

Junctions 9	
ARCADY 9 - Roundabout Module	
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Filename: J03_A335_WideLn_Arm 2_Lane 2.j9

Path: \\sdgworld.net\Data\London\Projects\247\3\31\01\Model\Junctions\03_Model

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-
- »Base 2023, AM
 - »Base 2023, PM
 - »FB 2025, AM
 - »FB 2025, PM
 - »FB 2028, AM
 - »FB 2028, PM
 - »DS 2028, AM
 - »DS 2028, PM
 - »FB 2036, AM
 - »FB 2036, PM
 - »DS 2036, AM
 - »DS 2036, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Base 2023								
1 - Wide Lane (NE)	1.4	5.64	0.55	A	2.4	7.97	0.69	A
2 - Wide Lane (S)	1.3	9.07	0.57	A	0.5	6.59	0.36	A
3 - A335 (NW)	5.6	14.78	0.85	B	2.3	6.65	0.69	A
FB 2025								
1 - Wide Lane (NE)	1.5	6.03	0.58	A	2.5	8.05	0.71	A
2 - Wide Lane (S)	1.5	9.74	0.60	A	0.6	7.07	0.38	A
3 - A335 (NW)	7.4	19.41	0.89	C	2.6	7.22	0.71	A
FB 2028								
1 - Wide Lane (NE)	1.7	6.80	0.61	A	3.0	9.65	0.75	A
2 - Wide Lane (S)	1.8	10.97	0.64	B	0.8	7.74	0.43	A
3 - A335 (NW)	14.4	36.00	0.95	E	3.2	8.74	0.76	A
DS 2028								
1 - Wide Lane (NE)	2.4	9.21	0.70	A	4.4	13.94	0.82	B
2 - Wide Lane (S)	1.9	11.66	0.66	B	0.9	8.33	0.48	A
3 - A335 (NW)	103.0	184.97	1.12	F	6.3	15.59	0.86	C
FB 2036								
1 - Wide Lane (NE)	2.2	8.25	0.67	A	4.5	13.68	0.82	B
2 - Wide Lane (S)	2.6	14.76	0.73	B	1.1	9.33	0.52	A
3 - A335 (NW)	73.2	139.38	1.08	F	5.4	13.81	0.85	B
DS 2036								
1 - Wide Lane (NE)	3.1	10.86	0.74	B	7.4	22.99	0.89	C
2 - Wide Lane (S)	2.9	15.95	0.75	C	1.3	10.29	0.56	B
3 - A335 (NW)	207.7	441.44	1.25	F	15.0	35.37	0.95	E

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	A335, Wide Ln Rbt
Location	50.950678, -1.364807
Site number	
Date	28/03/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INJV01568
Description	

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	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓
D3	FB 2025	AM	ONE HOUR	07:45	09:15	15	✓
D4	FB 2025	PM	ONE HOUR	16:45	18:15	15	✓
D5	FB 2028	AM	ONE HOUR	07:45	09:15	15	✓
D6	FB 2028	PM	ONE HOUR	16:45	18:15	15	✓
D7	DS 2028	AM	ONE HOUR	07:45	09:15	15	✓
D8	DS 2028	PM	ONE HOUR	16:45	18:15	15	✓
D9	FB 2036	AM	ONE HOUR	07:45	09:15	15	✓
D10	FB 2036	PM	ONE HOUR	16:45	18:15	15	✓
D11	DS 2036	AM	ONE HOUR	07:45	09:15	15	✓
D12	DS 2036	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
AL	✓	100.000	100.000

Base 2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	10.87	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Wide Lane (NE)	
2	Wide Lane (S)	
3	A335 (NW)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Wide Lane (NE)	6.00	7.80	13.0	29.0	22.0	62.7	
2 - Wide Lane (S)	3.72	4.46	21.0	23.9	22.0	42.0	
3 - A335 (NW)	3.80	8.10	31.0	45.9	22.0	38.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wide Lane (NE)	0.691	1980
2 - Wide Lane (S)	0.567	1284
3 - A335 (NW)	0.735	2049

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
2 - Wide Lane (S)	Direct		0

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2023	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	790	100.000
2 - Wide Lane (S)		ONE HOUR	✓	484	100.000
3 - A335 (NW)		ONE HOUR	✓	1276	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	232	558
	2 - Wide Lane (S)	484	0	0
	3 - A335 (NW)	737	536	3

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	3	13
	2 - Wide Lane (S)	1	0	0
	3 - A335 (NW)	4	7	50

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.55	5.64	1.4	A	725	1087
2 - Wide Lane (S)	0.57	9.07	1.3	A	444	666
3 - A335 (NW)	0.85	14.78	5.6	B	1171	1756

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	595	149	404	1701	0.350	592	914	0.0	0.6	3.559	A
2 - Wide Lane (S)	364	91	421	1045	0.349	362	575	0.0	0.5	5.307	A
3 - A335 (NW)	961	240	362	1783	0.539	956	421	0.0	1.2	4.557	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	710	178	483	1646	0.431	709	1095	0.6	0.8	4.216	A
2 - Wide Lane (S)	435	109	504	998	0.436	434	689	0.5	0.8	6.435	A
3 - A335 (NW)	1147	287	434	1730	0.663	1144	504	1.2	2.0	6.429	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	870	217	588	1574	0.553	868	1335	0.8	1.3	5.585	A
2 - Wide Lane (S)	533	133	616	934	0.570	531	839	0.8	1.3	8.959	A
3 - A335 (NW)	1405	351	531	1659	0.847	1392	616	2.0	5.3	13.556	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	870	217	593	1571	0.554	870	1344	1.3	1.4	5.643	A
2 - Wide Lane (S)	533	133	618	934	0.571	533	845	1.3	1.3	9.067	A
3 - A335 (NW)	1405	351	533	1658	0.847	1404	618	5.3	5.6	14.784	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	710	178	490	1641	0.433	712	1108	1.4	0.8	4.265	A
2 - Wide Lane (S)	435	109	506	997	0.436	437	697	1.3	0.8	6.521	A
3 - A335 (NW)	1147	287	437	1728	0.664	1161	506	5.6	2.1	6.842	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	595	149	407	1699	0.350	596	922	0.8	0.6	3.590	A
2 - Wide Lane (S)	364	91	423	1044	0.349	365	580	0.8	0.5	5.367	A
3 - A335 (NW)	961	240	365	1781	0.539	964	423	2.1	1.2	4.661	A

Base 2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	7.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base 2023	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	990	100.000
2 - Wide Lane (S)		ONE HOUR	✓	274	100.000
3 - A335 (NW)		ONE HOUR	✓	1139	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	4	297	689
	2 - Wide Lane (S)	274	0	0
	3 - A335 (NW)	620	514	5

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	3	13
	2 - Wide Lane (S)	0	0	7
	3 - A335 (NW)	4	7	50

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.69	7.97	2.4	A	908	1363
2 - Wide Lane (S)	0.36	6.59	0.5	A	251	377
3 - A335 (NW)	0.69	6.65	2.3	A	1045	1568

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	745	186	389	1711	0.436	742	673	0.0	0.8	4.062	A
2 - Wide Lane (S)	206	52	523	987	0.209	205	608	0.0	0.3	4.598	A
3 - A335 (NW)	857	214	208	1896	0.452	854	520	0.0	0.9	3.631	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	890	222	466	1658	0.537	888	806	0.8	1.3	5.119	A
2 - Wide Lane (S)	246	62	626	929	0.265	246	728	0.3	0.4	5.271	A
3 - A335 (NW)	1024	256	250	1866	0.549	1022	623	0.9	1.3	4.493	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	1090	273	570	1587	0.687	1086	986	1.3	2.3	7.817	A
2 - Wide Lane (S)	302	75	765	850	0.355	301	890	0.4	0.5	6.549	A
3 - A335 (NW)	1254	314	305	1825	0.687	1250	761	1.3	2.3	6.559	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	1090	273	571	1585	0.688	1090	989	2.3	2.4	7.966	A
2 - Wide Lane (S)	302	75	768	848	0.356	302	893	0.5	0.5	6.587	A
3 - A335 (NW)	1254	314	306	1824	0.687	1254	764	2.3	2.3	6.654	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	890	222	468	1657	0.537	894	810	2.4	1.3	5.211	A
2 - Wide Lane (S)	246	62	631	926	0.266	247	732	0.5	0.4	5.307	A
3 - A335 (NW)	1024	256	251	1865	0.549	1028	627	2.3	1.3	4.556	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	745	186	391	1710	0.436	747	677	1.3	0.9	4.111	A
2 - Wide Lane (S)	206	52	527	985	0.209	207	612	0.4	0.3	4.627	A
3 - A335 (NW)	857	214	210	1895	0.452	859	524	1.3	0.9	3.672	A

FB 2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	13.44	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	FB 2025	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	811	100.000
2 - Wide Lane (S)		ONE HOUR	✓	504	100.000
3 - A335 (NW)		ONE HOUR	✓	1320	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	241	570
	2 - Wide Lane (S)	504	0	0
	3 - A335 (NW)	752	568	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	3	13
	2 - Wide Lane (S)	1	0	0
	3 - A335 (NW)	4	7	50

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.58	6.03	1.5	A	744	1116
2 - Wide Lane (S)	0.60	9.74	1.5	A	462	694
3 - A335 (NW)	0.89	19.41	7.4	C	1211	1817

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	611	153	425	1686	0.362	608	940	0.0	0.6	3.660	A
2 - Wide Lane (S)	379	95	427	1042	0.364	377	606	0.0	0.6	5.454	A
3 - A335 (NW)	994	248	377	1772	0.561	988	427	0.0	1.3	4.803	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	729	182	509	1629	0.448	728	1126	0.6	0.9	4.385	A
2 - Wide Lane (S)	453	113	512	994	0.456	452	725	0.6	0.8	6.698	A
3 - A335 (NW)	1187	297	452	1717	0.691	1183	512	1.3	2.3	7.040	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	893	223	617	1554	0.575	891	1370	0.9	1.5	5.943	A
2 - Wide Lane (S)	555	139	626	929	0.597	552	882	0.8	1.5	9.592	A
3 - A335 (NW)	1453	363	552	1643	0.884	1435	626	2.3	6.9	16.862	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	893	223	624	1549	0.577	893	1382	1.5	1.5	6.025	A
2 - Wide Lane (S)	555	139	628	928	0.598	555	890	1.5	1.5	9.737	A
3 - A335 (NW)	1453	363	555	1642	0.885	1451	628	6.9	7.4	19.414	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	729	182	519	1621	0.450	731	1143	1.5	0.9	4.455	A
2 - Wide Lane (S)	453	113	514	992	0.457	456	737	1.5	0.9	6.806	A
3 - A335 (NW)	1187	297	456	1715	0.692	1207	514	7.4	2.4	7.743	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	611	153	429	1683	0.363	612	949	0.9	0.6	3.694	A
2 - Wide Lane (S)	379	95	430	1040	0.365	381	611	0.9	0.6	5.521	A
3 - A335 (NW)	994	248	381	1770	0.562	998	430	2.4	1.4	4.939	A

FB 2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	7.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	FB 2025	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	1015	100.000
2 - Wide Lane (S)		ONE HOUR	✓	291	100.000
3 - A335 (NW)		ONE HOUR	✓	1174	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	4	308	703
	2 - Wide Lane (S)	291	0	0
	3 - A335 (NW)	633	536	5

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	1	1
	2 - Wide Lane (S)	2	0	0
	3 - A335 (NW)	5	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.71	8.05	2.5	A	931	1397
2 - Wide Lane (S)	0.38	7.07	0.6	A	267	401
3 - A335 (NW)	0.71	7.22	2.6	A	1077	1616

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	764	191	406	1700	0.450	761	696	0.0	0.8	3.859	A
2 - Wide Lane (S)	219	55	534	981	0.223	218	633	0.0	0.3	4.804	A
3 - A335 (NW)	884	221	221	1887	0.468	880	531	0.0	0.9	3.706	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	912	228	486	1645	0.555	911	833	0.8	1.2	4.943	A
2 - Wide Lane (S)	262	65	639	922	0.284	261	757	0.3	0.4	5.556	A
3 - A335 (NW)	1055	264	265	1855	0.569	1054	635	0.9	1.4	4.665	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	1118	279	594	1570	0.712	1113	1018	1.2	2.4	7.868	A
2 - Wide Lane (S)	320	80	781	841	0.381	320	926	0.4	0.6	7.028	A
3 - A335 (NW)	1293	323	324	1811	0.714	1288	776	1.4	2.5	7.093	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	1118	279	596	1569	0.712	1117	1022	2.4	2.5	8.048	A
2 - Wide Lane (S)	320	80	784	839	0.382	320	929	0.6	0.6	7.074	A
3 - A335 (NW)	1293	323	325	1811	0.714	1292	779	2.5	2.6	7.224	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	912	228	489	1643	0.555	917	838	2.5	1.3	5.045	A
2 - Wide Lane (S)	262	65	643	919	0.285	262	762	0.6	0.4	5.599	A
3 - A335 (NW)	1055	264	266	1854	0.569	1060	640	2.6	1.4	4.748	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	764	191	408	1698	0.450	766	700	1.3	0.8	3.908	A
2 - Wide Lane (S)	219	55	537	979	0.224	220	637	0.4	0.3	4.838	A
3 - A335 (NW)	884	221	223	1886	0.469	886	534	1.4	0.9	3.751	A

FB 2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	22.32	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	FB 2028	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	839	100.000
2 - Wide Lane (S)		ONE HOUR	✓	535	100.000
3 - A335 (NW)		ONE HOUR	✓	1395	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	259	580
	2 - Wide Lane (S)	535	0	0
	3 - A335 (NW)	765	627	3

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	3	13
	2 - Wide Lane (S)	1	0	0
	3 - A335 (NW)	4	6	50

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.61	6.80	1.7	A	770	1155
2 - Wide Lane (S)	0.64	10.97	1.8	B	491	736
3 - A335 (NW)	0.95	36.00	14.4	E	1280	1920

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	632	158	472	1654	0.382	629	973	0.0	0.7	3.841	A
2 - Wide Lane (S)	403	101	437	1036	0.389	400	663	0.0	0.6	5.696	A
3 - A335 (NW)	1050	263	400	1755	0.598	1044	437	0.0	1.5	5.269	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	754	189	564	1591	0.474	753	1165	0.7	1.0	4.709	A
2 - Wide Lane (S)	481	120	523	987	0.487	480	794	0.6	0.9	7.148	A
3 - A335 (NW)	1254	314	480	1697	0.739	1249	523	1.5	2.9	8.335	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	924	231	677	1512	0.611	921	1408	1.0	1.7	6.645	A
2 - Wide Lane (S)	589	147	640	921	0.640	586	958	0.9	1.7	10.746	B
3 - A335 (NW)	1536	384	586	1619	0.949	1499	640	2.9	12.1	26.042	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	924	231	689	1504	0.614	924	1426	1.7	1.7	6.803	A
2 - Wide Lane (S)	589	147	642	920	0.640	589	971	1.7	1.8	10.973	B
3 - A335 (NW)	1536	384	589	1616	0.950	1526	642	12.1	14.4	36.002	E

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	754	189	587	1575	0.479	757	1197	1.7	1.0	4.847	A
2 - Wide Lane (S)	481	120	526	986	0.488	484	818	1.8	1.0	7.298	A
3 - A335 (NW)	1254	314	484	1694	0.741	1299	526	14.4	3.1	10.625	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	632	158	477	1651	0.383	633	983	1.0	0.7	3.886	A
2 - Wide Lane (S)	403	101	440	1034	0.389	404	670	1.0	0.7	5.779	A
3 - A335 (NW)	1050	263	404	1752	0.599	1056	440	3.1	1.6	5.474	A

FB 2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	8.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	FB 2028	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	1051	100.000
2 - Wide Lane (S)		ONE HOUR	✓	324	100.000
3 - A335 (NW)		ONE HOUR	✓	1232	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	4	331	716
	2 - Wide Lane (S)	324	0	0
	3 - A335 (NW)	644	583	5

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	1	1
	2 - Wide Lane (S)	2	0	0
	3 - A335 (NW)	5	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.75	9.65	3.0	A	964	1447
2 - Wide Lane (S)	0.43	7.74	0.8	A	297	446
3 - A335 (NW)	0.76	8.74	3.2	A	1131	1696

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	791	198	441	1676	0.472	788	728	0.0	0.9	4.078	A
2 - Wide Lane (S)	244	61	543	976	0.250	243	685	0.0	0.3	4.999	A
3 - A335 (NW)	928	232	246	1869	0.496	923	540	0.0	1.0	3.945	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	945	236	528	1616	0.585	943	872	0.9	1.4	5.387	A
2 - Wide Lane (S)	291	73	650	915	0.318	291	820	0.3	0.5	5.876	A
3 - A335 (NW)	1108	277	294	1833	0.604	1105	647	1.0	1.6	5.130	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	1157	289	644	1535	0.754	1151	1066	1.4	3.0	9.314	A
2 - Wide Lane (S)	357	89	794	834	0.428	356	1001	0.5	0.8	7.663	A
3 - A335 (NW)	1356	339	360	1785	0.760	1350	790	1.6	3.2	8.490	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	1157	289	647	1533	0.755	1157	1070	3.0	3.0	9.648	A
2 - Wide Lane (S)	357	89	798	831	0.429	357	1006	0.8	0.8	7.735	A
3 - A335 (NW)	1356	339	361	1784	0.760	1356	794	3.2	3.2	8.740	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	945	236	532	1613	0.586	951	878	3.0	1.4	5.548	A
2 - Wide Lane (S)	291	73	656	912	0.319	292	827	0.8	0.5	5.938	A
3 - A335 (NW)	1108	277	296	1832	0.605	1114	653	3.2	1.6	5.264	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	791	198	444	1674	0.473	793	734	1.4	0.9	4.142	A
2 - Wide Lane (S)	244	61	547	974	0.251	244	690	0.5	0.3	5.042	A
3 - A335 (NW)	928	232	248	1867	0.497	930	544	1.6	1.0	4.004	A

DS 2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	102.94	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	DS 2028	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	882	100.000
2 - Wide Lane (S)		ONE HOUR	✓	553	100.000
3 - A335 (NW)		ONE HOUR	✓	1623	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	302	580
	2 - Wide Lane (S)	553	0	0
	3 - A335 (NW)	765	855	3

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	2	13
	2 - Wide Lane (S)	1	0	0
	3 - A335 (NW)	4	8	50

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.70	9.21	2.4	A	809	1214
2 - Wide Lane (S)	0.66	11.66	1.9	B	507	761
3 - A335 (NW)	1.12	184.97	103.0	F	1489	2234

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	664	166	641	1537	0.432	661	985	0.0	0.8	4.459	A
2 - Wide Lane (S)	416	104	437	1036	0.402	414	865	0.0	0.7	5.816	A
3 - A335 (NW)	1222	305	414	1745	0.700	1212	437	0.0	2.4	7.047	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	793	198	764	1453	0.546	791	1177	0.8	1.3	5.912	A
2 - Wide Lane (S)	497	124	523	987	0.503	496	1032	0.7	1.0	7.375	A
3 - A335 (NW)	1459	365	496	1685	0.866	1444	523	2.4	6.1	15.021	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	971	243	839	1401	0.693	967	1353	1.3	2.4	8.949	A
2 - Wide Lane (S)	609	152	639	922	0.661	605	1167	1.0	1.9	11.363	B
3 - A335 (NW)	1787	447	605	1604	1.114	1587	639	6.1	56.2	80.584	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	971	243	846	1396	0.696	971	1363	2.4	2.4	9.215	A
2 - Wide Lane (S)	609	152	641	920	0.662	609	1175	1.9	1.9	11.659	B
3 - A335 (NW)	1787	447	609	1602	1.115	1600	641	56.2	103.0	184.970	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	793	198	880	1372	0.578	797	1285	2.4	1.5	6.858	A
2 - Wide Lane (S)	497	124	527	985	0.505	501	1149	1.9	1.0	7.559	A
3 - A335 (NW)	1459	365	501	1681	0.868	1664	527	103.0	51.7	169.058	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	664	166	750	1462	0.454	666	1086	1.5	0.9	4.944	A
2 - Wide Lane (S)	416	104	441	1034	0.403	418	975	1.0	0.7	5.914	A
3 - A335 (NW)	1222	305	418	1742	0.701	1418	441	51.7	2.6	21.191	C

DS 2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	14.03	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	DS 2028	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	1061	100.000
2 - Wide Lane (S)		ONE HOUR	✓	359	100.000
3 - A335 (NW)		ONE HOUR	✓	1373	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	4	341	716
	2 - Wide Lane (S)	359	0	0
	3 - A335 (NW)	644	724	5

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	1	1
	2 - Wide Lane (S)	1	0	0
	3 - A335 (NW)	5	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.82	13.94	4.4	B	974	1460
2 - Wide Lane (S)	0.48	8.33	0.9	A	329	494
3 - A335 (NW)	0.86	15.59	6.3	C	1260	1890

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	799	200	546	1603	0.498	795	754	0.0	1.0	4.478	A
2 - Wide Lane (S)	270	68	543	976	0.277	269	798	0.0	0.4	5.130	A
3 - A335 (NW)	1034	258	272	1850	0.559	1028	540	0.0	1.3	4.685	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	954	238	653	1529	0.624	951	903	1.0	1.6	6.265	A
2 - Wide Lane (S)	323	81	650	915	0.353	322	955	0.4	0.5	6.123	A
3 - A335 (NW)	1234	309	326	1810	0.682	1231	646	1.3	2.3	6.641	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	1168	292	795	1431	0.816	1158	1100	1.6	4.2	12.862	B
2 - Wide Lane (S)	395	99	791	835	0.473	394	1162	0.5	0.9	8.214	A
3 - A335 (NW)	1512	378	398	1757	0.861	1497	787	2.3	6.0	14.155	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	1168	292	802	1426	0.819	1167	1108	4.2	4.4	13.942	B
2 - Wide Lane (S)	395	99	798	832	0.475	395	1172	0.9	0.9	8.330	A
3 - A335 (NW)	1512	378	400	1756	0.861	1510	793	6.0	6.3	15.588	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	954	238	664	1522	0.627	964	914	4.4	1.7	6.645	A
2 - Wide Lane (S)	323	81	659	910	0.355	324	969	0.9	0.6	6.220	A
3 - A335 (NW)	1234	309	328	1808	0.683	1250	655	6.3	2.4	7.120	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	799	200	551	1600	0.499	802	761	1.7	1.0	4.572	A
2 - Wide Lane (S)	270	68	548	973	0.278	271	805	0.6	0.4	5.181	A
3 - A335 (NW)	1034	258	274	1848	0.559	1038	545	2.4	1.4	4.802	A

FB 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	75.90	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	FB 2036	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	900	100.000
2 - Wide Lane (S)		ONE HOUR	✓	597	100.000
3 - A335 (NW)		ONE HOUR	✓	1534	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	289	611
	2 - Wide Lane (S)	597	0	0
	3 - A335 (NW)	806	728	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	3	13
	2 - Wide Lane (S)	1	0	0
	3 - A335 (NW)	4	5	50

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.67	8.25	2.2	A	826	1239
2 - Wide Lane (S)	0.73	14.76	2.6	B	548	822
3 - A335 (NW)	1.08	139.38	73.2	F	1408	2111

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	678	169	544	1604	0.422	674	1049	0.0	0.8	4.228	A
2 - Wide Lane (S)	449	112	458	1024	0.439	446	761	0.0	0.8	6.258	A
3 - A335 (NW)	1155	289	446	1721	0.671	1147	458	0.0	2.1	6.454	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	809	202	649	1532	0.528	807	1254	0.8	1.2	5.435	A
2 - Wide Lane (S)	537	134	548	973	0.552	535	909	0.8	1.2	8.265	A
3 - A335 (NW)	1379	345	535	1656	0.833	1368	548	2.1	4.8	12.600	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	991	248	732	1474	0.672	987	1463	1.2	2.2	8.031	A
2 - Wide Lane (S)	657	164	670	904	0.727	652	1049	1.2	2.5	14.140	B
3 - A335 (NW)	1689	422	652	1570	1.076	1543	670	4.8	41.3	64.260	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	991	248	741	1468	0.675	991	1477	2.2	2.2	8.252	A
2 - Wide Lane (S)	657	164	673	902	0.728	657	1059	2.5	2.6	14.764	B
3 - A335 (NW)	1689	422	657	1566	1.078	1561	673	41.3	73.2	139.378	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	809	202	772	1447	0.559	812	1397	2.2	1.4	6.254	A
2 - Wide Lane (S)	537	134	552	971	0.553	542	1033	2.6	1.3	8.578	A
3 - A335 (NW)	1379	345	542	1651	0.835	1628	552	73.2	11.0	98.170	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	678	169	565	1590	0.426	680	1077	1.4	0.8	4.345	A
2 - Wide Lane (S)	449	112	462	1022	0.440	451	783	1.3	0.8	6.392	A
3 - A335 (NW)	1155	289	451	1718	0.672	1190	462	11.0	2.2	7.594	A

FB 2036, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	13.16	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	FB 2036	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	1106	100.000
2 - Wide Lane (S)		ONE HOUR	✓	380	100.000
3 - A335 (NW)		ONE HOUR	✓	1336	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	4	348	754
	2 - Wide Lane (S)	380	0	0
	3 - A335 (NW)	679	652	5

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	1	1
	2 - Wide Lane (S)	1	0	0
	3 - A335 (NW)	5	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.82	13.68	4.5	B	1015	1522
2 - Wide Lane (S)	0.52	9.33	1.1	A	349	523
3 - A335 (NW)	0.85	13.81	5.4	B	1226	1839

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	833	208	492	1640	0.508	829	796	0.0	1.0	4.458	A
2 - Wide Lane (S)	286	72	572	960	0.298	284	749	0.0	0.4	5.371	A
3 - A335 (NW)	1006	251	287	1838	0.547	1001	569	0.0	1.2	4.446	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	994	249	589	1573	0.632	992	953	1.0	1.7	6.222	A
2 - Wide Lane (S)	342	85	684	896	0.381	341	897	0.4	0.6	6.540	A
3 - A335 (NW)	1201	300	344	1796	0.669	1198	680	1.2	2.1	6.223	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	1218	304	717	1485	0.820	1207	1162	1.7	4.3	12.662	B
2 - Wide Lane (S)	418	105	833	811	0.516	417	1092	0.6	1.1	9.168	A
3 - A335 (NW)	1471	368	421	1740	0.845	1458	829	2.1	5.2	12.755	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	1218	304	723	1481	0.822	1217	1170	4.3	4.5	13.679	B
2 - Wide Lane (S)	418	105	840	808	0.518	418	1100	1.1	1.1	9.332	A
3 - A335 (NW)	1471	368	423	1739	0.846	1470	835	5.2	5.4	13.814	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	994	249	597	1568	0.634	1005	964	4.5	1.8	6.580	A
2 - Wide Lane (S)	342	85	693	891	0.384	343	909	1.1	0.6	6.663	A
3 - A335 (NW)	1201	300	347	1794	0.669	1214	690	5.4	2.1	6.596	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	833	208	496	1637	0.509	836	803	1.8	1.1	4.552	A
2 - Wide Lane (S)	286	72	576	957	0.299	287	755	0.6	0.4	5.432	A
3 - A335 (NW)	1006	251	290	1836	0.548	1009	573	2.1	1.3	4.545	A

DS 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	240.39	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	DS 2036	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	943	100.000
2 - Wide Lane (S)		ONE HOUR	✓	614	100.000
3 - A335 (NW)		ONE HOUR	✓	1762	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	332	611
	2 - Wide Lane (S)	614	0	0
	3 - A335 (NW)	806	956	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	2	13
	2 - Wide Lane (S)	1	0	0
	3 - A335 (NW)	4	7	50

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.74	10.86	3.1	B	865	1298
2 - Wide Lane (S)	0.75	15.95	2.9	C	563	845
3 - A335 (NW)	1.25	441.44	207.7	F	1617	2425

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	710	177	712	1488	0.477	706	1059	0.0	1.0	4.986	A
2 - Wide Lane (S)	462	116	457	1024	0.451	459	961	0.0	0.8	6.393	A
3 - A335 (NW)	1327	332	459	1712	0.775	1313	457	0.0	3.5	9.224	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	848	212	836	1402	0.605	845	1255	1.0	1.6	7.001	A
2 - Wide Lane (S)	552	138	548	973	0.567	550	1134	0.8	1.3	8.551	A
3 - A335 (NW)	1584	396	550	1645	0.963	1542	548	3.5	14.1	29.031	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	1038	260	843	1398	0.743	1033	1380	1.6	3.0	10.566	B
2 - Wide Lane (S)	676	169	669	904	0.747	670	1206	1.3	2.8	15.129	C
3 - A335 (NW)	1940	485	670	1557	1.246	1553	669	14.1	110.8	152.947	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	1038	260	842	1398	0.742	1038	1386	3.0	3.1	10.855	B
2 - Wide Lane (S)	676	169	673	902	0.749	676	1208	2.8	2.9	15.955	C
3 - A335 (NW)	1940	485	676	1553	1.249	1552	673	110.8	207.7	368.998	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	848	212	885	1369	0.619	853	1304	3.1	1.8	7.664	A
2 - Wide Lane (S)	552	138	553	971	0.569	558	1185	2.9	1.4	8.946	A
3 - A335 (NW)	1584	396	558	1639	0.966	1631	553	207.7	196.0	441.445	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	710	177	922	1343	0.528	712	1241	1.8	1.2	6.233	A
2 - Wide Lane (S)	462	116	461	1022	0.452	464	1173	1.4	0.8	6.540	A
3 - A335 (NW)	1327	332	464	1708	0.777	1699	461	196.0	102.9	317.983	F

DS 2036, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A335 (NW) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A335, Wide Ln Rbt	Standard Roundabout		1, 2, 3	27.33	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	DS 2036	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Wide Lane (NE)		ONE HOUR	✓	1115	100.000
2 - Wide Lane (S)		ONE HOUR	✓	414	100.000
3 - A335 (NW)		ONE HOUR	✓	1478	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	4	357	754
	2 - Wide Lane (S)	414	0	0
	3 - A335 (NW)	679	794	5

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Wide Lane (NE)	2 - Wide Lane (S)	3 - A335 (NW)
From	1 - Wide Lane (NE)	0	1	1
	2 - Wide Lane (S)	1	0	0
	3 - A335 (NW)	5	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Wide Lane (NE)	0.89	22.99	7.4	C	1023	1535
2 - Wide Lane (S)	0.56	10.29	1.3	B	380	570
3 - A335 (NW)	0.95	35.37	15.0	E	1356	2034

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	839	210	598	1567	0.536	835	821	0.0	1.2	4.935	A
2 - Wide Lane (S)	312	78	571	960	0.325	310	861	0.0	0.5	5.577	A
3 - A335 (NW)	1113	278	313	1820	0.612	1106	568	0.0	1.7	5.356	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	1002	251	715	1486	0.674	999	983	1.2	2.0	7.406	A
2 - Wide Lane (S)	372	93	683	896	0.415	371	1031	0.5	0.7	6.915	A
3 - A335 (NW)	1329	332	375	1774	0.749	1323	680	1.7	3.1	8.443	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	1228	307	859	1387	0.885	1210	1188	2.0	6.6	18.859	C
2 - Wide Lane (S)	456	114	828	815	0.560	454	1241	0.7	1.3	10.015	B
3 - A335 (NW)	1627	407	458	1713	0.950	1589	823	3.1	12.6	25.701	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	1228	307	874	1376	0.892	1224	1203	6.6	7.4	22.993	C
2 - Wide Lane (S)	456	114	838	809	0.564	456	1261	1.3	1.3	10.292	B
3 - A335 (NW)	1627	407	460	1711	0.951	1618	833	12.6	15.0	35.370	E

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	1002	251	744	1467	0.683	1023	1010	7.4	2.2	8.559	A
2 - Wide Lane (S)	372	93	700	887	0.420	374	1066	1.3	0.7	7.123	A
3 - A335 (NW)	1329	332	378	1772	0.750	1375	696	15.0	3.3	10.812	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Wide Lane (NE)	839	210	605	1562	0.537	844	830	2.2	1.2	5.088	A
2 - Wide Lane (S)	312	78	577	956	0.326	313	871	0.7	0.5	5.657	A
3 - A335 (NW)	1113	278	316	1817	0.612	1119	574	3.3	1.7	5.572	A