HOUR	✓	28.00	100.000
C	ONE HOUR	✓	289.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	Direct Demand Entry Flow In PCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	138.52	146.29		
07:45-08:00	B	21.08	21.08		
07:45-08:00	C	217.57	233.08		
08:00-08:15	A	165.41	174.69		
08:00-08:15	B	25.17	25.17		
08:00-08:15	C	259.81	278.32		
08:15-08:30	A	202.59	213.95		
08:15-08:30	B	30.83	30.83		
08:15-08:30	C	318.19	340.87		
08:30-08:45	A	202.59	213.95		
08:30-08:45	B	30.83	30.83		
08:30-08:45	C	318.19	340.87		
08:45-09:00	A	165.41	174.69		
08:45-09:00	B	25.17	25.17		
08:45-09:00	C	259.81	278.32		
09:00-09:15	A	138.52	146.29		
09:00-09:15	B	21.08	21.08		
09:00-09:15	C	217.57	233.08		

Turning Proportions

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

	To			
		A	B	C
From	A	0.000	7.000	177.000
	B	20.000	0.000	8.000
	C	286.000	3.000	0.000

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

	To			
		A	B	C
From	A	0.00	0.04	0.96
	B	0.71	0.00	0.29
	C	0.99	0.01	0.00

Vehicle Mix

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

	To			
		A	B	C
From	A	1.000	1.000	1.058
	B	1.000	1.000	1.000
	C	1.072	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	5.8
	B	0.0	0.0	0.0
	C	7.2	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max R F C	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.06	7.81	0.07	~1	A	25.69	38.54	4.78	7.44	0.05	4.78	7.44
C-AB	0.01	4.64	0.01	~1	A	4.02	6.03	0.47	4.70	0.01	0.47	4.70
C-A	-	-	-	-	-	261.17	391.76	-	-	-	-	-
A-B	-	-	-	-	-	6.42	9.64	-	-	-	-	-
A-C	-	-	-	-	-	162.42	243.63	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	21.08	5.27	20.91	0.00	524.30	0.040	0.00	0.04	7.150	A
C-AB	3.06	0.76	3.04	0.00	781.22	0.004	0.00	0.00	4.625	A
C-A	214.51	53.63	214.51	0.00	-	-	-	-	-	-
A-B	5.27	1.32	5.27	0.00	-	-	-	-	-	-
A-C	133.25	33.31	133.25	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	25.17	6.29	25.13	0.00	510.76	0.049	0.04	0.05	7.412	A
C-AB	3.87	0.97	3.87	0.00	799.28	0.005	0.00	0.01	4.519	A
C-A	255.93	63.98	255.93	0.00	-	-	-	-	-	-
A-B	6.29	1.57	6.29	0.00	-	-	-	-	-	-
A-C	159.12	39.78	159.12	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	30.83	7.71	30.77	0.00	491.94	0.063	0.05	0.07	7.805	A
C-AB	5.12	1.28	5.11	0.00	824.21	0.006	0.00	0.01	4.387	A
C-A	313.08	78.27	313.08	0.00	-	-	-	-	-	-
A-B	7.71	1.93	7.71	0.00	-	-	-	-	-	-
A-C	194.88	48.72	194.88	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	30.83	7.71	30.83	0.00	491.94	0.063	0.07	0.07	7.806	A
C-AB	5.12	1.28	5.12	0.00	824.18	0.006	0.01	0.01	4.396	A
C-A	313.08	78.27	313.08	0.00	-	-	-	-	-	-
A-B	7.71	1.93	7.71	0.00	-	-	-	-	-	-
A-C	194.88	48.72	194.88	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	25.17	6.29	25.23	0.00	510.76	0.049	0.07	0.05	7.414	A
C-AB	3.87	0.97	3.88	0.00	799.23	0.005	0.01	0.01	4.535	A
C-A	255.93	63.98	255.93	0.00	-	-	-	-	-	-
A-B	6.29	1.57	6.29	0.00	-	-	-	-	-	-
A-C	159.12	39.78	159.12	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	21.08	5.27	21.12	0.00	524.29	0.040	0.05	0.04	7.154	A
C-AB	3.06	0.77	3.07	0.00	781.15	0.004	0.01	0.00	4.635	A
C-A	214.51	53.63	214.51	0.00	-	-	-	-	-	-
A-B	5.27	1.32	5.27	0.00	-	-	-	-	-	-
A-C	133.25	33.31	133.25	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.60	0.04	7.150	A	A
C-AB	0.06	0.00	4.625	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.76	0.05	7.412	A	A
C-AB	0.08	0.01	4.519	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.97	0.06	7.805	A	A
C-AB	0.10	0.01	4.387	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.00	0.07	7.806	A	A
C-AB	0.10	0.01	4.396	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.80	0.05	7.414	A	A
C-AB	0.08	0.01	4.535	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.65	0.04	7.154	A	A
C-AB	0.06	0.00	4.635	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queue Variation Results for each time segment

Queue Variation results: (07:45-08:00)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.04	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.00	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (08:00-08:15)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.05	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.01	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (08:15-08:30)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.07	~1	~1	~1	~1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.01	~1	~1	~1	~1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (08:30-08:45)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.07	~1	~1	~1	~1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.01	~1	~1	~1	~1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (08:45-09:00)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.05	~1	~1	~1	~1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.01	~1	~1	~1	~1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (09:00-09:15)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.04	~1	~1	~1	~1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.00	~1	~1	~1	~1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

(Default Analysis Set) - 2026 Do Something, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relati
2026 Do Something, PM	2026 Do Something	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		6.85	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	B2132 Yapton Lane (N)		Major
B	B	Site Access		Minor
C	C	B2132 Yapton Lane (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.75										120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	563.625	0.103	0.259	0.163	0.371
1	B-C	681.973	0.105	0.264	-	-
1	C-B	689.785	0.267	0.267	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	348.00	100.000
B	ONE HOUR	✓	12.00	100.000
C	ONE HOUR	✓	169.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	261.99	273.20		
16:45-17:00	B	9.03	9.03		
16:45-17:00	C	127.23	131.12		
17:00-17:15	A	312.84	326.22		
17:00-17:15	B	10.79	10.79		
17:00-17:15	C	151.93	156.57		
17:15-17:30	A	383.16	399.54		
17:15-17:30	B	13.21	13.21		
17:15-17:30	C	186.07	191.76		
17:30-17:45	A	383.16	399.54		
17:30-17:45	B	13.21	13.21		
17:30-17:45	C	186.07	191.76		
17:45-18:00	A	312.84	326.22		
17:45-18:00	B	10.79	10.79		
17:45-18:00	C	151.93	156.57		
18:00-18:15	A	261.99	273.20		
18:00-18:15	B	9.03	9.03		
18:00-18:15	C	127.23	131.12		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - J uncton 1 (for whole period)

		To		
From		A	B	C
	A	0.000	18.000	330.000
	B	9.000	0.000	3.000
	C	162.000	7.000	0.000

Turning Proportions (Veh) - J uncton 1 (for whole period)

		To		
From		A	B	C
	A	0.00	0.05	0.95
	B	0.75	0.00	0.25
	C	0.96	0.04	0.00

Vehicle Mix

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

	To			
		A	B	C
From	A	1.000	1.000	1.045
	B	1.000	1.000	1.000
	C	1.032	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	4.5
	B	0.0	0.0	0.0
	C	3.2	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max R F C	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.03	8.06	0.03	~1	A	11.01	16.52	2.10	7.65	0.02	2.10	7.65
C-AB	0.01	5.23	0.02	~1	A	8.16	12.24	1.18	5.78	0.01	1.18	5.78
C-A	-	-	-	-	-	146.91	220.37	-	-	-	-	-
A-B	-	-	-	-	-	16.52	24.78	-	-	-	-	-
A-C	-	-	-	-	-	302.81	454.22	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	R F C	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	9.03	2.26	8.96	0.00	500.93	0.018	0.00	0.02	7.317	A
C-AB	6.36	1.59	6.32	0.00	695.33	0.009	0.00	0.01	5.224	A
C-A	120.88	30.22	120.88	0.00	-	-	-	-	-	-
A-B	13.55	3.39	13.55	0.00	-	-	-	-	-	-
A-C	248.44	62.11	248.44	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	10.79	2.70	10.77	0.00	483.68	0.022	0.02	0.02	7.611	A
C-AB	7.90	1.97	7.89	0.00	697.42	0.011	0.01	0.01	5.218	A
C-A	144.03	36.01	144.03	0.00	-	-	-	-	-	-
A-B	16.18	4.05	16.18	0.00	-	-	-	-	-	-
A-C	296.66	74.17	296.66	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	13.21	3.30	13.19	0.00	459.78	0.029	0.02	0.03	8.061	A
C-AB	10.22	2.56	10.21	0.00	700.78	0.015	0.01	0.02	5.209	A
C-A	175.85	43.96	175.85	0.00	-	-	-	-	-	-
A-B	19.82	4.95	19.82	0.00	-	-	-	-	-	-
A-C	363.34	90.83	363.34	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	13.21	3.30	13.21	0.00	459.77	0.029	0.03	0.03	8.061	A
C-AB	10.23	2.56	10.23	0.00	700.78	0.015	0.02	0.02	5.214	A
C-A	175.84	43.96	175.84	0.00	-	-	-	-	-	-
A-B	19.82	4.95	19.82	0.00	-	-	-	-	-	-
A-C	363.34	90.83	363.34	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	10.79	2.70	10.81	0.00	483.67	0.022	0.03	0.02	7.615	A
C-AB	7.90	1.98	7.92	0.00	697.40	0.011	0.02	0.01	5.227	A
C-A	144.02	36.01	144.02	0.00	-	-	-	-	-	-
A-B	16.18	4.05	16.18	0.00	-	-	-	-	-	-
A-C	296.66	74.17	296.66	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	9.03	2.26	9.05	0.00	500.92	0.018	0.02	0.02	7.318	A
C-AB	6.36	1.59	6.38	0.00	695.31	0.009	0.01	0.01	5.230	A
C-A	120.87	30.22	120.87	0.00	-	-	-	-	-	-
A-B	13.55	3.39	13.55	0.00	-	-	-	-	-	-
A-C	248.44	62.11	248.44	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.26	0.02	7.317	A	A
C-AB	0.15	0.01	5.224	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.33	0.02	7.611	A	A
C-AB	0.19	0.01	5.218	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.43	0.03	8.061	A	A
C-AB	0.25	0.02	5.209	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.44	0.03	8.061	A	A
C-AB	0.25	0.02	5.214	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.35	0.02	7.615	A	A
C-AB	0.19	0.01	5.227	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.28	0.02	7.318	A	A
C-AB	0.15	0.01	5.230	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queue Variation Results for each time segment

Queue Variation results: (16:45-17:00)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.02	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.01	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (17:00-17:15)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.02	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.01	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (17:15-17:30)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.03	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.02	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (17:30-17:45)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.03	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.02	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (17:45-18:00)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.02	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.01	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (18:00-18:15)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.02	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.01	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

(Default Analysis Set) - 2031 Do Something, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		7.40	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	B2132 Yapton Lane (N)		Major
B	B	Site Access		Minor
C	C	B2132 Yapton Lane (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.75										120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	563.625	0.103	0.259	0.163	0.371
1	B-C	681.973	0.105	0.264	-	-
1	C-B	689.785	0.267	0.267	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	188.00	100.000
B	ONE HOUR	✓	28.00	100.000
C	ONE HOUR	✓	296.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	Direct Demand Entry Flow In PCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	141.54	149.48		
07:45-08:00	B	21.08	21.08		
07:45-08:00	C	222.84	238.73		
08:00-08:15	A	169.01	178.49		
08:00-08:15	B	25.17	25.17		
08:00-08:15	C	266.10	285.06		
08:15-08:30	A	206.99	218.61		
08:15-08:30	B	30.83	30.83		
08:15-08:30	C	325.90	349.13		
08:30-08:45	A	206.99	218.61		
08:30-08:45	B	30.83	30.83		
08:30-08:45	C	325.90	349.13		
08:45-09:00	A	169.01	178.49		
08:45-09:00	B	25.17	25.17		
08:45-09:00	C	266.10	285.06		
09:00-09:15	A	141.54	149.48		
09:00-09:15	B	21.08	21.08		
09:00-09:15	C	222.84	238.73		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - J uncton 1 (for whole period)

	To			
		A	B	C
From	A	0.000	7.000	181.000
	B	20.000	0.000	8.000
	C	293.000	3.000	0.000

Turning Proportions (Veh) - J uncton 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.04	0.96
	B	0.71	0.00	0.29
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - J uncton 1 (for whole period)

	To			
		A	B	C
From	A	1.000	1.000	1.058
	B	1.000	1.000	1.000
	C	1.072	1.000	1.000

Heavy Vehicle Percentages - J uncton 1 (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	5.8
	B	0.0	0.0	0.0
	C	7.2	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max R F C	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total J uncton Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.06	7.85	0.07	~1	A	25.69	38.54	4.80	7.47	0.05	4.80	7.47
C-AB	0.01	4.62	0.01	~1	A	4.05	6.08	0.47	4.68	0.01	0.47	4.68
C-A	-	-	-	-	-	267.56	401.34	-	-	-	-	-
A-B	-	-	-	-	-	6.42	9.64	-	-	-	-	-
A-C	-	-	-	-	-	166.09	249.13	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	21.08	5.27	20.91	0.00	522.69	0.040	0.00	0.04	7.173	A
C-AB	3.08	0.77	3.07	0.00	783.60	0.004	0.00	0.00	4.611	A
C-A	219.76	54.94	219.76	0.00	-	-	-	-	-	-
A-B	5.27	1.32	5.27	0.00	-	-	-	-	-	-
A-C	136.27	34.07	136.27	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	25.17	6.29	25.13	0.00	508.84	0.049	0.04	0.05	7.442	A
C-AB	3.90	0.98	3.90	0.00	802.10	0.005	0.00	0.01	4.503	A
C-A	262.19	65.55	262.19	0.00	-	-	-	-	-	-
A-B	6.29	1.57	6.29	0.00	-	-	-	-	-	-
A-C	162.72	40.68	162.72	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	30.83	7.71	30.77	0.00	489.57	0.063	0.05	0.07	7.845	A
C-AB	5.17	1.29	5.16	0.00	827.64	0.006	0.00	0.01	4.369	A
C-A	320.73	80.18	320.73	0.00	-	-	-	-	-	-
A-B	7.71	1.93	7.71	0.00	-	-	-	-	-	-
A-C	199.28	49.82	199.28	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	30.83	7.71	30.83	0.00	489.57	0.063	0.07	0.07	7.847	A
C-AB	5.17	1.29	5.17	0.00	827.62	0.006	0.01	0.01	4.376	A
C-A	320.73	80.18	320.73	0.00	-	-	-	-	-	-
A-B	7.71	1.93	7.71	0.00	-	-	-	-	-	-
A-C	199.28	49.82	199.28	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	25.17	6.29	25.23	0.00	508.84	0.049	0.07	0.05	7.444	A
C-AB	3.91	0.98	3.91	0.00	802.06	0.005	0.01	0.01	4.521	A
C-A	262.19	65.55	262.19	0.00	-	-	-	-	-	-
A-B	6.29	1.57	6.29	0.00	-	-	-	-	-	-
A-C	162.72	40.68	162.72	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	21.08	5.27	21.12	0.00	522.69	0.040	0.05	0.04	7.179	A
C-AB	3.09	0.77	3.09	0.00	783.52	0.004	0.01	0.00	4.621	A
C-A	219.76	54.94	219.76	0.00	-	-	-	-	-	-
A-B	5.27	1.32	5.27	0.00	-	-	-	-	-	-
A-C	136.27	34.07	136.27	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.61	0.04	7.173	A	A
C-AB	0.06	0.00	4.611	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.76	0.05	7.442	A	A
C-AB	0.08	0.01	4.503	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.98	0.07	7.845	A	A
C-AB	0.10	0.01	4.369	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.00	0.07	7.847	A	A
C-AB	0.10	0.01	4.376	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.80	0.05	7.444	A	A
C-AB	0.08	0.01	4.521	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.65	0.04	7.179	A	A
C-AB	0.06	0.00	4.621	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queue Variation Results for each time segment

Queue Variation results: (07:45-08:00)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.04	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.00	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (08:00-08:15)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.05	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.01	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (08:15-08:30)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.07	~1	~1	~1	~1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.01	~1	~1	~1	~1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (08:30-08:45)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.07	~1	~1	~1	~1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.01	~1	~1	~1	~1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (08:45-09:00)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.05	~1	~1	~1	~1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.01	~1	~1	~1	~1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (09:00-09:15)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.04	~1	~1	~1	~1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.00	~1	~1	~1	~1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

(Default Analysis Set) - 2031 Do Something, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		6.88	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	B2132 Yapton Lane (N)		Major
B	B	Site Access		Minor
C	C	B2132 Yapton Lane (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	200.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.75										120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	563.625	0.103	0.259	0.163	0.371
1	B-C	681.973	0.105	0.264	-	-
1	C-B	689.785	0.267	0.267	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	357.00	100.000
B	ONE HOUR	✓	12.00	100.000
C	ONE HOUR	✓	174.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	268.77	280.28		
16:45-17:00	B	9.03	9.03		
16:45-17:00	C	131.00	135.01		
17:00-17:15	A	320.94	334.68		
17:00-17:15	B	10.79	10.79		
17:00-17:15	C	156.42	161.21		
17:15-17:30	A	393.06	409.90		
17:15-17:30	B	13.21	13.21		
17:15-17:30	C	191.58	197.44		
17:30-17:45	A	393.06	409.90		
17:30-17:45	B	13.21	13.21		
17:30-17:45	C	191.58	197.44		
17:45-18:00	A	320.94	334.68		
17:45-18:00	B	10.79	10.79		
17:45-18:00	C	156.42	161.21		
18:00-18:15	A	268.77	280.28		
18:00-18:15	B	9.03	9.03		
18:00-18:15	C	131.00	135.01		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - J uncton 1 (for whole period)

	To			
		A	B	C
	From A	0.000	18.000	339.000
	From B	9.000	0.000	3.000
	From C	167.000	7.000	0.000

Turning Proportions (Veh) - J uncton 1 (for whole period)

	To			
		A	B	C
	From A	0.00	0.05	0.95
	From B	0.75	0.00	0.25
	From C	0.96	0.04	0.00

Vehicle Mix

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

	To			
		A	B	C
From	A	1.000	1.000	1.045
	B	1.000	1.000	1.000
	C	1.032	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	4.5
	B	0.0	0.0	0.0
	C	3.2	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max R F C	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.03	8.13	0.03	~1	A	11.01	16.52	2.12	7.70	0.02	2.12	7.70
C-AB	0.01	5.22	0.02	~1	A	8.23	12.34	1.19	5.77	0.01	1.19	5.77
C-A	-	-	-	-	-	151.44	227.16	-	-	-	-	-
A-B	-	-	-	-	-	16.52	24.78	-	-	-	-	-
A-C	-	-	-	-	-	311.07	466.61	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	R F C	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	9.03	2.26	8.96	0.00	498.53	0.018	0.00	0.02	7.353	A
C-AB	6.40	1.60	6.36	0.00	695.98	0.009	0.00	0.01	5.220	A
C-A	124.60	31.15	124.60	0.00	-	-	-	-	-	-
A-B	13.55	3.39	13.55	0.00	-	-	-	-	-	-
A-C	255.22	63.80	255.22	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	10.79	2.70	10.77	0.00	480.81	0.022	0.02	0.02	7.658	A
C-AB	7.96	1.99	7.95	0.00	698.24	0.011	0.01	0.01	5.212	A
C-A	148.46	37.12	148.46	0.00	-	-	-	-	-	-
A-B	16.18	4.05	16.18	0.00	-	-	-	-	-	-
A-C	304.75	76.19	304.75	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	13.21	3.30	13.19	0.00	456.25	0.029	0.02	0.03	8.125	A
C-AB	10.32	2.58	10.30	0.00	701.87	0.015	0.01	0.02	5.201	A
C-A	181.26	45.31	181.26	0.00	-	-	-	-	-	-
A-B	19.82	4.95	19.82	0.00	-	-	-	-	-	-
A-C	373.25	93.31	373.25	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	13.21	3.30	13.21	0.00	456.24	0.029	0.03	0.03	8.125	A
C-AB	10.32	2.58	10.32	0.00	701.87	0.015	0.02	0.02	5.205	A
C-A	181.26	45.31	181.26	0.00	-	-	-	-	-	-
A-B	19.82	4.95	19.82	0.00	-	-	-	-	-	-
A-C	373.25	93.31	373.25	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	10.79	2.70	10.81	0.00	480.80	0.022	0.03	0.02	7.659	A
C-AB	7.96	1.99	7.98	0.00	698.22	0.011	0.02	0.01	5.221	A
C-A	148.46	37.12	148.46	0.00	-	-	-	-	-	-
A-B	16.18	4.05	16.18	0.00	-	-	-	-	-	-
A-C	304.75	76.19	304.75	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	9.03	2.26	9.05	0.00	498.52	0.018	0.02	0.02	7.357	A
C-AB	6.40	1.60	6.41	0.00	695.95	0.009	0.01	0.01	5.225	A
C-A	124.59	31.15	124.59	0.00	-	-	-	-	-	-
A-B	13.55	3.39	13.55	0.00	-	-	-	-	-	-
A-C	255.22	63.80	255.22	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.27	0.02	7.353	A	A
C-AB	0.15	0.01	5.220	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.33	0.02	7.658	A	A
C-AB	0.19	0.01	5.212	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.43	0.03	8.125	A	A
C-AB	0.25	0.02	5.201	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.44	0.03	8.125	A	A
C-AB	0.25	0.02	5.205	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.35	0.02	7.659	A	A
C-AB	0.19	0.01	5.221	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.28	0.02	7.357	A	A
C-AB	0.15	0.01	5.225	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queue Variation Results for each time segment

Queue Variation results: (16:45-17:00)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.02	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.01	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (17:00-17:15)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.02	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.01	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (17:15-17:30)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.03	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.02	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (17:30-17:45)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.03	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.02	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (17:45-18:00)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.02	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.01	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (18:00-18:15)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.02	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.01	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-



APPENDIX F: PICADY RESULTS – YAPTON LANE / A27 2021 BASE

J junctions 8	
PICADY 8 - Priority Intersection Module	
Version: 8.0.4.487 [15039,24/03/2014]	
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Filename: A27 - Yapton Lane PICADY 2021 Base.arc8
 Path: H:\obs_CVC86484 Walberton\Docs J NP\Calcs\Modelling
 Report generation date: 22/07/2021 11:22:47

- » (Default Analysis Set) - 2021 Base, AM
- » (Default Analysis Set) - 2021 Base, PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
A1 - 2021 Base										
Stream B-AC	11.09	74.94	0.95	F	58.68	0.43	8.15	0.30	A	14.86
Stream C-AB	0.49	9.50	0.33	A		1.97	18.06	0.67	C	
Stream C-A	-	-	-	-		-	-	-	-	
Stream A-B	-	-	-	-		-	-	-	-	
Stream A-C	-	-	-	-		-	-	-	-	

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

"D1 - 2021 Base, AM" model duration: 07:45 - 09:15

"D2 - 2021 Base, PM" model duration: 16:45 - 18:15

Run using J junctions 8.0.4.487 at 22/07/2021 11:22:44

File summary

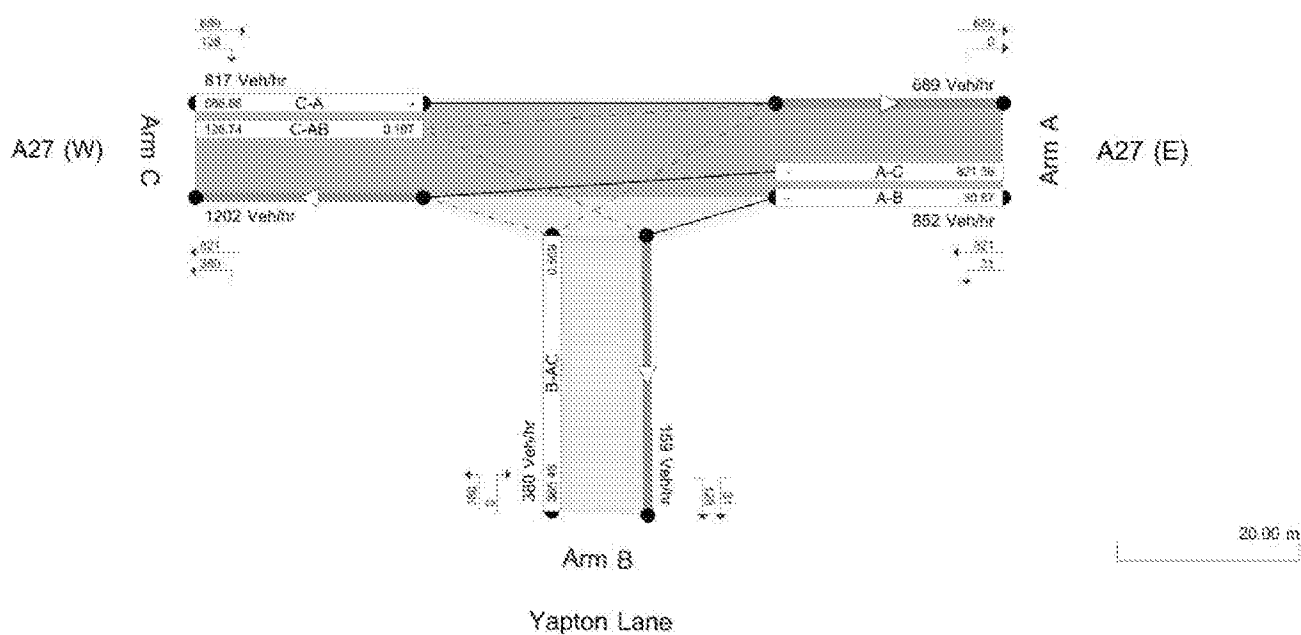
Title	(untitled)
Location	
Site Number	
Date	20/07/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Matthew.Downham
Description	

Analysis Options

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

Units

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



Showing predicted flow through junction (Veh/hr)
 Showing predicted queue length (m)
 Time Segment: 07:00-08:00
 Showing Analysis Set: 1001 - Demand Set: 1001 - 2021 Base: 1001

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2021 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2021 Base, AM	2021 Base	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		58.68	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A27 (E)		Major
B	B	Yapton Lane		Minor
C	C	A27 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	14.60	✓	7.00	✓	4.48	250.00	✓	20.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.96										250	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	964.120	0.095	0.240	0.151	0.343
1	B-C	934.638	0.090	0.227	-	-
1	C-B	897.091	0.218	0.218	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1132.00	100.000
B	ONE HOUR	✓	512.00	100.000
C	ONE HOUR	✓	1086.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	852.23	911.88		
07:45-08:00	B	385.46	416.68		
07:45-08:00	C	817.60	874.83		
08:00-08:15	A	1017.64	1088.88		
08:00-08:15	B	460.28	497.56		
08:00-08:15	C	976.29	1044.63		
08:15-08:30	A	1246.36	1333.60		
08:15-08:30	B	563.72	609.38		
08:15-08:30	C	1195.71	1279.41		
08:30-08:45	A	1246.36	1333.60		
08:30-08:45	B	563.72	609.38		
08:30-08:45	C	1195.71	1279.41		
08:45-09:00	A	1017.64	1088.88		
08:45-09:00	B	460.28	497.56		
08:45-09:00	C	976.29	1044.63		
09:00-09:15	A	852.23	911.88		
09:00-09:15	B	385.46	416.68		
09:00-09:15	C	817.60	874.83		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - J uncton 1 (for whole period)

	To			
		A	B	C
From	A	0.000	41.000	1091.000
	B	0.000	0.000	512.000
	C	915.000	171.000	0.000

Turning Proportions (Veh) - J uncton 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.04	0.96
	B	0.00	0.00	1.00
	C	0.84	0.16	0.00

Vehicle Mix

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

	To			
		A	B	C
From	A	1.000	1.070	1.070
	B	1.000	1.000	1.081
	C	1.070	1.070	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	7.0	7.0
	B	0.0	0.0	8.1
	C	7.0	7.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.95	74.94	11.09	43.00	F	469.82	704.73	379.95	32.35	4.22	380.03	32.36
C-AB	0.33	9.50	0.49	1.00	A	156.91	235.37	32.09	8.18	0.36	32.09	8.18
C-A	-	-	-	-	-	839.62	1259.43	-	-	-	-	-
A-B	-	-	-	-	-	37.62	56.43	-	-	-	-	-
A-C	-	-	-	-	-	1001.12	1501.68	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	385.46	96.37	380.34	0.00	677.61	0.569	0.00	1.28	11.917	B
C-AB	128.74	32.18	127.76	0.00	653.01	0.197	0.00	0.24	6.841	A
C-A	688.86	172.21	688.86	0.00	-	-	-	-	-	-
A-B	30.87	7.72	30.87	0.00	-	-	-	-	-	-
A-C	821.36	205.34	821.36	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	460.28	115.07	455.90	0.00	641.31	0.718	1.28	2.37	18.964	C
C-AB	153.73	38.43	153.39	0.00	617.03	0.249	0.24	0.33	7.759	A
C-A	822.57	205.64	822.57	0.00	-	-	-	-	-	-
A-B	36.86	9.21	36.86	0.00	-	-	-	-	-	-
A-C	980.79	245.20	980.79	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	563.72	140.93	538.08	0.00	591.13	0.954	2.37	8.78	52.193	F
C-AB	188.27	47.07	187.63	0.00	567.28	0.332	0.33	0.49	9.466	A
C-A	1007.43	251.86	1007.43	0.00	-	-	-	-	-	-
A-B	45.14	11.29	45.14	0.00	-	-	-	-	-	-
A-C	1201.21	300.30	1201.21	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	563.72	140.93	554.50	0.00	591.13	0.954	8.78	11.09	74.941	F
C-AB	188.27	47.07	188.26	0.00	567.28	0.332	0.49	0.49	9.498	A
C-A	1007.43	251.86	1007.43	0.00	-	-	-	-	-	-
A-B	45.14	11.29	45.14	0.00	-	-	-	-	-	-
A-C	1201.21	300.30	1201.21	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	460.28	115.07	493.62	0.00	641.31	0.718	11.09	2.75	28.739	D
C-AB	153.73	38.43	154.36	0.00	617.03	0.249	0.49	0.34	7.791	A
C-A	822.57	205.64	822.57	0.00	-	-	-	-	-	-
A-B	36.86	9.21	36.86	0.00	-	-	-	-	-	-
A-C	980.79	245.20	980.79	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	385.46	96.37	391.04	0.00	677.61	0.569	2.75	1.36	12.793	B
C-AB	128.74	32.18	129.09	0.00	653.01	0.197	0.34	0.25	6.877	A
C-A	688.86	172.21	688.86	0.00	-	-	-	-	-	-
A-B	30.87	7.72	30.87	0.00	-	-	-	-	-	-
A-C	821.36	205.34	821.36	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	17.77	1.18	11.917	B	B
C-AB	3.61	0.24	6.841	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	32.38	2.16	18.964	C	B
C-AB	4.93	0.33	7.759	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	97.07	6.47	52.193	F	D
C-AB	7.33	0.49	9.466	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	150.73	10.05	74.941	F	E
C-AB	7.45	0.50	9.498	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	60.11	4.01	28.739	D	C
C-AB	5.05	0.34	7.791	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	21.89	1.46	12.793	B	B
C-AB	3.72	0.25	6.877	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queue Variation Results for each time segment

Queue Variation results: (07:45-08:00)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	1.28	?	?	?	?	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.24	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (08:00-08:15)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	2.37	0.00	0.00	5.00	7.00			N/A	N/A
C-AB	0.33	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (08:15-08:30)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	8.78	0.00	3.00	22.00	31.00			N/A	N/A
C-AB	0.49	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (08:30-08:45)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	11.09	0.00	2.00	29.00	43.00			N/A	N/A
C-AB	0.49	0.00	0.00	0.00	1.00			N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (08:45-09:00)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	2.75	0.00	0.00	5.00	10.00			N/A	N/A
C-AB	0.34	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (09:00-09:15)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	1.36	0.00	0.00	0.00	4.00			N/A	N/A
C-AB	0.25	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

(Default Analysis Set) - 2021 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2021 Base, PM	2021 Base	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		14.86	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A27 (E)		Major
B	B	Yapton Lane		Minor
C	C	A27 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	14.60	✓	7.00	✓	4.48	250.00	✓	20.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.96										250	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	964.120	0.095	0.240	0.151	0.343
1	B-C	934.638	0.090	0.227	-	-
1	C-B	897.091	0.218	0.218	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	989.00	100.000
B	ONE HOUR	✓	173.00	100.000
C	ONE HOUR	✓	1399.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	744.57	796.69		
16:45-17:00	B	130.24	140.79		
16:45-17:00	C	1053.24	1126.97		
17:00-17:15	A	889.09	951.33		
17:00-17:15	B	155.52	168.12		
17:00-17:15	C	1257.67	1345.71		
17:15-17:30	A	1088.91	1165.13		
17:15-17:30	B	190.48	205.91		
17:15-17:30	C	1540.33	1648.15		
17:30-17:45	A	1088.91	1165.13		
17:30-17:45	B	190.48	205.91		
17:30-17:45	C	1540.33	1648.15		
17:45-18:00	A	889.09	951.33		
17:45-18:00	B	155.52	168.12		
17:45-18:00	C	1257.67	1345.71		
18:00-18:15	A	744.57	796.69		
18:00-18:15	B	130.24	140.79		
18:00-18:15	C	1053.24	1126.97		

Turning Proportions

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

	To		
	A	B	C
From	A	0.000	78.000
	B	0.000	0.000
	C	1033.000	366.000

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

	To		
	A	B	C
From	A	0.00	0.08
	B	0.00	0.00
	C	0.74	0.26

Vehicle Mix

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

	To			
		A	B	C
From	A	1.000	1.070	1.070
	B	1.000	1.000	1.081
	C	1.070	1.070	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	7.0	7.0
	B	0.0	0.0	8.1
	C	7.0	7.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.30	8.15	0.43	~1	A	158.75	238.12	28.39	7.15	0.32	28.39	7.15
C-AB	0.67	18.06	1.97	5.00	C	335.99	503.99	110.39	13.14	1.23	110.41	13.14
C-A	-	-	-	-	-	947.76	1421.63	-	-	-	-	-
A-B	-	-	-	-	-	71.57	107.36	-	-	-	-	-
A-C	-	-	-	-	-	835.95	1253.92	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	130.24	32.56	129.35	0.00	705.54	0.185	0.00	0.22	6.239	A
C-AB	275.54	68.89	272.84	0.00	676.43	0.407	0.00	0.68	8.862	A
C-A	777.70	194.42	777.70	0.00	-	-	-	-	-	-
A-B	58.72	14.68	58.72	0.00	-	-	-	-	-	-
A-C	685.85	171.46	685.85	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	155.52	38.88	155.23	0.00	674.66	0.231	0.22	0.30	6.928	A
C-AB	329.03	82.26	327.67	0.00	645.00	0.510	0.68	1.02	11.294	B
C-A	928.64	232.16	928.64	0.00	-	-	-	-	-	-
A-B	70.12	17.53	70.12	0.00	-	-	-	-	-	-
A-C	818.97	204.74	818.97	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	190.48	47.62	189.96	0.00	631.97	0.301	0.30	0.43	8.134	A
C-AB	403.40	100.85	399.78	0.00	601.94	0.670	1.02	1.92	17.492	C
C-A	1136.93	284.23	1136.93	0.00	-	-	-	-	-	-
A-B	85.88	21.47	85.88	0.00	-	-	-	-	-	-
A-C	1003.03	250.76	1003.03	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	190.48	47.62	190.47	0.00	631.97	0.301	0.43	0.43	8.153	A
C-AB	403.40	100.85	403.20	0.00	601.94	0.670	1.92	1.97	18.061	C
C-A	1136.93	284.23	1136.93	0.00	-	-	-	-	-	-
A-B	85.88	21.47	85.88	0.00	-	-	-	-	-	-
A-C	1003.03	250.76	1003.03	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	155.52	38.88	156.03	0.00	674.66	0.231	0.43	0.30	6.947	A
C-AB	329.03	82.26	332.65	0.00	645.00	0.510	1.97	1.07	11.656	B
C-A	928.64	232.16	928.64	0.00	-	-	-	-	-	-
A-B	70.12	17.53	70.12	0.00	-	-	-	-	-	-
A-C	818.97	204.74	818.97	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	130.24	32.56	130.54	0.00	705.54	0.185	0.30	0.23	6.265	A
C-AB	275.54	68.89	277.02	0.00	676.43	0.407	1.07	0.70	9.047	A
C-A	777.70	194.42	777.70	0.00	-	-	-	-	-	-
A-B	58.72	14.68	58.72	0.00	-	-	-	-	-	-
A-C	685.85	171.46	685.85	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.26	0.22	6.239	A	A
C-AB	9.98	0.67	8.862	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.35	0.29	6.928	A	A
C-AB	15.17	1.01	11.294	B	B
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	6.20	0.41	8.134	A	A
C-AB	28.11	1.87	17.492	C	B
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	6.42	0.43	8.153	A	A
C-AB	30.21	2.01	18.061	C	B
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.66	0.31	6.947	A	A
C-AB	16.35	1.09	11.656	B	B
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.50	0.23	6.265	A	A
C-AB	10.57	0.70	9.047	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queue Variation Results for each time segment

Queue Variation results: (16:45-17:00)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.22	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.68	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (17:00-17:15)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.30	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	1.02	?	?	?	?	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (17:15-17:30)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.43	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	1.92	0.00	0.00	0.00	5.00			N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (17:30-17:45)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.43	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	1.97	0.00	0.00	0.00	3.00			N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (17:45-18:00)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.30	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	1.07	0.00	0.00	2.00	2.00			N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-

Queue Variation results: (18:00-18:15)

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile Message	Marker Message	Probability Of Reaching Or Exceeding Marker	Probability Of Exactly Reaching Marker
B-AC	0.23	-1	-1	-1	-1	Percentiles could not be calculated. This may be because the mean queue is very small or very big.		N/A	N/A
C-AB	0.70	0.00	0.00	1.00	1.00			N/A	N/A
C-A	-	-	-	-	-	-	-	-	-
A-B	-	-	-	-	-	-	-	-	-
A-C	-	-	-	-	-	-	-	-	-



APPENDIX G: PICADY RESULTS – YAPTON LANE / A27 FUTURE YEAR SCENARIOS

J unctons 8
PICADY 8 - Priority Intersection Module
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Filename: A27 - Yapton Lane PICADY Future Years .arc8

Path: H:\obs_CVC86484 Walberton\Docs

Report generation date: 22/07/2021 11:33:39

-
- * (Default Analysis Set) - 2026 Do Nothing, AM
 - * (Default Analysis Set) - 2026 Do Nothing, PM
 - * (Default Analysis Set) - 2026 Do Something, AM
 - * (Default Analysis Set) - 2026 Do Something, PM
 - * (Default Analysis Set) - 2031 Do Nothing, AM
 - * (Default Analysis Set) - 2031 Do Nothing, PM
 - * (Default Analysis Set) - 2031 Do Something, AM
 - * (Default Analysis Set) - 2031 Do Something, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
A1 - 2026 Do Nothing								
Stream B-AC	49.39	258.52	1.15	F	0.61	9.59	0.38	A
Stream C-AB	0.66	11.22	0.40	B	4.05	33.21	0.82	D
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2026 Do Something								
Stream B-AC	60.37	312.56	1.19	F	0.65	9.85	0.40	A
Stream C-AB	0.69	11.47	0.41	B	4.87	38.87	0.85	E
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2031 Do Nothing								
Stream B-AC	1.06	13.37	0.52	B	0.49	10.08	0.33	B
Stream C-AB	0.40	9.44	0.28	A	2.76	27.15	0.74	D
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2031 Do Something								
Stream B-AC	1.23	14.57	0.56	B	0.53	10.37	0.35	B
Stream C-AB	0.42	9.61	0.30	A	3.26	31.00	0.78	D
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - 2026 Do Nothing, AM" model duration: 07:45 - 09:15

"D2 - 2026 Do Nothing, PM" model duration: 16:45 - 18:15

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

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

"D5 - 2031 Do Nothing, AM" model duration: 07:45 - 09:15

"D6 - 2031 Do Nothing, PM" model duration: 16:45 - 18:15

"D7 - 2031 Do Something, AM" model duration: 07:45 - 09:15

"D8 - 2031 Do Something, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 22/07/2021 11:33:33

File summary

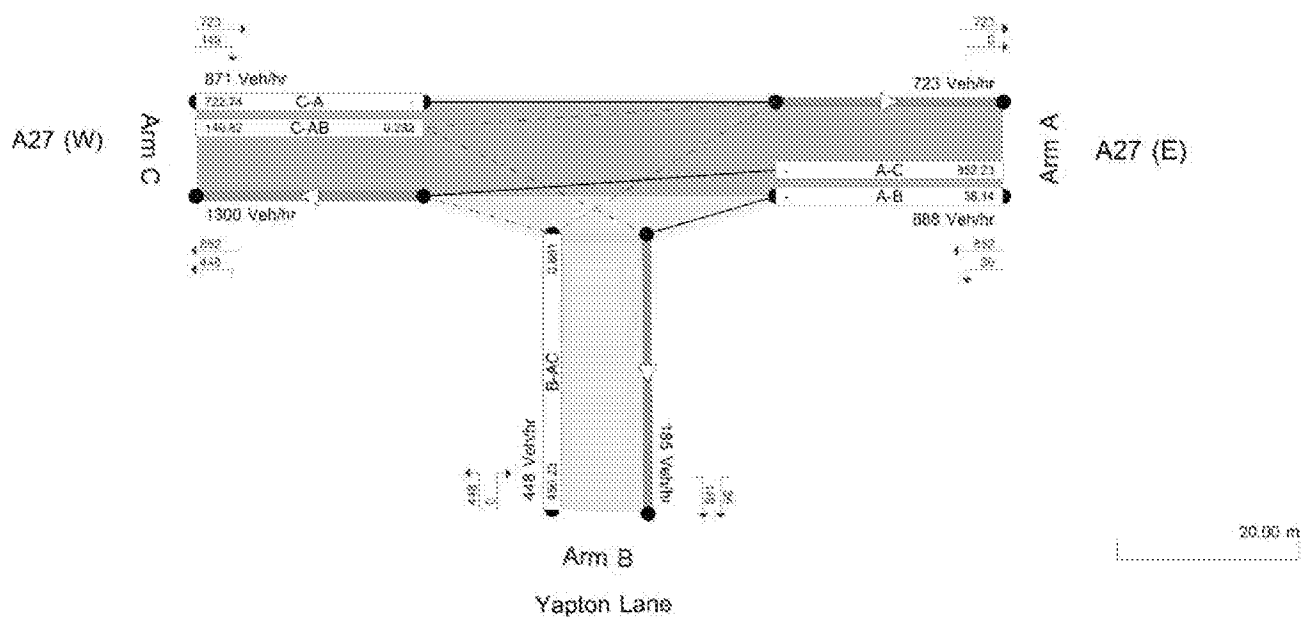
Title	(untitled)
Location	
Site Number	
Date	20/07/2021
Version	
Status	(new file)
Identifier	
Client	
Job number	
Enumerator	StuartWilson
Description	

Analysis Options

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

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	mph	Veh	Veh	perHour	s	-Hour	perHour



Showing junction flow through junction (Veh/hr)
 Showing junction flow through junction (Veh/hr) showing junction flow through junction (Veh/hr)
 Showing junction flow through junction (Veh/hr)
 Showing junction flow through junction (Veh/hr)

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2026 Do Nothing, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 Do Nothing, AM	2026 Do Nothing	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Existing Arrangement	T-Junction	Two-way	A,B,C	197.31	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A27 (E)		Major
B	B	Yapton Lane		Minor
C	C	A27 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	14.60	✓	7.00	✓	4.48	250.00	✓	40.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.96										250	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	964.120	0.095	0.240	0.151	0.343
1	B-C	934.638	0.090	0.227	-	-
1	C-B	897.091	0.218	0.218	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1179.00	100.000
B	ONE HOUR	✓	586.00	100.000
C	ONE HOUR	✓	1153.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	887.61	949.75		
07:45-08:00	B	441.17	476.91		
07:45-08:00	C	868.04	928.80		
08:00-08:15	A	1059.90	1165.89		
08:00-08:15	B	526.80	579.48		
08:00-08:15	C	1036.52	1140.18		
08:15-08:30	A	1298.10	1427.91		
08:15-08:30	B	645.20	709.72		
08:15-08:30	C	1269.48	1396.42		
08:30-08:45	A	1298.10	1427.91		
08:30-08:45	B	645.20	709.72		
08:30-08:45	C	1269.48	1396.42		
08:45-09:00	A	1059.90	1165.89		
08:45-09:00	B	526.80	579.48		
08:45-09:00	C	1036.52	1140.18		
09:00-09:15	A	887.61	976.37		
09:00-09:15	B	441.17	485.29		
09:00-09:15	C	868.04	954.84		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - J uncton 1 (for whole period)

	To			
		A	B	C
	A	0.000	47.000	1132.000
	B	0.000	0.000	586.000
From	C	960.000	193.000	0.000

Turning Proportions (Veh) - J uncton 1 (for whole period)

	To			
		A	B	C
	A	0.00	0.04	0.96
	B	0.00	0.00	1.00
From	C	0.83	0.17	0.00

Vehicle Mix

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

	To			
		A	B	C
From	A	1.000	1.070	1.070
	B	1.000	1.000	1.081
	C	1.070	1.070	1.000

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

	To			
From		A	B	C
	A	0.0	7.0	7.0
	B	0.0	0.0	8.1
	C	7.0	7.0	0.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
From		A	B	C
	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
From		A	B	C
	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	1.15	258.52	49.39	F
C-AB	0.40	11.22	0.66	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	441.17	433.83	0.00	670.28	0.658	1.83	14.805	B
C-AB	145.30	144.15	0.00	645.32	0.225	0.29	7.167	A
C-A	722.74	722.74	0.00	-	-	-	-	-
A-B	35.38	35.38	0.00	-	-	-	-	-
A-C	852.23	852.23	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	526.80	515.74	0.00	615.40	0.856	4.60	31.546	D
C-AB	173.50	173.02	0.00	585.08	0.297	0.41	8.572	A
C-A	863.02	863.02	0.00	-	-	-	-	-
A-B	42.25	42.25	0.00	-	-	-	-	-
A-C	1017.64	1017.64	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	645.20	551.35	0.00	562.56	1.147	28.06	124.986	F
C-AB	212.50	211.53	0.00	533.16	0.399	0.65	11.160	B
C-A	1056.98	1056.98	0.00	-	-	-	-	-
A-B	51.75	51.75	0.00	-	-	-	-	-
A-C	1246.36	1246.36	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	645.20	560.36	0.00	562.56	1.147	49.27	258.515	F
C-AB	212.50	212.47	0.00	533.16	0.399	0.66	11.224	B
C-A	1056.98	1056.98	0.00	-	-	-	-	-
A-B	51.75	51.75	0.00	-	-	-	-	-
A-C	1246.36	1246.36	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	526.80	603.01	0.00	615.25	0.856	39.22	239.194	F
C-AB	173.50	174.42	0.00	584.97	0.297	0.43	8.789	A
C-A	863.02	863.02	0.00	-	-	-	-	-
A-B	42.25	42.25	0.00	-	-	-	-	-
A-C	1017.64	1017.64	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	441.17	552.86	0.00	653.35	0.675	2.30	64.393	F
C-AB	145.30	145.78	0.00	622.45	0.233	0.31	7.559	A
C-A	722.74	722.74	0.00	-	-	-	-	-
A-B	35.38	35.38	0.00	-	-	-	-	-
A-C	852.23	852.23	0.00	-	-	-	-	-

Brief results for arms

Arm Results

Time Segment	Arm	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-hr)	Geometric Total Delay (Veh-hr)	Average Delay Per Arriving Vehicle (s)
07:45-08:00	A	887.61	-	-	0.00	-	-	-	-	-
07:45-08:00	B	441.17	-	-	0.00	-	-	-	-	-
07:45-08:00	C	868.04	-	-	0.00	-	-	-	-	-
08:00-08:15	A	1059.90	-	-	0.00	-	-	-	-	-
08:00-08:15	B	526.80	-	-	0.00	-	-	-	-	-
08:00-08:15	C	1036.52	-	-	0.00	-	-	-	-	-
08:15-08:30	A	1298.10	-	-	0.00	-	-	-	-	-
08:15-08:30	B	645.20	-	-	0.00	-	-	-	-	-
08:15-08:30	C	1269.48	-	-	0.00	-	-	-	-	-
08:30-08:45	A	1298.10	-	-	0.00	-	-	-	-	-
08:30-08:45	B	645.20	-	-	0.00	-	-	-	-	-
08:30-08:45	C	1269.48	-	-	0.00	-	-	-	-	-
08:45-09:00	A	1059.90	-	-	0.00	-	-	-	-	-
08:45-09:00	B	526.80	-	-	0.00	-	-	-	-	-
08:45-09:00	C	1036.52	-	-	0.00	-	-	-	-	-
09:00-09:15	A	887.61	-	-	0.00	-	-	-	-	-
09:00-09:15	B	441.17	-	-	0.00	-	-	-	-	-
09:00-09:15	C	868.04	-	-	0.00	-	-	-	-	-

Brief results for Priority Intersection streams

Stream Results

Time Segment	Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-hr)	Geometric Total Delay (Veh-hr)	Average Delay Per Arriving Vehicle (s)
07:45-08:00	B-AC	441.17	670.28	0.658	0.00	0.00	1.83	0.41	-	14.805
07:45-08:00	C-AB	145.30	645.32	0.225	0.00	0.00	0.29	0.07	-	7.167
07:45-08:00	C-A	722.74	-	-	0.00	-	-	-	-	-

07:45-08:00	A-B	35.38	-	-	0.00	-	-	-	-	-
07:45-08:00	A-C	852.23	-	-	0.00	-	-	-	-	-
08:00-08:15	B-AC	526.80	615.40	0.856	0.00	1.83	4.60	0.96	-	31.546
08:00-08:15	C-AB	173.50	585.08	0.297	0.00	0.29	0.41	0.10	-	8.572
08:00-08:15	C-A	863.02	-	-	0.00	-	-	-	-	-
08:00-08:15	A-B	42.25	-	-	0.00	-	-	-	-	-
08:00-08:15	A-C	1017.64	-	-	0.00	-	-	-	-	-
08:15-08:30	B-AC	645.20	562.56	1.147	0.00	4.60	28.06	4.22	-	124.586
08:15-08:30	C-AB	212.50	533.16	0.399	0.00	0.41	0.65	0.16	-	11.160
08:15-08:30	C-A	1056.98	-	-	0.00	-	-	-	-	-
08:15-08:30	A-B	51.75	-	-	0.00	-	-	-	-	-
08:15-08:30	A-C	1246.36	-	-	0.00	-	-	-	-	-
08:30-08:45	B-AC	645.20	562.56	1.147	0.00	28.06	49.27	9.68	-	258.515
08:30-08:45	C-AB	212.50	533.16	0.399	0.00	0.65	0.66	0.17	-	11.224
08:30-08:45	C-A	1056.98	-	-	0.00	-	-	-	-	-
08:30-08:45	A-B	51.75	-	-	0.00	-	-	-	-	-
08:30-08:45	A-C	1246.36	-	-	0.00	-	-	-	-	-
08:45-09:00	B-AC	526.80	615.25	0.856	0.00	49.27	30.22	9.94	-	239.194
08:45-09:00	C-AB	173.50	584.97	0.297	0.00	0.66	0.43	0.11	-	8.789
08:45-09:00	C-A	863.02	-	-	0.00	-	-	-	-	-
08:45-09:00	A-B	42.25	-	-	0.00	-	-	-	-	-
08:45-09:00	A-C	1017.64	-	-	0.00	-	-	-	-	-
09:00-09:15	B-AC	441.17	653.35	0.675	0.00	30.22	2.30	2.64	-	64.393
09:00-09:15	C-AB	145.30	622.45	0.233	0.00	0.43	0.31	0.08	-	7.559
09:00-09:15	C-A	722.74	-	-	0.00	-	-	-	-	-
09:00-09:15	A-B	35.38	-	-	0.00	-	-	-	-	-
09:00-09:15	A-C	852.23	-	-	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Do Nothing, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 Do Nothing, PM	2026 Do Nothing	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Existing Arrangement	T-Junction	Two-way	A,B,C	25.38	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A27 (E)		Major
B	B	Yapton Lane		Minor
C	C	A27 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	14.60	✓	7.00	✓	4.48	250.00	✓	40.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.96										250	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	964.120	0.095	0.240	0.151	0.343
1	B-C	934.638	0.090	0.227	-	-
1	C-B	897.091	0.218	0.218	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1037.00	100.000
B	ONE HOUR	✓	208.00	100.000
C	ONE HOUR	✓	1499.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	780.71	835.36		
16:45-17:00	B	156.59	169.28		
16:45-17:00	C	1128.53	1207.52		
17:00-17:15	A	932.24	1025.47		
17:00-17:15	B	186.99	205.69		
17:00-17:15	C	1347.57	1482.33		
17:15-17:30	A	1141.76	1255.93		
17:15-17:30	B	229.01	251.91		
17:15-17:30	C	1650.43	1815.47		
17:30-17:45	A	1141.76	1255.93		
17:30-17:45	B	229.01	251.91		
17:30-17:45	C	1650.43	1815.47		
17:45-18:00	A	932.24	1025.47		
17:45-18:00	B	186.99	205.69		
17:45-18:00	C	1347.57	1482.33		
18:00-18:15	A	780.71	858.78		
18:00-18:15	B	156.59	172.25		
18:00-18:15	C	1128.53	1241.38		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - J uncton 1 (for whole period)

	To			
		A	B	C
From	A	0.000	90.000	947.000
	B	0.000	0.000	208.000
	C	1079.000	420.000	0.000

Turning Proportions (Veh) - J uncton 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.09	0.91
	B	0.00	0.00	1.00
	C	0.72	0.28	0.00

Vehicle Mix

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

	To			
		A	B	C
From	A	1.000	1.070	1.070
	B	1.000	1.000	1.081
	C	1.070	1.070	1.000

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

	To			
		A	B	C
From	A	0.0	7.0	7.0
	B	0.0	0.0	8.1
	C	7.0	7.0	0.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-A	0.38	9.59	0.61	A
C-A	0.82	33.21	4.05	D
C-B	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	156.59	155.45	0.00	698.65	0.224	0.29	6.614	A
C-AB	316.20	312.68	0.00	668.57	0.473	0.88	10.020	B
C-A	812.33	812.33	0.00	-	-	-	-	-
A-B	67.76	67.76	0.00	-	-	-	-	-
A-C	712.95	712.95	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	186.99	186.55	0.00	649.54	0.288	0.40	7.684	A
C-AB	377.57	375.10	0.00	612.90	0.616	1.50	14.522	B
C-A	970.00	970.00	0.00	-	-	-	-	-
A-B	80.91	80.91	0.00	-	-	-	-	-
A-C	851.33	851.33	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	229.01	228.19	0.00	604.48	0.379	0.60	9.546	A
C-AB	463.01	453.93	0.00	567.63	0.816	3.76	29.537	B
C-A	1187.42	1187.42	0.00	-	-	-	-	-
A-B	99.09	99.09	0.00	-	-	-	-	-
A-C	1042.67	1042.67	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	229.01	228.99	0.00	604.48	0.379	0.60	9.585	A
C-AB	463.01	461.91	0.00	567.63	0.816	4.04	33.209	B
C-A	1187.42	1187.42	0.00	-	-	-	-	-
A-B	99.09	99.09	0.00	-	-	-	-	-
A-C	1042.67	1042.67	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	186.99	187.77	0.00	649.47	0.288	0.41	7.810	A
C-AB	377.57	387.03	0.00	612.74	0.616	1.67	16.559	B
C-A	970.00	970.00	0.00	-	-	-	-	-
A-B	80.91	80.91	0.00	-	-	-	-	-
A-C	851.33	851.33	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	156.59	157.03	0.00	682.01	0.230	0.30	6.862	A
C-AB	316.20	318.96	0.00	645.71	0.490	0.98	11.110	B
C-A	812.33	812.33	0.00	-	-	-	-	-
A-B	67.76	67.76	0.00	-	-	-	-	-
A-C	712.95	712.95	0.00	-	-	-	-	-

Brief results for arms

Arm Results

Time Segment	Arm	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-hr)	Geometric Total Delay (Veh-hr)	Average Delay Per Arriving Vehicle (s)
16:45-17:00	A	780.71	-	-	0.00	-	-	-	-	-
16:45-17:00	B	156.59	-	-	0.00	-	-	-	-	-
16:45-17:00	C	1128.53	-	-	0.00	-	-	-	-	-
17:00-17:15	A	932.24	-	-	0.00	-	-	-	-	-
17:00-17:15	B	186.99	-	-	0.00	-	-	-	-	-
17:00-17:15	C	1347.57	-	-	0.00	-	-	-	-	-
17:15-17:30	A	1141.76	-	-	0.00	-	-	-	-	-
17:15-17:30	B	229.01	-	-	0.00	-	-	-	-	-
17:15-17:30	C	1650.43	-	-	0.00	-	-	-	-	-
17:30-17:45	A	1141.76	-	-	0.00	-	-	-	-	-
17:30-17:45	B	229.01	-	-	0.00	-	-	-	-	-
17:30-17:45	C	1650.43	-	-	0.00	-	-	-	-	-
17:45-18:00	A	932.24	-	-	0.00	-	-	-	-	-
17:45-18:00	B	186.99	-	-	0.00	-	-	-	-	-
17:45-18:00	C	1347.57	-	-	0.00	-	-	-	-	-
18:00-18:15	A	780.71	-	-	0.00	-	-	-	-	-
18:00-18:15	B	156.59	-	-	0.00	-	-	-	-	-
18:00-18:15	C	1128.53	-	-	0.00	-	-	-	-	-

Brief results for Priority Intersection streams

Stream Results

Time Segment	Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-hr)	Geometric Total Delay (Veh-hr)	Average Delay Per Arriving Vehicle (s)
16:45-17:00	B-AC	156.59	698.65	0.224	0.00	0.00	0.29	0.07	-	6.614
16:45-17:00	C-AB	316.20	668.57	0.473	0.00	0.00	0.88	0.22	-	10.020
16:45-17:00	C-A	812.33	-	-	0.00	-	-	-	-	-

16:45-17:00	A-B	67.76	-	-	0.00	-	-	-	-	-
16:45-17:00	A-C	712.95	-	-	0.00	-	-	-	-	-
17:00-17:15	B-AC	186.99	649.54	0.288	0.00	0.29	0.40	0.10	-	7.684
17:00-17:15	C-AB	377.57	612.90	0.616	0.00	0.88	1.50	0.37	-	14.522
17:00-17:15	C-A	970.00	-	-	0.00	-	-	-	-	-
17:00-17:15	A-B	80.91	-	-	0.00	-	-	-	-	-
17:00-17:15	A-C	851.33	-	-	0.00	-	-	-	-	-
17:15-17:30	B-AC	229.01	604.48	0.379	0.00	0.40	0.60	0.14	-	9.546
17:15-17:30	C-AB	463.01	567.63	0.816	0.00	1.50	3.76	0.87	-	29.537
17:15-17:30	C-A	1187.42	-	-	0.00	-	-	-	-	-
17:15-17:30	A-B	99.09	-	-	0.00	-	-	-	-	-
17:15-17:30	A-C	1042.67	-	-	0.00	-	-	-	-	-
17:30-17:45	B-AC	229.01	604.48	0.379	0.00	0.60	0.60	0.15	-	9.585
17:30-17:45	C-AB	463.01	567.63	0.816	0.00	3.76	4.04	1.04	-	33.209
17:30-17:45	C-A	1187.42	-	-	0.00	-	-	-	-	-
17:30-17:45	A-B	99.09	-	-	0.00	-	-	-	-	-
17:30-17:45	A-C	1042.67	-	-	0.00	-	-	-	-	-
17:45-18:00	B-AC	186.99	649.47	0.288	0.00	0.60	0.41	0.11	-	7.810
17:45-18:00	C-AB	377.57	612.74	0.616	0.00	4.04	1.67	0.44	-	16.559
17:45-18:00	C-A	970.00	-	-	0.00	-	-	-	-	-
17:45-18:00	A-B	80.91	-	-	0.00	-	-	-	-	-
17:45-18:00	A-C	851.33	-	-	0.00	-	-	-	-	-
18:00-18:15	B-AC	156.59	682.01	0.230	0.00	0.41	0.30	0.08	-	6.862
18:00-18:15	C-AB	316.20	645.71	0.490	0.00	1.67	0.98	0.25	-	11.110
18:00-18:15	C-A	812.33	-	-	0.00	-	-	-	-	-
18:00-18:15	A-B	67.76	-	-	0.00	-	-	-	-	-
18:00-18:15	A-C	712.95	-	-	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Do Something, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 Do Something, AM	2026 Do Something	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Existing Arrangement	T-Junction	Two-way	A,B,C	238.21	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A27 (E)		Major
B	B	Yapton Lane		Minor
C	C	A27 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	14.60	✓	7.00	✓	4.48	250.00	✓	40.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.96										250	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	964.120	0.095	0.240	0.151	0.343
1	B-C	934.638	0.090	0.227	-	-
1	C-B	897.091	0.218	0.218	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1180.00	100.000
B	ONE HOUR	✓	606.00	100.000
C	ONE HOUR	✓	1159.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	888.37	950.55		
07:45-08:00	B	456.23	493.18		
07:45-08:00	C	872.56	933.63		
08:00-08:15	A	1060.80	1166.88		
08:00-08:15	B	544.78	599.26		
08:00-08:15	C	1041.92	1146.11		
08:15-08:30	A	1299.20	1429.12		
08:15-08:30	B	667.22	733.94		
08:15-08:30	C	1276.08	1403.69		
08:30-08:45	A	1299.20	1429.12		
08:30-08:45	B	667.22	733.94		
08:30-08:45	C	1276.08	1403.69		
08:45-09:00	A	1060.80	1166.88		
08:45-09:00	B	544.78	599.26		
08:45-09:00	C	1041.92	1146.11		
09:00-09:15	A	888.37	977.20		
09:00-09:15	B	456.23	501.85		
09:00-09:15	C	872.56	959.81		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - J uncton 1 (for whole period)

	To			
		A	B	C
	A	0.000	48.000	1132.000
	B	0.000	0.000	606.000
From	C	960.000	199.000	0.000

Turning Proportions (Veh) - J uncton 1 (for whole period)

	To			
		A	B	C
	A	0.00	0.04	0.96
	B	0.00	0.00	1.00
From	C	0.83	0.17	0.00

Vehicle Mix

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

	To			
		A	B	C
From	A	1.000	1.070	1.070
	B	1.000	1.000	1.081
	C	1.070	1.070	1.000

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

	To			
		A	B	C
From	A	0.0	7.0	7.0
	B	0.0	0.0	8.1
	C	7.0	7.0	0.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	1.19	312.56	60.37	F
C-AB	0.41	11.47	0.69	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	456.23	448.16	0.00	670.22	0.681	2.02	15.696	C
C-AB	149.82	148.62	0.00	645.15	0.232	0.30	7.232	A
C-A	722.74	722.74	0.00	-	-	-	-	-
A-B	36.14	36.14	0.00	-	-	-	-	-
A-C	852.23	852.23	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	544.78	530.98	0.00	615.33	0.886	5.47	35.826	E
C-AB	178.90	178.39	0.00	584.88	0.306	0.43	8.690	A
C-A	863.02	863.02	0.00	-	-	-	-	-
A-B	43.15	43.15	0.00	-	-	-	-	-
A-C	1017.64	1017.64	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	667.22	554.32	0.00	562.46	1.186	33.69	145.065	F
C-AB	219.10	218.08	0.00	532.92	0.411	0.68	11.397	B
C-A	1056.98	1056.98	0.00	-	-	-	-	-
A-B	52.85	52.85	0.00	-	-	-	-	-
A-C	1246.36	1246.36	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	667.22	561.10	0.00	562.46	1.186	60.22	308.619	F
C-AB	219.10	219.08	0.00	532.92	0.411	0.69	11.468	B
C-A	1056.98	1056.98	0.00	-	-	-	-	-
A-B	52.85	52.85	0.00	-	-	-	-	-
A-C	1246.36	1246.36	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	544.78	605.12	0.00	615.16	0.886	45.14	312.561	F
C-AB	178.90	179.87	0.00	584.78	0.306	0.45	8.911	A
C-A	863.02	863.02	0.00	-	-	-	-	-
A-B	43.15	43.15	0.00	-	-	-	-	-
A-C	1017.64	1017.64	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	456.23	624.60	0.00	653.28	0.698	3.04	136.660	F
C-AB	149.82	150.32	0.00	622.29	0.241	0.32	7.637	A
C-A	722.74	722.74	0.00	-	-	-	-	-
A-B	36.14	36.14	0.00	-	-	-	-	-
A-C	852.23	852.23	0.00	-	-	-	-	-

Brief results for arms

Arm Results

Time Segment	Arm	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-hr)	Geometric Total Delay (Veh-hr)	Average Delay Per Arriving Vehicle (s)
07:45-08:00	A	888.37	-	-	0.00	-	-	-	-	-
07:45-08:00	B	456.23	-	-	0.00	-	-	-	-	-
07:45-08:00	C	872.56	-	-	0.00	-	-	-	-	-
08:00-08:15	A	1060.80	-	-	0.00	-	-	-	-	-
08:00-08:15	B	544.78	-	-	0.00	-	-	-	-	-
08:00-08:15	C	1041.92	-	-	0.00	-	-	-	-	-
08:15-08:30	A	1299.20	-	-	0.00	-	-	-	-	-
08:15-08:30	B	667.22	-	-	0.00	-	-	-	-	-
08:15-08:30	C	1276.08	-	-	0.00	-	-	-	-	-
08:30-08:45	A	1299.20	-	-	0.00	-	-	-	-	-
08:30-08:45	B	667.22	-	-	0.00	-	-	-	-	-
08:30-08:45	C	1276.08	-	-	0.00	-	-	-	-	-
08:45-09:00	A	1060.80	-	-	0.00	-	-	-	-	-
08:45-09:00	B	544.78	-	-	0.00	-	-	-	-	-
08:45-09:00	C	1041.92	-	-	0.00	-	-	-	-	-
09:00-09:15	A	888.37	-	-	0.00	-	-	-	-	-
09:00-09:15	B	456.23	-	-	0.00	-	-	-	-	-
09:00-09:15	C	872.56	-	-	0.00	-	-	-	-	-

Brief results for Priority Intersection streams

Stream Results

Time Segment	Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-hr)	Geometric Total Delay (Veh-hr)	Average Delay Per Arriving Vehicle (s)
07:45-08:00	B-AC	456.23	670.22	0.681	0.00	0.00	2.02	0.45	-	15.696
07:45-08:00	C-AB	149.82	645.15	0.232	0.00	0.00	0.30	0.07	-	7.232
07:45-08:00	C-A	722.74	-	-	0.00	-	-	-	-	-

07:45-08:00	A-B	36.14	-	-	0.00	-	-	-	-	-
07:45-08:00	A-C	852.23	-	-	0.00	-	-	-	-	-
08:00-08:15	B-AC	544.78	615.33	0.886	0.00	2.02	5.47	1.11	-	35.826
08:00-08:15	C-AB	178.90	584.88	0.306	0.00	0.30	0.43	0.11	-	8.690
08:00-08:15	C-A	863.02	-	-	0.00	-	-	-	-	-
08:00-08:15	A-B	43.15	-	-	0.00	-	-	-	-	-
08:00-08:15	A-C	1017.64	-	-	0.00	-	-	-	-	-
08:15-08:30	B-AC	667.22	562.46	1.186	0.00	5.47	33.69	5.00	-	145.665
08:15-08:30	C-AB	219.10	532.92	0.411	0.00	0.43	0.68	0.17	-	11.397
08:15-08:30	C-A	1056.98	-	-	0.00	-	-	-	-	-
08:15-08:30	A-B	52.85	-	-	0.00	-	-	-	-	-
08:15-08:30	A-C	1246.36	-	-	0.00	-	-	-	-	-
08:30-08:45	B-AC	667.22	562.46	1.186	0.00	33.69	60.22	11.75	-	308.619
08:30-08:45	C-AB	219.10	532.92	0.411	0.00	0.68	0.69	0.17	-	11.468
08:30-08:45	C-A	1056.98	-	-	0.00	-	-	-	-	-
08:30-08:45	A-B	52.85	-	-	0.00	-	-	-	-	-
08:30-08:45	A-C	1246.36	-	-	0.00	-	-	-	-	-
08:45-09:00	B-AC	544.78	615.16	0.886	0.00	60.22	45.14	13.17	-	312.561
08:45-09:00	C-AB	178.90	584.78	0.306	0.00	0.69	0.45	0.11	-	8.911
08:45-09:00	C-A	863.02	-	-	0.00	-	-	-	-	-
08:45-09:00	A-B	43.15	-	-	0.00	-	-	-	-	-
08:45-09:00	A-C	1017.64	-	-	0.00	-	-	-	-	-
09:00-09:15	B-AC	456.23	653.28	0.698	0.00	45.14	3.04	5.61	-	136.660
09:00-09:15	C-AB	149.82	622.29	0.241	0.00	0.45	0.32	0.08	-	7.637
09:00-09:15	C-A	722.74	-	-	0.00	-	-	-	-	-
09:00-09:15	A-B	36.14	-	-	0.00	-	-	-	-	-
09:00-09:15	A-C	852.23	-	-	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Do Something, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 Do Something, PM	2026 Do Something	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Existing Arrangement	T-Junction	Two-way	A,B,C	29.22	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A27 (E)		Major
B	B	Yapton Lane		Minor
C	C	A27 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	14.60	✓	7.00	✓	4.48	250.00	✓	40.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.96										250	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	964.120	0.095	0.240	0.151	0.343
1	B-C	934.638	0.090	0.227	-	-
1	C-B	897.091	0.218	0.218	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1040.00	100.000
B	ONE HOUR	✓	217.00	100.000
C	ONE HOUR	✓	1514.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	782.97	837.77		
16:45-17:00	B	163.37	176.60		
16:45-17:00	C	1139.82	1219.61		
17:00-17:15	A	934.94	1028.43		
17:00-17:15	B	195.08	214.59		
17:00-17:15	C	1361.05	1497.16		
17:15-17:30	A	1145.06	1259.57		
17:15-17:30	B	238.92	262.81		
17:15-17:30	C	1666.95	1833.64		
17:30-17:45	A	1145.06	1259.57		
17:30-17:45	B	238.92	262.81		
17:30-17:45	C	1666.95	1833.64		
17:45-18:00	A	934.94	1028.43		
17:45-18:00	B	195.08	214.59		
17:45-18:00	C	1361.05	1497.16		
18:00-18:15	A	782.97	861.26		
18:00-18:15	B	163.37	179.71		
18:00-18:15	C	1139.82	1253.80		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - J uncton 1 (for whole period)

	To			
		A	B	C
From	A	0.000	93.000	947.000
	B	0.000	0.000	217.000
	C	1079.000	435.000	0.000

Turning Proportions (Veh) - J uncton 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.09	0.91
	B	0.00	0.00	1.00
	C	0.71	0.29	0.00

Vehicle Mix

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

	To			
		A	B	C
From	A	1.000	1.070	1.070
	B	1.000	1.000	1.081
	C	1.070	1.070	1.000

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

	To			
		A	B	C
From	A	0.0	7.0	7.0
	B	0.0	0.0	8.1
	C	7.0	7.0	0.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages -J uncton 1 -(17:30-17:45)

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages -J uncton 1 -(18:00-18:15)

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.40	9.85	0.65	A
C-AB	0.85	38.87	4.87	E
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	163.37	162.16	0.00	698.45	0.234	0.30	6.698	A
C-AB	327.49	323.73	0.00	668.08	0.490	0.94	10.346	B
C-A	812.33	812.33	0.00	-	-	-	-	-
A-B	70.02	70.02	0.00	-	-	-	-	-
A-C	712.95	712.95	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	195.08	194.61	0.00	649.30	0.300	0.42	7.822	A
C-AB	391.06	388.27	0.00	612.32	0.639	1.64	15.357	C
C-A	970.00	970.00	0.00	-	-	-	-	-
A-B	83.61	83.61	0.00	-	-	-	-	-
A-C	851.33	851.33	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	238.92	238.03	0.00	604.18	0.395	0.64	9.807	A
C-AB	481.19	470.01	0.00	568.18	0.847	4.43	33.336	D
C-A	1185.75	1185.75	0.00	-	-	-	-	-
A-B	102.39	102.39	0.00	-	-	-	-	-
A-C	1042.67	1042.67	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	238.92	238.90	0.00	604.18	0.395	0.65	9.853	A
C-AB	481.19	479.51	0.00	568.18	0.847	4.85	38.873	E
C-A	1185.75	1185.75	0.00	-	-	-	-	-
A-B	102.39	102.39	0.00	-	-	-	-	-
A-C	1042.67	1042.67	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	195.08	195.93	0.00	649.23	0.300	0.43	7.956	A
C-AB	391.06	403.06	0.00	612.16	0.639	1.85	18.098	C
C-A	970.00	970.00	0.00	-	-	-	-	-
A-B	83.61	83.61	0.00	-	-	-	-	-
A-C	851.33	851.33	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	163.37	163.84	0.00	681.81	0.240	0.32	6.958	A
C-AB	327.49	330.68	0.00	645.22	0.508	1.06	11.557	B
C-A	812.33	812.33	0.00	-	-	-	-	-
A-B	70.02	70.02	0.00	-	-	-	-	-
A-C	712.95	712.95	0.00	-	-	-	-	-

Brief results for arms

Arm Results

Time Segment	Arm	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-hr)	Geometric Total Delay (Veh-hr)	Average Delay Per Arriving Vehicle (s)
16:45-17:00	A	782.97	-	-	0.00	-	-	-	-	-
16:45-17:00	B	163.37	-	-	0.00	-	-	-	-	-
16:45-17:00	C	1139.82	-	-	0.00	-	-	-	-	-
17:00-17:15	A	934.94	-	-	0.00	-	-	-	-	-
17:00-17:15	B	195.08	-	-	0.00	-	-	-	-	-
17:00-17:15	C	1361.05	-	-	0.00	-	-	-	-	-
17:15-17:30	A	1145.06	-	-	0.00	-	-	-	-	-
17:15-17:30	B	238.92	-	-	0.00	-	-	-	-	-
17:15-17:30	C	1666.95	-	-	0.00	-	-	-	-	-
17:30-17:45	A	1145.06	-	-	0.00	-	-	-	-	-
17:30-17:45	B	238.92	-	-	0.00	-	-	-	-	-
17:30-17:45	C	1666.95	-	-	0.00	-	-	-	-	-
17:45-18:00	A	934.94	-	-	0.00	-	-	-	-	-
17:45-18:00	B	195.08	-	-	0.00	-	-	-	-	-
17:45-18:00	C	1361.05	-	-	0.00	-	-	-	-	-
18:00-18:15	A	782.97	-	-	0.00	-	-	-	-	-
18:00-18:15	B	163.37	-	-	0.00	-	-	-	-	-
18:00-18:15	C	1139.82	-	-	0.00	-	-	-	-	-

Brief results for Priority Intersection streams

Stream Results

Time Segment	Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-hr)	Geometric Total Delay (Veh-hr)	Average Delay Per Arriving Vehicle (s)
16:45-17:00	B-AC	163.37	698.45	0.234	0.00	0.00	0.30	0.07	-	6.698
16:45-17:00	C-AB	327.49	668.08	0.490	0.00	0.00	0.94	0.23	-	10.346
16:45-17:00	C-A	812.33	-	-	0.00	-	-	-	-	-

16:45-17:00	A-B	70.02	-	-	0.00	-	-	-	-	-
16:45-17:00	A-C	712.95	-	-	0.00	-	-	-	-	-
17:00-17:15	B-AC	195.08	649.30	0.300	0.00	0.30	0.42	0.10	-	7.822
17:00-17:15	C-AB	391.06	612.32	0.639	0.00	0.94	1.64	0.40	-	15.357
17:00-17:15	C-A	970.00	-	-	0.00	-	-	-	-	-
17:00-17:15	A-B	83.61	-	-	0.00	-	-	-	-	-
17:00-17:15	A-C	851.33	-	-	0.00	-	-	-	-	-
17:15-17:30	B-AC	238.92	604.18	0.395	0.00	0.42	0.64	0.15	-	9.807
17:15-17:30	C-AB	481.19	568.18	0.847	0.00	1.64	4.43	1.00	-	33.336
17:15-17:30	C-A	1185.75	-	-	0.00	-	-	-	-	-
17:15-17:30	A-B	102.39	-	-	0.00	-	-	-	-	-
17:15-17:30	A-C	1042.67	-	-	0.00	-	-	-	-	-
17:30-17:45	B-AC	238.92	604.18	0.395	0.00	0.64	0.65	0.16	-	9.853
17:30-17:45	C-AB	481.19	568.18	0.847	0.00	4.43	4.85	1.25	-	38.873
17:30-17:45	C-A	1185.75	-	-	0.00	-	-	-	-	-
17:30-17:45	A-B	102.39	-	-	0.00	-	-	-	-	-
17:30-17:45	A-C	1042.67	-	-	0.00	-	-	-	-	-
17:45-18:00	B-AC	195.08	649.23	0.300	0.00	0.65	0.43	0.11	-	7.956
17:45-18:00	C-AB	391.06	612.16	0.639	0.00	4.85	1.85	0.49	-	18.098
17:45-18:00	C-A	970.00	-	-	0.00	-	-	-	-	-
17:45-18:00	A-B	83.61	-	-	0.00	-	-	-	-	-
17:45-18:00	A-C	851.33	-	-	0.00	-	-	-	-	-
18:00-18:15	B-AC	163.37	681.81	0.240	0.00	0.43	0.32	0.08	-	6.958
18:00-18:15	C-AB	327.49	645.22	0.508	0.00	1.85	1.06	0.27	-	11.557
18:00-18:15	C-A	812.33	-	-	0.00	-	-	-	-	-
18:00-18:15	A-B	70.02	-	-	0.00	-	-	-	-	-
18:00-18:15	A-C	712.95	-	-	0.00	-	-	-	-	-

(Default Analysis Set) - 2031 Do Nothing, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 Do Nothing, AM	2031 Do Nothing	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Existing Arrangement	T-Junction	Two-way	A,B,C	12.01	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A27 (E)		Major
B	B	Yapton Lane		Minor
C	C	A27 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	14.60	✓	7.00	✓	4.48	250.00	✓	40.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.96										250	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	964.120	0.095	0.240	0.151	0.343
1	B-C	934.638	0.090	0.227	-	-
1	C-B	897.091	0.218	0.218	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1178.00	100.000
B	ONE HOUR	✓	261.00	100.000
C	ONE HOUR	✓	1368.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	886.86	948.94		
07:45-08:00	B	196.49	212.41		
07:45-08:00	C	1029.90	1102.00		
08:00-08:15	A	1059.00	1164.90		
08:00-08:15	B	234.63	258.10		
08:00-08:15	C	1229.80	1352.78		
08:15-08:30	A	1297.00	1426.70		
08:15-08:30	B	287.37	316.10		
08:15-08:30	C	1506.20	1656.82		
08:30-08:45	A	1297.00	1426.70		
08:30-08:45	B	287.37	316.10		
08:30-08:45	C	1506.20	1656.82		
08:45-09:00	A	1059.00	1164.90		
08:45-09:00	B	234.63	258.10		
08:45-09:00	C	1229.80	1352.78		
09:00-09:15	A	886.86	975.55		
09:00-09:15	B	196.49	216.14		
09:00-09:15	C	1029.90	1132.89		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - J uncton 1 (for whole period)

		To		
From		A	B	C
	A	0.000	4.000	1174.000
	B	0.000	0.000	261.000
	C	1230.000	138.000	0.000

Turning Proportions (Veh) - J uncton 1 (for whole period)

		To		
From		A	B	C
	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.90	0.10	0.00

Vehicle Mix

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

	To			
		A	B	C
From	A	1.000	1.070	1.070
	B	1.000	1.000	1.081
	C	1.070	1.070	1.000

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

	To			
From		A	B	C
	A	0.0	7.0	7.0
	B	0.0	0.0	8.1
	C	7.0	7.0	0.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
From		A	B	C
	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
From		A	B	C
	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-A	0.52	13.37	1.06	B
C-A	0.28	9.44	0.40	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	196.49	194.84	0.00	666.06	0.295	0.41	7.614	A
C-AB	103.89	103.13	0.00	645.48	0.161	0.19	6.628	A
C-A	926.01	926.01	0.00	-	-	-	-	-
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	883.85	883.85	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	234.63	233.86	0.00	610.23	0.385	0.61	9.425	A
C-AB	124.06	123.77	0.00	585.27	0.212	0.26	7.675	A
C-A	1105.74	1105.74	0.00	-	-	-	-	-
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	1055.40	1055.40	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	287.37	285.64	0.00	556.32	0.517	1.04	13.214	B
C-AB	151.94	151.42	0.00	533.40	0.285	0.39	9.411	A
C-A	1354.26	1354.26	0.00	-	-	-	-	-
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	1292.60	1292.60	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	287.37	287.31	0.00	556.32	0.517	1.05	13.373	B
C-AB	151.94	151.93	0.00	533.40	0.285	0.40	9.437	A
C-A	1354.26	1354.26	0.00	-	-	-	-	-
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	1292.60	1292.60	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	234.63	236.30	0.00	610.15	0.385	0.64	9.673	A
C-AB	124.06	124.55	0.00	585.17	0.212	0.27	7.825	A
C-A	1105.74	1105.74	0.00	-	-	-	-	-
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	1055.40	1055.40	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	196.49	197.28	0.00	649.09	0.303	0.44	7.983	A
C-AB	103.89	104.17	0.00	622.62	0.167	0.20	6.949	A
C-A	926.01	926.01	0.00	-	-	-	-	-
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	883.85	883.85	0.00	-	-	-	-	-

Brief results for arms

Arm Results

Time Segment	Arm	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-hr)	Geometric Total Delay (Veh-hr)	Average Delay Per Arriving Vehicle (s)
07:45-08:00	A	886.86	-	-	0.00	-	-	-	-	-
07:45-08:00	B	196.49	-	-	0.00	-	-	-	-	-
07:45-08:00	C	1029.90	-	-	0.00	-	-	-	-	-
08:00-08:15	A	1059.00	-	-	0.00	-	-	-	-	-
08:00-08:15	B	234.63	-	-	0.00	-	-	-	-	-
08:00-08:15	C	1229.80	-	-	0.00	-	-	-	-	-
08:15-08:30	A	1297.00	-	-	0.00	-	-	-	-	-
08:15-08:30	B	287.37	-	-	0.00	-	-	-	-	-
08:15-08:30	C	1506.20	-	-	0.00	-	-	-	-	-
08:30-08:45	A	1297.00	-	-	0.00	-	-	-	-	-
08:30-08:45	B	287.37	-	-	0.00	-	-	-	-	-
08:30-08:45	C	1506.20	-	-	0.00	-	-	-	-	-
08:45-09:00	A	1059.00	-	-	0.00	-	-	-	-	-
08:45-09:00	B	234.63	-	-	0.00	-	-	-	-	-
08:45-09:00	C	1229.80	-	-	0.00	-	-	-	-	-
09:00-09:15	A	886.86	-	-	0.00	-	-	-	-	-
09:00-09:15	B	196.49	-	-	0.00	-	-	-	-	-
09:00-09:15	C	1029.90	-	-	0.00	-	-	-	-	-

Brief results for Priority Intersection streams

Stream Results

Time Segment	Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-hr)	Geometric Total Delay (Veh-hr)	Average Delay Per Arriving Vehicle (s)
07:45-08:00	B-AC	196.49	666.06	0.295	0.00	0.00	0.41	0.10	-	7.614
07:45-08:00	C-AB	103.89	645.48	0.161	0.00	0.00	0.19	0.05	-	6.628
07:45-08:00	C-A	926.01	-	-	0.00	-	-	-	-	-

07:45-08:00	A-B	3.01	-	-	0.00	-	-	-	-	-
07:45-08:00	A-C	883.85	-	-	0.00	-	-	-	-	-
08:00-08:15	B-AC	234.63	610.23	0.385	0.00	0.41	0.61	0.15	-	9.425
08:00-08:15	C-AB	124.06	585.27	0.212	0.00	0.19	0.26	0.07	-	7.675
08:00-08:15	C-A	1105.74	-	-	0.00	-	-	-	-	-
08:00-08:15	A-B	3.60	-	-	0.00	-	-	-	-	-
08:00-08:15	A-C	1055.40	-	-	0.00	-	-	-	-	-
08:15-08:30	B-AC	287.37	556.32	0.517	0.00	0.61	1.04	0.25	-	13.214
08:15-08:30	C-AB	151.94	533.40	0.285	0.00	0.26	0.39	0.10	-	9.411
08:15-08:30	C-A	1354.26	-	-	0.00	-	-	-	-	-
08:15-08:30	A-B	4.40	-	-	0.00	-	-	-	-	-
08:15-08:30	A-C	1292.60	-	-	0.00	-	-	-	-	-
08:30-08:45	B-AC	287.37	556.32	0.517	0.00	1.04	1.05	0.26	-	13.373
08:30-08:45	C-AB	151.94	533.40	0.285	0.00	0.39	0.40	0.10	-	9.437
08:30-08:45	C-A	1354.26	-	-	0.00	-	-	-	-	-
08:30-08:45	A-B	4.40	-	-	0.00	-	-	-	-	-
08:30-08:45	A-C	1292.60	-	-	0.00	-	-	-	-	-
08:45-09:00	B-AC	234.63	610.15	0.385	0.00	1.05	0.64	0.17	-	9.673
08:45-09:00	C-AB	124.06	585.17	0.212	0.00	0.40	0.27	0.07	-	7.825
08:45-09:00	C-A	1105.74	-	-	0.00	-	-	-	-	-
08:45-09:00	A-B	3.60	-	-	0.00	-	-	-	-	-
08:45-09:00	A-C	1055.40	-	-	0.00	-	-	-	-	-
09:00-09:15	B-AC	196.49	649.09	0.303	0.00	0.64	0.44	0.11	-	7.983
09:00-09:15	C-AB	103.89	622.62	0.167	0.00	0.27	0.20	0.05	-	6.949
09:00-09:15	C-A	926.01	-	-	0.00	-	-	-	-	-
09:00-09:15	A-B	3.01	-	-	0.00	-	-	-	-	-
09:00-09:15	A-C	883.85	-	-	0.00	-	-	-	-	-

(Default Analysis Set) - 2031 Do Nothing, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 Do Nothing, PM	2031 Do Nothing	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Existing Arrangement	T-Junction	Two-way	A,B,C	21.74	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A27 (E)		Major
B	B	Yapton Lane		Minor
C	C	A27 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	14.60	✓	7.00	✓	4.48	250.00	✓	40.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.96										250	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	964.120	0.095	0.240	0.151	0.343
1	B-C	934.638	0.090	0.227	-	-
1	C-B	897.091	0.218	0.218	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1273.00	100.000
B	ONE HOUR	✓	160.00	100.000
C	ONE HOUR	✓	1530.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	958.38	1025.47		
16:45-17:00	B	120.46	130.21		
16:45-17:00	C	1151.86	1232.49		
17:00-17:15	A	1144.40	1258.84		
17:00-17:15	B	143.84	158.22		
17:00-17:15	C	1375.44	1512.98		
17:15-17:30	A	1401.60	1541.76		
17:15-17:30	B	176.16	193.78		
17:15-17:30	C	1684.56	1853.02		
17:30-17:45	A	1401.60	1541.76		
17:30-17:45	B	176.16	193.78		
17:30-17:45	C	1684.56	1853.02		
17:45-18:00	A	1144.40	1258.84		
17:45-18:00	B	143.84	158.22		
17:45-18:00	C	1375.44	1512.98		
18:00-18:15	A	958.38	1054.22		
18:00-18:15	B	120.46	132.50		
18:00-18:15	C	1151.86	1267.05		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - J uncton 1 (for whole period)

		To		
From		A	B	C
	A	0.000	9.000	1264.000
	B	0.000	0.000	160.000
	C	1185.000	345.000	0.000

Turning Proportions (Veh) - J uncton 1 (for whole period)

		To		
From		A	B	C
	A	0.00	0.01	0.99
	B	0.00	0.00	1.00
	C	0.77	0.23	0.00

Vehicle Mix

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

	To			
		A	B	C
From	A	1.000	1.070	1.070
	B	1.000	1.000	1.081
	C	1.070	1.070	1.000

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

	To			
		A	B	C
From	A	0.0	7.0	7.0
	B	0.0	0.0	8.1
	C	7.0	7.0	0.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages -J unction 1 -(17:30-17:45)

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages -J unction 1 -(18:00-18:15)

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.33	10.08	0.49	B
C-AB	0.74	27.15	2.76	D
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	120.46	119.56	0.00	650.53	0.185	0.23	6.769	A
C-AB	259.73	256.98	0.00	629.92	0.412	0.69	9.585	A
C-A	892.13	892.13	0.00	-	-	-	-	-
A-B	6.78	6.78	0.00	-	-	-	-	-
A-C	951.61	951.61	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	143.84	143.48	0.00	591.48	0.243	0.31	7.947	A
C-AB	310.15	308.34	0.00	566.73	0.547	1.14	13.470	B
C-A	1065.29	1065.29	0.00	-	-	-	-	-
A-B	8.09	8.09	0.00	-	-	-	-	-
A-C	1136.31	1136.31	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	176.16	175.48	0.00	533.37	0.330	0.49	10.040	B
C-AB	379.87	373.94	0.00	510.66	0.744	2.63	25.288	C
C-A	1304.69	1304.69	0.00	-	-	-	-	-
A-B	9.91	9.91	0.00	-	-	-	-	-
A-C	1391.69	1391.69	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	176.16	176.15	0.00	533.37	0.330	0.49	10.077	B
C-AB	379.87	379.37	0.00	510.66	0.744	2.75	27.150	C
C-A	1304.69	1304.69	0.00	-	-	-	-	-
A-B	9.91	9.91	0.00	-	-	-	-	-
A-C	1391.69	1391.69	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	143.84	144.49	0.00	591.41	0.243	0.33	8.066	A
C-AB	310.15	316.15	0.00	566.59	0.547	1.25	14.698	B
C-A	1065.29	1065.29	0.00	-	-	-	-	-
A-B	8.09	8.09	0.00	-	-	-	-	-
A-C	1136.31	1136.31	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	120.46	120.81	0.00	633.39	0.190	0.24	7.027	A
C-AB	259.73	261.68	0.00	607.06	0.428	0.76	10.482	B
C-A	892.13	892.13	0.00	-	-	-	-	-
A-B	6.78	6.78	0.00	-	-	-	-	-
A-C	951.61	951.61	0.00	-	-	-	-	-

Brief results for arms

Arm Results

Time Segment	Arm	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-hr)	Geometric Total Delay (Veh-hr)	Average Delay Per Arriving Vehicle (s)
16:45-17:00	A	958.38	-	-	0.00	-	-	-	-	-
16:45-17:00	B	120.46	-	-	0.00	-	-	-	-	-
16:45-17:00	C	1151.86	-	-	0.00	-	-	-	-	-
17:00-17:15	A	1144.40	-	-	0.00	-	-	-	-	-
17:00-17:15	B	143.84	-	-	0.00	-	-	-	-	-
17:00-17:15	C	1375.44	-	-	0.00	-	-	-	-	-
17:15-17:30	A	1401.60	-	-	0.00	-	-	-	-	-
17:15-17:30	B	176.16	-	-	0.00	-	-	-	-	-
17:15-17:30	C	1684.56	-	-	0.00	-	-	-	-	-
17:30-17:45	A	1401.60	-	-	0.00	-	-	-	-	-
17:30-17:45	B	176.16	-	-	0.00	-	-	-	-	-
17:30-17:45	C	1684.56	-	-	0.00	-	-	-	-	-
17:45-18:00	A	1144.40	-	-	0.00	-	-	-	-	-
17:45-18:00	B	143.84	-	-	0.00	-	-	-	-	-
17:45-18:00	C	1375.44	-	-	0.00	-	-	-	-	-
18:00-18:15	A	958.38	-	-	0.00	-	-	-	-	-
18:00-18:15	B	120.46	-	-	0.00	-	-	-	-	-
18:00-18:15	C	1151.86	-	-	0.00	-	-	-	-	-

Brief results for Priority Intersection streams

Stream Results

Time Segment	Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-hr)	Geometric Total Delay (Veh-hr)	Average Delay Per Arriving Vehicle (s)
16:45-17:00	B-AC	120.46	650.53	0.185	0.00	0.00	0.23	0.05	-	6.769
16:45-17:00	C-AB	259.73	629.92	0.412	0.00	0.00	0.69	0.17	-	9.585
16:45-17:00	C-A	892.13	-	-	0.00	-	-	-	-	-

16:45-17:00	A-B	6.78	-	-	0.00	-	-	-	-	-
16:45-17:00	A-C	951.61	-	-	0.00	-	-	-	-	-
17:00-17:15	B-AC	143.84	591.48	0.243	0.00	0.23	0.31	0.08	-	7.947
17:00-17:15	C-AB	310.15	566.73	0.547	0.00	0.69	1.14	0.28	-	13.470
17:00-17:15	C-A	1065.29	-	-	0.00	-	-	-	-	-
17:00-17:15	A-B	8.09	-	-	0.00	-	-	-	-	-
17:00-17:15	A-C	1136.31	-	-	0.00	-	-	-	-	-
17:15-17:30	B-AC	176.16	533.37	0.330	0.00	0.31	0.49	0.12	-	10.040
17:15-17:30	C-AB	379.87	510.66	0.744	0.00	1.14	2.63	0.62	-	25.288
17:15-17:30	C-A	1304.69	-	-	0.00	-	-	-	-	-
17:15-17:30	A-B	9.91	-	-	0.00	-	-	-	-	-
17:15-17:30	A-C	1391.69	-	-	0.00	-	-	-	-	-
17:30-17:45	B-AC	176.16	533.37	0.330	0.00	0.49	0.49	0.12	-	10.077
17:30-17:45	C-AB	379.87	510.66	0.744	0.00	2.63	2.75	0.71	-	27.150
17:30-17:45	C-A	1304.69	-	-	0.00	-	-	-	-	-
17:30-17:45	A-B	9.91	-	-	0.00	-	-	-	-	-
17:30-17:45	A-C	1391.69	-	-	0.00	-	-	-	-	-
17:45-18:00	B-AC	143.84	591.41	0.243	0.00	0.49	0.33	0.08	-	8.066
17:45-18:00	C-AB	310.15	566.59	0.547	0.00	2.75	1.25	0.32	-	14.698
17:45-18:00	C-A	1065.29	-	-	0.00	-	-	-	-	-
17:45-18:00	A-B	8.09	-	-	0.00	-	-	-	-	-
17:45-18:00	A-C	1136.31	-	-	0.00	-	-	-	-	-
18:00-18:15	B-AC	120.46	633.39	0.190	0.00	0.33	0.24	0.06	-	7.027
18:00-18:15	C-AB	259.73	607.06	0.428	0.00	1.25	0.76	0.19	-	10.482
18:00-18:15	C-A	892.13	-	-	0.00	-	-	-	-	-
18:00-18:15	A-B	6.78	-	-	0.00	-	-	-	-	-
18:00-18:15	A-C	951.61	-	-	0.00	-	-	-	-	-

(Default Analysis Set) - 2031 Do Something, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 Do Something, AM	2031 Do Something	AM		ONE HOUR	07:45	09:15	90	15		

J uncton Network

J unctons

J uncton	Name	J uncton Type	Major Road Direction	Arm Order	J uncton Delay (s)	J uncton LOS
1	Existing Arrangement	T-J uncton	Two-way	A,B,C	12.89	3

J uncton Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A27 (E)		Major
B	B	Yapton Lane		Minor
C	C	A27 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	14.60	✓	7.00	✓	4.48	250.00	✓	40.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.96										250	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	964.120	0.095	0.240	0.151	0.343
1	B-C	934.638	0.090	0.227	-	-
1	C-B	897.091	0.218	0.218	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1179.00	100.000
B	ONE HOUR	✓	281.00	100.000
C	ONE HOUR	✓	1374.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	887.61	949.75		
07:45-08:00	B	211.55	228.69		
07:45-08:00	C	1034.42	1106.83		
08:00-08:15	A	1059.90	1165.89		
08:00-08:15	B	252.61	277.87		
08:00-08:15	C	1235.20	1358.72		
08:15-08:30	A	1298.10	1427.91		
08:15-08:30	B	309.39	340.33		
08:15-08:30	C	1512.80	1664.08		
08:30-08:45	A	1298.10	1427.91		
08:30-08:45	B	309.39	340.33		
08:30-08:45	C	1512.80	1664.08		
08:45-09:00	A	1059.90	1165.89		
08:45-09:00	B	252.61	277.87		
08:45-09:00	C	1235.20	1358.72		
09:00-09:15	A	887.61	976.37		
09:00-09:15	B	211.55	232.71		
09:00-09:15	C	1034.42	1137.86		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - J uncton 1 (for whole period)

	To			
		A	B	C
	A	0.000	5.000	1174.000
	B	0.000	0.000	281.000
From	C	1230.000	144.000	0.000

Turning Proportions (Veh) - J uncton 1 (for whole period)

	To			
		A	B	C
	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
From	C	0.90	0.10	0.00

Vehicle Mix

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

	To			
		A	B	C
From	A	1.000	1.070	1.070
	B	1.000	1.000	1.081
	C	1.070	1.070	1.000

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

	To			
		A	B	C
From	A	0.0	7.0	7.0
	B	0.0	0.0	8.1
	C	7.0	7.0	0.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - J uncton 1 - (08:30-08:45)

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - J uncton 1 - (09:00-09:15)

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.56	14.57	1.23	B
C-AB	0.30	9.61	0.42	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	211.55	209.71	0.00	666.00	0.318	0.46	7.859	A
C-AB	108.41	107.61	0.00	645.32	0.168	0.20	6.685	A
C-A	926.01	926.01	0.00	-	-	-	-	-
A-B	3.76	3.76	0.00	-	-	-	-	-
A-C	883.85	883.85	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	252.61	251.71	0.00	610.15	0.414	0.68	9.887	A
C-AB	129.45	129.15	0.00	585.08	0.221	0.28	7.767	A
C-A	1105.74	1105.74	0.00	-	-	-	-	-
A-B	4.49	4.49	0.00	-	-	-	-	-
A-C	1055.40	1055.40	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	309.39	307.28	0.00	556.23	0.556	1.21	14.338	B
C-AB	158.55	157.99	0.00	533.16	0.297	0.42	9.581	A
C-A	1354.26	1354.26	0.00	-	-	-	-	-
A-B	5.51	5.51	0.00	-	-	-	-	-
A-C	1292.60	1292.60	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	309.39	309.31	0.00	556.23	0.556	1.23	14.566	B
C-AB	158.55	158.53	0.00	533.16	0.297	0.42	9.609	A
C-A	1354.26	1354.26	0.00	-	-	-	-	-
A-B	5.51	5.51	0.00	-	-	-	-	-
A-C	1292.60	1292.60	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	252.61	254.66	0.00	610.07	0.414	0.72	10.187	B
C-AB	129.45	129.98	0.00	584.97	0.221	0.29	7.922	A
C-A	1105.74	1105.74	0.00	-	-	-	-	-
A-B	4.49	4.49	0.00	-	-	-	-	-
A-C	1055.40	1055.40	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	211.55	212.47	0.00	649.02	0.326	0.49	8.265	A
C-AB	108.41	108.71	0.00	622.45	0.174	0.21	7.013	A
C-A	926.01	926.01	0.00	-	-	-	-	-
A-B	3.76	3.76	0.00	-	-	-	-	-
A-C	883.85	883.85	0.00	-	-	-	-	-

Brief results for arms

Arm Results

Time Segment	Arm	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-hr)	Geometric Total Delay (Veh-hr)	Average Delay Per Arriving Vehicle (s)
07:45-08:00	A	887.61	-	-	0.00	-	-	-	-	-
07:45-08:00	B	211.55	-	-	0.00	-	-	-	-	-
07:45-08:00	C	1034.42	-	-	0.00	-	-	-	-	-
08:00-08:15	A	1059.90	-	-	0.00	-	-	-	-	-
08:00-08:15	B	252.61	-	-	0.00	-	-	-	-	-
08:00-08:15	C	1235.20	-	-	0.00	-	-	-	-	-
08:15-08:30	A	1298.10	-	-	0.00	-	-	-	-	-
08:15-08:30	B	309.39	-	-	0.00	-	-	-	-	-
08:15-08:30	C	1512.80	-	-	0.00	-	-	-	-	-
08:30-08:45	A	1298.10	-	-	0.00	-	-	-	-	-
08:30-08:45	B	309.39	-	-	0.00	-	-	-	-	-
08:30-08:45	C	1512.80	-	-	0.00	-	-	-	-	-
08:45-09:00	A	1059.90	-	-	0.00	-	-	-	-	-
08:45-09:00	B	252.61	-	-	0.00	-	-	-	-	-
08:45-09:00	C	1235.20	-	-	0.00	-	-	-	-	-
09:00-09:15	A	887.61	-	-	0.00	-	-	-	-	-
09:00-09:15	B	211.55	-	-	0.00	-	-	-	-	-
09:00-09:15	C	1034.42	-	-	0.00	-	-	-	-	-

Brief results for Priority Intersection streams

Stream Results

Time Segment	Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-hr)	Geometric Total Delay (Veh-hr)	Average Delay Per Arriving Vehicle (s)
07:45-08:00	B-AC	211.55	666.00	0.318	0.00	0.00	0.46	0.11	-	7.859
07:45-08:00	C-AB	108.41	645.32	0.168	0.00	0.00	0.20	0.05	-	6.685
07:45-08:00	C-A	926.01	-	-	0.00	-	-	-	-	-

07:45-08:00	A-B	3.76	-	-	0.00	-	-	-	-	-
07:45-08:00	A-C	883.85	-	-	0.00	-	-	-	-	-
08:00-08:15	B-AC	252.61	610.15	0.414	0.00	0.46	0.68	0.16	-	9.887
08:00-08:15	C-AB	129.45	585.08	0.221	0.00	0.20	0.28	0.07	-	7.767
08:00-08:15	C-A	1105.74	-	-	0.00	-	-	-	-	-
08:00-08:15	A-B	4.49	-	-	0.00	-	-	-	-	-
08:00-08:15	A-C	1055.40	-	-	0.00	-	-	-	-	-
08:15-08:30	B-AC	309.39	556.23	0.556	0.00	0.68	1.21	0.28	-	14.338
08:15-08:30	C-AB	158.55	533.16	0.297	0.00	0.28	0.42	0.10	-	9.581
08:15-08:30	C-A	1354.26	-	-	0.00	-	-	-	-	-
08:15-08:30	A-B	5.51	-	-	0.00	-	-	-	-	-
08:15-08:30	A-C	1292.60	-	-	0.00	-	-	-	-	-
08:30-08:45	B-AC	309.39	556.23	0.556	0.00	1.21	1.23	0.31	-	14.566
08:30-08:45	C-AB	158.55	533.16	0.297	0.00	0.42	0.42	0.11	-	9.609
08:30-08:45	C-A	1354.26	-	-	0.00	-	-	-	-	-
08:30-08:45	A-B	5.51	-	-	0.00	-	-	-	-	-
08:30-08:45	A-C	1292.60	-	-	0.00	-	-	-	-	-
08:45-09:00	B-AC	252.61	610.07	0.414	0.00	1.23	0.72	0.19	-	10.187
08:45-09:00	C-AB	129.45	584.97	0.221	0.00	0.42	0.29	0.07	-	7.922
08:45-09:00	C-A	1105.74	-	-	0.00	-	-	-	-	-
08:45-09:00	A-B	4.49	-	-	0.00	-	-	-	-	-
08:45-09:00	A-C	1055.40	-	-	0.00	-	-	-	-	-
09:00-09:15	B-AC	211.55	649.02	0.326	0.00	0.72	0.49	0.13	-	8.265
09:00-09:15	C-AB	108.41	622.45	0.174	0.00	0.29	0.21	0.05	-	7.013
09:00-09:15	C-A	926.01	-	-	0.00	-	-	-	-	-
09:00-09:15	A-B	3.76	-	-	0.00	-	-	-	-	-
09:00-09:15	A-C	883.85	-	-	0.00	-	-	-	-	-

(Default Analysis Set) - 2031 Do Something, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2031 Do Something, PM	2031 Do Something	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Existing Arrangement	T-Junction	Two-way	A,B,C	24.40	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A27 (E)		Major
B	B	Yapton Lane		Minor
C	C	A27 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	14.60	✓	7.00	✓	4.48	250.00	✓	40.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.96										250	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	964.120	0.095	0.240	0.151	0.343
1	B-C	934.638	0.090	0.227	-	-
1	C-B	897.091	0.218	0.218	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1276.00	100.000
B	ONE HOUR	✓	169.00	100.000
C	ONE HOUR	✓	1545.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (Veh/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (Veh/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	960.64	1027.88		
16:45-17:00	B	127.23	137.54		
16:45-17:00	C	1163.16	1244.58		
17:00-17:15	A	1147.10	1261.81		
17:00-17:15	B	151.93	167.12		
17:00-17:15	C	1388.92	1527.82		
17:15-17:30	A	1404.90	1545.39		
17:15-17:30	B	186.07	204.68		
17:15-17:30	C	1701.08	1871.18		
17:30-17:45	A	1404.90	1545.39		
17:30-17:45	B	186.07	204.68		
17:30-17:45	C	1701.08	1871.18		
17:45-18:00	A	1147.10	1261.81		
17:45-18:00	B	151.93	167.12		
17:45-18:00	C	1388.92	1527.82		
18:00-18:15	A	960.64	1056.70		
18:00-18:15	B	127.23	139.96		
18:00-18:15	C	1163.16	1279.47		

Turning Proportions

Turning Counts / Proportions (Veh/hr) - J uncton 1 (for whole period)

	To			
		A	B	C
	A	0.000	12.000	1264.000
	B	0.000	0.000	169.000
From	C	1185.000	360.000	0.000

Turning Proportions (Veh) - J uncton 1 (for whole period)

	To			
		A	B	C
	A	0.00	0.01	0.99
	B	0.00	0.00	1.00
From	C	0.77	0.23	0.00

Vehicle Mix

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

	To			
		A	B	C
From	A	1.000	1.070	1.070
	B	1.000	1.000	1.081
	C	1.070	1.070	1.000

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

	To			
		A	B	C
From	A	0.0	7.0	7.0
	B	0.0	0.0	8.1
	C	7.0	7.0	0.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - J uncton 1 - (17:30-17:45)

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

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

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

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

	To			
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - J uncton 1 - (18:00-18:15)

	To			
		A	B	C
From	A	10.0	10.0	10.0
	B	10.0	10.0	10.0
	C	10.0	10.0	10.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.35	10.37	0.53	B
C-AB	0.78	31.00	3.26	D
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	127.23	126.27	0.00	650.33	0.196	0.24	6.857	A
C-AB	271.03	268.06	0.00	629.43	0.431	0.74	9.885	A
C-A	892.13	892.13	0.00	-	-	-	-	-
A-B	9.03	9.03	0.00	-	-	-	-	-
A-C	951.61	951.61	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	151.93	151.54	0.00	591.24	0.257	0.34	8.094	A
C-AB	323.63	321.59	0.00	566.15	0.572	1.25	14.194	B
C-A	1065.29	1065.29	0.00	-	-	-	-	-
A-B	10.79	10.79	0.00	-	-	-	-	-
A-C	1136.31	1136.31	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	186.07	185.32	0.00	533.08	0.349	0.53	10.329	B
C-AB	396.47	389.21	0.00	510.02	0.777	3.07	28.232	C
C-A	1304.60	1304.60	0.00	-	-	-	-	-
A-B	13.21	13.21	0.00	-	-	-	-	-
A-C	1391.69	1391.69	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	186.07	186.05	0.00	533.08	0.349	0.53	10.371	B
C-AB	396.47	395.74	0.00	510.02	0.777	3.25	31.001	C
C-A	1304.60	1304.60	0.00	-	-	-	-	-
A-B	13.21	13.21	0.00	-	-	-	-	-
A-C	1391.69	1391.69	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	151.93	152.65	0.00	591.17	0.257	0.35	8.224	A
C-AB	323.63	331.11	0.00	566.00	0.572	1.38	15.777	C
C-A	1065.29	1065.29	0.00	-	-	-	-	-
A-B	10.79	10.79	0.00	-	-	-	-	-
A-C	1136.31	1136.31	0.00	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	127.23	127.62	0.00	633.19	0.201	0.25	7.125	A
C-AB	271.03	273.27	0.00	606.57	0.447	0.82	10.873	B
C-A	892.13	892.13	0.00	-	-	-	-	-
A-B	9.03	9.03	0.00	-	-	-	-	-
A-C	951.61	951.61	0.00	-	-	-	-	-

Brief results for arms

Arm Results

Time Segment	Arm	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-hr)	Geometric Total Delay (Veh-hr)	Average Delay Per Arriving Vehicle (s)
16:45-17:00	A	960.64	-	-	0.00	-	-	-	-	-
16:45-17:00	B	127.23	-	-	0.00	-	-	-	-	-
16:45-17:00	C	1163.16	-	-	0.00	-	-	-	-	-
17:00-17:15	A	1147.10	-	-	0.00	-	-	-	-	-
17:00-17:15	B	151.93	-	-	0.00	-	-	-	-	-
17:00-17:15	C	1388.92	-	-	0.00	-	-	-	-	-
17:15-17:30	A	1404.90	-	-	0.00	-	-	-	-	-
17:15-17:30	B	186.07	-	-	0.00	-	-	-	-	-
17:15-17:30	C	1701.08	-	-	0.00	-	-	-	-	-
17:30-17:45	A	1404.90	-	-	0.00	-	-	-	-	-
17:30-17:45	B	186.07	-	-	0.00	-	-	-	-	-
17:30-17:45	C	1701.08	-	-	0.00	-	-	-	-	-
17:45-18:00	A	1147.10	-	-	0.00	-	-	-	-	-
17:45-18:00	B	151.93	-	-	0.00	-	-	-	-	-
17:45-18:00	C	1388.92	-	-	0.00	-	-	-	-	-
18:00-18:15	A	960.64	-	-	0.00	-	-	-	-	-
18:00-18:15	B	127.23	-	-	0.00	-	-	-	-	-
18:00-18:15	C	1163.16	-	-	0.00	-	-	-	-	-

Brief results for Priority Intersection streams

Stream Results

Time Segment	Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-hr)	Geometric Total Delay (Veh-hr)	Average Delay Per Arriving Vehicle (s)
16:45-17:00	B-AC	127.23	650.33	0.196	0.00	0.00	0.24	0.06	-	6.857
16:45-17:00	C-AB	271.03	629.43	0.431	0.00	0.00	0.74	0.18	-	9.885
16:45-17:00	C-A	892.13	-	-	0.00	-	-	-	-	-

16:45-17:00	A-B	9.03	-	-	0.00	-	-	-	-	-
16:45-17:00	A-C	951.61	-	-	0.00	-	-	-	-	-
17:00-17:15	B-AC	151.93	591.24	0.257	0.00	0.24	0.34	0.08	-	8.094
17:00-17:15	C-AB	323.63	566.15	0.572	0.00	0.74	1.25	0.31	-	14.194
17:00-17:15	C-A	1065.29	-	-	0.00	-	-	-	-	-
17:00-17:15	A-B	10.79	-	-	0.00	-	-	-	-	-
17:00-17:15	A-C	1136.31	-	-	0.00	-	-	-	-	-
17:15-17:30	B-AC	186.07	533.08	0.349	0.00	0.34	0.53	0.13	-	10.329
17:15-17:30	C-AB	396.47	510.02	0.777	0.00	1.25	3.07	0.72	-	28.232
17:15-17:30	C-A	1304.60	-	-	0.00	-	-	-	-	-
17:15-17:30	A-B	13.21	-	-	0.00	-	-	-	-	-
17:15-17:30	A-C	1391.69	-	-	0.00	-	-	-	-	-
17:30-17:45	B-AC	186.07	533.08	0.349	0.00	0.53	0.53	0.13	-	10.371
17:30-17:45	C-AB	396.47	510.02	0.777	0.00	3.07	3.25	0.84	-	31.001
17:30-17:45	C-A	1304.60	-	-	0.00	-	-	-	-	-
17:30-17:45	A-B	13.21	-	-	0.00	-	-	-	-	-
17:30-17:45	A-C	1391.69	-	-	0.00	-	-	-	-	-
17:45-18:00	B-AC	151.93	591.17	0.257	0.00	0.53	0.35	0.09	-	8.224
17:45-18:00	C-AB	323.63	566.00	0.572	0.00	3.25	1.38	0.36	-	15.777
17:45-18:00	C-A	1065.29	-	-	0.00	-	-	-	-	-
17:45-18:00	A-B	10.79	-	-	0.00	-	-	-	-	-
17:45-18:00	A-C	1136.31	-	-	0.00	-	-	-	-	-
18:00-18:15	B-AC	127.23	633.19	0.201	0.00	0.35	0.25	0.07	-	7.125
18:00-18:15	C-AB	271.03	606.57	0.447	0.00	1.38	0.82	0.21	-	10.873
18:00-18:15	C-A	892.13	-	-	0.00	-	-	-	-	-
18:00-18:15	A-B	9.03	-	-	0.00	-	-	-	-	-
18:00-18:15	A-C	951.61	-	-	0.00	-	-	-	-	-