

Overview: Time Segment Results

Time Segment Results

Time Segment	Arm	Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (PCU)	End Queue (PCU)	Queueing Total Delay (PCU-min)	Geometric Total Delay (PCU-min)	Average Delay Per Arriving Vehicle (min)
1	1	297.38	905.93	0.328	0.00	0.00	0.50	7.25	(0.02)	0.101
1	2	234.89	1312.44	0.179	0.00	0.00	0.23	3.33	(0.02)	0.058
1	3	680.78	1078.68	0.557	0.00	0.00	1.25	17.81	(0.02)	0.125
2	1	355.10	887.21	0.400	0.00	0.58	0.68	9.95	(0.02)	0.116
2	2	280.48	1280.97	0.219	0.00	0.23	0.29	4.30	(0.02)	0.083
2	3	717.39	1067.71	0.672	0.00	1.25	2.02	28.51	(0.02)	0.171
3	1	434.90	862.88	0.504	0.00	0.68	1.03	14.69	(0.02)	0.144
3	2	343.52	1238.76	0.277	0.00	0.29	0.40	5.86	(0.02)	0.070
3	3	878.61	1052.80	0.835	0.00	2.02	4.57	59.94	(0.02)	0.314
4	1	434.90	861.43	0.505	0.00	1.03	1.05	15.61	(0.02)	0.146
4	2	343.52	1238.04	0.277	0.00	0.40	0.40	5.99	(0.02)	0.070
4	3	878.61	1052.70	0.835	0.00	4.57	4.82	70.74	(0.02)	0.344
5	1	355.10	885.05	0.401	0.00	1.05	0.70	10.90	(0.02)	0.118
5	2	280.48	1279.85	0.219	0.00	0.40	0.29	4.49	(0.02)	0.083
5	3	717.39	1067.55	0.672	0.00	4.82	2.15	35.19	(0.02)	0.185
6	1	297.38	904.60	0.328	0.00	0.70	0.51	7.89	(0.02)	0.103
6	2	234.89	1310.97	0.179	0.00	0.29	0.23	3.49	(0.02)	0.058
6	3	680.78	1078.41	0.557	0.00	2.15	1.30	20.47	(0.02)	0.130

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			07:45	09:15	90	15	ONE HOUR

Roundabout Network

Roundabout Type(s)

ID	Name	Arm Order	Roundabout Type	Grade Separated	Large Roundabout	Do Geometric Delay
1 (untitled)		1,2,3	Mini-roundabout			

Roundabout Network Options

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

Arms

Arms

ID	Name	Description
1	B2233 Burnell Road	
2	B2132 Blissham Road	
3	B2233 Main Road	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		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
1	2.90	2.90	4.10	5.00	11.50	6.30	0.00	
2	3.20	3.00	6.50	10.00	9.50	8.80	0.00	
3	3.30	3.30	3.40	0.50	18.00	17.00	0.00	

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Arm Slope/ Intercept and Capacity

Slope and Intercept used in model

Arm	Enter Directly	Slope	Intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1	Yes	0.50	1000.00	0.500	1000.000
2	Yes	0.50	1050.00	0.500	1050.000
3		((calculated))	((calculated))	0.651	907.361

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
1	None	N/A	N/A	N/A
2	Percentage		N/A	140.00
3	Percentage		N/A	125.00

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						

		Yes	Yes	Percentages	2.00			Yes	Yes
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Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
1	ONE HOUR	Yes	634.00	100.000	N/A
2	ONE HOUR	Yes	862.00	100.000	N/A
3	ONE HOUR	Yes	416.00	100.000	N/A

Turning Proportions

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

	To		
	1	2	3
From	1	0.000	73.000
	2	253.000	0.000
	3	279.000	137.000

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

	To		
	1	2	3
From	1	0.000	0.120
	2	0.290	0.000
	3	0.670	0.330

Vehicle Mix

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

	To		
	1	2	3
From	1	1.000	1.220
	2	1.030	1.000
	3	1.050	1.110

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

	To		
	1	2	3
From	1	0.000	22.000
	2	3.000	0.000
	3	5.000	11.000

Results

Results Summary

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Total Demand (PCU/hr)	Total Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Queueing Total Delay (PCU-min)	Inclusive Queueing Average Delay (min)	Slope	Intercept (PCU/hr)
1	0.75	0.27	3.07	C	581.77	872.65	165.49	0.19	1.84	165.52	0.19	0.500	1000.000
2	0.91	0.60	8.84	E	790.99	1186.48	329.54	0.28	3.66	329.59	0.28	0.500	1050.000
3	0.50	0.14	1.07	A	381.73	572.59	67.32	0.12	0.75	67.33	0.12	0.851	907.361

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/hr)
1	2.90	4.10	5.00	2.90	11.50	6.30	0.00		0.500	1000.000
2	3.20	5.50	10.00	3.00	9.50	8.80	0.00		0.500	1050.000
3	3.30	3.40	0.50	3.30	18.00	17.00	0.00		0.651	907.361

Overview: Time Segment Results

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Time Segment	Arm	Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Pedestrian Demand (Ped/hr)	Start Queue (PCU)	End Queue (PCU)	Queueing Total Delay (PCU-min)	Geometric Total Delay (PCU-min)	Average Delay Per Arriving Vehicle (min)
1	1	477.31	948.78	0.503	0.00	0.00	1.03	14.60	(0.02)	0.129
1	2	648.96	1176.90	0.551	0.00	0.00	1.23	17.50	(0.02)	0.113
1	3	313.19	980.43	0.319	0.00	0.00	0.50	7.21	(0.02)	0.096
2	1	569.95	938.54	0.607	0.00	1.03	1.55	22.15	(0.02)	0.166
2	2	774.92	1118.27	0.693	0.00	1.23	2.21	31.07	(0.02)	0.174
2	3	373.98	950.12	0.394	0.00	0.50	0.69	10.00	(0.02)	0.111
3	1	698.05	924.82	0.755	0.00	1.55	2.97	40.56	(0.02)	0.260
3	2	949.08	1041.15	0.912	0.00	2.21	7.68	91.60	(0.02)	0.466
3	3	458.02	912.82	0.502	0.00	0.69	1.06	15.24	(0.02)	0.140
4	1	698.05	924.59	0.755	0.00	2.97	3.07	45.42	(0.02)	0.271
4	2	949.08	1037.86	0.914	0.00	7.68	8.84	125.26	(0.02)	0.598
4	3	458.02	908.71	0.504	0.00	1.06	1.07	16.02	(0.02)	0.142
5	1	569.95	938.18	0.606	0.00	3.07	1.64	26.15	(0.02)	0.173
5	2	774.92	1113.43	0.696	0.00	8.84	2.42	43.61	(0.02)	0.210
5	3	373.98	943.05	0.397	0.00	1.07	0.71	11.03	(0.02)	0.113
6	1	477.31	948.30	0.503	0.00	1.64	1.06	16.61	(0.02)	0.133
6	2	648.96	1172.93	0.553	0.00	2.42	1.28	20.10	(0.02)	0.118
6	3	313.19	978.17	0.320	0.00	0.71	0.51	7.82	(0.02)	0.097

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

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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Dev. PM

Roundabout Network

Roundabout Type(s)

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2	Percentage		N/A	140.00
3	Percentage		N/A	175.00