

ARCADY 7

Version: 7.1.1.245 [8th June 2011]

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File: P:\14-111 - Land West of Bisham Road, Yapton\Trans\Arcady\GLEESONS 250 Units\Main Rd-Canal Rd-Main Rd\Main Rd-Canal Rd-Main Rd GLEESON 250.arc7

Report generation date: 07/12/2017 15:09:20

Summary of roundabout performance

AM				PM			
	Queue (Veh)	Delay (min)	RFC LOS		Queue (Veh)	Delay (min)	RFC LOS
(Default Analysis Set) - 2022 Base + Dev							
Arm A	2.75	0.00	0.73 A		0.55	0.00	0.36 A
Arm B	1.44	0.01	0.59 A		0.16	0.00	0.14 A
Arm C	0.41	0.00	0.29 A		1.59	0.00	0.61 A
(Default Analysis Set) - 2031 Base + Dev							
Arm A	3.54	0.00	0.78 A		0.60	0.00	0.38 A
Arm B	3.06	0.02	0.75 A		0.17	0.00	0.15 A
Arm C	0.45	0.00	0.31 A		1.89	0.00	0.65 A

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

2022 Base + Dev - AM runs from 07:30:00 to 09:00:00

2022 Base + Dev - PM runs from 16:45:00 to 18:15:00

2031 Base + Dev - AM runs from 07:30:00 to 09:00:00

2031 Base + Dev - PM runs from 16:45:00 to 18:15:00

File summary

File Description

Title	Main Rd-Canal Rd-Main Rd
Location	Yapton
Site Number	
Date	18/12/2015
Version	
Status	Completed
Identifier	
Client	Gleeson
Jobnumber	14-110
Enumerator	msherdan [BAS-ODYSSEY-03]
Description	

Analysis Options

RFC Threshold	Vehicle Length (m)	Do Queue Variations
0.65	5.75	

Sorting and Display

Show Arm Names	Arm Grouping	Sorting Direction	Sorting Type	Data Matrix Style	Time Style
	Order	Ascending	Numerical	By Destination	Absolute Time

Units

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

A1 - (Default Analysis Set) - D3 - 2022 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include In Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2022 Base + Dev, AM	2022 Base + Dev	AM			Yes			07:30	09:00	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1 (unfiled)	A,B,C	Mini-roundabout				

Roundabout Network Options

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

Arms

Arms

ID	Name	Description
A	B2233 Main Rd NB	
B	Canal Road	
C	B2233 Main Road SB	

Capacity Options

Arm	Minimum Capacity (PCU/min)	Maximum Capacity (PCU/min)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	1666.65		0.00
B	0.00	1666.65		0.00
C	0.00	1666.65		0.00

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
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A	3.00	3.00	4.10	5.00	11.50	6.30	0.00
B	3.20	3.00	6.50	5.00	9.50	6.80	0.00
C	3.30	3.30	3.40	0.50	18.00	17.00	0.00

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/min)	Final Slope	Final Intercept (PCU/min)
A	Yes	0.50	1750.00	0.500	1750.000
B	Yes	0.50	850.00	0.500	850.000
C	Yes	0.50	1500.00	0.500	1500.000

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)	PHF
A	ONE HOUR	Yes	1098.00	100.000	N/A
B	ONE HOUR	Yes	130.00	100.000	N/A
C	ONE HOUR	Yes	387.00	100.000	N/A

Turning Proportions

Turning Counts or Proportions (Veh/min) - Roundabout 1 (for whole period)

	To		
	A	B	C
From A	0.000	10.000	1088.000
From B	19.000	0.000	111.000
From C	383.000	24.000	0.000

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

	To		
	A	B	C
From A	0.00	0.01	0.99
From B	0.15	0.00	0.85
From C	0.94	0.06	0.00

Vehicle Mix

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

	To		
	A	B	C
From	A 1.000	1.100	1.010
	B 1.080	1.000	1.000
	C 1.020	1.000	1.000

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

	To		
	A	B	C
From	A 0.000	10.000	1.000
	B 0.000	0.000	0.000
	C 2.000	0.000	0.000

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Total Demand (Veh/min)	Total Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Queueing Total Delay (Veh-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/min)
A	0.73	0.00	2.75	A	1007.54	90678.93	157.19	0.00	1.75	157.19	0.00	0.500	1750.000
B	0.59	0.01	1.44	A	119.29	10738.15	66.81	0.01	0.74	66.81	0.01	0.500	850.000
C	0.29	0.00	0.41	A	355.12	31960.61	29.15	0.00	0.32	29.15	0.00	0.500	1500.000

Overview: Mini-roundabout Geometry

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Entry width (m)	Effective flare length (m)	Minimum approach road half-width (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island	Final Slope	Final Intercept (PCU/min)
A	3.00	4.10	5.00	3.00	11.50	6.30	0.00		0.500	1750.000
B	3.20	6.50	5.00	3.00	9.50	8.80	0.00		0.500	850.000
C	3.30	3.40	0.50	3.30	18.00	17.00	0.00		0.500	1500.000

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (Veh/min)	Capacity (Veh/min)	RFC	Pedestrian Demand (Ped/min)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-min)	Geometric Total Delay (Veh-min)	Average Delay Per Arriving Vehicle (min)
1	A	826.63	1648.81	0.501	0.00	0.00	1.01	15.06	(0.02)	0.001
1	B	97.87	431.34	0.227	0.00	0.00	0.29	4.39	(0.02)	0.003
1	C	291.35	1484.80	0.199	0.00	0.00	0.25	3.72	(0.02)	0.001
2	A	987.08	1648.81	0.599	0.00	1.01	1.49	22.33	(0.02)	0.001
2	B	115.87	351.97	0.332	0.00	0.29	0.50	7.43	(0.02)	0.004
2	C	347.90	1483.33	0.238	0.00	0.25	0.31	4.68	(0.02)	0.001
3	A	1208.92	1648.81	0.733	0.00	1.49	2.75	41.07	(0.02)	0.002
3	B	143.13	242.27	0.591	0.00	0.50	1.44	21.45	(0.02)	0.010
3	C	428.09	1481.29	0.292	0.00	0.31	0.41	6.17	(0.02)	0.001
4	A	1208.92	1648.81	0.733	0.00	2.75	2.75	41.21	(0.02)	0.002

4	B	143.13	242.22	0.591	0.00	1.44	1.44	21.54	(0.02)	0.010
4	C	428.09	1461.29	0.292	0.00	0.41	0.41	8.17	(0.02)	0.001
5	A	987.09	1548.81	0.599	0.00	2.75	1.49	22.42	(0.02)	0.001
5	B	115.87	351.91	0.332	0.00	1.44	0.50	7.49	(0.02)	0.004
5	C	347.90	1463.32	0.238	0.00	0.41	0.31	4.88	(0.02)	0.001
6	A	828.63	1548.81	0.501	0.00	1.49	1.01	15.10	(0.02)	0.001
6	B	97.87	431.29	0.227	0.00	0.50	0.29	4.41	(0.02)	0.003
6	C	291.35	1464.80	0.199	0.00	0.31	0.25	3.73	(0.02)	0.001

A1 - (Default Analysis Set) - D6 - 2022 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include in Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2022 Base + Dev, PM	2022 Base + Dev	PM			Yes			16:45	18:15	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1 (untitled)	A,B,C	Mini-roundabout				

Roundabout Network Options

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

Arms

Arms

ID	Name	Description
A	B2233 Main Rd NB	
B	Canal Road	
C	B2233 Main Road SB	

Capacity Options

Arm	Minimum Capacity (PCU/min)	Maximum Capacity (PCU/min)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	1566.65		0.00
B	0.00	1566.65		0.00
C	0.00	1566.65		0.00

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	3.00	3.00	4.10	5.00	11.50	6.30	0.00	
B	3.20	3.00	6.50	5.00	9.50	8.80	0.00	
C	3.30	3.30	3.40	0.50	16.00	17.00	0.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/min)	Final Slope	Final Intercept (PCU/min)
A	Yes	0.50	1750.00	0.500	1750.000
B	Yes	0.50	850.00	0.500	850.000
C	Yes	0.50	1500.00	0.500	1500.000

The slope and intercept shown above include any corrections and adjustments

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling factor (%)	PHF
A	ONE HOUR	Yes	529.00	100.000	N/A
B	ONE HOUR	Yes	72.00	100.000	N/A
C	ONE HOUR	Yes	819.00	100.000	N/A

Turning Proportions

Turning Counts or Proportions (Veh/min) - Roundabout 1 (for whole period)

		To		
From		A	B	C
	A	0.000	44.000	485.000
	B	28.000	0.000	44.000
	C	758.000	63.000	0.000

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

	To
--	----

		A	B	C
From	A	0.00	0.00	0.92
	B	0.39	0.00	0.81
	C	0.92	0.00	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.020
	B	1.000	1.000	1.000
	C	1.010	1.020	1.000

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	2.000
	B	0.000	0.000	0.000
	C	1.000	2.000	0.000

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Total Demand (Veh/min)	Total Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Queueing Total Delay (Veh-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/min)
A	0.36	0.00	0.55	A	485.42	43687.62	38.50	0.00	0.43	38.50	0.00	0.500	1750.000
B	0.14	0.00	0.18	A	66.07	5946.16	10.89	0.00	0.12	10.89	0.00	0.500	850.000
C	0.81	0.00	1.59	A	751.53	67637.53	99.28	0.00	1.10	99.28	0.00	0.500	1500.000

Overview: Mini-roundabout Geometry

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Entry width (m)	Effective flare length (m)	Minimum approach road half-width (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island	Final Slope	Final Intercept (PCU/min)
A	3.00	4.10	5.00	3.00	11.50	6.30	0.00		0.500	1750.000
B	3.20	6.50	5.00	3.00	9.50	8.80	0.00		0.500	850.000
C	3.30	3.40	0.50	3.30	18.00	17.00	0.00		0.500	1500.000

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (Veh/min)	Capacity (Veh/min)	RFC	Pedestrian Demand (Ped/min)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-min)	Geometric Total Delay (Veh-min)	Average Delay Per Arriving Vehicle (min)
1	A	398.26	1636.63	0.243	0.00	0.00	0.32	4.82	(0.02)	0.001
1	B	54.21	663.79	0.082	0.00	0.00	0.09	1.33	(0.02)	0.002
1	C	616.59	1473.59	0.418	0.00	0.00	0.72	10.78	(0.02)	0.001
2	A	475.56	1636.63	0.291	0.00	0.32	0.41	6.14	(0.02)	0.001
2	B	64.73	627.64	0.103	0.00	0.09	0.11	1.72	(0.02)	0.002
2	C	738.36	1471.57	0.500	0.00	0.72	1.00	15.00	(0.02)	0.001

3	A	582.44	1636.63	0.356	0.00	0.41	0.55	8.28	(0.02)	0.001
3	B	79.27	577.67	0.137	0.00	0.11	0.16	2.38	(0.02)	0.002
3	C	901.74	1488.77	0.614	0.00	1.00	1.59	23.80	(0.02)	0.002
4	A	582.44	1636.63	0.356	0.00	0.55	0.55	8.29	(0.02)	0.001
4	B	79.27	577.66	0.137	0.00	0.16	0.16	2.39	(0.02)	0.002
4	C	901.74	1488.77	0.614	0.00	1.59	1.59	23.85	(0.02)	0.002
5	A	475.56	1636.63	0.291	0.00	0.55	0.41	6.15	(0.02)	0.001
5	B	64.73	627.63	0.103	0.00	0.16	0.12	1.73	(0.02)	0.002
5	C	738.26	1471.56	0.500	0.00	1.59	1.00	15.04	(0.02)	0.001
6	A	398.26	1636.63	0.243	0.00	0.41	0.32	4.83	(0.02)	0.001
6	B	54.21	663.78	0.082	0.00	0.12	0.09	1.34	(0.02)	0.002
6	C	616.59	1473.59	0.418	0.00	1.00	0.72	10.80	(0.02)	0.001

A1 - (Default Analysis Set) - D7 - 2031 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include in Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2031 Base + Dev, AM	2031 Base + Dev	AM			Yes			07:30	09:00	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1 (untitled)	A,B,C		Mini-roundabout			

Roundabout Network Options

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

Arms

Arms

ID	Name	Description
A	B2233 Main Rd NB	
B	Canal Road	
C	B2233 Main Road SB	

Capacity Options

Arm	Minimum Capacity (PCU/min)	Maximum Capacity (PCU/min)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	1666.65		0.00
B	0.00	1666.65		0.00
C	0.00	1666.65		0.00

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	3.00	3.00	4.10	5.00	11.50	6.30	0.00	
B	3.20	3.00	6.50	5.00	8.50	8.80	0.00	
C	3.30	3.30	3.40	0.50	18.00	17.00	0.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/min)	Final Slope	Final Intercept (PCU/min)
A	Yes	0.50	1750.00	0.500	1750.000
B	Yes	0.50	850.00	0.500	850.000
C	Yes	0.50	1500.00	0.500	1500.000

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)	PHF
A	ONE HOUR	Yes	1166.00	100.000	N/A
B	ONE HOUR	Yes	140.00	100.000	N/A
C	ONE HOUR	Yes	414.00	100.000	N/A

Turning Proportions

Turning Counts or Proportions (Veh/min) - Roundabout 1 (for whole period)

	To		
	A	B	C
A	0.000	11.000	1157.000

From	B	20.000	0.000	120.000
	C	388.000	28.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.14	0.00	0.86
	C	0.94	0.05	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.100	1.010
	B	1.080	1.000	1.000
	C	1.020	1.000	1.000

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	1.000
	B	0.000	0.000	0.000
	C	2.000	0.000	0.000

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Total Demand (Veh/min)	Total Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Queueing Total Delay (Veh-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/min)
A	0.78	0.00	3.54	A	1071.77	96459.72	192.93	0.00	2.14	192.94	0.00	0.500	1750.000
B	0.75	0.02	3.08	A	126.47	11561.96	120.57	0.01	1.34	120.57	0.01	0.500	850.000
C	0.31	0.00	0.45	A	379.90	34190.56	31.95	0.00	0.36	31.95	0.00	0.500	1500.000

Overview: Mini-roundabout Geometry

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Entry width (m)	Effective flare length (m)	Minimum approach road half-width (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island	Final Slope	Final Intercept (PCU/min)
A	3.00	4.10	5.00	3.00	11.50	6.30	0.00		0.500	1750.000
B	3.20	6.50	5.00	3.00	9.50	8.80	0.00		0.500	850.000
C	3.30	3.40	0.50	3.30	18.00	17.00	0.00		0.500	1500.000

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (Veh/min)	Capacity (Veh/min)	RFC	Pedestrian Demand (Ped/min)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-min)	Geometric Total Delay (Veh-min)	Average Delay Per Arriving Vehicle (min)
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1	A	879.33	1648.76	0.533	0.00	0.00	1.14	17.12	(0.02)	0.001
1	B	105.40	405.52	0.260	0.00	0.00	0.35	5.28	(0.02)	0.003
1	C	311.69	1484.43	0.213	0.00	0.00	0.27	4.05	(0.02)	0.001
2	A	1050.01	1648.76	0.637	0.00	1.14	1.75	26.25	(0.02)	0.002
2	B	125.86	321.09	0.392	0.00	0.35	0.64	9.63	(0.02)	0.005
2	C	372.18	1482.88	0.254	0.00	0.27	0.34	5.12	(0.02)	0.001
3	A	1285.99	1648.76	0.780	0.00	1.75	3.54	52.89	(0.02)	0.003
3	B	154.14	204.41	0.754	0.00	0.64	3.05	44.81	(0.02)	0.020
3	C	455.82	1480.75	0.312	0.00	0.34	0.45	6.80	(0.02)	0.001
4	A	1285.99	1648.76	0.780	0.00	3.54	3.54	53.14	(0.02)	0.003
4	B	154.14	204.35	0.754	0.00	3.05	3.05	45.85	(0.02)	0.020
4	C	455.82	1480.73	0.312	0.00	0.45	0.45	6.80	(0.02)	0.001
5	A	1050.01	1648.76	0.637	0.00	3.54	1.75	26.37	(0.02)	0.002
5	B	125.86	321.01	0.392	0.00	3.05	0.65	9.74	(0.02)	0.005
5	C	372.18	1482.88	0.254	0.00	0.45	0.34	5.12	(0.02)	0.001
6	A	879.33	1648.76	0.533	0.00	1.75	1.14	17.17	(0.02)	0.001
6	B	105.40	405.46	0.260	0.00	0.65	0.35	5.28	(0.02)	0.003
6	C	311.68	1484.42	0.213	0.00	0.34	0.27	4.06	(0.02)	0.001

A1 - (Default Analysis Set) - D8 - 2031 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Include in Report	Use Specific Demand Set	Demand Set	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)		Yes		(D1)		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Locked	Run Automatically	Use Relationship	Relationship	Start Time (HH:mm)	Finish Time (HH:mm)	Time Period Length (min)	Time Segment Length (min)	Traffic Profile Type
2031 Base + Dev, PM	2031 Base + Dev	PM			Yes			16:45	18:15	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1 (untitled)	A,B,C	Mini-roundabout				

Roundabout Network Options

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

Arms

Arms

ID	Name	Description
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Arm	Approach	Approach Direction
A	B2233 Main Rd NB	
B	Canal Road	
C	B2233 Main Road SB	

Capacity Options

Arm	Minimum Capacity (PCU/min)	Maximum Capacity (PCU/min)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	1666.65		0.00
B	0.00	1666.65		0.00
C	0.00	1666.65		0.00

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	3.00	3.00	4.10	5.00	11.50	6.30	0.00	
B	3.20	3.00	6.50	5.00	9.50	8.80	0.00	
C	3.30	3.30	3.40	0.50	18.00	17.00	0.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/min)	Final Slope	Final Intercept (PCU/min)
A	Yes	0.50	1750.00	0.500	1750.000
B	Yes	0.50	650.00	0.500	650.000
C	Yes	0.50	1500.00	0.500	1500.000

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)	PHF
A	ONE HOUR	Yes	580.00	100.000	N/A
B	ONE HOUR	Yes	75.00	100.000	N/A
C	ONE HOUR	Yes	872.00	100.000	N/A

Turning Proportions

Turning Counts or Proportions (Veh/min) - Roundabout 1 (for whole period)

	To		
	A	B	C
From	A	0.000	47.000
	B	28.000	0.000
	C	304.000	68.000

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

	To		
	A	B	C
From	A	0.00	0.68
	B	0.37	0.00
	C	0.92	0.00

Vehicle Mix

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

	To		
	A	B	C
From	A	1.000	1.000
	B	1.000	1.000
	C	1.010	1.020

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

	To		
	A	B	C
From	A	0.000	0.000
	B	0.000	0.000
	C	1.000	2.000

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Total Demand (Veh/min)	Total Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Queueing Total Delay (Veh-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/min)
A	0.38	0.00	0.60	A	513.87	46247.99	41.85	0.00	0.47	41.85	0.00	0.500	1750.000
B	0.15	0.00	0.17	A	68.82	6193.92	11.70	0.00	0.13	11.70	0.00	0.500	850.000
C	0.65	0.00	1.89	A	800.16	72014.81	114.85	0.00	1.26	114.85	0.00	0.500	1500.000

Overview: Mini-roundabout Geometry

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Entry width (m)	Effective flare length (m)	Minimum approach road half-width (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island	Final Slope	Final Intercept (PCU/min)
A	3.00	4.10	5.00	3.00	11.50	5.30	0.00		0.500	1750.000
B	3.20	6.50	5.00	3.00	9.50	8.80	0.00		0.500	850.000
C	3.30	3.40	0.50	3.30	18.00	17.00	0.00		0.500	1500.000

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (Veh/min)	Capacity (Veh/min)	RFC	Pedestrian Demand (Ped/min)	Start Queue (Veh)	End Queue (Veh)	Queueing Total Delay (Veh-min)	Geometric Total Delay (Veh-min)	Average Delay Per Arriving Vehicle (min)
1	A	421.50	1536.67	0.258	0.00	0.00	0.35	5.20	(0.02)	0.001
1	B	58.46	653.04	0.086	0.00	0.00	0.09	1.42	(0.02)	0.002
1	C	658.49	1473.56	0.446	0.00	0.00	0.80	12.04	(0.02)	0.001
2	A	503.43	1536.67	0.308	0.00	0.35	0.44	8.66	(0.02)	0.001
2	B	67.42	614.80	0.110	0.00	0.09	0.12	1.85	(0.02)	0.002
2	C	783.91	1471.55	0.533	0.00	0.80	1.14	17.07	(0.02)	0.001
3	A	616.57	1536.67	0.377	0.00	0.44	0.60	9.06	(0.02)	0.001
3	B	82.58	581.94	0.147	0.00	0.12	0.17	2.58	(0.02)	0.002
3	C	960.09	1468.75	0.654	0.00	1.14	1.89	26.24	(0.02)	0.002
4	A	616.57	1536.67	0.377	0.00	0.60	0.60	9.07	(0.02)	0.001
4	B	82.58	581.94	0.147	0.00	0.17	0.17	2.58	(0.02)	0.002
4	C	960.09	1468.75	0.654	0.00	1.89	1.89	28.30	(0.02)	0.002
5	A	503.43	1536.67	0.308	0.00	0.60	0.44	8.67	(0.02)	0.001
5	B	67.42	614.80	0.110	0.00	0.17	0.12	1.85	(0.02)	0.002
5	C	783.91	1471.55	0.533	0.00	1.89	1.14	17.13	(0.02)	0.001
6	A	421.60	1536.67	0.258	0.00	0.44	0.35	5.21	(0.02)	0.001
6	B	58.46	653.03	0.086	0.00	0.12	0.09	1.42	(0.02)	0.002
6	C	658.49	1473.57	0.446	0.00	1.14	0.80	12.07	(0.02)	0.001