

ARCADY 7

Version: 7.1.1.245 [9th June 2011]

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For sales and distribution information, program advice and maintenance, contact TRL.
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

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File: P:\14-111 - Land West of Bilsham Road, Yspton\Trans\Arcady\LANDLNK 300 Units\Burndell Road-Bilsham Rd-Burndell Rd\Burndell Road - Bilsham Road Mini Roundabout LANDLNK 300.arc7

Report generation date: 14/12/2017 14:43:44

Summary of roundabout performance

	AM				PM			
	Queue (PCU)	Delay (min)	RFC	LOS	Queue (PCU)	Delay (min)	RFC	LOS
(Default Analysis Set) - 2022 Base + Dev								
Arm 1	2.65	0.24	0.73	B	1.19	0.15	0.54	A
Arm 2	3.84	0.28	0.80	C	0.42	0.07	0.29	A
Arm 3	1.08	0.14	0.51	A	4.59	0.33	0.83	C
(Default Analysis Set) - 2023 Base + Dev								
Arm 1	3.34	0.29	0.77	C	1.37	0.17	0.57	B
Arm 2	6.33	0.45	0.87	D	0.47	0.08	0.31	A
Arm 3	1.27	0.15	0.55	A	6.54	0.47	0.89	D

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 07:45:00 to 09:15:00

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

2023 Base + Dev - AM runs from 07:45:00 to 09:15:00

2023 Base + Dev - PM runs from 16:45:00 to 18:15:00

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	26/04/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ODYSSEY-CEtmooney
Description	

Analysis Options

RFC Threshold	Vehicle Length (m)	Do Queue Variations
0.85	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	PCU	PCU	perHour	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			07:45	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	(unfilled)	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 Bilsham 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
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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	6.80	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
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
1	ONE HOUR	Yes	606.00	100.000	N/A
2	ONE HOUR	Yes	765.00	100.000	N/A
3	ONE HOUR	Yes	429.00	100.000	N/A

Turning Proportions

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

		To		
From		1	2	3
	1	0.000	57.000	539.000
	2	224.000	0.000	541.000
	3	283.000	146.000	0.000

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

Turning Movements (TMs) - Roundabout 1 for whole period

	To		
	1	2	3
From	1 0.00/0.11/0.89		
	2 0.29/0.00/0.71		
	3 0.66/0.34/0.00		

Vehicle Mix

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

	To		
	1	2	3
From	1 1.000/1.220/1.010		
	2 1.030/1.000/1.010		
	3 1.050/1.110/1.000		

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

	To		
	1	2	3
From	1 0.000/22.000/1.000		
	2 3.000/0.000/1.000		
	3 5.000/11.000/0.000		

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	0.73	0.24	2.65	B	556.08	834.11	147.17	0.18	1.64	147.20	0.18	0.500	1000.000
2	0.80	0.28	3.84	C	701.98	1052.97	182.48	0.17	2.03	182.51	0.17	0.500	1050.000
3	0.51	0.14	1.08	A	393.66	590.49	68.23	0.12	0.76	68.24	0.12	0.651	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	6.50	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

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	456.23	945.39	0.483	0.00	0.00	0.95	13.49	(0.02)	0.124
1	2	575.93	1188.30	0.485	0.00	0.00	0.94	13.57	(0.02)	0.098
1	3	322.97	997.91	0.324	0.00	0.00	0.51	7.35	(0.02)	0.095
2	1	544.78	934.50	0.583	0.00	0.95	1.41	20.14	(0.02)	0.157

2	2	687.72	1131.96	0.608	0.00	0.94	1.54	22.02	(0.02)	0.136
2	3	385.66	970.95	0.397	0.00	0.51	0.70	10.17	(0.02)	0.109
3	1	667.22	919.88	0.725	0.00	1.41	2.58	35.59	(0.02)	0.238
3	2	842.26	1057.50	0.796	0.00	1.54	3.67	49.03	(0.02)	0.263
3	3	472.34	935.60	0.505	0.00	0.70	1.07	15.45	(0.02)	0.138
4	1	667.22	919.83	0.726	0.00	2.56	2.65	39.28	(0.02)	0.244
4	2	842.26	1054.75	0.799	0.00	3.67	3.84	56.59	(0.02)	0.284
4	3	472.34	933.74	0.506	0.00	1.07	1.08	16.19	(0.02)	0.139
5	1	544.76	934.12	0.563	0.00	2.85	1.48	23.44	(0.02)	0.162
5	2	687.72	1127.90	0.610	0.00	3.84	1.62	26.13	(0.02)	0.144
5	3	385.66	966.28	0.396	0.00	1.08	0.72	11.11	(0.02)	0.111
6	1	456.23	944.91	0.483	0.00	1.48	0.98	15.23	(0.02)	0.127
6	2	575.93	1184.71	0.486	0.00	1.62	0.97	15.14	(0.02)	0.101
6	3	322.97	996.40	0.324	0.00	0.72	0.52	7.97	(0.02)	0.096

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)	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
		Yes	Yes	HV Percentages	2.00				Yes	Yes

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)	PHF
1	ONE HOUR	Yes	424.00	100.000	N/A
2	ONE HOUR	Yes	319.00	100.000	N/A
3	ONE HOUR	Yes	795.00	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	94.000	330.000
	2	85.000	0.000	234.000
	3	556.000	239.000	0.000

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

		To		
		1	2	3
From	1	0.00	0.22	0.78
	2	0.27	0.00	0.73
	3	0.70	0.30	0.00

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.090	1.020
	2	1.080	1.000	1.030
	3	1.020	1.010	1.000

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	2.000
	2	8.000	0.000	3.000
	3	2.000	1.000	0.000

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	0.54	0.15	1.19	A	389.07	583.60	74.55	0.13	0.83	74.56	0.13	0.500	1000.000
2	0.29	0.07	0.42	A	292.72	439.08	28.62	0.07	0.32	28.62	0.07	0.500	1050.000
3	0.83	0.33	4.59	C	729.51	1094.26	225.07	0.21	2.50	225.12	0.21	0.651	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	6.50	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

ARUN DISTRICT COUNCIL Y/92/17/OUT

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	319.21	910.78	0.350	0.00	0.00	0.55	7.98	(0.02)	0.104
1	2	240.16	1297.29	0.185	0.00	0.00	0.24	3.46	(0.02)	0.059
1	3	598.52	1082.35	0.553	0.00	0.00	1.24	17.55	(0.02)	0.124
2	1	381.17	893.01	0.427	0.00	0.55	0.76	11.06	(0.02)	0.121
2	2	286.77	1262.79	0.227	0.00	0.24	0.30	4.50	(0.02)	0.064
2	3	714.89	1072.10	0.667	0.00	1.24	1.97	27.92	(0.02)	0.168
3	1	466.83	868.56	0.537	0.00	0.76	1.17	16.65	(0.02)	0.153
3	2	351.23	1216.57	0.289	0.00	0.30	0.42	6.19	(0.02)	0.072
3	3	875.31	1058.17	0.827	0.00	1.97	4.37	57.73	(0.02)	0.303
4	1	466.83	868.56	0.537	0.00	1.17	1.19	17.74	(0.02)	0.154
4	2	351.23	1215.70	0.289	0.00	0.42	0.42	6.32	(0.02)	0.072
4	3	875.31	1058.07	0.827	0.00	4.37	4.59	67.58	(0.02)	0.328
5	1	381.17	891.07	0.426	0.00	1.19	0.78	12.19	(0.02)	0.123
5	2	286.77	1261.45	0.227	0.00	0.42	0.31	4.71	(0.02)	0.064
5	3	714.89	1071.94	0.667	0.00	4.59	2.10	34.18	(0.02)	0.180
6	1	319.21	909.54	0.351	0.00	0.76	0.57	8.72	(0.02)	0.106
6	2	240.16	1295.61	0.185	0.00	0.31	0.24	3.63	(0.02)	0.059
6	3	598.52	1082.08	0.553	0.00	2.10	1.28	20.12	(0.02)	0.128

A1 - (Default Analysis Set) - D7 - 2023 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
2023 Base + Dev, AM	2023 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	641.00	100.000	N/A
2	ONE HOUR	Yes	819.00	100.000	N/A
3	ONE HOUR	Yes	456.00	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	71.000
	2	239.000	0.000
	3	301.000	155.000

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

	To		
	1	2	3
From	1	0.00	0.11
	2	0.29	0.00
	3	0.66	0.34

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	0.77	0.29	3.34	C	588.19	582.29	176.21	0.20	1.96	176.24	0.20	0.500	1000.000
2	0.87	0.45	6.33	D	751.53	1127.29	260.33	0.23	2.89	260.37	0.23	0.500	1050.000
3	0.55	0.15	1.27	A	418.43	627.65	77.93	0.12	0.87	77.94	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

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	482.58	942.04	0.512	0.00	0.00	1.06	15.10	(0.02)	0.132
1	2	616.59	1172.26	0.526	0.00	0.00	1.11	15.68	(0.02)	0.108
1	3	343.30	989.88	0.347	0.00	0.00	0.56	8.15	(0.02)	0.099
2	1	576.25	930.48	0.619	0.00	1.06	1.63	23.18	(0.02)	0.172
2	2	736.26	1112.72	0.662	0.00	1.11	1.93	27.29	(0.02)	0.159
2	3	489.93	960.19	0.427	0.00	0.56	0.79	11.45	(0.02)	0.116
3	1	785.75	914.98	0.771	0.00	1.63	3.22	43.62	(0.02)	0.276
3	2	981.74	1034.86	0.872	0.00	1.93	5.76	72.33	(0.02)	0.377
3	3	582.07	923.77	0.543	0.00	0.79	1.25	17.69	(0.02)	0.151
4	1	785.75	914.88	0.772	0.00	3.22	3.34	49.40	(0.02)	0.293
4	2	981.74	1030.99	0.875	0.00	5.76	6.33	91.48	(0.02)	0.447
4	3	582.07	929.68	0.545	0.00	1.25	1.27	18.89	(0.02)	0.153
5	1	576.25	930.02	0.620	0.00	3.34	1.73	27.64	(0.02)	0.181
5	2	736.26	1107.29	0.665	0.00	6.33	2.08	35.30	(0.02)	0.188
5	3	489.93	955.38	0.429	0.00	1.27	0.81	12.67	(0.02)	0.118
6	1	482.58	941.49	0.513	0.00	1.73	1.10	17.26	(0.02)	0.136
6	2	616.59	1168.06	0.528	0.00	2.08	1.15	18.05	(0.02)	0.112
6	3	343.30	986.95	0.348	0.00	0.81	0.58	8.88	(0.02)	0.109

A1 - (Default Analysis Set) - D8 - 2023 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
2023 Base + Dev	2023 Base + Dev	PM			Yes			16:45	18:15	90	15	ONE HOUR

Roundabout Network

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

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

Arms

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

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

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	

Arm	Crossing Type
1	None
2	None
3	None

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	987.361

Arm	Type	Reason	Direct Capacity Adjustment (PCI/hr)	Percentage Capacity Adjustment (%)
1	None	N/A	N/A	N/A
2	Percentage		N/A	140.00
3	Percentage		N/A	157.00

1	Percentage	100	100.00
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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 (PCU/hr)	Flow Scaling Factor (%)	PHF
1	ONE HOUR	Yes	445.00	100.000	N/A
2	ONE HOUR	Yes	339.00	100.000	N/A
3	ONE HOUR	Yes	847.00	100.000	N/A

Turning Proportions

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

	To		
	1	2	3
From	1 0.000 100.000 248.000		
	2 50.000 0.000 245.000		
	3 591.000 256.000 0.000		

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

	To		
	1	2	3
From	1 0.00 0.22 0.78		
	2 0.27 0.00 0.73		
	3 0.70 0.30 0.00		

Vehicle Mix

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

	To		
	1	2	3
From	1 1.000 1.090 1.020		
	2 1.000 1.000 1.030		
	3 1.020 1.010 1.000		

Heavy Vehicle Percentages - Roundabout 1 (for whole period)

	To		
	1	2	3
From	1 0.000 0.000 2.000		
	2 8.000 0.000 3.000		
	3 2.000 1.000 0.000		

ARUN DISTRICT COUNCIL

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	0.57	0.17	1.37	B	411.09	616.64	84.33	0.14	0.94	84.34	0.14	0.500	1000.000
2	0.31	0.08	0.47	A	311.07	466.61	31.67	0.07	0.35	31.67	0.07	0.500	1050.000
3	0.89	0.47	6.94	D	777.22	1165.83	302.85	0.28	3.37	302.91	0.28	0.651	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	6.50	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	17.60	0.00		0.651	907.361

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	337.28	904.50	0.373	0.00	0.00	0.61	8.77	(0.02)	0.109
1	2	255.22	1267.93	0.198	0.00	0.00	0.26	3.76	(0.02)	0.060
1	3	637.67	1079.30	0.591	0.00	0.00	1.44	20.27	(0.02)	0.135
2	1	482.74	885.52	0.455	0.00	0.61	0.85	12.34	(0.02)	0.128
2	2	384.75	1251.54	0.244	0.00	0.26	0.33	4.93	(0.02)	0.066
2	3	761.44	1068.45	0.713	0.00	1.44	2.42	33.85	(0.02)	0.194
3	1	493.26	861.45	0.573	0.00	0.85	1.35	19.31	(0.02)	0.167
3	2	373.25	1202.88	0.310	0.00	0.33	0.47	6.65	(0.02)	0.075
3	3	932.56	1053.71	0.885	0.00	2.42	6.36	79.51	(0.02)	0.405
4	1	493.26	859.42	0.574	0.00	1.35	1.37	20.49	(0.02)	0.169
4	2	373.25	1201.84	0.311	0.00	0.47	0.47	7.01	(0.02)	0.076
4	3	932.56	1053.59	0.885	0.00	6.36	6.94	100.50	(0.02)	0.474
5	1	482.74	882.33	0.456	0.00	1.37	0.88	13.77	(0.02)	0.131
5	2	384.75	1249.94	0.244	0.00	0.47	0.34	5.17	(0.02)	0.066
5	3	761.44	1068.27	0.713	0.00	6.94	2.64	44.98	(0.02)	0.222
6	1	337.28	902.95	0.374	0.00	0.66	0.62	9.64	(0.02)	0.110
6	2	255.22	1266.04	0.198	0.00	0.34	0.26	3.95	(0.02)	0.061
6	3	637.67	1079.01	0.591	0.00	2.64	1.50	23.74	(0.02)	0.141