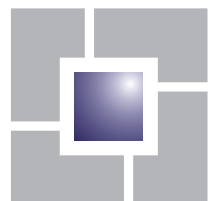


Great Billing Waste Transfer
Station, Billing

Transport Statement Addendum





Great Billing Waste Transfer
Station, Billing

***Transport Statement
Addendum***

Prepared by:

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1st April 2015

SJT/JLS/14295-02_TS Addendum

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APPENDICES

- Appendix A** Traffic Count Data
- Appendix B** Assessment Flows
- Appendix C** Junction Assessment Results



1.0 INTRODUCTION

1.1 This Transport Statement Addendum has been prepared on behalf of Mick George Limited to address the comments received from the Local Highway Authority in relation to the planning application (Reference: 14/00096/WASFUL) for a Waste Transfer Station at Lower Ecton Lane, Northampton.

1.2 The Local Authority comments are a request for further information and are set out as follows:

1. The submitted Transport Statement suggests a possible 44 HGV movements per hour during peak hour periods, based upon the waste vehicle movements to / from the site. However it is unclear from the information submitted if these assumed levels of movement also take into account the concrete batching plant located within the site. Further information will need to be provided confirming whether this is the case and / or updating the trip generation related to the site to take this use into account.
2. It is noted that the proposed routing of vehicles to / from the site will be via the A45, which is supported in principle. However as this will require all vehicles to turn right from Lower Ecton Lane onto Crow Lane the LHA would be looking for the applicant to provide an assessment of the operation of the Lower Ecton Lane / Crow Lane junction to determine the impacts of these additional number of large right turning vehicles on the operation of the junction (particularly during peak hour periods). Any assessment should take into account the combined impacts of the waste vehicle movements outlined within the submitted TS, the concrete batching plant and staff arrivals / departures. The assessment should be based both upon growthed background traffic for the proposed opening year of the site and for a further forecast year of 2029 (consistent with the West Northamptonshire Planning Horizon).
3. It is unclear from the plans submitted (due to the scale of the location plan) whether the applicant controls sufficient land at the junction of the site access with Lower Ecton Lane to provide a wider access, enabling vehicles to enter / exit the site at the same time (which cannot currently be achieved). At present the site access is narrow at the point at which it meets with Lower Ecton Lane which results in vehicles having

to wait within Lower Ecton Lane whilst opposing vehicles exit the site. The LHA would therefore be seeking either a widening of the access at the point at which it forms a junction with Lower Ecton Lane, or immediately within the site access road, with priority given to vehicles entering the site (whereas, at present, priority is given to vehicles exiting).

2.0 RESPONSES

2.1 Query 1

2.1.1 The Applicant has confirmed that the total figure of 440 movements a day (44 movements during the peak hour) includes the movements associated with the concrete batching plant located within the site.

2.2 Query 2

2.2.1 A manual traffic count was undertaken at the junction of Lower Ecton Lane/ Crow Lane during the hours of 06:00-10:00 and 16:00-19:00 on Thursday 19th March 2015. The results of the survey are included in **Appendix A**. The traffic flows on Crow Lane are relatively high during the peak periods and queuing back from the roundabout to the north across the junction tends to occur for the majority of the morning and afternoon peak periods. This affects the operation of the Lower Ecton Lane junction as it restricts the free flow of traffic from the minor road.

2.2.2 As requested the background traffic has been factored to a future year of 2029. The background traffic on Crow Lane has been factored using local TEMPRO growth factors.

2.2.3 The traffic data show that the busiest period for the operation of the junction is between 08:00-09:00 and 17:00-18:00. An assessment of the junction has therefore been undertaken during these periods. The assessment flows are shown in **Appendix B**.

2.2.4 The Applicant has confirmed that on the day of the survey there were 113 loads (226 movements) over the course of the day. The forecast additional traffic for a peak day associated with the site proposals has therefore be added to the base traffic for a worst case assessment.

2.2.5 This equates to 214 movements a day which equate to an additional 21 movements during a typical peak hour (assuming 10% of daily traffic takes place in the peak periods). An additional 11 trips in and 11 trips out during the peak periods have therefore been added to the base traffic.

2.2.6 The results of the assessment are included in **Appendix C** and are summarised in **Table 1**. The assessment has been run using a 'flat' profile rather than a typical 'one hour' peaked profile due to the consistently high flows observed on the mainline, particularly on approach to the roundabout, across the peak hour.

Table 1 – Assessment Result for Crow Lane/ Lower Ecton Lane

| 2015 Base | AM Peak (0800-0900) | | PM Peak (1700-1800) | |
|---------------|---------------------|-------|---------------------|-------|
| | Max RFC | Queue | Max RFC | Queue |
| B-C | 0.33 | 0 | 0.06 | 0 |
| B-A | 0.58 | 1 | 0.31 | 0 |
| C-AB | 0.09 | 0 | 0.36 | 2 |
| 2015 Base+Dev | AM Peak (0800-0900) | | PM Peak (1700-1800) | |
| | Max RFC | Queue | Max RFC | Queue |
| B-C | 0.35 | 1 | 0.08 | 0 |
| B-A | 0.62 | 2 | 0.36 | 1 |
| C-AB | 0.09 | 0 | 0.37 | 2 |
| 2029 Base | AM Peak (0800-0900) | | PM Peak (1700-1800) | |
| | Max RFC | Queue | Max RFC | Queue |
| B-C | 0.44 | 1 | 0.09 | 0 |
| B-A | 0.73 | 3 | 0.49 | 1 |
| C-AB | 0.12 | 0 | 0.58 | 4 |
| 2029 Base+Dev | AM Peak (0800-0900) | | PM Peak (1700-1800) | |
| | Max RFC | Queue | Max RFC | Queue |
| B-C | 0.50 | 1 | 0.10 | 0 |
| B-A | 0.79 | 3 | 0.56 | 1 |
| C-AB | 0.12 | 0 | 0.59 | 4 |

2.2.7 The results show that the junction will operate within well within capacity during the base year of 2015 and the future year of 2029.



2.3 **Query 3**

- 2.3.1 The Applicant does not control sufficient land to widen the access road at this location. It is important to note that there have been no recorded accidents at this location since 2005 and the existing arrangement operates without any capacity or safety issues.

SJT/JLS/14295-02_TS Addendum
1st April 2015



APPENDIX A

Northampton - Thursday 19th March 2015

Junction: Lower Ecton Lane/Crow Lane

Approach: Lower Ecton Lane

| TIME | Left Turn Out | | | | Right Turn Out | | | |
|---------------------|---------------|-----------|-----------|------------|----------------|-----------|-----------|------------|
| | Lights | HGV | Bus/Coach | TOTAL | Lights | HGV | Bus/Coach | TOTAL |
| 0600 - 0615 | 4 | 1 | 0 | 5 | 1 | 0 | 0 | 1 |
| 0615 - 0630 | 6 | 0 | 0 | 6 | 0 | 1 | 0 | 1 |
| 0630 - 0645 | 5 | 1 | 0 | 6 | 3 | 1 | 0 | 4 |
| 0645 - 0700 | 7 | 0 | 0 | 7 | 1 | 1 | 0 | 2 |
| Hourly Total | 22 | 2 | 0 | 24 | 5 | 3 | 0 | 8 |
| 0700 - 0715 | 12 | 1 | 0 | 13 | 2 | 1 | 0 | 3 |
| 0715 - 0730 | 26 | 3 | 0 | 29 | 9 | 2 | 0 | 11 |
| 0730 - 0745 | 27 | 2 | 0 | 29 | 17 | 3 | 0 | 20 |
| 0745 - 0800 | 34 | 2 | 0 | 36 | 26 | 2 | 0 | 28 |
| Hourly Total | 99 | 8 | 0 | 107 | 54 | 8 | 0 | 62 |
| 0800 - 0815 | 33 | 1 | 0 | 34 | 27 | 4 | 0 | 31 |
| 0815 - 0830 | 30 | 2 | 0 | 32 | 32 | 3 | 0 | 35 |
| 0830 - 0845 | 35 | 1 | 0 | 36 | 42 | 2 | 0 | 44 |
| 0845 - 0900 | 25 | 2 | 0 | 27 | 28 | 3 | 0 | 31 |
| Hourly Total | 123 | 6 | 0 | 129 | 129 | 12 | 0 | 141 |
| 0900 - 0915 | 14 | 1 | 0 | 15 | 29 | 2 | 0 | 31 |
| 0915 - 0930 | 13 | 1 | 0 | 14 | 22 | 2 | 0 | 24 |
| 0930 - 0945 | 15 | 2 | 0 | 17 | 23 | 2 | 0 | 25 |
| 0945 - 1000 | 12 | 1 | 0 | 13 | 17 | 3 | 0 | 20 |
| Hourly Total | 54 | 5 | 0 | 59 | 91 | 9 | 0 | 100 |
| | Lights | HGV | Bus/Coach | TOTAL | Lights | HGV | Bus/Coach | TOTAL |
| TOTAL | 298 | 21 | 0 | 319 | 279 | 32 | 0 | 311 |

| HGV Companies Seen | % |
|--------------------|----|
| Veolia | 2 |
| Mick George | 60 |
| B Beatty | 10 |
| Abel | 2 |
| Ace Skips | 2 |
| Anglian Water | 6 |
| Lynch | 2 |
| Docwra | 2 |
| Biffa | 5 |
| Butler | 5 |
| Warrens Skips | 2 |
| Berryman | 2 |

| TIME | Left Turn Out | | | | Right Turn Out | | | |
|---------------------|---------------|----------|-----------|-----------|----------------|-----------|-----------|------------|
| | Lights | HGV | Bus/Coach | TOTAL | Lights | HGV | Bus/Coach | TOTAL |
| 1600 - 1615 | 16 | 0 | 0 | 16 | 21 | 1 | 0 | 22 |
| 1615 - 1630 | 12 | 1 | 0 | 13 | 26 | 1 | 0 | 27 |
| 1630 - 1645 | 10 | 0 | 0 | 10 | 22 | 2 | 0 | 24 |
| 1645 - 1700 | 6 | 0 | 0 | 6 | 17 | 3 | 0 | 20 |
| Hourly Total | 44 | 1 | 0 | 45 | 86 | 7 | 0 | 93 |
| 1700 - 1715 | 8 | 0 | 0 | 8 | 16 | 0 | 0 | 16 |
| 1715 - 1730 | 7 | 0 | 0 | 7 | 21 | 2 | 0 | 23 |
| 1730 - 1745 | 8 | 1 | 0 | 9 | 14 | 0 | 0 | 14 |
| 1745 - 1800 | 7 | 0 | 0 | 7 | 13 | 1 | 0 | 14 |
| Hourly Total | 30 | 1 | 0 | 31 | 64 | 3 | 0 | 67 |
| 1800 - 1815 | 5 | 0 | 0 | 5 | 20 | 0 | 0 | 20 |
| 1815 - 1830 | 7 | 0 | 0 | 7 | 9 | 1 | 0 | 10 |
| 1830 - 1845 | 4 | 0 | 0 | 4 | 11 | 0 | 0 | 11 |
| 1845 - 1900 | 3 | 0 | 0 | 3 | 8 | 0 | 0 | 8 |
| Hourly Total | 19 | 0 | 0 | 19 | 48 | 1 | 0 | 49 |
| | Lights | HGV | Bus/Coach | TOTAL | Lights | HGV | Bus/Coach | TOTAL |
| TOTAL | 93 | 2 | 0 | 95 | 198 | 11 | 0 | 209 |

| HGV Companies Seen | % |
|--------------------|----|
| Veolia | 2 |
| Mick George | 80 |
| B Beatty | 10 |
| Abel | 0 |
| Ace Skips | 0 |
| Anglian Water | 6 |
| Lynch | 0 |
| Docwra | 0 |
| Biffa | 2 |
| Butler | 0 |
| Warrens Skips | 0 |
| Berryman | 0 |

Northampton - Thursday 19th March 2015

Junction: Lower Ecton Lane/Crow Lane

Approach: Crow Hill NB

| TIME | Northbound | | | | Right Turn | | | |
|---------------------|-------------|------------|-----------|-------------|------------|-----------|-----------|-----------|
| | Lights | HGV | Bus/Coach | TOTAL | Lights | HGV | Bus/Coach | TOTAL |
| 0600 - 0615 | 74 | 6 | 0 | 80 | 3 | 0 | 0 | 3 |
| 0615 - 0630 | 84 | 9 | 0 | 93 | 1 | 1 | 0 | 2 |
| 0630 - 0645 | 92 | 12 | 0 | 104 | 3 | 0 | 0 | 3 |
| 0645 - 0700 | 111 | 13 | 0 | 124 | 2 | 0 | 0 | 2 |
| Hourly Total | 361 | 40 | 0 | 401 | 9 | 1 | 0 | 10 |
| 0700 - 0715 | 118 | 17 | 1 | 136 | 6 | 1 | 0 | 7 |
| 0715 - 0730 | 134 | 21 | 1 | 156 | 4 | 2 | 0 | 6 |
| 0730 - 0745 | 163 | 16 | 2 | 181 | 7 | 1 | 0 | 8 |
| 0745 - 0800 | 148 | 14 | 2 | 164 | 3 | 1 | 0 | 4 |
| Hourly Total | 563 | 68 | 6 | 637 | 20 | 5 | 0 | 25 |
| 0800 - 0815 | 151 | 15 | 1 | 167 | 3 | 1 | 0 | 4 |
| 0815 - 0830 | 147 | 14 | 4 | 165 | 3 | 0 | 0 | 3 |
| 0830 - 0845 | 149 | 13 | 2 | 164 | 6 | 1 | 0 | 7 |
| 0845 - 0900 | 157 | 16 | 2 | 175 | 11 | 0 | 0 | 11 |
| Hourly Total | 604 | 58 | 9 | 671 | 23 | 2 | 0 | 25 |
| 0900 - 0915 | 143 | 12 | 1 | 156 | 10 | 1 | 0 | 11 |
| 0915 - 0930 | 137 | 13 | 2 | 152 | 9 | 1 | 0 | 10 |
| 0930 - 0945 | 144 | 18 | 0 | 162 | 6 | 1 | 0 | 7 |
| 0945 - 1000 | 129 | 12 | 1 | 142 | 8 | 1 | 0 | 9 |
| Hourly Total | 553 | 55 | 4 | 612 | 33 | 4 | 0 | 37 |
| | Lights | HGV | Bus/Coach | TOTAL | Lights | HGV | Bus/Coach | TOTAL |
| TOTAL | 2081 | 221 | 19 | 2321 | 85 | 12 | 0 | 97 |

| TIME | Northbound | | | | Right Turn | | | |
|---------------------|-------------|-----------|-----------|-------------|------------|----------|-----------|------------|
| | Lights | HGV | Bus/Coach | TOTAL | Lights | HGV | Bus/Coach | TOTAL |
| 1600 - 1615 | 179 | 9 | 1 | 189 | 17 | 0 | 0 | 17 |
| 1615 - 1630 | 185 | 6 | 0 | 191 | 9 | 0 | 0 | 9 |
| 1630 - 1645 | 204 | 7 | 1 | 212 | 12 | 0 | 0 | 12 |
| 1645 - 1700 | 211 | 7 | 0 | 218 | 21 | 1 | 0 | 22 |
| Hourly Total | 779 | 29 | 2 | 810 | 59 | 1 | 0 | 60 |
| 1700 - 1715 | 242 | 4 | 1 | 247 | 11 | 0 | 0 | 11 |
| 1715 - 1730 | 279 | 5 | 0 | 284 | 16 | 0 | 0 | 16 |
| 1730 - 1745 | 239 | 4 | 1 | 244 | 25 | 0 | 0 | 25 |
| 1745 - 1800 | 210 | 3 | 1 | 214 | 23 | 0 | 0 | 23 |
| Hourly Total | 970 | 16 | 3 | 989 | 75 | 0 | 0 | 75 |
| 1800 - 1815 | 187 | 3 | 0 | 190 | 17 | 0 | 0 | 17 |
| 1815 - 1830 | 164 | 4 | 1 | 169 | 11 | 0 | 0 | 11 |
| 1830 - 1845 | 167 | 2 | 0 | 169 | 10 | 0 | 0 | 10 |
| 1845 - 1900 | 157 | 3 | 0 | 160 | 9 | 0 | 0 | 9 |
| Hourly Total | 675 | 12 | 1 | 688 | 47 | 0 | 0 | 47 |
| | Lights | HGV | Bus/Coach | TOTAL | Lights | HGV | Bus/Coach | TOTAL |
| TOTAL | 2424 | 57 | 6 | 2487 | 181 | 1 | 0 | 182 |

Northampton - Thursday 19th March 2015

Junction: Lower Ecton Lane/Crow Lane

Approach: The Avenue

| TIME | Left Turn | | | | Southbound | | | |
|---------------------|------------|-----------|-----------|------------|-------------|------------|-----------|-------------|
| | Lights | HGV | Bus/Coach | TOTAL | Lights | HGV | Bus/Coach | TOTAL |
| 0600 - 0615 | 9 | 1 | 0 | 10 | 71 | 6 | 1 | 78 |
| 0615 - 0630 | 15 | 2 | 0 | 17 | 84 | 6 | 0 | 90 |
| 0630 - 0645 | 22 | 0 | 0 | 22 | 96 | 7 | 0 | 103 |
| 0645 - 0700 | 35 | 2 | 0 | 37 | 111 | 7 | 1 | 119 |
| Hourly Total | 81 | 5 | 0 | 86 | 362 | 26 | 2 | 390 |
| 0700 - 0715 | 44 | 4 | 0 | 48 | 125 | 10 | 0 | 135 |
| 0715 - 0730 | 27 | 2 | 0 | 29 | 138 | 14 | 1 | 153 |
| 0730 - 0745 | 22 | 3 | 0 | 25 | 170 | 9 | 1 | 180 |
| 0745 - 0800 | 10 | 2 | 0 | 12 | 166 | 13 | 1 | 180 |
| Hourly Total | 103 | 11 | 0 | 114 | 599 | 46 | 3 | 648 |
| 0800 - 0815 | 8 | 3 | 0 | 11 | 152 | 14 | 1 | 167 |
| 0815 - 0830 | 7 | 1 | 0 | 8 | 143 | 17 | 0 | 160 |
| 0830 - 0845 | 7 | 3 | 0 | 10 | 152 | 14 | 2 | 168 |
| 0845 - 0900 | 8 | 3 | 0 | 11 | 161 | 14 | 1 | 176 |
| Hourly Total | 30 | 10 | 0 | 40 | 608 | 59 | 4 | 671 |
| 0900 - 0915 | 9 | 2 | 0 | 11 | 146 | 12 | 2 | 160 |
| 0915 - 0930 | 14 | 3 | 0 | 17 | 134 | 15 | 0 | 149 |
| 0930 - 0945 | 15 | 2 | 0 | 17 | 148 | 11 | 1 | 160 |
| 0945 - 1000 | 11 | 3 | 0 | 14 | 130 | 17 | 1 | 148 |
| Hourly Total | 49 | 10 | 0 | 59 | 558 | 55 | 4 | 617 |
| | Lights | HGV | Bus/Coach | TOTAL | Lights | HGV | Bus/Coach | TOTAL |
| TOTAL | 263 | 36 | 0 | 299 | 2127 | 186 | 13 | 2326 |

| TIME | Left Turn | | | | Southbound | | | |
|---------------------|------------|-----------|-----------|------------|-------------|-----------|-----------|-------------|
| | Lights | HGV | Bus/Coach | TOTAL | Lights | HGV | Bus/Coach | TOTAL |
| 1600 - 1615 | 30 | 4 | 0 | 34 | 204 | 12 | 1 | 217 |
| 1615 - 1630 | 19 | 3 | 0 | 22 | 179 | 8 | 0 | 187 |
| 1630 - 1645 | 28 | 7 | 0 | 35 | 209 | 11 | 1 | 221 |
| 1645 - 1700 | 25 | 1 | 0 | 26 | 177 | 6 | 1 | 184 |
| Hourly Total | 102 | 15 | 0 | 117 | 769 | 37 | 3 | 809 |
| 1700 - 1715 | 21 | 0 | 0 | 21 | 201 | 4 | 1 | 206 |
| 1715 - 1730 | 24 | 2 | 0 | 26 | 175 | 7 | 0 | 182 |
| 1730 - 1745 | 23 | 2 | 0 | 25 | 156 | 4 | 0 | 160 |
| 1745 - 1800 | 21 | 1 | 0 | 22 | 146 | 2 | 1 | 149 |
| Hourly Total | 89 | 5 | 0 | 94 | 678 | 17 | 2 | 697 |
| 1800 - 1815 | 17 | 1 | 0 | 18 | 133 | 4 | 0 | 137 |
| 1815 - 1830 | 20 | 1 | 0 | 21 | 121 | 1 | 0 | 122 |
| 1830 - 1845 | 14 | 0 | 0 | 14 | 111 | 2 | 0 | 113 |
| 1845 - 1900 | 11 | 0 | 0 | 11 | 107 | 2 | 0 | 109 |
| Hourly Total | 62 | 2 | 0 | 64 | 472 | 9 | 0 | 481 |
| | Lights | HGV | Bus/Coach | TOTAL | Lights | HGV | Bus/Coach | TOTAL |
| TOTAL | 253 | 22 | 0 | 275 | 1919 | 63 | 5 | 1987 |



APPENDIX B

Lower Ecton Lane/ Crow Lane (All flows in PCUs)

A Crow Lane North
 B Lower Ecton Lane
 C Crow Lane South

Counted 2015
 AM Peak (08:00-09:00)

| | | | |
|---|-----|----|-----|
| | A | B | C |
| A | 0 | 50 | 734 |
| B | 153 | 0 | 135 |
| C | 738 | 27 | 0 |

PM Peak (17:00-18:00)

| | | | |
|---|------|----|-----|
| | A | B | C |
| A | 0 | 99 | 716 |
| B | 70 | 0 | 32 |
| C | 1008 | 75 | 0 |

Future 2029
 AM Peak (08:00-09:00) 1.2035

| | | | |
|---|-----|----|-----|
| | A | B | C |
| A | | 50 | 883 |
| B | 153 | | 135 |
| C | 888 | 27 | |

PM Peak (17:00-18:00) 1.2363

| | | | |
|---|------|----|-----|
| | A | B | C |
| A | | 99 | 885 |
| B | 70 | | 32 |
| C | 1246 | 75 | |

Development Trips
 AM Peak (08:00-09:00)

| | | | |
|---|----|----|---|
| | A | B | C |
| A | | 11 | |
| B | 11 | | |
| C | | | |

PM Peak (17:00-18:00)

| | | | |
|---|----|----|---|
| | A | B | C |
| A | | 11 | |
| B | 11 | | |
| C | | | |

2029+Dev
 AM Peak (08:00-09:00)

| | | | |
|---|-----|----|-----|
| | A | B | C |
| A | 0 | 61 | 883 |
| B | 164 | 0 | 135 |
| C | 888 | 27 | 0 |

PM Peak (17:00-18:00)

| | | | |
|---|------|-----|-----|
| | A | B | C |
| A | 0 | 110 | 885 |
| B | 81 | 0 | 32 |
| C | 1246 | 75 | 0 |



APPENDIX C

| |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Junctions 8 |
| PICADY 8 - Priority Intersection Module |
| Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2015 |
| For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: Lower Ecton Lane_Crow Lane.arc8
Path: P:\14000's\14295
Report generation date: 01/04/2015 12:15:53

- » (Default Analysis Set) - Base 2015, AM
- » (Default Analysis Set) - Base 2015, PM
- » (Default Analysis Set) - Base 2015+Dev, AM
- » (Default Analysis Set) - Base 2015+Dev, PM
- » (Default Analysis Set) - Base 2029, AM
- » (Default Analysis Set) - Base 2029, PM
- » (Default Analysis Set) - Base 2029+Dev, AM
- » (Default Analysis Set) - Base 2029+Dev, PM

Summary of junction performance

| | AM | | | |
|-------------|----------------|-----------|------|-----|
| | Queue (PCU) | Delay (s) | RFC | LOS |
| | A1 - Base 2015 | | | |
| Stream B-C | 0.50 | 13.39 | 0.33 | B |
| Stream B-A | 1.33 | 31.91 | 0.58 | D |
| Stream C-AB | 0.18 | 4.00 | 0.09 | A |
| Stream C-A | - | - | - | - |
| Stream A-B | - | - | - | - |
| Stream A-C | - | - | - | - |

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

- "D1 - Base 2015, AM" model duration: 08:00 - 09:00
- "D2 - Base 2015, PM" model duration: 17:00 - 18:00
- "D3 - Base 2015+Dev, AM" model duration: 08:00 - 09:00
- "D4 - Base 2015+Dev, PM" model duration: 17:00 - 18:00
- "D5 - Base 2029, AM" model duration: 08:00 - 09:00
- "D6 - Base 2029, PM" model duration: 17:00 - 18:00
- "D7 - Base 2029+Dev, AM" model duration: 08:00 - 09:00
- "D8 - Base 2029+Dev, PM" model duration: 17:00 - 18:00

Run using Junctions 8.0.4.487 at 01/04/2015 12:15:51

File summary

| | |
|-------------|------------|
| Title | (untitled) |
| Location | |
| Site Number | |
| Date | 23/03/2015 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | arcady |
| Description | |

Analysis Options

| Vehicle Length (m) | Do Queue Variations | Calculate Residual Capacity | Residual Capacity Criteria Type | RFC Threshold | Average Delay Threshold (s) | Queue Threshold (PCU) |
|--------------------|---------------------|-----------------------------|---------------------------------|---------------|-----------------------------|-----------------------|
| 5.75 | | | N/A | 0.85 | 36.00 | 20.00 |

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 |

(Default Analysis Set) - Base 2015, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| Name | Roundabout Capacity Model | Description | Include In Report | Use Specific Demand Set(s) | Specific Demand Set (s) | Locked | Network Flow Scaling Factor (%) | Network Capacity Scaling Factor (%) | Reason For Scaling Factors |
|------------------------|---------------------------|-------------|-------------------|----------------------------|-------------------------|--------|---------------------------------|-------------------------------------|----------------------------|
| (Default Analysis Set) | N/A | | ✓ | | | | 100.000 | 100.000 | |

Demand Set Details

| Name | Scenario Name | Time Period Name | Description | Traffic Profile Type | Model Start Time (HH:mm) | Model Finish Time (HH:mm) | Model Time Period Length (min) | Time Segment Length (min) | Results For Central Hour Only | Single Time Segment Only | Locked | Run Automatically | Use Relationship | Relationship |
|---------------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|-------------------------------|--------------------------|--------|-------------------|------------------|--------------|
| Base 2015, AM | Base 2015 | AM | | FLAT | 08:00 | 09:00 | 60 | 15 | | | | ✓ | | |

Junction Network

Junctions

| Junction | Name | Junction Type | Major Road Direction | Arm Order | Do Geometric Delay | Junction Delay (s) | Junction LOS |
|----------|----------------------------|---------------|----------------------|-----------|--------------------|--------------------|--------------|
| 1 | Lower Ecton Lane_Crow Lane | T-Junction | Two-way | A,B,C | | 18.62 | C |

Junction Network Options

| Driving Side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Name | Arm | Name | Description | Arm Type |
|------------------|-----|------------------|-------------|----------|
| Crow Lane N | A | Crow Lane N | | Major |
| Lower Ecton Lane | B | Lower Ecton Lane | | Minor |
| Crow Lane South | C | Crow Lane South | | Major |

Major Arm Geometry

| Name | Width of carriageway (m) | Has kerbed central reserve | Width of kerbed central reserve (m) | Has right turn bay | Width For Right Turn (m) | Visibility For Right Turn (m) | Blocks? | Blocking Queue (PCU) |
|-----------------|--------------------------|----------------------------|-------------------------------------|--------------------|--------------------------|-------------------------------|---------|----------------------|
| Crow Lane South | 8.30 | | 0.00 | | 2.20 | 118.00 | ✓ | 0.00 |

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

| Name | Minor Arm Type | Lane Width (m) | Lane Width (Left) (m) | Lane Width (Right) (m) | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate Flare Length | Flare Length (PCU) | Visibility To Left (m) | Visibility To Right (m) |
|------------------|---------------------|----------------|-----------------------|------------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| Lower Ecton Lane | One lane plus flare | | | | 10.00 | 6.50 | 5.00 | 4.60 | 4.40 | ✓ | 3.00 | 74 | 88 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|----------|--------|--------------------|---------------|---------------|---------------|---------------|
| 1 | B-A | 555.396 | 0.091 | 0.230 | 0.145 | 0.329 |
| 1 | B-C | 674.022 | 0.093 | 0.235 | - | - |
| 1 | C-B | 642.298 | 0.224 | 0.224 | - | - |

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

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 Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Name | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|------------------|--------------|--------------------|------------------------------|-------------------------|
| Crow Lane N | FLAT | ✓ | 784.00 | 100.000 |
| Lower Ecton Lane | FLAT | ✓ | 288.00 | 100.000 |
| Crow Lane South | FLAT | ✓ | 765.00 | 100.000 |

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Lower Ecton Lane_ Crow Lane (for whole period)

| From | To | | |
|------------------|-------------|------------------|-----------------|
| | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| Crow Lane N | 0.000 | 50.000 | 734.000 |
| Lower Ecton Lane | 153.000 | 0.000 | 135.000 |
| Crow Lane South | 738.000 | 27.000 | 0.000 |

Turning Proportions (PCU) - Lower Ecton Lane_ Crow Lane (for whole period)

| From | To | | |
|------------------|-------------|------------------|-----------------|
| | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| Crow Lane N | 0.00 | 0.06 | 0.94 |
| Lower Ecton Lane | 0.53 | 0.00 | 0.47 |
| Crow Lane South | 0.96 | 0.04 | 0.00 |

Vehicle Mix

Average PCU Per Vehicle - Lower Ecton Lane_ Crow Lane (for whole period)

| From | To | | |
|------------------|-------------|------------------|-----------------|
| | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| Crow Lane N | 1.000 | 1.000 | 1.000 |
| Lower Ecton Lane | 1.000 | 1.000 | 1.000 |
| Crow Lane South | 1.000 | 1.000 | 1.000 |

Heavy Vehicle Percentages - Lower Ecton Lane_ Crow Lane (for whole period)

| From | To | | |
|------------------|-------------|------------------|-----------------|
| | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| Crow Lane N | 0.0 | 0.0 | 0.0 |
| Lower Ecton Lane | 0.0 | 0.0 | 0.0 |
| Crow Lane South | 0.0 | 0.0 | 0.0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) | Total Queueing Delay (PCU-min) | Average Queueing Delay (s) | Rate Of Queueing Delay (PCU-min/min) | Inclusive Total Queueing Delay (PCU-min) | Inclusive Average Queueing Delay (s) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|--------------------------------|----------------------------|--------------------------------------|------------------------------------------|--------------------------------------|
| B-C | 0.33 | 13.39 | 0.50 | B | 135.00 | 135.00 | 29.05 | 12.91 | 0.48 | 29.07 | 12.92 |
| B-A | 0.58 | 31.91 | 1.33 | D | 153.00 | 153.00 | 75.44 | 29.59 | 1.26 | 75.64 | 29.66 |
| C-AB | 0.09 | 4.00 | 0.18 | A | 90.82 | 90.82 | 10.98 | 7.26 | 0.18 | 10.98 | 7.26 |
| C-A | - | - | - | - | 674.18 | 674.18 | - | - | - | - | - |
| A-B | - | - | - | - | 50.00 | 50.00 | - | - | - | - | - |
| A-C | - | - | - | - | 734.00 | 734.00 | - | - | - | - | - |

Main Results for each time segment

Main results: (08:00-08:15)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 135.00 | 33.75 | 133.08 | 0.00 | 409.73 | 0.329 | 0.00 | 0.48 | 12.926 | B |
| B-A | 153.00 | 38.25 | 147.96 | 0.00 | 265.32 | 0.577 | 0.00 | 1.26 | 29.568 | D |
| C-AB | 90.43 | 22.61 | 89.70 | 0.00 | 990.49 | 0.091 | 0.00 | 0.18 | 3.996 | A |
| C-A | 674.57 | 168.64 | 674.57 | 0.00 | - | - | - | - | - | - |
| A-B | 50.00 | 12.50 | 50.00 | 0.00 | - | - | - | - | - | - |
| A-C | 734.00 | 183.50 | 734.00 | 0.00 | - | - | - | - | - | - |

Main results: (08:15-08:30)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 135.00 | 33.75 | 134.95 | 0.00 | 404.10 | 0.334 | 0.48 | 0.49 | 13.369 | B |
| B-A | 153.00 | 38.25 | 152.82 | 0.00 | 265.55 | 0.576 | 1.26 | 1.31 | 31.795 | D |
| C-AB | 90.95 | 22.74 | 90.94 | 0.00 | 990.81 | 0.092 | 0.18 | 0.18 | 4.003 | A |
| C-A | 674.05 | 168.51 | 674.05 | 0.00 | - | - | - | - | - | - |
| A-B | 50.00 | 12.50 | 50.00 | 0.00 | - | - | - | - | - | - |
| A-C | 734.00 | 183.50 | 734.00 | 0.00 | - | - | - | - | - | - |

Main results: (08:30-08:45)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 135.00 | 33.75 | 134.99 | 0.00 | 403.89 | 0.334 | 0.49 | 0.50 | 13.384 | B |
| B-A | 153.00 | 38.25 | 152.93 | 0.00 | 265.56 | 0.576 | 1.31 | 1.32 | 31.880 | D |
| C-AB | 90.95 | 22.74 | 90.95 | 0.00 | 990.81 | 0.092 | 0.18 | 0.18 | 4.003 | A |
| C-A | 674.05 | 168.51 | 674.05 | 0.00 | - | - | - | - | - | - |
| A-B | 50.00 | 12.50 | 50.00 | 0.00 | - | - | - | - | - | - |
| A-C | 734.00 | 183.50 | 734.00 | 0.00 | - | - | - | - | - | - |

Main results: (08:45-09:00)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 135.00 | 33.75 | 134.99 | 0.00 | 403.82 | 0.334 | 0.50 | 0.50 | 13.391 | B |
| B-A | 153.00 | 38.25 | 152.97 | 0.00 | 265.57 | 0.576 | 1.32 | 1.33 | 31.910 | D |
| C-AB | 90.95 | 22.74 | 90.95 | 0.00 | 990.81 | 0.092 | 0.18 | 0.18 | 4.004 | A |
| C-A | 674.05 | 168.51 | 674.05 | 0.00 | - | - | - | - | - | - |
| A-B | 50.00 | 12.50 | 50.00 | 0.00 | - | - | - | - | - | - |
| A-C | 734.00 | 183.50 | 734.00 | 0.00 | - | - | - | - | - | - |

Queueing Delay Results for each time segment
Queueing Delay results: (08:00-08:15)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 6.78 | 0.45 | 12.926 | B | B |
| B-A | 16.46 | 1.10 | 29.568 | D | C |
| C-AB | 2.68 | 0.18 | 3.996 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (08:15-08:30)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 7.35 | 0.49 | 13.369 | B | B |
| B-A | 19.32 | 1.29 | 31.795 | D | C |
| C-AB | 2.77 | 0.18 | 4.003 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (08:30-08:45)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 7.44 | 0.50 | 13.384 | B | B |
| B-A | 19.74 | 1.32 | 31.880 | D | C |
| C-AB | 2.77 | 0.18 | 4.003 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (08:45-09:00)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 7.47 | 0.50 | 13.391 | B | B |
| B-A | 19.92 | 1.33 | 31.910 | D | C |
| C-AB | 2.77 | 0.18 | 4.004 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

(Default Analysis Set) - Base 2015, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| Name | Roundabout Capacity Model | Description | Include In Report | Use Specific Demand Set(s) | Specific Demand Set (s) | Locked | Network Flow Scaling Factor (%) | Network Capacity Scaling Factor (%) | Reason For Scaling Factors |
|------------------------|---------------------------|-------------|-------------------|----------------------------|-------------------------|--------|---------------------------------|-------------------------------------|----------------------------|
| (Default Analysis Set) | N/A | | ✓ | | | | 100.000 | 100.000 | |

Demand Set Details

| Name | Scenario Name | Time Period Name | Description | Traffic Profile Type | Model Start Time (HH:mm) | Model Finish Time (HH:mm) | Model Time Period Length (min) | Time Segment Length (min) | Results For Central Hour Only | Single Time Segment Only | Locked | Run Automatically | Use Relationship | Relationship |
|---------------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|-------------------------------|--------------------------|--------|-------------------|------------------|--------------|
| Base 2015, PM | Base 2015 | PM | | FLAT | 17:00 | 18:00 | 60 | 15 | | | | ✓ | | |

Junction Network

Junctions

| Junction | Name | Junction Type | Major Road Direction | Arm Order | Do Geometric Delay | Junction Delay (s) | Junction LOS |
|----------|----------------------------|---------------|----------------------|-----------|--------------------|--------------------|--------------|
| 1 | Lower Ecton Lane_Crow Lane | T-Junction | Two-way | A,B,C | | 7.45 | A |

Junction Network Options

| Driving Side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Name | Arm | Name | Description | Arm Type |
|------------------|-----|------------------|-------------|----------|
| Crow Lane N | A | Crow Lane N | | Major |
| Lower Ecton Lane | B | Lower Ecton Lane | | Minor |
| Crow Lane South | C | Crow Lane South | | Major |

Major Arm Geometry

| Name | Width of carriageway (m) | Has kerbed central reserve | Width of kerbed central reserve (m) | Has right turn bay | Width For Right Turn (m) | Visibility For Right Turn (m) | Blocks? | Blocking Queue (PCU) |
|-----------------|--------------------------|----------------------------|-------------------------------------|--------------------|--------------------------|-------------------------------|---------|----------------------|
| Crow Lane South | 8.30 | | 0.00 | | 2.20 | 118.00 | ✓ | 0.00 |

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

| Name | Minor Arm Type | Lane Width (m) | Lane Width (Left) (m) | Lane Width (Right) (m) | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate Flare Length | Flare Length (PCU) | Visibility To Left (m) | Visibility To Right (m) |
|------------------|---------------------|----------------|-----------------------|------------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| Lower Ecton Lane | One lane plus flare | | | | 10.00 | 6.50 | 5.00 | 4.60 | 4.40 | ✓ | 3.00 | 74 | 88 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|----------|--------|--------------------|---------------|---------------|---------------|---------------|
| 1 | B-A | 590.119 | 0.097 | 0.244 | 0.154 | 0.349 |
| 1 | B-C | 630.793 | 0.087 | 0.220 | - | - |
| 1 | C-B | 642.298 | 0.224 | 0.224 | - | - |

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

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 Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Name | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|------------------|--------------|--------------------|------------------------------|-------------------------|
| Crow Lane N | FLAT | ✓ | 815.00 | 100.000 |
| Lower Ecton Lane | FLAT | ✓ | 102.00 | 100.000 |
| Crow Lane South | FLAT | ✓ | 1083.00 | 100.000 |

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Lower Ecton Lane_ Crow Lane (for whole period)

| From | To | | |
|------------------|-------------|------------------|-----------------|
| | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| Crow Lane N | 0.000 | 99.000 | 716.000 |
| Lower Ecton Lane | 70.000 | 0.000 | 32.000 |
| Crow Lane South | 1008.000 | 75.000 | 0.000 |

Turning Proportions (PCU) - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| From | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| | Crow Lane N | 0.00 | 0.12 | 0.88 |
| | Lower Ecton Lane | 0.69 | 0.00 | 0.31 |
| | Crow Lane South | 0.93 | 0.07 | 0.00 |

Vehicle Mix

Average PCU Per Vehicle - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| From | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| | Crow Lane N | 1.000 | 1.000 | 1.000 |
| | Lower Ecton Lane | 1.000 | 1.000 | 1.000 |
| | Crow Lane South | 1.000 | 1.000 | 1.000 |

Heavy Vehicle Percentages - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| From | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| | Crow Lane N | 0.0 | 0.0 | 0.0 |
| | Lower Ecton Lane | 0.0 | 0.0 | 0.0 |
| | Crow Lane South | 0.0 | 0.0 | 0.0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) | Total Queueing Delay (PCU-min) | Average Queueing Delay (s) | Rate Of Queueing Delay (PCU-min/min) | Inclusive Total Queueing Delay (PCU-min) | Inclusive Average Queueing Delay (s) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|--------------------------------|----------------------------|--------------------------------------|------------------------------------------|--------------------------------------|
| B-C | 0.08 | 9.15 | 0.08 | A | 32.00 | 32.00 | 4.79 | 8.98 | 0.08 | 4.79 | 8.98 |
| B-A | 0.31 | 23.48 | 0.45 | C | 70.00 | 70.00 | 26.16 | 22.42 | 0.44 | 26.19 | 22.45 |
| C-AB | 0.36 | 4.76 | 1.63 | A | 436.51 | 436.51 | 96.86 | 13.31 | 1.61 | 96.92 | 13.32 |
| C-A | - | - | - | - | 646.49 | 646.49 | - | - | - | - | - |
| A-B | - | - | - | - | 99.00 | 99.00 | - | - | - | - | - |
| A-C | - | - | - | - | 716.00 | 716.00 | - | - | - | - | - |

Main Results for each time segment

Main results: (17:00-17:15)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 32.00 | 8.00 | 31.68 | 0.00 | 427.45 | 0.075 | 0.00 | 0.08 | 9.088 | A |
| B-A | 70.00 | 17.50 | 68.25 | 0.00 | 224.25 | 0.312 | 0.00 | 0.44 | 22.839 | C |
| C-AB | 431.14 | 107.79 | 424.86 | 0.00 | 1199.94 | 0.359 | 0.00 | 1.57 | 4.656 | A |
| C-A | 651.86 | 162.96 | 651.86 | 0.00 | - | - | - | - | - | - |
| A-B | 99.00 | 24.75 | 99.00 | 0.00 | - | - | - | - | - | - |
| A-C | 716.00 | 179.00 | 716.00 | 0.00 | - | - | - | - | - | - |

Main results: (17:15-17:30)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 32.00 | 8.00 | 32.00 | 0.00 | 425.65 | 0.075 | 0.08 | 0.08 | 9.144 | A |
| B-A | 70.00 | 17.50 | 69.96 | 0.00 | 223.34 | 0.313 | 0.44 | 0.45 | 23.456 | C |
| C-AB | 438.21 | 109.55 | 438.04 | 0.00 | 1203.49 | 0.364 | 1.57 | 1.62 | 4.754 | A |
| C-A | 644.79 | 161.20 | 644.79 | 0.00 | - | - | - | - | - | - |
| A-B | 99.00 | 24.75 | 99.00 | 0.00 | - | - | - | - | - | - |
| A-C | 716.00 | 179.00 | 716.00 | 0.00 | - | - | - | - | - | - |

Main results: (17:30-17:45)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 32.00 | 8.00 | 32.00 | 0.00 | 425.60 | 0.075 | 0.08 | 0.08 | 9.145 | A |
| B-A | 70.00 | 17.50 | 69.99 | 0.00 | 223.32 | 0.313 | 0.45 | 0.45 | 23.471 | C |
| C-AB | 438.33 | 109.58 | 438.28 | 0.00 | 1203.60 | 0.364 | 1.62 | 1.63 | 4.754 | A |
| C-A | 644.67 | 161.17 | 644.67 | 0.00 | - | - | - | - | - | - |
| A-B | 99.00 | 24.75 | 99.00 | 0.00 | - | - | - | - | - | - |
| A-C | 716.00 | 179.00 | 716.00 | 0.00 | - | - | - | - | - | - |

Main results: (17:45-18:00)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 32.00 | 8.00 | 32.00 | 0.00 | 425.59 | 0.075 | 0.08 | 0.08 | 9.146 | A |
| B-A | 70.00 | 17.50 | 69.99 | 0.00 | 223.31 | 0.313 | 0.45 | 0.45 | 23.476 | C |
| C-AB | 438.38 | 109.60 | 438.36 | 0.00 | 1203.62 | 0.364 | 1.63 | 1.63 | 4.755 | A |
| C-A | 644.62 | 161.15 | 644.62 | 0.00 | - | - | - | - | - | - |
| A-B | 99.00 | 24.75 | 99.00 | 0.00 | - | - | - | - | - | - |
| A-C | 716.00 | 179.00 | 716.00 | 0.00 | - | - | - | - | - | - |

Queueing Delay Results for each time segment

Queueing Delay results: (17:00-17:15)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 1.15 | 0.08 | 9.088 | A | A |
| B-A | 5.99 | 0.40 | 22.839 | C | C |
| C-AB | 22.86 | 1.52 | 4.656 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (17:15-17:30)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 1.21 | 0.08 | 9.144 | A | A |
| B-A | 6.66 | 0.44 | 23.456 | C | C |
| C-AB | 24.63 | 1.64 | 4.754 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (17:30-17:45)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 1.21 | 0.08 | 9.145 | A | A |
| B-A | 6.74 | 0.45 | 23.471 | C | C |
| C-AB | 24.68 | 1.65 | 4.754 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (17:45-18:00)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 1.22 | 0.08 | 9.146 | A | A |
| B-A | 6.77 | 0.45 | 23.476 | C | C |
| C-AB | 24.69 | 1.65 | 4.755 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

(Default Analysis Set) - Base 2015+Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| Name | Roundabout Capacity Model | Description | Include In Report | Use Specific Demand Set(s) | Specific Demand Set (s) | Locked | Network Flow Scaling Factor (%) | Network Capacity Scaling Factor (%) | Reason For Scaling Factors |
|------------------------|---------------------------|-------------|-------------------|----------------------------|-------------------------|--------|---------------------------------|-------------------------------------|----------------------------|
| (Default Analysis Set) | N/A | | ✓ | | | | 100.000 | 100.000 | |

Demand Set Details

| Name | Scenario Name | Time Period Name | Description | Traffic Profile Type | Model Start Time (HH:mm) | Model Finish Time (HH:mm) | Model Time Period Length (min) | Time Segment Length (min) | Results For Central Hour Only | Single Time Segment Only | Locked | Run Automatically | Use Relationship | Relations |
|-------------------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|-------------------------------|--------------------------|--------|-------------------|------------------|-----------|
| Base 2015+Dev, AM | Base 2015+Dev | AM | | FLAT | 08:00 | 09:00 | 60 | 15 | | | | ✓ | | |

Junction Network

Junctions

| Junction | Name | Junction Type | Major Road Direction | Arm Order | Do Geometric Delay | Junction Delay (s) | Junction LOS |
|----------|----------------------------|---------------|----------------------|-----------|--------------------|--------------------|--------------|
| 1 | Lower Ecton Lane_Crow Lane | T-Junction | Two-way | A,B,C | | 20.62 | C |

Junction Network Options

| Driving Side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Name | Arm | Name | Description | Arm Type |
|------------------|-----|------------------|-------------|----------|
| Crow Lane N | A | Crow Lane N | | Major |
| Lower Ecton Lane | B | Lower Ecton Lane | | Minor |
| Crow Lane South | C | Crow Lane South | | Major |

Major Arm Geometry

| Name | Width of carriageway (m) | Has kerbed central reserve | Width of kerbed central reserve (m) | Has right turn bay | Width For Right Turn (m) | Visibility For Right Turn (m) | Blocks? | Blocking Queue (PCU) |
|-----------------|--------------------------|----------------------------|-------------------------------------|--------------------|--------------------------|-------------------------------|---------|----------------------|
| Crow Lane South | 8.30 | | 0.00 | | 2.20 | 118.00 | ✓ | 0.00 |

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

| Name | Minor Arm Type | Lane Width (m) | Lane Width (Left) (m) | Lane Width (Right) (m) | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate Flare Length | Flare Length (PCU) | Visibility To Left (m) | Visibility To Right (m) |
|------------------|---------------------|----------------|-----------------------|------------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| Lower Ecton Lane | One lane plus flare | | | | 10.00 | 6.50 | 5.00 | 4.60 | 4.40 | ✓ | 3.00 | 74 | 88 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|----------|--------|--------------------|---------------|---------------|---------------|---------------|
| 1 | B-A | 559.259 | 0.092 | 0.232 | 0.146 | 0.331 |
| 1 | B-C | 669.213 | 0.092 | 0.233 | - | - |
| 1 | C-B | 642.298 | 0.224 | 0.224 | - | - |

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

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 Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Name | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|------------------|--------------|--------------------|------------------------------|-------------------------|
| Crow Lane N | FLAT | ✓ | 795.00 | 100.000 |
| Lower Ecton Lane | FLAT | ✓ | 299.00 | 100.000 |
| Crow Lane South | FLAT | ✓ | 765.00 | 100.000 |

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| From | Crow Lane N | 0.000 | 61.000 | 734.000 |
| | Lower Ecton Lane | 164.000 | 0.000 | 135.000 |
| | Crow Lane South | 738.000 | 27.000 | 0.000 |

Turning Proportions (PCU) - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| From | Crow Lane N | 0.00 | 0.08 | 0.92 |
| | Lower Ecton Lane | 0.55 | 0.00 | 0.45 |
| | Crow Lane South | 0.96 | 0.04 | 0.00 |

Vehicle Mix

Average PCU Per Vehicle - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| From | Crow Lane N | 1.000 | 1.000 | 1.000 |
| | Lower Ecton Lane | 1.000 | 1.000 | 1.000 |
| | Crow Lane South | 1.000 | 1.000 | 1.000 |

Heavy Vehicle Percentages - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| From | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| | Crow Lane N | 0.0 | 0.0 | 0.0 |
| | Lower Ecton Lane | 0.0 | 0.0 | 0.0 |
| | Crow Lane South | 0.0 | 0.0 | 0.0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) | Total Queueing Delay (PCU-min) | Average Queueing Delay (s) | Rate Of Queueing Delay (PCU-min/min) | Inclusive Total Queueing Delay (PCU-min) | Inclusive Average Queueing Delay (s) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|--------------------------------|----------------------------|--------------------------------------|------------------------------------------|--------------------------------------|
| B-C | 0.35 | 14.27 | 0.53 | B | 135.00 | 135.00 | 30.80 | 13.69 | 0.51 | 30.83 | 13.70 |
| B-A | 0.62 | 35.09 | 1.56 | E | 164.00 | 164.00 | 87.97 | 32.18 | 1.47 | 88.25 | 32.29 |
| C-AB | 0.09 | 4.01 | 0.19 | A | 91.17 | 91.17 | 11.07 | 7.29 | 0.18 | 11.07 | 7.29 |
| C-A | - | - | - | - | 673.83 | 673.83 | - | - | - | - | - |
| A-B | - | - | - | - | 61.00 | 61.00 | - | - | - | - | - |
| A-C | - | - | - | - | 734.00 | 734.00 | - | - | - | - | - |

Main Results for each time segment

Main results: (08:00-08:15)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 135.00 | 33.75 | 132.97 | 0.00 | 394.97 | 0.342 | 0.00 | 0.51 | 13.638 | B |
| B-A | 164.00 | 41.00 | 158.14 | 0.00 | 266.00 | 0.617 | 0.00 | 1.47 | 31.900 | D |
| C-AB | 90.77 | 22.69 | 90.04 | 0.00 | 988.99 | 0.092 | 0.00 | 0.18 | 4.004 | A |
| C-A | 674.23 | 168.56 | 674.23 | 0.00 | - | - | - | - | - | - |
| A-B | 61.00 | 15.25 | 61.00 | 0.00 | - | - | - | - | - | - |
| A-C | 734.00 | 183.50 | 734.00 | 0.00 | - | - | - | - | - | - |

Main results: (08:15-08:30)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 135.00 | 33.75 | 134.93 | 0.00 | 387.66 | 0.348 | 0.51 | 0.53 | 14.236 | B |
| B-A | 164.00 | 41.00 | 163.75 | 0.00 | 266.24 | 0.616 | 1.47 | 1.53 | 34.898 | D |
| C-AB | 91.30 | 22.82 | 91.29 | 0.00 | 989.32 | 0.092 | 0.18 | 0.18 | 4.012 | A |
| C-A | 673.70 | 168.43 | 673.70 | 0.00 | - | - | - | - | - | - |
| A-B | 61.00 | 15.25 | 61.00 | 0.00 | - | - | - | - | - | - |
| A-C | 734.00 | 183.50 | 734.00 | 0.00 | - | - | - | - | - | - |

Main results: (08:30-08:45)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 135.00 | 33.75 | 134.98 | 0.00 | 387.33 | 0.349 | 0.53 | 0.53 | 14.263 | B |
| B-A | 164.00 | 41.00 | 163.91 | 0.00 | 266.26 | 0.616 | 1.53 | 1.55 | 35.037 | E |
| C-AB | 91.30 | 22.83 | 91.30 | 0.00 | 989.32 | 0.092 | 0.18 | 0.19 | 4.011 | A |
| C-A | 673.70 | 168.42 | 673.70 | 0.00 | - | - | - | - | - | - |
| A-B | 61.00 | 15.25 | 61.00 | 0.00 | - | - | - | - | - | - |
| A-C | 734.00 | 183.50 | 734.00 | 0.00 | - | - | - | - | - | - |

Main results: (08:45-09:00)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 135.00 | 33.75 | 134.99 | 0.00 | 387.21 | 0.349 | 0.53 | 0.53 | 14.272 | B |
| B-A | 164.00 | 41.00 | 163.95 | 0.00 | 266.26 | 0.616 | 1.55 | 1.56 | 35.087 | E |
| C-AB | 91.30 | 22.83 | 91.30 | 0.00 | 989.32 | 0.092 | 0.19 | 0.19 | 4.013 | A |
| C-A | 673.70 | 168.42 | 673.70 | 0.00 | - | - | - | - | - | - |
| A-B | 61.00 | 15.25 | 61.00 | 0.00 | - | - | - | - | - | - |
| A-C | 734.00 | 183.50 | 734.00 | 0.00 | - | - | - | - | - | - |

Queueing Delay Results for each time segment
Queueing Delay results: (08:00-08:15)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 7.13 | 0.48 | 13.638 | B | B |
| B-A | 18.88 | 1.26 | 31.900 | D | C |
| C-AB | 2.70 | 0.18 | 4.004 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (08:15-08:30)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 7.80 | 0.52 | 14.236 | B | B |
| B-A | 22.56 | 1.50 | 34.898 | D | C |
| C-AB | 2.79 | 0.19 | 4.012 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (08:30-08:45)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 7.92 | 0.53 | 14.263 | B | B |
| B-A | 23.14 | 1.54 | 35.037 | E | D |
| C-AB | 2.79 | 0.19 | 4.011 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (08:45-09:00)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 7.96 | 0.53 | 14.272 | B | B |
| B-A | 23.39 | 1.56 | 35.087 | E | D |
| C-AB | 2.79 | 0.19 | 4.013 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

(Default Analysis Set) - Base 2015+Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| Name | Roundabout Capacity Model | Description | Include In Report | Use Specific Demand Set(s) | Specific Demand Set (s) | Locked | Network Flow Scaling Factor (%) | Network Capacity Scaling Factor (%) | Reason For Scaling Factors |
|------------------------|---------------------------|-------------|-------------------|----------------------------|-------------------------|--------|---------------------------------|-------------------------------------|----------------------------|
| (Default Analysis Set) | N/A | | ✓ | | | | 100.000 | 100.000 | |

Demand Set Details

| Name | Scenario Name | Time Period Name | Description | Traffic Profile Type | Model Start Time (HH:mm) | Model Finish Time (HH:mm) | Model Time Period Length (min) | Time Segment Length (min) | Results For Central Hour Only | Single Time Segment Only | Locked | Run Automatically | Use Relationship | Relations |
|-------------------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|-------------------------------|--------------------------|--------|-------------------|------------------|-----------|
| Base 2015+Dev, PM | Base 2015+Dev | PM | | FLAT | 17:00 | 18:00 | 60 | 15 | | | | ✓ | | |

Junction Network

Junctions

| Junction | Name | Junction Type | Major Road Direction | Arm Order | Do Geometric Delay | Junction Delay (s) | Junction LOS |
|----------|----------------------------|---------------|----------------------|-----------|--------------------|--------------------|--------------|
| 1 | Lower Ecton Lane_Crow Lane | T-Junction | Two-way | A,B,C | | 8.02 | A |

Junction Network Options

| Driving Side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Name | Arm | Name | Description | Arm Type |
|------------------|-----|------------------|-------------|----------|
| Crow Lane N | A | Crow Lane N | | Major |
| Lower Ecton Lane | B | Lower Ecton Lane | | Minor |
| Crow Lane South | C | Crow Lane South | | Major |

Major Arm Geometry

| Name | Width of carriageway (m) | Has kerbed central reserve | Width of kerbed central reserve (m) | Has right turn bay | Width For Right Turn (m) | Visibility For Right Turn (m) | Blocks? | Blocking Queue (PCU) |
|-----------------|--------------------------|----------------------------|-------------------------------------|--------------------|--------------------------|-------------------------------|---------|----------------------|
| Crow Lane South | 8.30 | | 0.00 | | 2.20 | 118.00 | ✓ | 0.00 |

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

| Name | Minor Arm Type | Lane Width (m) | Lane Width (Left) (m) | Lane Width (Right) (m) | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate Flare Length | Flare Length (PCU) | Visibility To Left (m) | Visibility To Right (m) |
|------------------|---------------------|----------------|-----------------------|------------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| Lower Ecton Lane | One lane plus flare | | | | 10.00 | 6.50 | 5.00 | 4.60 | 4.40 | ✓ | 3.00 | 74 | 88 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|----------|--------|--------------------|---------------|---------------|---------------|---------------|
| 1 | B-A | 596.959 | 0.098 | 0.247 | 0.156 | 0.353 |
| 1 | B-C | 622.277 | 0.086 | 0.217 | - | - |
| 1 | C-B | 642.298 | 0.224 | 0.224 | - | - |

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

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 Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Name | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|------------------|--------------|--------------------|------------------------------|-------------------------|
| Crow Lane N | FLAT | ✓ | 826.00 | 100.000 |
| Lower Ecton Lane | FLAT | ✓ | 113.00 | 100.000 |
| Crow Lane South | FLAT | ✓ | 1083.00 | 100.000 |

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| From | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| | Crow Lane N | 0.000 | 110.000 | 716.000 |
| | Lower Ecton Lane | 81.000 | 0.000 | 32.000 |
| | Crow Lane South | 1008.000 | 75.000 | 0.000 |

Turning Proportions (PCU) - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| From | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| | Crow Lane N | 0.00 | 0.13 | 0.87 |
| | Lower Ecton Lane | 0.72 | 0.00 | 0.28 |
| | Crow Lane South | 0.93 | 0.07 | 0.00 |

Vehicle Mix

Average PCU Per Vehicle - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| From | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| | Crow Lane N | 1.000 | 1.000 | 1.000 |
| | Lower Ecton Lane | 1.000 | 1.000 | 1.000 |
| | Crow Lane South | 1.000 | 1.000 | 1.000 |

Heavy Vehicle Percentages - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| From | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| | Crow Lane N | 0.0 | 0.0 | 0.0 |
| | Lower Ecton Lane | 0.0 | 0.0 | 0.0 |
| | Crow Lane South | 0.0 | 0.0 | 0.0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) | Total Queueing Delay (PCU-min) | Average Queueing Delay (s) | Rate Of Queueing Delay (PCU-min/min) | Inclusive Total Queueing Delay (PCU-min) | Inclusive Average Queueing Delay (s) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|--------------------------------|----------------------------|--------------------------------------|------------------------------------------|--------------------------------------|
| B-C | 0.08 | 9.47 | 0.08 | A | 32.00 | 32.00 | 4.95 | 9.29 | 0.08 | 4.95 | 9.29 |
| B-A | 0.36 | 25.02 | 0.56 | D | 81.00 | 81.00 | 32.11 | 23.79 | 0.54 | 32.15 | 23.82 |
| C-AB | 0.37 | 4.78 | 1.65 | A | 438.51 | 438.51 | 97.93 | 13.40 | 1.63 | 98.00 | 13.41 |
| C-A | - | - | - | - | 644.49 | 644.49 | - | - | - | - | - |
| A-B | - | - | - | - | 110.00 | 110.00 | - | - | - | - | - |
| A-C | - | - | - | - | 716.00 | 716.00 | - | - | - | - | - |

Main Results for each time segment

Main results: (17:00-17:15)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 32.00 | 8.00 | 31.67 | 0.00 | 414.48 | 0.077 | 0.00 | 0.08 | 9.397 | A |
| B-A | 81.00 | 20.25 | 78.85 | 0.00 | 225.77 | 0.359 | 0.00 | 0.54 | 24.172 | C |
| C-AB | 433.06 | 108.27 | 426.71 | 0.00 | 1198.83 | 0.361 | 0.00 | 1.59 | 4.675 | A |
| C-A | 649.94 | 162.48 | 649.94 | 0.00 | - | - | - | - | - | - |
| A-B | 110.00 | 27.50 | 110.00 | 0.00 | - | - | - | - | - | - |
| A-C | 716.00 | 179.00 | 716.00 | 0.00 | - | - | - | - | - | - |

Main results: (17:15-17:30)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 32.00 | 8.00 | 32.00 | 0.00 | 412.31 | 0.078 | 0.08 | 0.08 | 9.465 | A |
| B-A | 81.00 | 20.25 | 80.95 | 0.00 | 224.84 | 0.360 | 0.54 | 0.55 | 24.995 | C |
| C-AB | 440.23 | 110.06 | 440.05 | 0.00 | 1202.43 | 0.366 | 1.59 | 1.63 | 4.774 | A |
| C-A | 642.77 | 160.69 | 642.77 | 0.00 | - | - | - | - | - | - |
| A-B | 110.00 | 27.50 | 110.00 | 0.00 | - | - | - | - | - | - |
| A-C | 716.00 | 179.00 | 716.00 | 0.00 | - | - | - | - | - | - |

Main results: (17:30-17:45)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 32.00 | 8.00 | 32.00 | 0.00 | 412.24 | 0.078 | 0.08 | 0.08 | 9.467 | A |
| B-A | 81.00 | 20.25 | 80.98 | 0.00 | 224.82 | 0.360 | 0.55 | 0.55 | 25.016 | D |
| C-AB | 440.35 | 110.09 | 440.30 | 0.00 | 1202.54 | 0.366 | 1.63 | 1.65 | 4.776 | A |
| C-A | 642.65 | 160.66 | 642.65 | 0.00 | - | - | - | - | - | - |
| A-B | 110.00 | 27.50 | 110.00 | 0.00 | - | - | - | - | - | - |
| A-C | 716.00 | 179.00 | 716.00 | 0.00 | - | - | - | - | - | - |

Main results: (17:45-18:00)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 32.00 | 8.00 | 32.00 | 0.00 | 412.22 | 0.078 | 0.08 | 0.08 | 9.467 | A |
| B-A | 81.00 | 20.25 | 80.99 | 0.00 | 224.81 | 0.360 | 0.55 | 0.56 | 25.022 | D |
| C-AB | 440.40 | 110.10 | 440.38 | 0.00 | 1202.57 | 0.366 | 1.65 | 1.65 | 4.775 | A |
| C-A | 642.60 | 160.65 | 642.60 | 0.00 | - | - | - | - | - | - |
| A-B | 110.00 | 27.50 | 110.00 | 0.00 | - | - | - | - | - | - |
| A-C | 716.00 | 179.00 | 716.00 | 0.00 | - | - | - | - | - | - |

Queueing Delay Results for each time segment

Queueing Delay results: (17:00-17:15)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 1.19 | 0.08 | 9.397 | A | A |
| B-A | 7.30 | 0.49 | 24.172 | C | C |
| C-AB | 23.10 | 1.54 | 4.675 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (17:15-17:30)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 1.25 | 0.08 | 9.465 | A | A |
| B-A | 8.18 | 0.55 | 24.995 | C | C |
| C-AB | 24.91 | 1.66 | 4.774 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (17:30-17:45)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 1.26 | 0.08 | 9.467 | A | A |
| B-A | 8.29 | 0.55 | 25.016 | D | C |
| C-AB | 24.96 | 1.66 | 4.776 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (17:45-18:00)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 1.26 | 0.08 | 9.467 | A | A |
| B-A | 8.34 | 0.56 | 25.022 | D | C |
| C-AB | 24.97 | 1.66 | 4.775 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

(Default Analysis Set) - Base 2029, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| Name | Roundabout Capacity Model | Description | Include In Report | Use Specific Demand Set(s) | Specific Demand Set (s) | Locked | Network Flow Scaling Factor (%) | Network Capacity Scaling Factor (%) | Reason For Scaling Factors |
|------------------------|---------------------------|-------------|-------------------|----------------------------|-------------------------|--------|---------------------------------|-------------------------------------|----------------------------|
| (Default Analysis Set) | N/A | | ✓ | | | | 100.000 | 100.000 | |

Demand Set Details

| Name | Scenario Name | Time Period Name | Description | Traffic Profile Type | Model Start Time (HH:mm) | Model Finish Time (HH:mm) | Model Time Period Length (min) | Time Segment Length (min) | Results For Central Hour Only | Single Time Segment Only | Locked | Run Automatically | Use Relationship | Relationship |
|---------------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|-------------------------------|--------------------------|--------|-------------------|------------------|--------------|
| Base 2029, AM | Base 2029 | AM | | FLAT | 08:00 | 09:00 | 60 | 15 | | | | ✓ | | |

Junction Network

Junctions

| Junction | Name | Junction Type | Major Road Direction | Arm Order | Do Geometric Delay | Junction Delay (s) | Junction LOS |
|----------|----------------------------|---------------|----------------------|-----------|--------------------|--------------------|--------------|
| 1 | Lower Ecton Lane_Crow Lane | T-Junction | Two-way | A,B,C | | 31.21 | D |

Junction Network Options

| Driving Side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Name | Arm | Name | Description | Arm Type |
|------------------|-----|------------------|-------------|----------|
| Crow Lane N | A | Crow Lane N | | Major |
| Lower Ecton Lane | B | Lower Ecton Lane | | Minor |
| Crow Lane South | C | Crow Lane South | | Major |

Major Arm Geometry

| Name | Width of carriageway (m) | Has kerbed central reserve | Width of kerbed central reserve (m) | Has right turn bay | Width For Right Turn (m) | Visibility For Right Turn (m) | Blocks? | Blocking Queue (PCU) |
|-----------------|--------------------------|----------------------------|-------------------------------------|--------------------|--------------------------|-------------------------------|---------|----------------------|
| Crow Lane South | 8.30 | | 0.00 | | 2.20 | 118.00 | ✓ | 0.00 |

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

| Name | Minor Arm Type | Lane Width (m) | Lane Width (Left) (m) | Lane Width (Right) (m) | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate Flare Length | Flare Length (PCU) | Visibility To Left (m) | Visibility To Right (m) |
|------------------|---------------------|----------------|-----------------------|------------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| Lower Ecton Lane | One lane plus flare | | | | 10.00 | 6.50 | 5.00 | 4.60 | 4.40 | ✓ | 3.00 | 74 | 88 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|----------|--------|--------------------|---------------|---------------|---------------|---------------|
| 1 | B-A | 555.396 | 0.091 | 0.230 | 0.145 | 0.329 |
| 1 | B-C | 674.022 | 0.093 | 0.235 | - | - |
| 1 | C-B | 642.298 | 0.224 | 0.224 | - | - |

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

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 Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Name | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|------------------|--------------|--------------------|------------------------------|-------------------------|
| Crow Lane N | FLAT | ✓ | 933.00 | 100.000 |
| Lower Ecton Lane | FLAT | ✓ | 288.00 | 100.000 |
| Crow Lane South | FLAT | ✓ | 915.00 | 100.000 |

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| From | Crow Lane N | 0.000 | 50.000 | 883.000 |
| | Lower Ecton Lane | 153.000 | 0.000 | 135.000 |
| | Crow Lane South | 888.000 | 27.000 | 0.000 |

Turning Proportions (PCU) - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| From | Crow Lane N | 0.00 | 0.05 | 0.95 |
| | Lower Ecton Lane | 0.53 | 0.00 | 0.47 |
| | Crow Lane South | 0.97 | 0.03 | 0.00 |

Vehicle Mix

Average PCU Per Vehicle - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| From | Crow Lane N | 1.000 | 1.000 | 1.000 |
| | Lower Ecton Lane | 1.000 | 1.000 | 1.000 |
| | Crow Lane South | 1.000 | 1.000 | 1.000 |

Heavy Vehicle Percentages - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| From | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| | Crow Lane N | 0.0 | 0.0 | 0.0 |
| | Lower Ecton Lane | 0.0 | 0.0 | 0.0 |
| | Crow Lane South | 0.0 | 0.0 | 0.0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) | Total Queueing Delay (PCU-min) | Average Queueing Delay (s) | Rate Of Queueing Delay (PCU-min/min) | Inclusive Total Queueing Delay (PCU-min) | Inclusive Average Queueing Delay (s) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|--------------------------------|----------------------------|--------------------------------------|------------------------------------------|--------------------------------------|
| B-C | 0.44 | 20.81 | 0.77 | C | 135.00 | 135.00 | 42.87 | 19.05 | 0.71 | 42.92 | 19.08 |
| B-A | 0.73 | 63.06 | 2.57 | F | 153.00 | 153.00 | 137.40 | 53.88 | 2.29 | 138.35 | 54.25 |
| C-AB | 0.12 | 3.75 | 0.27 | A | 126.39 | 126.39 | 16.04 | 7.61 | 0.27 | 16.04 | 7.62 |
| C-A | - | - | - | - | 788.61 | 788.61 | - | - | - | - | - |
| A-B | - | - | - | - | 50.00 | 50.00 | - | - | - | - | - |
| A-C | - | - | - | - | 883.00 | 883.00 | - | - | - | - | - |

Main Results for each time segment

Main results: (08:00-08:15)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 135.00 | 33.75 | 132.33 | 0.00 | 330.66 | 0.408 | 0.00 | 0.67 | 17.926 | C |
| B-A | 153.00 | 38.25 | 144.08 | 0.00 | 208.71 | 0.733 | 0.00 | 2.23 | 50.581 | F |
| C-AB | 125.72 | 31.43 | 124.67 | 0.00 | 1086.72 | 0.116 | 0.00 | 0.26 | 3.742 | A |
| C-A | 789.28 | 197.32 | 789.28 | 0.00 | - | - | - | - | - | - |
| A-B | 50.00 | 12.50 | 50.00 | 0.00 | - | - | - | - | - | - |
| A-C | 883.00 | 220.75 | 883.00 | 0.00 | - | - | - | - | - | - |

Main results: (08:15-08:30)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 135.00 | 33.75 | 134.69 | 0.00 | 310.65 | 0.435 | 0.67 | 0.74 | 20.409 | C |
| B-A | 153.00 | 38.25 | 152.17 | 0.00 | 208.95 | 0.732 | 2.23 | 2.44 | 61.402 | F |
| C-AB | 126.60 | 31.65 | 126.59 | 0.00 | 1087.27 | 0.116 | 0.26 | 0.27 | 3.753 | A |
| C-A | 788.40 | 197.10 | 788.40 | 0.00 | - | - | - | - | - | - |
| A-B | 50.00 | 12.50 | 50.00 | 0.00 | - | - | - | - | - | - |
| A-C | 883.00 | 220.75 | 883.00 | 0.00 | - | - | - | - | - | - |

Main results: (08:30-08:45)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 135.00 | 33.75 | 134.93 | 0.00 | 308.67 | 0.437 | 0.74 | 0.76 | 20.699 | C |
| B-A | 153.00 | 38.25 | 152.66 | 0.00 | 208.97 | 0.732 | 2.44 | 2.52 | 62.575 | F |
| C-AB | 126.61 | 31.65 | 126.61 | 0.00 | 1087.27 | 0.116 | 0.27 | 0.27 | 3.750 | A |
| C-A | 788.39 | 197.10 | 788.39 | 0.00 | - | - | - | - | - | - |
| A-B | 50.00 | 12.50 | 50.00 | 0.00 | - | - | - | - | - | - |
| A-C | 883.00 | 220.75 | 883.00 | 0.00 | - | - | - | - | - | - |

Main results: (08:45-09:00)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 135.00 | 33.75 | 134.97 | 0.00 | 307.85 | 0.439 | 0.76 | 0.77 | 20.810 | C |
| B-A | 153.00 | 38.25 | 152.81 | 0.00 | 208.99 | 0.732 | 2.52 | 2.57 | 63.060 | F |
| C-AB | 126.62 | 31.65 | 126.61 | 0.00 | 1087.28 | 0.116 | 0.27 | 0.27 | 3.750 | A |
| C-A | 788.38 | 197.10 | 788.38 | 0.00 | - | - | - | - | - | - |
| A-B | 50.00 | 12.50 | 50.00 | 0.00 | - | - | - | - | - | - |
| A-C | 883.00 | 220.75 | 883.00 | 0.00 | - | - | - | - | - | - |

Queueing Delay Results for each time segment
Queueing Delay results: (08:00-08:15)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 9.20 | 0.61 | 17.926 | C | B |
| B-A | 26.61 | 1.77 | 50.581 | F | D |
| C-AB | 3.90 | 0.26 | 3.742 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (08:15-08:30)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 10.86 | 0.72 | 20.409 | C | C |
| B-A | 35.28 | 2.35 | 61.402 | F | E |
| C-AB | 4.05 | 0.27 | 3.753 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (08:30-08:45)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 11.32 | 0.75 | 20.699 | C | C |
| B-A | 37.28 | 2.49 | 62.575 | F | E |
| C-AB | 4.05 | 0.27 | 3.750 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (08:45-09:00)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 11.48 | 0.77 | 20.810 | C | C |
| B-A | 38.23 | 2.55 | 63.060 | F | E |
| C-AB | 4.05 | 0.27 | 3.750 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

(Default Analysis Set) - Base 2029, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| Name | Roundabout Capacity Model | Description | Include In Report | Use Specific Demand Set(s) | Specific Demand Set (s) | Locked | Network Flow Scaling Factor (%) | Network Capacity Scaling Factor (%) | Reason For Scaling Factors |
|------------------------|---------------------------|-------------|-------------------|----------------------------|-------------------------|--------|---------------------------------|-------------------------------------|----------------------------|
| (Default Analysis Set) | N/A | | ✓ | | | | 100.000 | 100.000 | |

Demand Set Details

| Name | Scenario Name | Time Period Name | Description | Traffic Profile Type | Model Start Time (HH:mm) | Model Finish Time (HH:mm) | Model Time Period Length (min) | Time Segment Length (min) | Results For Central Hour Only | Single Time Segment Only | Locked | Run Automatically | Use Relationship | Relationship |
|---------------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|-------------------------------|--------------------------|--------|-------------------|------------------|--------------|
| Base 2029, PM | Base 2029 | PM | | FLAT | 17:00 | 18:00 | 60 | 15 | | | | ✓ | | |

Junction Network

Junctions

| Junction | Name | Junction Type | Major Road Direction | Arm Order | Do Geometric Delay | Junction Delay (s) | Junction LOS |
|----------|----------------------------|---------------|----------------------|-----------|--------------------|--------------------|--------------|
| 1 | Lower Ecton Lane_Crow Lane | T-Junction | Two-way | A,B,C | | 9.95 | A |

Junction Network Options

| Driving Side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Name | Arm | Name | Description | Arm Type |
|------------------|-----|------------------|-------------|----------|
| Crow Lane N | A | Crow Lane N | | Major |
| Lower Ecton Lane | B | Lower Ecton Lane | | Minor |
| Crow Lane South | C | Crow Lane South | | Major |

Major Arm Geometry

| Name | Width of carriageway (m) | Has kerbed central reserve | Width of kerbed central reserve (m) | Has right turn bay | Width For Right Turn (m) | Visibility For Right Turn (m) | Blocks? | Blocking Queue (PCU) |
|-----------------|--------------------------|----------------------------|-------------------------------------|--------------------|--------------------------|-------------------------------|---------|----------------------|
| Crow Lane South | 8.30 | | 0.00 | | 2.20 | 118.00 | ✓ | 0.00 |

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

| Name | Minor Arm Type | Lane Width (m) | Lane Width (Left) (m) | Lane Width (Right) (m) | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate Flare Length | Flare Length (PCU) | Visibility To Left (m) | Visibility To Right (m) |
|------------------|---------------------|----------------|-----------------------|------------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| Lower Ecton Lane | One lane plus flare | | | | 10.00 | 6.50 | 5.00 | 4.60 | 4.40 | ✓ | 3.00 | 74 | 88 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|----------|--------|--------------------|---------------|---------------|---------------|---------------|
| 1 | B-A | 590.119 | 0.097 | 0.244 | 0.154 | 0.349 |
| 1 | B-C | 630.793 | 0.087 | 0.220 | - | - |
| 1 | C-B | 642.298 | 0.224 | 0.224 | - | - |

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

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 Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Name | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|------------------|--------------|--------------------|------------------------------|-------------------------|
| Crow Lane N | FLAT | ✓ | 984.00 | 100.000 |
| Lower Ecton Lane | FLAT | ✓ | 102.00 | 100.000 |
| Crow Lane South | FLAT | ✓ | 1321.00 | 100.000 |

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| From | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| | Crow Lane N | 0.000 | 99.000 | 885.000 |
| | Lower Ecton Lane | 70.000 | 0.000 | 32.000 |
| | Crow Lane South | 1246.000 | 75.000 | 0.000 |

Turning Proportions (PCU) - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| From | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| | Crow Lane N | 0.00 | 0.10 | 0.90 |
| | Lower Ecton Lane | 0.69 | 0.00 | 0.31 |
| | Crow Lane South | 0.94 | 0.06 | 0.00 |

Vehicle Mix

Average PCU Per Vehicle - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| From | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| | Crow Lane N | 1.000 | 1.000 | 1.000 |
| | Lower Ecton Lane | 1.000 | 1.000 | 1.000 |
| | Crow Lane South | 1.000 | 1.000 | 1.000 |

Heavy Vehicle Percentages - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| From | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| | Crow Lane N | 0.0 | 0.0 | 0.0 |
| | Lower Ecton Lane | 0.0 | 0.0 | 0.0 |
| | Crow Lane South | 0.0 | 0.0 | 0.0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) | Total Queueing Delay (PCU-min) | Average Queueing Delay (s) | Rate Of Queueing Delay (PCU-min/min) | Inclusive Total Queueing Delay (PCU-min) | Inclusive Average Queueing Delay (s) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|--------------------------------|----------------------------|--------------------------------------|------------------------------------------|--------------------------------------|
| B-C | 0.09 | 10.96 | 0.10 | B | 32.00 | 32.00 | 5.68 | 10.65 | 0.09 | 5.68 | 10.65 |
| B-A | 0.49 | 48.59 | 0.92 | E | 70.00 | 70.00 | 51.11 | 43.81 | 0.85 | 51.29 | 43.96 |
| C-AB | 0.58 | 6.48 | 4.27 | A | 790.61 | 790.61 | 248.04 | 18.82 | 4.13 | 248.44 | 18.85 |
| C-A | - | - | - | - | 530.39 | 530.39 | - | - | - | - | - |
| A-B | - | - | - | - | 99.00 | 99.00 | - | - | - | - | - |
| A-C | - | - | - | - | 885.00 | 885.00 | - | - | - | - | - |

Main Results for each time segment

Main results: (17:00-17:15)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 32.00 | 8.00 | 31.62 | 0.00 | 368.61 | 0.087 | 0.00 | 0.09 | 10.671 | B |
| B-A | 70.00 | 17.50 | 66.65 | 0.00 | 146.32 | 0.478 | 0.00 | 0.84 | 43.632 | E |
| C-AB | 759.51 | 189.88 | 744.42 | 0.00 | 1364.87 | 0.556 | 0.00 | 3.77 | 5.853 | A |
| C-A | 561.49 | 140.37 | 561.49 | 0.00 | - | - | - | - | - | - |
| A-B | 99.00 | 24.75 | 99.00 | 0.00 | - | - | - | - | - | - |
| A-C | 885.00 | 221.25 | 885.00 | 0.00 | - | - | - | - | - | - |

Main results: (17:15-17:30)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 32.00 | 8.00 | 31.99 | 0.00 | 361.33 | 0.089 | 0.09 | 0.10 | 10.930 | B |
| B-A | 70.00 | 17.50 | 69.77 | 0.00 | 144.12 | 0.486 | 0.84 | 0.89 | 48.108 | E |
| C-AB | 799.27 | 199.82 | 797.77 | 0.00 | 1377.96 | 0.580 | 3.77 | 4.15 | 6.428 | A |
| C-A | 521.73 | 130.43 | 521.73 | 0.00 | - | - | - | - | - | - |
| A-B | 99.00 | 24.75 | 99.00 | 0.00 | - | - | - | - | - | - |
| A-C | 885.00 | 221.25 | 885.00 | 0.00 | - | - | - | - | - | - |

Main results: (17:30-17:45)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 32.00 | 8.00 | 32.00 | 0.00 | 360.75 | 0.089 | 0.10 | 0.10 | 10.950 | B |
| B-A | 70.00 | 17.50 | 69.92 | 0.00 | 143.90 | 0.486 | 0.89 | 0.91 | 48.477 | E |
| C-AB | 801.52 | 200.38 | 801.17 | 0.00 | 1378.97 | 0.581 | 4.15 | 4.24 | 6.472 | A |
| C-A | 519.48 | 129.87 | 519.48 | 0.00 | - | - | - | - | - | - |
| A-B | 99.00 | 24.75 | 99.00 | 0.00 | - | - | - | - | - | - |
| A-C | 885.00 | 221.25 | 885.00 | 0.00 | - | - | - | - | - | - |

Main results: (17:45-18:00)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 32.00 | 8.00 | 32.00 | 0.00 | 360.57 | 0.089 | 0.10 | 0.10 | 10.956 | B |
| B-A | 70.00 | 17.50 | 69.96 | 0.00 | 143.86 | 0.487 | 0.91 | 0.92 | 48.587 | E |
| C-AB | 802.15 | 200.54 | 802.00 | 0.00 | 1379.20 | 0.582 | 4.24 | 4.27 | 6.485 | A |
| C-A | 518.85 | 129.71 | 518.85 | 0.00 | - | - | - | - | - | - |
| A-B | 99.00 | 24.75 | 99.00 | 0.00 | - | - | - | - | - | - |
| A-C | 885.00 | 221.25 | 885.00 | 0.00 | - | - | - | - | - | - |

Queueing Delay Results for each time segment

Queueing Delay results: (17:00-17:15)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 1.35 | 0.09 | 10.671 | B | B |
| B-A | 10.72 | 0.71 | 43.632 | E | D |
| C-AB | 53.72 | 3.58 | 5.853 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (17:15-17:30)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 1.43 | 0.10 | 10.930 | B | B |
| B-A | 13.07 | 0.87 | 48.108 | E | D |
| C-AB | 64.10 | 4.27 | 6.428 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (17:30-17:45)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 1.45 | 0.10 | 10.950 | B | B |
| B-A | 13.56 | 0.90 | 48.477 | E | D |
| C-AB | 64.99 | 4.33 | 6.472 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (17:45-18:00)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 1.45 | 0.10 | 10.956 | B | B |
| B-A | 13.76 | 0.92 | 48.587 | E | D |
| C-AB | 65.22 | 4.35 | 6.485 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

(Default Analysis Set) - Base 2029+Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| Name | Roundabout Capacity Model | Description | Include In Report | Use Specific Demand Set(s) | Specific Demand Set (s) | Locked | Network Flow Scaling Factor (%) | Network Capacity Scaling Factor (%) | Reason For Scaling Factors |
|------------------------|---------------------------|-------------|-------------------|----------------------------|-------------------------|--------|---------------------------------|-------------------------------------|----------------------------|
| (Default Analysis Set) | N/A | | ✓ | | | | 100.000 | 100.000 | |

Demand Set Details

| Name | Scenario Name | Time Period Name | Description | Traffic Profile Type | Model Start Time (HH:mm) | Model Finish Time (HH:mm) | Model Time Period Length (min) | Time Segment Length (min) | Results For Central Hour Only | Single Time Segment Only | Locked | Run Automatically | Use Relationship | Relations |
|-------------------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|-------------------------------|--------------------------|--------|-------------------|------------------|-----------|
| Base 2029+Dev, AM | Base 2029+Dev | AM | | FLAT | 08:00 | 09:00 | 60 | 15 | | | | ✓ | | |

Junction Network

Junctions

| Junction | Name | Junction Type | Major Road Direction | Arm Order | Do Geometric Delay | Junction Delay (s) | Junction LOS |
|----------|----------------------------|---------------|----------------------|-----------|--------------------|--------------------|--------------|
| 1 | Lower Ecton Lane_Crow Lane | T-Junction | Two-way | A,B,C | | 39.27 | E |

Junction Network Options

| Driving Side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Name | Arm | Name | Description | Arm Type |
|------------------|-----|------------------|-------------|----------|
| Crow Lane N | A | Crow Lane N | | Major |
| Lower Ecton Lane | B | Lower Ecton Lane | | Minor |
| Crow Lane South | C | Crow Lane South | | Major |

Major Arm Geometry

| Name | Width of carriageway (m) | Has kerbed central reserve | Width of kerbed central reserve (m) | Has right turn bay | Width For Right Turn (m) | Visibility For Right Turn (m) | Blocks? | Blocking Queue (PCU) |
|-----------------|--------------------------|----------------------------|-------------------------------------|--------------------|--------------------------|-------------------------------|---------|----------------------|
| Crow Lane South | 8.30 | | 0.00 | | 2.20 | 118.00 | ✓ | 0.00 |

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

| Name | Minor Arm Type | Lane Width (m) | Lane Width (Left) (m) | Lane Width (Right) (m) | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate Flare Length | Flare Length (PCU) | Visibility To Left (m) | Visibility To Right (m) |
|------------------|---------------------|----------------|-----------------------|------------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| Lower Ecton Lane | One lane plus flare | | | | 10.00 | 6.50 | 5.00 | 4.60 | 4.40 | ✓ | 3.00 | 74 | 88 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|----------|--------|--------------------|---------------|---------------|---------------|---------------|
| 1 | B-A | 559.259 | 0.092 | 0.232 | 0.146 | 0.331 |
| 1 | B-C | 669.213 | 0.092 | 0.233 | - | - |
| 1 | C-B | 642.298 | 0.224 | 0.224 | - | - |

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

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 Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Name | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|------------------|--------------|--------------------|------------------------------|-------------------------|
| Crow Lane N | FLAT | ✓ | 944.00 | 100.000 |
| Lower Ecton Lane | FLAT | ✓ | 299.00 | 100.000 |
| Crow Lane South | FLAT | ✓ | 915.00 | 100.000 |

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| From | Crow Lane N | 0.000 | 61.000 | 883.000 |
| | Lower Ecton Lane | 164.000 | 0.000 | 135.000 |
| | Crow Lane South | 888.000 | 27.000 | 0.000 |

Turning Proportions (PCU) - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| From | Crow Lane N | 0.00 | 0.06 | 0.94 |
| | Lower Ecton Lane | 0.55 | 0.00 | 0.45 |
| | Crow Lane South | 0.97 | 0.03 | 0.00 |

Vehicle Mix

Average PCU Per Vehicle - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| From | Crow Lane N | 1.000 | 1.000 | 1.000 |
| | Lower Ecton Lane | 1.000 | 1.000 | 1.000 |
| | Crow Lane South | 1.000 | 1.000 | 1.000 |

Heavy Vehicle Percentages - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| From | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| | Crow Lane N | 0.0 | 0.0 | 0.0 |
| | Lower Ecton Lane | 0.0 | 0.0 | 0.0 |
| | Crow Lane South | 0.0 | 0.0 | 0.0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) | Total Queueing Delay (PCU-min) | Average Queueing Delay (s) | Rate Of Queueing Delay (PCU-min/min) | Inclusive Total Queueing Delay (PCU-min) | Inclusive Average Queueing Delay (s) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|--------------------------------|----------------------------|--------------------------------------|------------------------------------------|--------------------------------------|
| B-C | 0.50 | 27.02 | 0.99 | D | 135.00 | 135.00 | 52.87 | 23.50 | 0.88 | 52.98 | 23.55 |
| B-A | 0.79 | 76.85 | 3.32 | F | 164.00 | 164.00 | 172.58 | 63.14 | 2.88 | 174.17 | 63.72 |
| C-AB | 0.12 | 3.76 | 0.27 | A | 126.96 | 126.96 | 16.19 | 7.65 | 0.27 | 16.19 | 7.65 |
| C-A | - | - | - | - | 788.04 | 788.04 | - | - | - | - | - |
| A-B | - | - | - | - | 61.00 | 61.00 | - | - | - | - | - |
| A-C | - | - | - | - | 883.00 | 883.00 | - | - | - | - | - |

Main Results for each time segment

Main results: (08:00-08:15)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 135.00 | 33.75 | 131.92 | 0.00 | 303.22 | 0.445 | 0.00 | 0.77 | 20.672 | C |
| B-A | 164.00 | 41.00 | 153.03 | 0.00 | 208.86 | 0.785 | 0.00 | 2.74 | 56.899 | F |
| C-AB | 126.29 | 31.57 | 125.23 | 0.00 | 1085.43 | 0.116 | 0.00 | 0.27 | 3.749 | A |
| C-A | 788.71 | 197.18 | 788.71 | 0.00 | - | - | - | - | - | - |
| A-B | 61.00 | 15.25 | 61.00 | 0.00 | - | - | - | - | - | - |
| A-C | 883.00 | 220.75 | 883.00 | 0.00 | - | - | - | - | - | - |

Main results: (08:15-08:30)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 135.00 | 33.75 | 134.36 | 0.00 | 273.68 | 0.493 | 0.77 | 0.93 | 25.689 | D |
| B-A | 164.00 | 41.00 | 162.63 | 0.00 | 209.04 | 0.785 | 2.74 | 3.08 | 73.254 | F |
| C-AB | 127.18 | 31.80 | 127.17 | 0.00 | 1085.99 | 0.117 | 0.27 | 0.27 | 3.757 | A |
| C-A | 787.82 | 196.95 | 787.82 | 0.00 | - | - | - | - | - | - |
| A-B | 61.00 | 15.25 | 61.00 | 0.00 | - | - | - | - | - | - |
| A-C | 883.00 | 220.75 | 883.00 | 0.00 | - | - | - | - | - | - |

Main results: (08:30-08:45)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 135.00 | 33.75 | 134.84 | 0.00 | 269.68 | 0.501 | 0.93 | 0.97 | 26.626 | D |
| B-A | 164.00 | 41.00 | 163.39 | 0.00 | 209.02 | 0.785 | 3.08 | 3.24 | 75.744 | F |
| C-AB | 127.19 | 31.80 | 127.19 | 0.00 | 1086.00 | 0.117 | 0.27 | 0.27 | 3.760 | A |
| C-A | 787.81 | 196.95 | 787.81 | 0.00 | - | - | - | - | - | - |
| A-B | 61.00 | 15.25 | 61.00 | 0.00 | - | - | - | - | - | - |
| A-C | 883.00 | 220.75 | 883.00 | 0.00 | - | - | - | - | - | - |

Main results: (08:45-09:00)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 135.00 | 33.75 | 134.92 | 0.00 | 267.88 | 0.504 | 0.97 | 0.99 | 27.024 | D |
| B-A | 164.00 | 41.00 | 163.66 | 0.00 | 209.04 | 0.785 | 3.24 | 3.32 | 76.852 | F |
| C-AB | 127.19 | 31.80 | 127.19 | 0.00 | 1086.00 | 0.117 | 0.27 | 0.27 | 3.758 | A |
| C-A | 787.81 | 196.95 | 787.81 | 0.00 | - | - | - | - | - | - |
| A-B | 61.00 | 15.25 | 61.00 | 0.00 | - | - | - | - | - | - |
| A-C | 883.00 | 220.75 | 883.00 | 0.00 | - | - | - | - | - | - |

Queueing Delay Results for each time segment
Queueing Delay results: (08:00-08:15)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 10.50 | 0.70 | 20.672 | C | C |
| B-A | 31.67 | 2.11 | 56.899 | F | E |
| C-AB | 3.93 | 0.26 | 3.749 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (08:15-08:30)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 13.33 | 0.89 | 25.689 | D | C |
| B-A | 44.12 | 2.94 | 73.254 | F | E |
| C-AB | 4.08 | 0.27 | 3.757 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (08:30-08:45)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 14.33 | 0.96 | 26.626 | D | C |
| B-A | 47.54 | 3.17 | 75.744 | F | E |
| C-AB | 4.09 | 0.27 | 3.760 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (08:45-09:00)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 14.72 | 0.98 | 27.024 | D | C |
| B-A | 49.26 | 3.28 | 76.852 | F | E |
| C-AB | 4.09 | 0.27 | 3.758 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

(Default Analysis Set) - Base 2029+Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| Name | Roundabout Capacity Model | Description | Include In Report | Use Specific Demand Set(s) | Specific Demand Set (s) | Locked | Network Flow Scaling Factor (%) | Network Capacity Scaling Factor (%) | Reason For Scaling Factors |
|------------------------|---------------------------|-------------|-------------------|----------------------------|-------------------------|--------|---------------------------------|-------------------------------------|----------------------------|
| (Default Analysis Set) | N/A | | ✓ | | | | 100.000 | 100.000 | |

Demand Set Details

| Name | Scenario Name | Time Period Name | Description | Traffic Profile Type | Model Start Time (HH:mm) | Model Finish Time (HH:mm) | Model Time Period Length (min) | Time Segment Length (min) | Results For Central Hour Only | Single Time Segment Only | Locked | Run Automatically | Use Relationship | Relations |
|-------------------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|-------------------------------|--------------------------|--------|-------------------|------------------|-----------|
| Base 2029+Dev, PM | Base 2029+Dev | PM | | FLAT | 17:00 | 18:00 | 60 | 15 | | | | ✓ | | |

Junction Network

Junctions

| Junction | Name | Junction Type | Major Road Direction | Arm Order | Do Geometric Delay | Junction Delay (s) | Junction LOS |
|----------|----------------------------|---------------|----------------------|-----------|--------------------|--------------------|--------------|
| 1 | Lower Ecton Lane_Crow Lane | T-Junction | Two-way | A,B,C | | 11.19 | B |

Junction Network Options

| Driving Side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Name | Arm | Name | Description | Arm Type |
|------------------|-----|------------------|-------------|----------|
| Crow Lane N | A | Crow Lane N | | Major |
| Lower Ecton Lane | B | Lower Ecton Lane | | Minor |
| Crow Lane South | C | Crow Lane South | | Major |

Major Arm Geometry

| Name | Width of carriageway (m) | Has kerbed central reserve | Width of kerbed central reserve (m) | Has right turn bay | Width For Right Turn (m) | Visibility For Right Turn (m) | Blocks? | Blocking Queue (PCU) |
|-----------------|--------------------------|----------------------------|-------------------------------------|--------------------|--------------------------|-------------------------------|---------|----------------------|
| Crow Lane South | 8.30 | | 0.00 | | 2.20 | 118.00 | ✓ | 0.00 |

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

| Name | Minor Arm Type | Lane Width (m) | Lane Width (Left) (m) | Lane Width (Right) (m) | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate Flare Length | Flare Length (PCU) | Visibility To Left (m) | Visibility To Right (m) |
|------------------|---------------------|----------------|-----------------------|------------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| Lower Ecton Lane | One lane plus flare | | | | 10.00 | 6.50 | 5.00 | 4.60 | 4.40 | ✓ | 3.00 | 74 | 88 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|----------|--------|--------------------|---------------|---------------|---------------|---------------|
| 1 | B-A | 596.959 | 0.098 | 0.247 | 0.156 | 0.353 |
| 1 | B-C | 622.277 | 0.086 | 0.217 | - | - |
| 1 | C-B | 642.298 | 0.224 | 0.224 | - | - |

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

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 Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Name | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|------------------|--------------|--------------------|------------------------------|-------------------------|
| Crow Lane N | FLAT | ✓ | 995.00 | 100.000 |
| Lower Ecton Lane | FLAT | ✓ | 113.00 | 100.000 |
| Crow Lane South | FLAT | ✓ | 1321.00 | 100.000 |

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| From | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| | Crow Lane N | 0.000 | 110.000 | 885.000 |
| | Lower Ecton Lane | 81.000 | 0.000 | 32.000 |
| | Crow Lane South | 1246.000 | 75.000 | 0.000 |

Turning Proportions (PCU) - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| From | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| | Crow Lane N | 0.00 | 0.11 | 0.89 |
| | Lower Ecton Lane | 0.72 | 0.00 | 0.28 |
| | Crow Lane South | 0.94 | 0.06 | 0.00 |

Vehicle Mix

Average PCU Per Vehicle - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| From | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| | Crow Lane N | 1.000 | 1.000 | 1.000 |
| | Lower Ecton Lane | 1.000 | 1.000 | 1.000 |
| | Crow Lane South | 1.000 | 1.000 | 1.000 |

Heavy Vehicle Percentages - Lower Ecton Lane_ Crow Lane (for whole period)

| | | To | | |
|------|------------------|-------------|------------------|-----------------|
| From | | Crow Lane N | Lower Ecton Lane | Crow Lane South |
| | Crow Lane N | 0.0 | 0.0 | 0.0 |
| | Lower Ecton Lane | 0.0 | 0.0 | 0.0 |
| | Crow Lane South | 0.0 | 0.0 | 0.0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) | Total Queueing Delay (PCU-min) | Average Queueing Delay (s) | Rate Of Queueing Delay (PCU-min/min) | Inclusive Total Queueing Delay (PCU-min) | Inclusive Average Queueing Delay (s) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|--------------------------------|----------------------------|--------------------------------------|------------------------------------------|--------------------------------------|
| B-C | 0.10 | 11.91 | 0.11 | B | 32.00 | 32.00 | 6.12 | 11.48 | 0.10 | 6.13 | 11.49 |
| B-A | 0.56 | 56.40 | 1.23 | F | 81.00 | 81.00 | 67.19 | 49.77 | 1.12 | 67.50 | 50.00 |
| C-AB | 0.59 | 6.55 | 4.35 | A | 795.16 | 795.16 | 252.29 | 19.04 | 4.20 | 252.70 | 19.07 |
| C-A | - | - | - | - | 525.84 | 525.84 | - | - | - | - | - |
| A-B | - | - | - | - | 110.00 | 110.00 | - | - | - | - | - |
| A-C | - | - | - | - | 885.00 | 885.00 | - | - | - | - | - |

Main Results for each time segment

Main results: (17:00-17:15)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 32.00 | 8.00 | 31.60 | 0.00 | 347.26 | 0.092 | 0.00 | 0.10 | 11.391 | B |
| B-A | 81.00 | 20.25 | 76.64 | 0.00 | 146.94 | 0.551 | 0.00 | 1.09 | 48.742 | E |
| C-AB | 763.54 | 190.88 | 748.21 | 0.00 | 1364.09 | 0.560 | 0.00 | 3.83 | 5.897 | A |
| C-A | 557.46 | 139.37 | 557.46 | 0.00 | - | - | - | - | - | - |
| A-B | 110.00 | 27.50 | 110.00 | 0.00 | - | - | - | - | - | - |
| A-C | 885.00 | 221.25 | 885.00 | 0.00 | - | - | - | - | - | - |

Main results: (17:15-17:30)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 32.00 | 8.00 | 31.98 | 0.00 | 335.79 | 0.095 | 0.10 | 0.10 | 11.849 | B |
| B-A | 81.00 | 20.25 | 80.64 | 0.00 | 144.69 | 0.560 | 1.09 | 1.18 | 55.532 | F |
| C-AB | 803.92 | 200.98 | 802.37 | 0.00 | 1377.36 | 0.584 | 3.83 | 4.22 | 6.489 | A |
| C-A | 517.08 | 129.27 | 517.08 | 0.00 | - | - | - | - | - | - |
| A-B | 110.00 | 27.50 | 110.00 | 0.00 | - | - | - | - | - | - |
| A-C | 885.00 | 221.25 | 885.00 | 0.00 | - | - | - | - | - | - |

Main results: (17:30-17:45)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 32.00 | 8.00 | 32.00 | 0.00 | 334.69 | 0.096 | 0.10 | 0.10 | 11.892 | B |
| B-A | 81.00 | 20.25 | 80.87 | 0.00 | 144.48 | 0.561 | 1.18 | 1.21 | 56.191 | F |
| C-AB | 806.26 | 201.57 | 805.90 | 0.00 | 1378.41 | 0.585 | 4.22 | 4.31 | 6.539 | A |
| C-A | 514.74 | 128.68 | 514.74 | 0.00 | - | - | - | - | - | - |
| A-B | 110.00 | 27.50 | 110.00 | 0.00 | - | - | - | - | - | - |
| A-C | 885.00 | 221.25 | 885.00 | 0.00 | - | - | - | - | - | - |

Main results: (17:45-18:00)

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Entry Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | Start Queue (PCU) | End Queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|---------------------|----------------------------|-------------------|-------|-------------------|-----------------|-----------|-----|
| B-C | 32.00 | 8.00 | 32.00 | 0.00 | 334.33 | 0.096 | 0.10 | 0.11 | 11.906 | B |
| B-A | 81.00 | 20.25 | 80.93 | 0.00 | 144.43 | 0.561 | 1.21 | 1.23 | 56.404 | F |
| C-AB | 806.92 | 201.73 | 806.76 | 0.00 | 1378.64 | 0.585 | 4.31 | 4.35 | 6.552 | A |
| C-A | 514.08 | 128.52 | 514.08 | 0.00 | - | - | - | - | - | - |
| A-B | 110.00 | 27.50 | 110.00 | 0.00 | - | - | - | - | - | - |
| A-C | 885.00 | 221.25 | 885.00 | 0.00 | - | - | - | - | - | - |

Queueing Delay Results for each time segment

Queueing Delay results: (17:00-17:15)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 1.43 | 0.10 | 11.391 | B | B |
| B-A | 13.66 | 0.91 | 48.742 | E | D |
| C-AB | 54.51 | 3.63 | 5.897 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (17:15-17:30)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 1.55 | 0.10 | 11.849 | B | B |
| B-A | 17.19 | 1.15 | 55.532 | F | E |
| C-AB | 65.22 | 4.35 | 6.489 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (17:30-17:45)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 1.57 | 0.10 | 11.892 | B | B |
| B-A | 18.00 | 1.20 | 56.191 | F | E |
| C-AB | 66.16 | 4.41 | 6.539 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |

Queueing Delay results: (17:45-18:00)

| Stream | Queueing Total Delay (PCU-min) | Queueing Rate Of Delay (PCU-min/min) | Average Delay Per Arriving Vehicle (s) | Unsignalised Level Of Service | Signalised Level Of Service |
|--------|--------------------------------|--------------------------------------|----------------------------------------|-------------------------------|-----------------------------|
| B-C | 1.58 | 0.11 | 11.906 | B | B |
| B-A | 18.34 | 1.22 | 56.404 | F | E |
| C-AB | 66.40 | 4.43 | 6.552 | A | A |
| C-A | - | - | - | - | - |
| A-B | - | - | - | - | - |
| A-C | - | - | - | - | - |



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