

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