

| | | To | | |
|------|---|------|------|------|
| | | A | B | C |
| From | A | 0.00 | 0.02 | 0.98 |
| | B | 0.48 | 0.00 | 0.52 |
| | C | 0.98 | 0.02 | 0.00 |

Vehicle Mix

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

| | | To | | |
|------|---|-------|-------|-------|
| | | A | B | C |
| From | A | 1.100 | 1.100 | 1.100 |
| | B | 1.100 | 1.100 | 1.100 |
| | C | 1.100 | 1.100 | 1.100 |

Heavy Vehicle Percentages - Junction 1 (for whole period)

| | | To | | |
|------|---|--------|--------|--------|
| | | A | B | C |
| From | A | 10.000 | 10.000 | 10.000 |
| | B | 10.000 | 10.000 | 10.000 |
| | C | 10.000 | 10.000 | 10.000 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/min) | Total Junction Arrivals (Veh) | Total Queueing Delay (Veh-min) | Average Queueing Delay (s) | Rate Of Queueing Delay (Veh-min/min) | Inclusive Total Queueing Delay (Veh-min) | Inclusive Average Queueing Delay (s) |
|--------|---------|---------------|-----------------|---------|--------------------------|-------------------------------|--------------------------------|----------------------------|--------------------------------------|--|--------------------------------------|
| B-C | 0.09 | 8.33 | 0.10 | A | 0.61 | 55.33 | 6.99 | 7.58 | 0.08 | 6.99 | 7.58 |
| B-A | 0.16 | 16.87 | 0.19 | C | 0.56 | 50.38 | 11.56 | 13.77 | 0.13 | 11.56 | 13.77 |
| C-AB | 0.03 | 7.48 | 0.03 | A | 0.18 | 16.52 | 1.93 | 7.02 | 0.02 | 1.93 | 7.02 |
| C-A | - | - | - | - | 8.89 | 800.25 | - | - | - | - | - |

| | | | | | | | | | | |
|-----|---|---|---|---|------|--------|---|---|---|---|
| A-B | - | - | - | - | 0.20 | 18.17 | - | - | - | - |
| A-C | - | - | - | - | 9.66 | 869.63 | - | - | - | - |

(Default Analysis Set) - 2014 PM, PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------|------------------|---|
| Warning | DemandSets | D1 - 2014 AM, AM | Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct? |
| Warning | DemandSets | D2 - 2014 PM, PM | Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct? |
| Warning | DemandSets | D3 - 2025 AM, AM | Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct? |
| Warning | DemandSets | D4 - 2025 PM, PM | Demand Set 4: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct? |

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 |
|-------------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|-------------------------------|--------------------------|--------|-------------------|------------------|--------------|
| 2014 PM, PM | 2014 PM | PM | | Varies by Arm | 16:45 | 18:15 | 90 | 15 | | | | ✓ | | |

Junction Network

Junctions

| Name | Junction Type | Major Road Direction | Arm Order | Do Geometric Delay | Junction Delay (s) | Junction LOS |
|------|---------------|----------------------|-----------|--------------------|--------------------|--------------|
|------|---------------|----------------------|-----------|--------------------|--------------------|--------------|

| | | | | | | |
|----------|------------|---------|-------|--|------|---|
| untitled | T-Junction | Two-way | A,B,C | | 9.85 | A |
|----------|------------|---------|-------|--|------|---|

Junction Network Options

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

Arms

Arms

| Arm | Name | Description | Arm Type |
|-----|-------------|-------------|----------|
| A | A350 South | | Major |
| B | Site Access | | Minor |
| C | A350 North | | Major |

Major Arm Geometry

| Arm | 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) |
|-----|--------------------------|----------------------------|-------------------------------------|--------------------|--------------------------|-------------------------------|---------|----------------------|
| C | 6.85 | | 0.00 | ✓ | 3.50 | 170.00 | ✓ | 8.00 |

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

Minor Arm Geometry

| Arm | 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) |
|-----|---------------------|----------------|-----------------------|------------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| B | One lane plus flare | | | | 10.00 | 5.80 | 3.30 | 3.00 | 3.00 | ✓ | 1.00 | 90 | 120 |

Pedestrian Crossings

| Arm | Crossing Type |
|-----|---------------|
| A | None |
| B | None |
| C | None |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (Veh/min) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|----------|--------|---------------------|---------------|---------------|---------------|---------------|
| 1 | B-A | 10.331 | 0.109 | 0.275 | 0.173 | 0.393 |
| 1 | B-C | 12.800 | 0.113 | 0.287 | - | - |
| 1 | C-B | 12.792 | 0.286 | 0.286 | - | - |

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

| Arm | Profile Type | Use Turning Counts | Average Demand Flow (Veh/min) | Flow Scaling Factor (%) |
|-----|--------------|--------------------|-------------------------------|-------------------------|
| A | ONE HOUR | ✓ | 10.80 | 100.000 |
| B | ONE HOUR | ✓ | 0.51 | 100.000 |
| C | ONE HOUR | ✓ | 11.10 | 100.000 |

Turning Proportions

Turning Counts or Proportions (Veh/min) - Junction 1 (for whole period)

| From | To | | |
|------|-------|-------|--------|
| | A | B | C |
| A | 0.000 | 0.510 | 10.290 |

St Mary's Hill Transport Assessment - APPENDIX 5

| | | | | | | | | | | | |
|------|------|-------|------|---|------|--------|------|-------|------|------|-------|
| B-C | 0.04 | 7.61 | 0.04 | A | 0.24 | 21.47 | 2.53 | 7.07 | 0.03 | 2.53 | 7.07 |
| B-A | 0.07 | 16.17 | 0.07 | C | 0.23 | 20.65 | 4.59 | 13.34 | 0.05 | 4.59 | 13.34 |
| C-AB | 0.07 | 7.81 | 0.07 | A | 0.45 | 40.47 | 4.91 | 7.27 | 0.05 | 4.91 | 7.27 |
| C-A | - | - | - | - | 9.74 | 876.23 | - | - | - | - | - |
| A-B | - | - | - | - | 0.47 | 42.12 | - | - | - | - | - |
| A-C | - | - | - | - | 9.44 | 849.81 | - | - | - | - | - |

(Default Analysis Set) - 2025 AM, AM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------|------------------|---|
| Warning | DemandSets | D1 - 2014 AM, AM | Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct? |
| Warning | DemandSets | D2 - 2014 PM, PM | Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct? |
| Warning | DemandSets | D3 - 2025 AM, AM | Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct? |
| Warning | DemandSets | D4 - 2025 PM, PM | Demand Set 4: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct? |

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 |
|-------------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|-------------------------------|--------------------------|--------|-------------------|------------------|--------------|
| 2025 AM, AM | 2025 AM | AM | | Varies by Arm | 07:45 | 09:15 | 90 | 15 | | | | ✓ | | |

Junction Network

Junctions

| Name | Junction Type | Major Road Direction | Arm Order | Do Geometric Delay | Junction Delay (s) | Junction LOS |
|----------|---------------|----------------------|-----------|--------------------|--------------------|--------------|
| untitled | T-Junction | Two-way | A,B,C | | 13.05 | B |

Junction Network Options

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

Arms

Arms

| Arm | Name | Description | Arm Type |
|-----|-------------|-------------|----------|
| A | A350 South | | Major |
| B | Site Access | | Minor |
| C | A350 North | | Major |

Major Arm Geometry

| Arm | 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) |
|-----|--------------------------|----------------------------|-------------------------------------|--------------------|--------------------------|-------------------------------|---------|----------------------|
| C | 6.85 | | 0.00 | ✓ | 3.50 | 170.00 | ✓ | 8.00 |

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

Minor Arm Geometry

| Arm | 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) |
|-----|---------------------|----------------|-----------------------|------------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| B | One lane plus flare | | | | 10.00 | 5.80 | 3.30 | 3.00 | 3.00 | ✓ | 1.00 | 90 | 120 |

Pedestrian Crossings

| Arm | Crossing Type |
|-----|---------------|
| A | None |
| B | None |

| | |
|---|------|
| C | None |
|---|------|

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (Veh/min) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|----------|--------|---------------------|---------------|---------------|---------------|---------------|
| 1 | B-A | 10.294 | 0.108 | 0.274 | 0.172 | 0.391 |
| 1 | B-C | 12.846 | 0.114 | 0.288 | - | - |
| 1 | C-B | 12.792 | 0.286 | 0.286 | - | - |

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

| Arm | Profile Type | Use Turning Counts | Average Demand Flow (Veh/min) | Flow Scaling Factor (%) |
|-----|--------------|--------------------|-------------------------------|-------------------------|
| A | ONE HOUR | ✓ | 11.75 | 100.000 |
| B | ONE HOUR | ✓ | 1.28 | 100.000 |
| C | ONE HOUR | ✓ | 10.81 | 100.000 |

Turning Proportions

Turning Counts or Proportions (Veh/min) - Junction 1 (for whole period)

| | | To | | |
|------|---|--------|-------|--------|
| | | A | B | C |
| From | A | 0.000 | 0.220 | 11.530 |
| | B | 0.610 | 0.000 | 0.670 |
| | C | 10.610 | 0.200 | 0.000 |

Turning Proportions (Veh) - Junction 1 (for whole period)

| | | To | | |
|------|---|------|------|------|
| | | A | B | C |
| From | A | 0.00 | 0.02 | 0.98 |
| | B | 0.48 | 0.00 | 0.52 |
| | C | 0.98 | 0.02 | 0.00 |

Vehicle Mix

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

| | | To | | |
|------|---|-------|-------|-------|
| | | A | B | C |
| From | A | 1.100 | 1.100 | 1.100 |
| | B | 1.100 | 1.100 | 1.100 |
| | C | 1.100 | 1.100 | 1.100 |

Heavy Vehicle Percentages - Junction 1 (for whole period)

| | | To | | |
|------|---|--------|--------|--------|
| | | A | B | C |
| From | A | 10.000 | 10.000 | 10.000 |
| | B | 10.000 | 10.000 | 10.000 |
| | C | 10.000 | 10.000 | 10.000 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/min) | Total Junction Arrivals (Veh) | Total Queueing Delay (Veh-min) | Average Queueing Delay (s) | Rate Of Queueing Delay (Veh-min/min) | Inclusive Total Queueing Delay (Veh-min) | Inclusive Average Queueing Delay (s) |
|--------|---------|---------------|-----------------|---------|--------------------------|-------------------------------|--------------------------------|----------------------------|--------------------------------------|--|--------------------------------------|
| B-C | 0.10 | 8.77 | 0.11 | A | 0.61 | 55.33 | 7.27 | 7.88 | 0.08 | 7.27 | 7.88 |
| B-A | 0.18 | 19.48 | 0.22 | C | 0.56 | 50.38 | 12.86 | 15.31 | 0.14 | 12.86 | 15.31 |
| C-AB | 0.03 | 7.79 | 0.03 | A | 0.18 | 16.52 | 2.00 | 7.26 | 0.02 | 2.00 | 7.26 |
| C-A | - | - | - | - | 9.74 | 876.23 | - | - | - | - | - |
| A-B | - | - | - | - | 0.20 | 18.17 | - | - | - | - | - |
| A-C | - | - | - | - | 10.58 | 952.21 | - | - | - | - | - |

(Default Analysis Set) - 2025 PM, PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------|------------------|---|
| Warning | DemandSets | D1 - 2014 AM, AM | Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct? |
| Warning | DemandSets | D2 - 2014 PM, PM | Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct? |
| Warning | DemandSets | D3 - 2025 AM, AM | Demand Set 3: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct? |
| Warning | DemandSets | D4 - 2025 PM, PM | Demand Set 4: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct? |

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 |
|------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|-------------------------------|--------------------------|--------|-------------------|------------------|--------------|
| 2025 | 2025 PM | PM | | Varies by | 16:45 | 18:15 | 90 | 15 | | | | ✓ | | |

| | | | | | | | | | | | | | |
|--------|--|--|--|-----|--|--|--|--|--|--|--|--|--|
| PM, PM | | | | Arm | | | | | | | | | |
|--------|--|--|--|-----|--|--|--|--|--|--|--|--|--|

Junction Network

Junctions

| Name | Junction Type | Major Road Direction | Arm Order | Do Geometric Delay | Junction Delay (s) | Junction LOS |
|----------|---------------|----------------------|-----------|--------------------|--------------------|--------------|
| untitled | T-Junction | Two-way | A,B,C | | 10.83 | B |

Junction Network Options

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

Arms

Arms

| Arm | Name | Description | Arm Type |
|-----|-------------|-------------|----------|
| A | A350 South | | Major |
| B | Site Access | | Minor |
| C | A350 North | | Major |

Major Arm Geometry

| Arm | 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) |
|-----|--------------------------|----------------------------|-------------------------------------|--------------------|--------------------------|-------------------------------|---------|----------------------|
| C | 6.85 | | 0.00 | ✓ | 3.50 | 170.00 | ✓ | 8.00 |

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

Minor Arm Geometry

| Arm | 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) |
|-----|---------------------|----------------|-----------------------|------------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| B | One lane plus flare | | | | 10.00 | 5.80 | 3.30 | 3.00 | 3.00 | ✓ | 1.00 | 90 | 120 |

Pedestrian Crossings

| Arm | Crossing Type |
|-----|---------------|
| A | None |
| B | None |
| C | None |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (Veh/min) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|----------|--------|---------------------|---------------|---------------|---------------|---------------|
| 1 | B-A | 10.331 | 0.109 | 0.275 | 0.173 | 0.393 |
| 1 | B-C | 12.800 | 0.113 | 0.287 | - | - |
| 1 | C-B | 12.792 | 0.286 | 0.286 | - | - |

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

| Arm | Profile Type | Use Turning Counts | Average Demand Flow (Veh/min) | Flow Scaling Factor (%) |
|-----|--------------|--------------------|-------------------------------|-------------------------|
| A | ONE HOUR | ✓ | 11.91 | 100.000 |
| B | ONE HOUR | ✓ | 0.51 | 100.000 |
| C | ONE HOUR | ✓ | 12.24 | 100.000 |

Turning Proportions

Turning Counts or Proportions (Veh/min) - Junction 1 (for whole period)

| | | To | | |
|------|---|--------|-------|--------|
| | | A | B | C |
| From | A | 0.000 | 0.510 | 11.400 |
| | B | 0.250 | 0.000 | 0.260 |
| | C | 11.750 | 0.490 | 0.000 |

Turning Proportions (Veh) - Junction 1 (for whole period)

| | | To | | |
|------|---|------|------|------|
| | | A | B | C |
| From | A | 0.00 | 0.04 | 0.96 |
| | B | 0.49 | 0.00 | 0.51 |
| | C | 0.96 | 0.04 | 0.00 |

Vehicle Mix

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

| | | To | | |
|------|---|-------|-------|-------|
| | | A | B | C |
| From | A | 1.100 | 1.100 | 1.100 |
| | B | 1.100 | 1.100 | 1.100 |
| | C | 1.100 | 1.100 | 1.100 |

Heavy Vehicle Percentages - Junction 1 (for whole period)

| | | To | | |
|------|---|--------|--------|--------|
| | | A | B | C |
| From | A | 10.000 | 10.000 | 10.000 |
| | B | 10.000 | 10.000 | 10.000 |
| | C | 10.000 | 10.000 | 10.000 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/min) | Total Junction Arrivals (Veh) | Total Queueing Delay (Veh-min) | Average Queueing Delay (s) | Rate Of Queueing Delay (Veh-min/min) | Inclusive Total Queueing Delay (Veh-min) | Inclusive Average Queueing Delay (s) |
|--------|---------|---------------|-----------------|---------|--------------------------|-------------------------------|--------------------------------|----------------------------|--------------------------------------|--|--------------------------------------|
| B-C | 0.04 | 7.98 | 0.04 | A | 0.24 | 21.47 | 2.63 | 7.34 | 0.03 | 2.63 | 7.34 |
| B-A | 0.08 | 19.00 | 0.09 | C | 0.23 | 20.65 | 5.18 | 15.05 | 0.06 | 5.18 | 15.05 |
| C-AB | 0.07 | 8.18 | 0.07 | A | 0.45 | 40.47 | 5.09 | 7.55 | 0.06 | 5.09 | 7.55 |
| C-A | - | - | - | - | 10.78 | 970.38 | - | - | - | - | - |
| A-B | - | - | - | - | 0.47 | 42.12 | - | - | - | - | - |
| A-C | - | - | - | - | 10.46 | 941.48 | - | - | - | - | - |

Appendix 6 – ARCADY Outputs

| |
|--|
| Junctions 8 |
| ARCADY 8 - Roundabout Module |
| Version: 8.0.1.305 [25 May 2012] © Copyright TRL Limited, 2013 |
| For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk |
| 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: (new file)

Path:

Report generation date: 22/11/2013 08:32:10

Summary of junction performance

| | AM | | | | PM | | | |
|---------------------|-------------|-----------|------|-----|-------------|-----------|------|-----|
| | Queue (PCU) | Delay (s) | RFC | LOS | Queue (PCU) | Delay (s) | RFC | LOS |
| A1 - 2013 BY | | | | | | | | |
| Arm 1 | 1.41 | 4.77 | 0.57 | A | 1.51 | 5.13 | 0.60 | A |
| Arm 2 | 1.17 | 6.80 | 0.53 | A | 1.21 | 7.09 | 0.55 | A |
| Arm 3 | 0.59 | 3.86 | 0.36 | A | 0.56 | 4.04 | 0.34 | A |
| Arm 4 | 0.67 | 4.69 | 0.40 | A | 1.32 | 6.38 | 0.57 | A |
| A1 - 2014 DM | | | | | | | | |
| Arm 1 | 1.70 | 5.44 | 0.62 | A | 1.85 | 5.98 | 0.65 | A |
| Arm 2 | 1.64 | 8.64 | 0.62 | A | 1.67 | 8.94 | 0.62 | A |
| Arm 3 | 0.76 | 4.53 | 0.42 | A | 0.70 | 4.64 | 0.39 | A |
| Arm 4 | 0.78 | 4.99 | 0.43 | A | 1.89 | 8.01 | 0.66 | A |
| A1 - 2014 DS | | | | | | | | |
| Arm 1 | 1.76 | 5.58 | 0.63 | A | 2.01 | 6.37 | 0.67 | A |
| Arm 2 | 1.96 | 9.73 | 0.66 | A | 1.91 | 9.86 | 0.66 | A |
| Arm 3 | 0.89 | 4.97 | 0.46 | A | 0.75 | 4.81 | 0.41 | A |
| Arm 4 | 0.84 | 5.27 | 0.45 | A | 2.06 | 8.58 | 0.68 | A |
| A1 - 2025 DM | | | | | | | | |
| Arm 1 | 2.24 | 6.60 | 0.68 | A | 2.67 | 7.86 | 0.73 | A |

| | | | | | | | | |
|---------------------|------|-------|------|---|------|-------|------|---|
| Arm 2 | 2.35 | 11.41 | 0.70 | B | 2.56 | 12.64 | 0.72 | B |
| Arm 3 | 0.95 | 5.24 | 0.48 | A | 0.90 | 5.46 | 0.46 | A |
| Arm 4 | 1.08 | 6.02 | 0.51 | A | 2.84 | 11.10 | 0.74 | B |
| A1 - 2025 DS | | | | | | | | |
| Arm 1 | 2.32 | 6.79 | 0.69 | A | 2.94 | 8.54 | 0.75 | A |
| Arm 2 | 2.89 | 13.38 | 0.74 | B | 3.04 | 14.55 | 0.76 | B |
| Arm 3 | 1.13 | 5.84 | 0.52 | A | 0.97 | 5.70 | 0.47 | A |
| Arm 4 | 1.16 | 6.43 | 0.53 | A | 3.17 | 12.21 | 0.76 | B |

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

"D1 - 2014 DM, AM" model duration: 07:45 - 09:15
 "D2 - 2014 DM, PM" model duration: 16:45 - 18:15
 "D3 - 2014 DS, AM" model duration: 07:45 - 09:15
 "D4 - 2014 DS, PM" model duration: 16:45 - 18:15
 "D5 - 2025 DM, AM" model duration: 07:45 - 09:15
 "D6 - 2025 DM, PM" model duration: 16:45 - 18:15
 "D7 - 2025 DS, AM" model duration: 07:45 - 09:15
 "D8 - 2025 DS, PM" model duration: 16:45 - 18:15
 "D9 - 2013 BY, AM" model duration: 07:45 - 09:15
 "D10 - 2013 BY, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.1.305 at 22/11/2013 08:32:06

File summary

File Description

| | |
|--------------------|---|
| Title | A354/A350 Capacity Assessment |
| Location | Blandford St Mary |
| Site Number | 1 |
| Date | 14/01/2013 |
| Version | 1 |
| Status | - |
| Identifier | |
| Client | AIS |
| Jobnumber | 3513028A |
| Enumerator | CORP\haywardr |
| Description | 2014 with and without dev 2025 with and without dev |

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) - 2014 DM, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| Name | Description | Locked | Network Flow Scaling Factor (%) | Reason For Scaling Factors |
|------------------------|-------------|--------|---------------------------------|----------------------------|
| (Default Analysis Set) | | | 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) | Single Time Segment Only | Locked |
|-------------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|--------------------------|--------|
| 2014 DM, AM | 2014 DM | AM | | ONE HOUR | 07:45 | 09:15 | 90 | 15 | | |

Junction Network

Junctions

| Name | Junction Type | Arm Order | Grade Separated | Large Roundabout | Junction Delay (s) | Junction LOS |
|------------------------------|---------------|-----------|-----------------|------------------|--------------------|--------------|
| Blandford St Mary Roundabout | Roundabout | 1,2,3,4 | | | 5.91 | A |

Junction Network Options

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

Arms

Arms

| Arm | Name | Description |
|-----|----------------|-------------|
| 1 | A354 North | A354 North |
| 2 | A350 South | |
| 3 | A354 South | A354 South |
| 4 | Bournemouth Rd | |

Roundabout Geometry

| Arm | V - Approach road half-width (m) | E - Entry width (m) | I' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Exit Only |
|-----|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|-----------|
| 1 | 4.95 | 9.13 | 9.70 | 19.74 | 40.00 | 24.00 | |
| 2 | 2.96 | 7.63 | 21.70 | 7.17 | 40.00 | 22.27 | |
| 3 | 4.73 | 8.52 | 14.20 | 26.88 | 40.00 | 22.27 | |
| 4 | 3.63 | 7.13 | 20.00 | 13.08 | 40.00 | 29.50 | |

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

Pedestrian Crossings

| Arm | Crossing Type |
|-----|---------------|
| 1 | None |
| 2 | None |
| 3 | None |
| 4 | None |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Arm | Enter slope and intercept directly | Entered slope | Entered intercept (PCU/hr) | Final Slope | Final Intercept (PCU/hr) |
|-----|------------------------------------|---------------|----------------------------|-------------|--------------------------|
| 1 | | (calculated) | (calculated) | 0.722 | 2071.812 |
| 2 | | (calculated) | (calculated) | 0.609 | 1629.524 |
| 3 | | (calculated) | (calculated) | 0.740 | 2133.133 |
| 4 | | (calculated) | (calculated) | 0.642 | 1736.865 |

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

Traffic Flows

Demand Set Data Options

| Default Vehicle Mix | Vehicle Mix Varies Over Time | Vehicle Mix Varies Over Turn | Vehicle Mix Varies Over Entry | Vehicle Mix Source | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts | Turning Proportions Vary Over Time | Turning Proportions Vary Over Turn | Turning Proportions Vary Over Entry |
|---------------------|------------------------------|------------------------------|-------------------------------|--------------------|---------------------------|-----------------------------|---------------------------------|------------------------------------|------------------------------------|-------------------------------------|
| | | ✓ | ✓ | HV Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Arm | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|-----|--------------|--------------------|------------------------------|-------------------------|
| 1 | ONE HOUR | ✓ | 1028.92 | 100.000 |
| 2 | ONE HOUR | ✓ | 629.54 | 100.000 |
| 3 | ONE HOUR | ✓ | 549.48 | 100.000 |
| 4 | ONE HOUR | ✓ | 514.45 | 100.000 |

Turning Proportions

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

| | | To | | | |
|------|---|---------|---------|---------|---------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.000 | 394.370 | 399.380 | 235.170 |
| | 2 | 293.280 | 0.000 | 7.010 | 329.250 |
| | 3 | 319.300 | 0.000 | 0.000 | 230.180 |
| | 4 | 208.200 | 187.150 | 119.100 | 0.000 |

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

| | | To | | | |
|------|---|------|------|------|------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.00 | 0.38 | 0.39 | 0.23 |
| | 2 | 0.47 | 0.00 | 0.01 | 0.52 |
| | 3 | 0.58 | 0.00 | 0.00 | 0.42 |

| | | | | |
|---|------|------|------|------|
| 4 | 0.40 | 0.36 | 0.23 | 0.00 |
|---|------|------|------|------|

Vehicle Mix

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

| | | To | | | |
|------|---|-------|-------|-------|-------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 1.052 | 1.052 | 1.052 | 1.052 |
| | 2 | 1.034 | 1.034 | 1.034 | 1.034 |
| | 3 | 1.042 | 1.042 | 1.042 | 1.042 |
| | 4 | 1.023 | 1.023 | 1.023 | 1.023 |

Heavy Vehicle Percentages - Junction 1 (for whole period)

| | | To | | | |
|------|---|-------|-------|-------|-------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 5.160 | 5.160 | 5.160 | 5.160 |
| | 2 | 3.380 | 3.380 | 3.380 | 3.380 |
| | 3 | 4.240 | 4.240 | 4.240 | 4.240 |
| | 4 | 2.330 | 2.330 | 2.330 | 2.330 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|-----|---------|---------------|-----------------|---------|
| 1 | 0.62 | 5.44 | 1.70 | A |
| 2 | 0.62 | 8.64 | 1.64 | A |
| 3 | 0.42 | 4.53 | 0.76 | A |
| 4 | 0.43 | 4.99 | 0.78 | A |

Main Results for each time segment

Main results: (07:45-08:00)

| Arm | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| 1 | 774.62 | 771.76 | 229.67 | 0.00 | 1905.93 | 0.406 | 0.72 | 3.329 | A |
| 2 | 473.95 | 471.55 | 565.28 | 0.00 | 1285.01 | 0.369 | 0.60 | 4.563 | A |
| 3 | 413.68 | 412.30 | 642.70 | 0.00 | 1657.35 | 0.250 | 0.35 | 3.011 | A |
| 4 | 387.30 | 385.81 | 459.26 | 0.00 | 1442.04 | 0.269 | 0.37 | 3.483 | A |

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

| Arm | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| 1 | 924.98 | 923.77 | 274.99 | 0.00 | 1873.20 | 0.494 | 1.02 | 3.982 | A |
| 2 | 565.94 | 564.79 | 676.65 | 0.00 | 1217.13 | 0.465 | 0.89 | 5.694 | A |
| 3 | 493.97 | 493.44 | 769.64 | 0.00 | 1563.38 | 0.316 | 0.48 | 3.505 | A |
| 4 | 462.48 | 461.93 | 549.85 | 0.00 | 1383.88 | 0.334 | 0.51 | 3.993 | A |

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

| Arm | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| 1 | 1132.86 | 1130.19 | 336.55 | 0.00 | 1828.74 | 0.619 | 1.69 | 5.399 | A |
| 2 | 693.14 | 690.21 | 827.89 | 0.00 | 1124.95 | 0.616 | 1.62 | 8.503 | A |
| 3 | 604.99 | 603.90 | 940.84 | 0.00 | 1436.64 | 0.421 | 0.75 | 4.501 | A |
| 4 | 566.42 | 565.35 | 672.46 | 0.00 | 1305.17 | 0.434 | 0.78 | 4.972 | A |

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

| Arm | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| 1 | 1132.86 | 1132.81 | 337.18 | 0.00 | 1828.29 | 0.620 | 1.70 | 5.443 | A |
| 2 | 693.14 | 693.05 | 829.75 | 0.00 | 1123.82 | 0.617 | 1.64 | 8.635 | A |
| 3 | 604.99 | 604.97 | 944.25 | 0.00 | 1434.12 | 0.422 | 0.76 | 4.525 | A |
| 4 | 566.42 | 566.40 | 674.41 | 0.00 | 1303.92 | 0.434 | 0.78 | 4.994 | A |

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

| Arm | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| 1 | 924.98 | 927.63 | 275.94 | 0.00 | 1872.52 | 0.494 | 1.04 | 4.019 | A |
| 2 | 565.94 | 568.87 | 679.40 | 0.00 | 1215.45 | 0.466 | 0.91 | 5.783 | A |
| 3 | 493.97 | 495.06 | 774.55 | 0.00 | 1559.74 | 0.317 | 0.49 | 3.530 | A |
| 4 | 462.48 | 463.54 | 552.69 | 0.00 | 1382.06 | 0.335 | 0.52 | 4.014 | A |

Main results: (09:00-09:15)

| Arm | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| 1 | 774.62 | 775.87 | 230.89 | 0.00 | 1905.05 | 0.407 | 0.73 | 3.358 | A |
| 2 | 473.95 | 475.15 | 568.28 | 0.00 | 1283.17 | 0.369 | 0.61 | 4.612 | A |
| 3 | 413.68 | 414.22 | 647.20 | 0.00 | 1654.02 | 0.250 | 0.35 | 3.027 | A |
| 4 | 387.30 | 387.86 | 462.06 | 0.00 | 1440.24 | 0.269 | 0.38 | 3.504 | A |

(Default Analysis Set) - 2014 DM, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| Name | Description | Locked | Network Flow Scaling Factor (%) | Reason For Scaling Factors |
|------------------------|-------------|--------|---------------------------------|----------------------------|
| (Default Analysis Set) | | | 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) | Single Time Segment Only | Locked |
|-------------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|--------------------------|--------|
| 2014 DM, PM | 2014 DM | PM | | ONE HOUR | 16:45 | 18:15 | 90 | 15 | | |

Junction Network

Junctions

| Name | Junction Type | Arm Order | Grade Separated | Large Roundabout | Junction Delay (s) | Junction LOS |
|------------------------------|---------------|-----------|-----------------|------------------|--------------------|--------------|
| Blandford St Mary Roundabout | Roundabout | 1,2,3,4 | | | 6.92 | A |

Junction Network Options

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

Arms

Arms

| Arm | Name | Description |
|-----|----------------|-------------|
| 1 | A354 North | A354 North |
| 2 | A350 South | |
| 3 | A354 South | A354 South |
| 4 | Bournemouth Rd | |

Roundabout Geometry

| Arm | V - Approach road half-width (m) | E - Entry width (m) | l' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Exit Only |
|-----|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|-----------|
| 1 | 4.95 | 9.13 | 9.70 | 19.74 | 40.00 | 24.00 | |
| 2 | 2.96 | 7.63 | 21.70 | 7.17 | 40.00 | 22.27 | |
| 3 | 4.73 | 8.52 | 14.20 | 26.88 | 40.00 | 22.27 | |
| 4 | 3.63 | 7.13 | 20.00 | 13.08 | 40.00 | 29.50 | |

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

Pedestrian Crossings

| Arm | Crossing Type |
|-----|---------------|
| 1 | None |
| 2 | None |
| 3 | None |
| 4 | None |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Arm | Enter slope and intercept directly | Entered slope | Entered intercept (PCU/hr) | Final Slope | Final Intercept (PCU/hr) |
|-----|------------------------------------|---------------|----------------------------|-------------|--------------------------|
| 1 | | (calculated) | (calculated) | 0.722 | 2071.812 |

| | | | | |
|---|--------------|--------------|-------|----------|
| 2 | (calculated) | (calculated) | 0.609 | 1629.524 |
| 3 | (calculated) | (calculated) | 0.740 | 2133.133 |
| 4 | (calculated) | (calculated) | 0.642 | 1736.865 |

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

Traffic Flows

Demand Set Data Options

| Default Vehicle Mix | Vehicle Mix Varies Over Time | Vehicle Mix Varies Over Turn | Vehicle Mix Varies Over Entry | Vehicle Mix Source | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts | Turning Proportions Vary Over Time | Turning Proportions Vary Over Turn | Turning Proportions Vary Over Entry |
|---------------------|------------------------------|------------------------------|-------------------------------|--------------------|---------------------------|-----------------------------|---------------------------------|------------------------------------|------------------------------------|-------------------------------------|
| | | ✓ | ✓ | HV Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Arm | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|-----|--------------|--------------------|------------------------------|-------------------------|
| 1 | ONE HOUR | ✓ | 1020.07 | 100.000 |
| 2 | ONE HOUR | ✓ | 617.21 | 100.000 |
| 3 | ONE HOUR | ✓ | 494.97 | 100.000 |
| 4 | ONE HOUR | ✓ | 782.46 | 100.000 |

Turning Proportions

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

| | | To | | | |
|------|---|---------|---------|---------|---------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.000 | 381.810 | 325.690 | 312.570 |
| | 2 | 310.660 | 0.000 | 12.030 | 294.520 |
| | 3 | 270.570 | 19.040 | 0.000 | 205.360 |
| | 4 | 377.720 | 235.420 | 169.320 | 0.000 |

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

| | | To | | | |
|------|---|------|------|------|------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.00 | 0.37 | 0.32 | 0.31 |
| | 2 | 0.50 | 0.00 | 0.02 | 0.48 |
| | 3 | 0.55 | 0.04 | 0.00 | 0.41 |
| | 4 | 0.48 | 0.30 | 0.22 | 0.00 |

Vehicle Mix

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

| | | To | | | |
|------|---|-------|-------|-------|-------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 1.017 | 1.017 | 1.017 | 1.017 |
| | 2 | 1.014 | 1.014 | 1.014 | 1.014 |
| | 3 | 1.083 | 1.083 | 1.083 | 1.083 |
| | 4 | 1.004 | 1.004 | 1.004 | 1.004 |

Heavy Vehicle Percentages - Junction 1 (for whole period)

| | | To | | | |
|------|---|-------|-------|-------|-------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 1.730 | 1.730 | 1.730 | 1.730 |
| | 2 | 1.380 | 1.380 | 1.380 | 1.380 |
| | 3 | 8.340 | 8.340 | 8.340 | 8.340 |
| | 4 | 0.430 | 0.430 | 0.430 | 0.430 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|-----|---------|---------------|-----------------|---------|
| 1 | 0.65 | 5.98 | 1.85 | A |

| | | | | |
|---|------|------|------|---|
| 2 | 0.62 | 8.94 | 1.67 | A |
| 3 | 0.39 | 4.64 | 0.70 | A |
| 4 | 0.66 | 8.01 | 1.89 | A |

Main Results for each time segment

Main results: (16:45-17:00)

| Arm | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| 1 | 767.96 | 765.07 | 317.58 | 0.00 | 1842.44 | 0.417 | 0.72 | 3.391 | A |
| 2 | 464.67 | 462.32 | 605.59 | 0.00 | 1260.44 | 0.369 | 0.59 | 4.560 | A |
| 3 | 372.64 | 371.35 | 687.74 | 0.00 | 1624.00 | 0.229 | 0.32 | 3.111 | A |
| 4 | 589.08 | 586.34 | 449.98 | 0.00 | 1448.00 | 0.407 | 0.68 | 4.182 | A |

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

| Arm | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| 1 | 917.02 | 915.71 | 380.26 | 0.00 | 1797.17 | 0.510 | 1.05 | 4.149 | A |
| 2 | 554.86 | 553.69 | 724.89 | 0.00 | 1187.73 | 0.467 | 0.88 | 5.746 | A |
| 3 | 444.97 | 444.47 | 823.49 | 0.00 | 1523.51 | 0.292 | 0.44 | 3.612 | A |
| 4 | 703.42 | 702.09 | 538.76 | 0.00 | 1391.01 | 0.506 | 1.02 | 5.239 | A |

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

| Arm | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| 1 | 1123.12 | 1120.00 | 464.79 | 0.00 | 1736.12 | 0.647 | 1.83 | 5.915 | A |
| 2 | 679.56 | 676.52 | 886.47 | 0.00 | 1089.24 | 0.624 | 1.64 | 8.777 | A |
| 3 | 544.97 | 543.97 | 1006.52 | 0.00 | 1388.02 | 0.393 | 0.69 | 4.615 | A |
| 4 | 861.50 | 858.10 | 658.79 | 0.00 | 1313.95 | 0.656 | 1.87 | 7.872 | A |

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

| Arm | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| 1 | 1123.12 | 1123.04 | 466.53 | 0.00 | 1734.86 | 0.647 | 1.85 | 5.983 | A |

St Mary's Hill Transport Assessment - APPENDIX 6

| | | | | | | | | | |
|---|--------|--------|---------|------|---------|-------|------|-------|---|
| 2 | 679.56 | 679.46 | 889.09 | 0.00 | 1087.65 | 0.625 | 1.67 | 8.935 | A |
| 3 | 544.97 | 544.95 | 1010.34 | 0.00 | 1385.19 | 0.393 | 0.70 | 4.641 | A |
| 4 | 861.50 | 861.40 | 660.85 | 0.00 | 1312.63 | 0.656 | 1.89 | 8.007 | A |

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

| Arm | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| 1 | 917.02 | 920.13 | 382.77 | 0.00 | 1795.36 | 0.511 | 1.07 | 4.198 | A |
| 2 | 554.86 | 557.91 | 728.68 | 0.00 | 1185.42 | 0.468 | 0.90 | 5.845 | A |
| 3 | 444.97 | 445.96 | 828.98 | 0.00 | 1519.45 | 0.293 | 0.45 | 3.635 | A |
| 4 | 703.42 | 706.82 | 541.75 | 0.00 | 1389.09 | 0.506 | 1.04 | 5.326 | A |

Main results: (18:00-18:15)

| Arm | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| 1 | 767.96 | 769.32 | 319.78 | 0.00 | 1840.85 | 0.417 | 0.73 | 3.421 | A |
| 2 | 464.67 | 465.89 | 609.14 | 0.00 | 1258.27 | 0.369 | 0.60 | 4.612 | A |
| 3 | 372.64 | 373.14 | 692.54 | 0.00 | 1620.45 | 0.230 | 0.32 | 3.129 | A |
| 4 | 589.08 | 590.46 | 452.82 | 0.00 | 1446.17 | 0.407 | 0.70 | 4.233 | A |

(Default Analysis Set) - 2014 DS, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| Name | Description | Locked | Network Flow Scaling Factor (%) | Reason For Scaling Factors |
|------------------------|-------------|--------|---------------------------------|----------------------------|
| (Default Analysis Set) | | | 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) | Single Time Segment Only | Locked |
|-------------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|--------------------------|--------|
| 2014 DS, AM | 2014 DS | AM | | ONE HOUR | 07:45 | 09:15 | 90 | 15 | | |

Junction Network

Junctions

| Name | Junction Type | Arm Order | Grade Separated | Large Roundabout | Junction Delay (s) | Junction LOS |
|------------------------------|---------------|-----------|-----------------|------------------|--------------------|--------------|
| Blandford St Mary Roundabout | Roundabout | 1,2,3,4 | | | 6.38 | A |

Junction Network Options

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

Arms

Arms

| Arm | Name | Description |
|-----|----------------|-------------|
| 1 | A354 North | A354 North |
| 2 | A350 South | |
| 3 | A354 South | A354 South |
| 4 | Bournemouth Rd | |

Roundabout Geometry

| Arm | V - Approach road half-width (m) | E - Entry width (m) | I' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Exit Only |
|-----|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|-----------|
| 1 | 4.95 | 9.13 | 9.70 | 19.74 | 40.00 | 24.00 | |
| 2 | 2.96 | 7.63 | 21.70 | 7.17 | 40.00 | 22.27 | |
| 3 | 4.73 | 8.52 | 14.20 | 26.88 | 40.00 | 22.27 | |
| 4 | 3.63 | 7.13 | 20.00 | 13.08 | 40.00 | 29.50 | |

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

Pedestrian Crossings

| Arm | Crossing Type |
|-----|---------------|
| 1 | None |
| 2 | None |
| 3 | None |

| | |
|---|------|
| 4 | None |
|---|------|

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Arm | Enter slope and intercept directly | Entered slope | Entered intercept (PCU/hr) | Final Slope | Final Intercept (PCU/hr) |
|-----|------------------------------------|---------------|----------------------------|-------------|--------------------------|
| 1 | | (calculated) | (calculated) | 0.722 | 2071.812 |
| 2 | | (calculated) | (calculated) | 0.609 | 1629.524 |
| 3 | | (calculated) | (calculated) | 0.740 | 2133.133 |
| 4 | | (calculated) | (calculated) | 0.642 | 1736.865 |

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

Traffic Flows

Demand Set Data Options

| Default Vehicle Mix | Vehicle Mix Varies Over Time | Vehicle Mix Varies Over Turn | Vehicle Mix Varies Over Entry | Vehicle Mix Source | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts | Turning Proportions Vary Over Time | Turning Proportions Vary Over Turn | Turning Proportions Vary Over Entry |
|---------------------|------------------------------|------------------------------|-------------------------------|--------------------|---------------------------|-----------------------------|---------------------------------|------------------------------------|------------------------------------|-------------------------------------|
| | | ✓ | ✓ | HV Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Arm | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|-----|--------------|--------------------|------------------------------|-------------------------|
| 1 | ONE HOUR | ✓ | 1039.06 | 100.000 |
| 2 | ONE HOUR | ✓ | 668.76 | 100.000 |
| 3 | ONE HOUR | ✓ | 587.80 | 100.000 |
| 4 | ONE HOUR | ✓ | 521.43 | 100.000 |

Turning Proportions

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

| | | To | | | |
|------|---|---------|---------|---------|---------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.000 | 399.350 | 404.540 | 235.170 |
| | 2 | 313.540 | 0.000 | 7.650 | 347.570 |
| | 3 | 343.510 | 0.000 | 0.000 | 244.290 |
| | 4 | 208.200 | 191.310 | 121.920 | 0.000 |

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

| | | To | | | |
|------|---|------|------|------|------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.00 | 0.38 | 0.39 | 0.23 |
| | 2 | 0.47 | 0.00 | 0.01 | 0.52 |
| | 3 | 0.58 | 0.00 | 0.00 | 0.42 |
| | 4 | 0.40 | 0.37 | 0.23 | 0.00 |

Vehicle Mix

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

| | | To | | | |
|------|---|-------|-------|-------|-------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 1.052 | 1.052 | 1.052 | 1.052 |
| | 2 | 1.034 | 1.034 | 1.034 | 1.034 |
| | 3 | 1.042 | 1.042 | 1.042 | 1.042 |
| | 4 | 1.023 | 1.023 | 1.023 | 1.023 |

Heavy Vehicle Percentages - Junction 1 (for whole period)

| | | To | | | |
|------|---|-------|-------|-------|-------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 5.160 | 5.160 | 5.160 | 5.160 |
| | 2 | 3.380 | 3.380 | 3.380 | 3.380 |
| | 3 | 4.240 | 4.240 | 4.240 | 4.240 |

| | | | | |
|---|-------|-------|-------|-------|
| 4 | 2.330 | 2.330 | 2.330 | 2.330 |
|---|-------|-------|-------|-------|

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|-----|---------|---------------|-----------------|---------|
| 1 | 0.63 | 5.58 | 1.76 | A |
| 2 | 0.66 | 9.73 | 1.96 | A |
| 3 | 0.46 | 4.97 | 0.89 | A |
| 4 | 0.45 | 5.27 | 0.84 | A |

Main Results for each time segment

Main results: (07:45-08:00)

| Arm | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| 1 | 782.26 | 779.34 | 234.88 | 0.00 | 1902.17 | 0.411 | 0.73 | 3.363 | A |
| 2 | 503.48 | 500.82 | 571.23 | 0.00 | 1281.37 | 0.393 | 0.66 | 4.752 | A |
| 3 | 442.53 | 440.99 | 671.48 | 0.00 | 1636.04 | 0.270 | 0.38 | 3.136 | A |
| 4 | 392.56 | 391.01 | 492.52 | 0.00 | 1420.69 | 0.276 | 0.39 | 3.573 | A |

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

| Arm | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| 1 | 934.09 | 932.85 | 281.23 | 0.00 | 1868.69 | 0.500 | 1.04 | 4.040 | A |
| 2 | 601.20 | 599.84 | 683.78 | 0.00 | 1212.78 | 0.496 | 1.00 | 6.058 | A |
| 3 | 528.42 | 527.79 | 804.11 | 0.00 | 1537.86 | 0.344 | 0.54 | 3.713 | A |
| 4 | 468.75 | 468.17 | 589.67 | 0.00 | 1358.32 | 0.345 | 0.54 | 4.136 | A |

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

| Arm | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| 1 | 934.09 | 932.85 | 281.23 | 0.00 | 1868.69 | 0.500 | 1.04 | 4.040 | A |
| 2 | 601.20 | 599.84 | 683.78 | 0.00 | 1212.78 | 0.496 | 1.00 | 6.058 | A |
| 3 | 528.42 | 527.79 | 804.11 | 0.00 | 1537.86 | 0.344 | 0.54 | 3.713 | A |
| 4 | 468.75 | 468.17 | 589.67 | 0.00 | 1358.32 | 0.345 | 0.54 | 4.136 | A |

| | | | | | | | | | |
|---|---------|---------|--------|------|---------|-------|------|-------|---|
| 1 | 1144.03 | 1141.22 | 344.16 | 0.00 | 1823.24 | 0.627 | 1.74 | 5.527 | A |
| 2 | 736.32 | 732.62 | 836.57 | 0.00 | 1119.66 | 0.658 | 1.93 | 9.526 | A |
| 3 | 647.18 | 645.83 | 982.53 | 0.00 | 1405.77 | 0.460 | 0.88 | 4.928 | A |
| 4 | 574.11 | 572.92 | 720.90 | 0.00 | 1274.07 | 0.451 | 0.83 | 5.245 | A |

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

| Arm | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| 1 | 1144.03 | 1143.97 | 344.86 | 0.00 | 1822.74 | 0.628 | 1.76 | 5.577 | A |
| 2 | 736.32 | 736.19 | 838.53 | 0.00 | 1118.47 | 0.658 | 1.96 | 9.727 | A |
| 3 | 647.18 | 647.15 | 986.68 | 0.00 | 1402.70 | 0.461 | 0.89 | 4.966 | A |
| 4 | 574.11 | 574.08 | 723.35 | 0.00 | 1272.50 | 0.451 | 0.84 | 5.274 | A |

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

| Arm | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| 1 | 934.09 | 936.88 | 282.29 | 0.00 | 1867.93 | 0.500 | 1.06 | 4.079 | A |
| 2 | 601.20 | 604.91 | 686.68 | 0.00 | 1211.01 | 0.496 | 1.03 | 6.178 | A |
| 3 | 528.42 | 529.76 | 810.04 | 0.00 | 1533.47 | 0.345 | 0.55 | 3.745 | A |
| 4 | 468.75 | 469.92 | 593.20 | 0.00 | 1356.05 | 0.346 | 0.54 | 4.164 | A |

Main results: (09:00-09:15)

| Arm | Total Demand (PCU/hr) | Entry Flow (PCU/hr) | Circulating Flow (PCU/hr) | Pedestrian Demand (Ped/hr) | Capacity (PCU/hr) | RFC | End Queue (PCU) | Delay (s) | LOS |
|-----|-----------------------|---------------------|---------------------------|----------------------------|-------------------|-------|-----------------|-----------|-----|
| 1 | 782.26 | 783.54 | 236.18 | 0.00 | 1901.23 | 0.411 | 0.74 | 3.390 | A |
| 2 | 503.48 | 504.90 | 574.33 | 0.00 | 1279.49 | 0.394 | 0.68 | 4.813 | A |
| 3 | 442.53 | 443.17 | 676.47 | 0.00 | 1632.35 | 0.271 | 0.39 | 3.156 | A |
| 4 | 392.56 | 393.16 | 495.71 | 0.00 | 1418.64 | 0.277 | 0.39 | 3.593 | A |

(Default Analysis Set) - 2014 DS, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

| Name | Description | Locked | Network Flow Scaling Factor (%) | Reason For Scaling Factors |
|------|-------------|--------|---------------------------------|----------------------------|
| | | | | |

| | | | | |
|------------------------|--|--|---------|--|
| (Default Analysis Set) | | | 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) | Single Time Segment Only | Locked |
|-------------|---------------|------------------|-------------|----------------------|--------------------------|---------------------------|--------------------------------|---------------------------|--------------------------|--------|
| 2014 DS, PM | 2014 DS | PM | | ONE HOUR | 16:45 | 18:15 | 90 | 15 | | |

Junction Network

Junctions

| Name | Junction Type | Arm Order | Grade Separated | Large Roundabout | Junction Delay (s) | Junction LOS |
|------------------------------|---------------|-----------|-----------------|------------------|--------------------|--------------|
| Blandford St Mary Roundabout | Roundabout | 1,2,3,4 | | | 7.44 | A |

Junction Network Options

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

Arms

Arms

| Arm | Name | Description |
|-----|----------------|-------------|
| 1 | A354 North | A354 North |
| 2 | A350 South | |
| 3 | A354 South | A354 South |
| 4 | Bournemouth Rd | |

Roundabout Geometry

| Arm | V - Approach road half-width (m) | E - Entry width (m) | I' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Exit Only |
|-----|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|-----------|
| 1 | 4.95 | 9.13 | 9.70 | 19.74 | 40.00 | 24.00 | |
| 2 | 2.96 | 7.63 | 21.70 | 7.17 | 40.00 | 22.27 | |
| 3 | 4.73 | 8.52 | 14.20 | 26.88 | 40.00 | 22.27 | |

| | | | | | | | |
|---|------|------|-------|-------|-------|-------|--|
| 4 | 3.63 | 7.13 | 20.00 | 13.08 | 40.00 | 29.50 | |
|---|------|------|-------|-------|-------|-------|--|

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

Pedestrian Crossings

| Arm | Crossing Type |
|-----|---------------|
| 1 | None |
| 2 | None |
| 3 | None |
| 4 | None |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Arm | Enter slope and intercept directly | Entered slope | Entered intercept (PCU/hr) | Final Slope | Final Intercept (PCU/hr) |
|-----|------------------------------------|---------------|----------------------------|-------------|--------------------------|
| 1 | | (calculated) | (calculated) | 0.722 | 2071.812 |
| 2 | | (calculated) | (calculated) | 0.609 | 1629.524 |
| 3 | | (calculated) | (calculated) | 0.740 | 2133.133 |
| 4 | | (calculated) | (calculated) | 0.642 | 1736.865 |

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

Traffic Flows

Demand Set Data Options

| Default Vehicle Mix | Vehicle Mix Varies Over Time | Vehicle Mix Varies Over Turn | Vehicle Mix Varies Over Entry | Vehicle Mix Source | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts | Turning Proportions Vary Over Time | Turning Proportions Vary Over Turn | Turning Proportions Vary Over Entry |
|---------------------|------------------------------|------------------------------|-------------------------------|--------------------|---------------------------|-----------------------------|---------------------------------|------------------------------------|------------------------------------|-------------------------------------|
| | | ✓ | ✓ | HV Percentages | 2.00 | | | | ✓ | ✓ |

Entry Flows

General Flows Data

| Arm | Profile Type | Use Turning Counts | Average Demand Flow (PCU/hr) | Flow Scaling Factor (%) |
|-----|--------------|--------------------|------------------------------|-------------------------|
| 1 | ONE HOUR | ✓ | 1041.67 | 100.000 |

| | | | | |
|---|----------|---|--------|---------|
| 2 | ONE HOUR | ✓ | 641.73 | 100.000 |
| 3 | ONE HOUR | ✓ | 510.93 | 100.000 |
| 4 | ONE HOUR | ✓ | 797.52 | 100.000 |

Turning Proportions

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

| | | To | | | |
|------|---|---------|---------|---------|---------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.000 | 393.130 | 335.970 | 312.570 |
| | 2 | 319.200 | 0.000 | 21.230 | 301.300 |
| | 3 | 279.260 | 20.870 | 0.000 | 210.800 |
| | 4 | 377.720 | 243.750 | 176.050 | 0.000 |

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

| | | To | | | |
|------|---|------|------|------|------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 0.00 | 0.38 | 0.32 | 0.30 |
| | 2 | 0.50 | 0.00 | 0.03 | 0.47 |
| | 3 | 0.55 | 0.04 | 0.00 | 0.41 |
| | 4 | 0.47 | 0.31 | 0.22 | 0.00 |

Vehicle Mix

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

| | | To | | | |
|------|---|-------|-------|-------|-------|
| | | 1 | 2 | 3 | 4 |
| From | 1 | 1.017 | 1.017 | 1.017 | 1.017 |
| | 2 | 1.014 | 1.014 | 1.014 | 1.014 |
| | 3 | 1.083 | 1.083 | 1.083 | 1.083 |
| | 4 | 1.004 | 1.004 | 1.004 | 1.004 |