

**APPENDIX D**

**TRICS**

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	2 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	GS GLOUCESTERSHIRE	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	2 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	3 days
	WO WORCESTERSHIRE	4 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	LC LANCASHIRE	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TV TEES VALLEY	1 days
10	WALES	
	WR WREXHAM	1 days
11	SCOTLAND	
	FI FIFE	1 days
	HI HIGHLAND	1 days
	SR STIRLING	1 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
13	MUNSTER	
	WA WATERFORD	2 days

Filtering Stage 2 selection:

Parameter: Number of dwellings  
Range: 10 to 372 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 05/09/10

Selected survey days:

Monday	11 days
Tuesday	10 days
Wednesday	4 days
Thursday	9 days
Friday	4 days

Selected survey types:

Manual count	38 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	17
Edge of Town	18
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	26
Out of Town	1
No Sub Category	11

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL VEHICLES  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	38	108	0.070	38	108	0.259	38	108	0.329
08:00 - 09:00	38	108	0.151	38	108	0.407	38	108	0.558
09:00 - 10:00	38	108	0.182	38	108	0.228	38	108	0.410
10:00 - 11:00	38	108	0.149	38	108	0.180	38	108	0.329
11:00 - 12:00	38	108	0.196	38	108	0.186	38	108	0.382
12:00 - 13:00	38	108	0.194	38	108	0.184	38	108	0.378
13:00 - 14:00	38	108	0.193	38	108	0.195	38	108	0.388
14:00 - 15:00	38	108	0.194	38	108	0.197	38	108	0.391
15:00 - 16:00	38	108	0.277	38	108	0.216	38	108	0.493
16:00 - 17:00	38	108	0.318	38	108	0.199	38	108	0.517
17:00 - 18:00	38	108	0.388	38	108	0.224	38	108	0.612
18:00 - 19:00	38	108	0.279	38	108	0.226	38	108	0.505
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			<b>2.591</b>			<b>2.701</b>			<b>5.292</b>

Parameter summary

Trip rate parameter range selected: 10 - 372 (units: )  
 Survey date range: 01/01/03 - 05/09/10  
 Number of weekdays (Monday-Friday): 38  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 27

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL OGVS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	38	108	0.003	38	108	0.002	38	108	0.005
08:00 - 09:00	38	108	0.003	38	108	0.003	38	108	0.006
09:00 - 10:00	38	108	0.005	38	108	0.004	38	108	0.009
10:00 - 11:00	38	108	0.003	38	108	0.004	38	108	0.007
11:00 - 12:00	38	108	0.002	38	108	0.003	38	108	0.005
12:00 - 13:00	38	108	0.005	38	108	0.004	38	108	0.009
13:00 - 14:00	38	108	0.003	38	108	0.005	38	108	0.008
14:00 - 15:00	38	108	0.002	38	108	0.003	38	108	0.005
15:00 - 16:00	38	108	0.001	38	108	0.001	38	108	0.002
16:00 - 17:00	38	108	0.001	38	108	0.001	38	108	0.002
17:00 - 18:00	38	108	0.001	38	108	0.002	38	108	0.003
18:00 - 19:00	38	108	0.000	38	108	0.001	38	108	0.001
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			0.029			0.033			0.062

Parameter summary

Trip rate parameter range selected: 10 - 372 (units: )  
 Survey date range: 01/01/03 - 05/09/10  
 Number of weekdays (Monday-Friday): 38  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 27

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL PSVS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	38	108	0.000	38	108	0.000	38	108	0.000
08:00 - 09:00	38	108	0.001	38	108	0.001	38	108	0.002
09:00 - 10:00	38	108	0.000	38	108	0.000	38	108	0.000
10:00 - 11:00	38	108	0.000	38	108	0.000	38	108	0.000
11:00 - 12:00	38	108	0.000	38	108	0.000	38	108	0.000
12:00 - 13:00	38	108	0.000	38	108	0.000	38	108	0.000
13:00 - 14:00	38	108	0.000	38	108	0.000	38	108	0.000
14:00 - 15:00	38	108	0.000	38	108	0.000	38	108	0.000
15:00 - 16:00	38	108	0.001	38	108	0.000	38	108	0.001
16:00 - 17:00	38	108	0.000	38	108	0.000	38	108	0.000
17:00 - 18:00	38	108	0.000	38	108	0.000	38	108	0.000
18:00 - 19:00	38	108	0.000	38	108	0.000	38	108	0.000
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			0.002			0.001			0.003

Parameter summary

Trip rate parameter range selected: 10 - 372 (units: )  
 Survey date range: 01/01/03 - 05/09/10  
 Number of weekdays (Monday-Friday): 38  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 27

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL CYCLISTS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	38	108	0.006	38	108	0.010	38	108	0.016
08:00 - 09:00	38	108	0.006	38	108	0.016	38	108	0.022
09:00 - 10:00	38	108	0.003	38	108	0.003	38	108	0.006
10:00 - 11:00	38	108	0.002	38	108	0.004	38	108	0.006
11:00 - 12:00	38	108	0.005	38	108	0.003	38	108	0.008
12:00 - 13:00	38	108	0.005	38	108	0.004	38	108	0.009
13:00 - 14:00	38	108	0.003	38	108	0.003	38	108	0.006
14:00 - 15:00	38	108	0.004	38	108	0.003	38	108	0.007
15:00 - 16:00	38	108	0.013	38	108	0.008	38	108	0.021
16:00 - 17:00	38	108	0.012	38	108	0.010	38	108	0.022
17:00 - 18:00	38	108	0.011	38	108	0.008	38	108	0.019
18:00 - 19:00	38	108	0.009	38	108	0.006	38	108	0.015
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			<b>0.079</b>			<b>0.078</b>			<b>0.157</b>

Parameter summary

Trip rate parameter range selected: 10 - 372 (units: )  
 Survey date range: 01/01/03 - 05/09/10  
 Number of weekdays (Monday-Friday): 38  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 27

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL VEHICLE OCCUPANTS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	38	108	0.076	38	108	0.306	38	108	0.382
08:00 - 09:00	38	108	0.184	38	108	0.615	38	108	0.799
09:00 - 10:00	38	108	0.213	38	108	0.289	38	108	0.502
10:00 - 11:00	38	108	0.188	38	108	0.234	38	108	0.422
11:00 - 12:00	38	108	0.244	38	108	0.232	38	108	0.476
12:00 - 13:00	38	108	0.238	38	108	0.235	38	108	0.473
13:00 - 14:00	38	108	0.244	38	108	0.246	38	108	0.490
14:00 - 15:00	38	108	0.250	38	108	0.253	38	108	0.503
15:00 - 16:00	38	108	0.427	38	108	0.283	38	108	0.710
16:00 - 17:00	38	108	0.441	38	108	0.290	38	108	0.731
17:00 - 18:00	38	108	0.513	38	108	0.304	38	108	0.817
18:00 - 19:00	38	108	0.373	38	108	0.326	38	108	0.699
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			<b>3.391</b>			<b>3.613</b>			<b>7.004</b>

Parameter summary

Trip rate parameter range selected: 10 - 372 (units: )  
 Survey date date range: 01/01/03 - 05/09/10  
 Number of weekdays (Monday-Friday): 38  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 27

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL PEDESTRIANS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	38	108	0.022	38	108	0.042	38	108	0.064
08:00 - 09:00	38	108	0.039	38	108	0.168	38	108	0.207
09:00 - 10:00	38	108	0.038	38	108	0.048	38	108	0.086
10:00 - 11:00	38	108	0.029	38	108	0.038	38	108	0.067
11:00 - 12:00	38	108	0.044	38	108	0.041	38	108	0.085
12:00 - 13:00	38	108	0.041	38	108	0.031	38	108	0.072
13:00 - 14:00	38	108	0.035	38	108	0.038	38	108	0.073
14:00 - 15:00	38	108	0.036	38	108	0.039	38	108	0.075
15:00 - 16:00	38	108	0.133	38	108	0.062	38	108	0.195
16:00 - 17:00	38	108	0.069	38	108	0.045	38	108	0.114
17:00 - 18:00	38	108	0.061	38	108	0.042	38	108	0.103
18:00 - 19:00	38	108	0.050	38	108	0.047	38	108	0.097
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			<b>0.597</b>			<b>0.641</b>			<b>1.238</b>

Parameter summary

Trip rate parameter range selected: 10 - 372 (units: )  
 Survey date range: 01/01/03 - 05/09/10  
 Number of weekdays (Monday-Friday): 38  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 27

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL PUBLIC TRANSPORT USERS  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	38	108	0.001	38	108	0.008	38	108	0.009
08:00 - 09:00	38	108	0.007	38	108	0.022	38	108	0.029
09:00 - 10:00	38	108	0.006	38	108	0.006	38	108	0.012
10:00 - 11:00	38	108	0.004	38	108	0.006	38	108	0.010
11:00 - 12:00	38	108	0.005	38	108	0.008	38	108	0.013
12:00 - 13:00	38	108	0.004	38	108	0.007	38	108	0.011
13:00 - 14:00	38	108	0.006	38	108	0.004	38	108	0.010
14:00 - 15:00	38	108	0.006	38	108	0.004	38	108	0.010
15:00 - 16:00	38	108	0.014	38	108	0.008	38	108	0.022
16:00 - 17:00	38	108	0.013	38	108	0.004	38	108	0.017
17:00 - 18:00	38	108	0.014	38	108	0.003	38	108	0.017
18:00 - 19:00	38	108	0.008	38	108	0.003	38	108	0.011
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			0.088			0.083			0.171

Parameter summary

Trip rate parameter range selected: 10 - 372 (units: )  
 Survey date range: 01/01/03 - 05/09/10  
 Number of weekdays (Monday-Friday): 38  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 27

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL TOTAL PEOPLE  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	38	108	0.105	38	108	0.366	38	108	0.471
08:00 - 09:00	38	108	0.235	38	108	0.820	38	108	1.055
09:00 - 10:00	38	108	0.259	38	108	0.347	38	108	0.606
10:00 - 11:00	38	108	0.223	38	108	0.282	38	108	0.505
11:00 - 12:00	38	108	0.298	38	108	0.284	38	108	0.582
12:00 - 13:00	38	108	0.287	38	108	0.277	38	108	0.564
13:00 - 14:00	38	108	0.288	38	108	0.291	38	108	0.579
14:00 - 15:00	38	108	0.295	38	108	0.298	38	108	0.593
15:00 - 16:00	38	108	0.587	38	108	0.361	38	108	0.948
16:00 - 17:00	38	108	0.536	38	108	0.350	38	108	0.886
17:00 - 18:00	38	108	0.599	38	108	0.358	38	108	0.957
18:00 - 19:00	38	108	0.439	38	108	0.383	38	108	0.822
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
<b>Total Rates:</b>			4.151			4.417			8.568

Parameter summary

Trip rate parameter range selected: 10 - 372 (units: )  
 Survey date date range: 01/01/03 - 05/09/10  
 Number of weekdays (Monday-Friday): 38  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 27

**APPENDIX E**

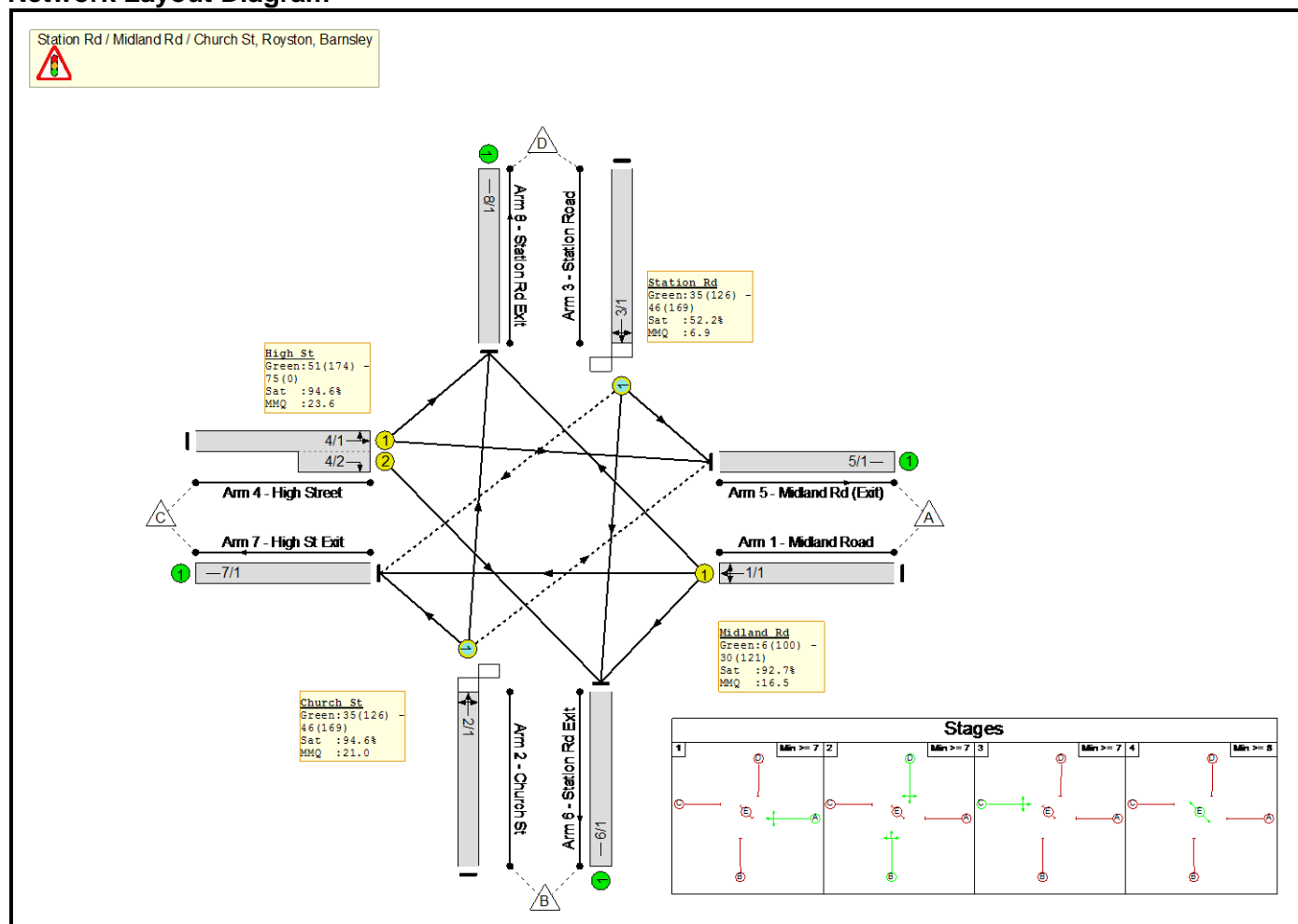
**LINSIG**

Full Input Data And Results  
**Full Input Data And Results**

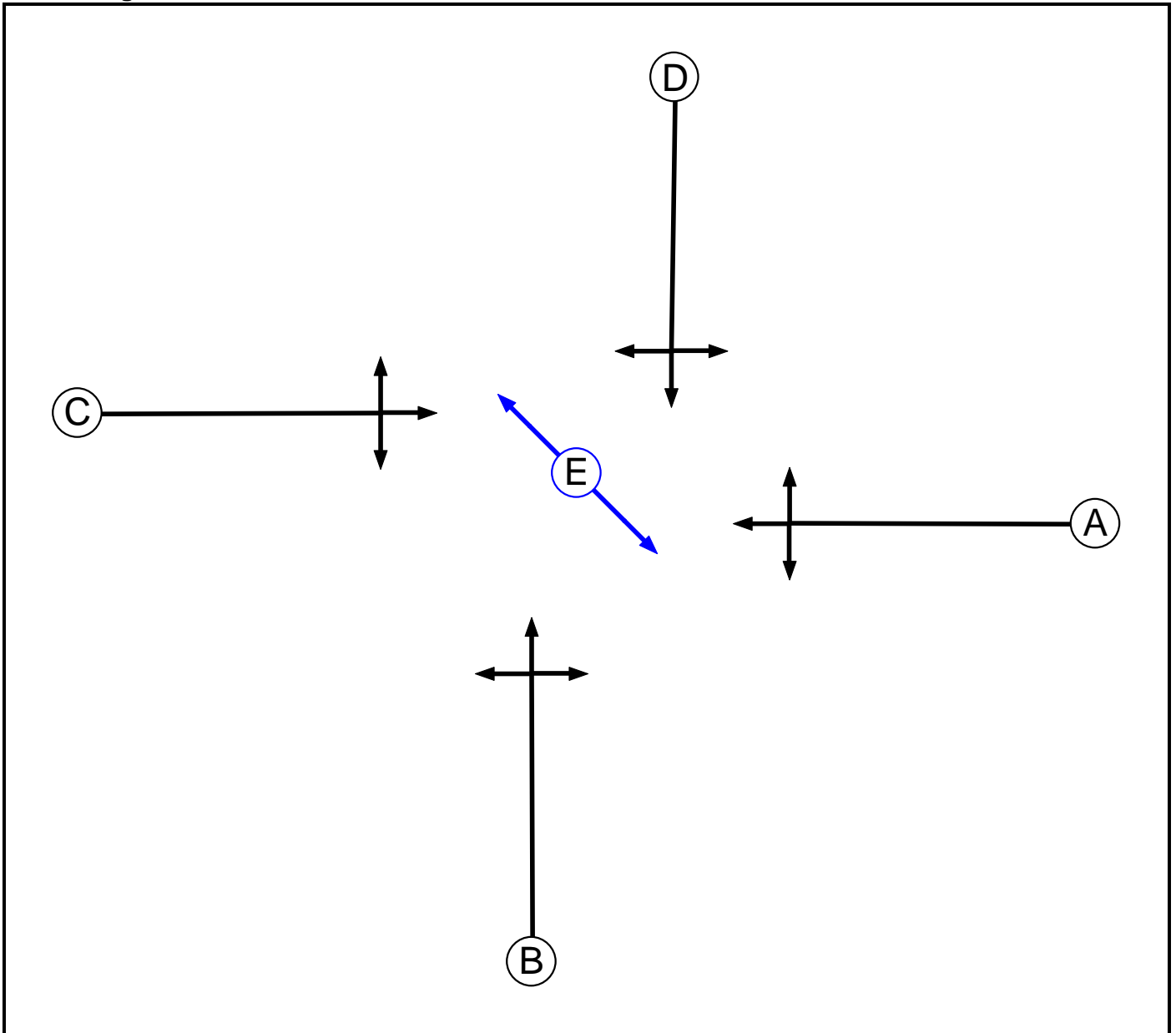
**User and Project Details**

<b>Project:</b>	<b>Royston Residential Development</b>
<b>Title:</b>	
<b>Location:</b>	Midland Road_Station Road
<b>File name:</b>	Midland Road_Station Road.lsg3x
<b>Author:</b>	
<b>Company:</b>	Pell Frischmann
<b>Address:</b>	George House, George Street, Wakefield, WF1 1LY
<b>Notes:</b>	

**Network Layout Diagram**



**Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		8	8

## Full Input Data And Results

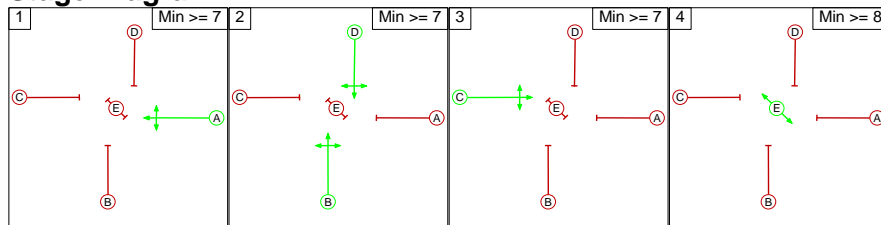
### Phase Intergrens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		5	5	5	8
	B	5		5	-	8
	C	6	6		6	8
	D	6	-	5		8
E	9	9	9	9		

### Phases in Stage

Stage No.	Phases in Stage
1	A
2	B D
3	C
4	E

### Stage Diagram



### Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

### Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		5	5	8
	2	6		5	8
	3	6	6		8
4	9	9	9		

Full Input Data And Results

**Give-Way Lane Input Data**

Junction: Station Rd / Midland Rd / Church St, Royston, Barnsley											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Church St)	5/1 (Right)	1440	0	3/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	2.00	1.00	0.50	2	2.00
3/1 (Station Road)	7/1 (Right)	1440	0	2/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	2.00	1.00	0.50	2	2.00

Full Input Data And Results

**Lane Input Data**

Junction: Station Rd / Midland Rd / Church St, Royston, Barnsley												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Midland Road)	U	A	2	3	60.0	User	1804	-	-	-	-	-
2/1 (Church St)	O	B	2	3	60.0	User	1694	-	-	-	-	-
3/1 (Station Road)	O	D	2	3	60.0	User	1709	-	-	-	-	-
4/1 (High Street)	U	C	2	3	60.0	User	1880	-	-	-	-	-
4/2 (High Street)	U	C	2	3	5.2	User	1926	-	-	-	-	-
5/1 (Midland Rd Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Station Rd Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (High St Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Station Rd Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

**Traffic Flow Groups**

Flow Group	Start Time	End Time	Duration	Formula
1: '2016 Base Weekday AM Peak'	08:00	09:00	01:00	
2: '2016 Base Weekday PM Peak'	16:45	17:45	01:00	
3: '2017 Weekday AM Peak'	08:00	09:00	01:00	F1*1.0154
4: '2017 Weekday PM Peak'	16:45	17:45	01:00	F2*1.0154
5: '2021 Weekday AM Peak'	08:00	09:00	01:00	F1*1.0754
6: '2021 Weekday PM Peak'	16:45	17:45	01:00	F2*1.0768
7: '2017 +Dev Weekday AM Peak'	08:00	09:00	01:00	
8: '2017 +Dev Weekday PM Peak'	16:45	17:45	01:00	
9: '2021 +Dev Weekday AM Peak'	08:00	09:00	01:00	
10: '2021 +Dev Weekday PM Peak'	16:45	17:45	01:00	

**Scenario 7: 'AM Peak (peds every 2)'** (FG1: '2016 Base Weekday AM Peak', Plan 4: 'Network Control Plan 4')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	103	204	49	356
	B	69	0	156	127	352
	C	151	155	0	19	325
	D	49	124	17	0	190
	Tot.	269	382	377	195	1223

**Traffic Lane Flows**

Lane	Scenario 7: AM Peak (peds every 2)
<b>Junction: Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	
1/1	356
2/1	352
3/1	190
4/1 (with short)	325(In) 170(Out)
4/2 (short)	155
5/1	269
6/1	382
7/1	377
8/1	195

Full Input Data And Results

**Lane Saturation Flows**

Junction: Station Rd / Midland Rd / Church St, Royston, Barnsley									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (Midland Road Lane 1)		This lane uses a directly entered Saturation Flow						1804	1804
2/1 (Church St Lane 1)		This lane uses a directly entered Saturation Flow						1694	1694
3/1 (Station Road Lane 1)		This lane uses a directly entered Saturation Flow						1709	1709
4/1 (High Street Lane 1)		This lane uses a directly entered Saturation Flow						1880	1880
4/2 (High Street Lane 2)		This lane uses a directly entered Saturation Flow						1926	1926
5/1 (Midland Rd (Exit) Lane 1)		Infinite Saturation Flow						Inf	Inf
6/1 (Station Rd Exit Lane 1)		Infinite Saturation Flow						Inf	Inf
7/1 (High St Exit Lane 1)		Infinite Saturation Flow						Inf	Inf
8/1 (Station Rd Exit Lane 1)		Infinite Saturation Flow						Inf	Inf

**Scenario 8: 'PM Peak ( peds every 2)'** (FG2: '2016 Base Weekday PM Peak', Plan 4: 'Network Control Plan 4')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	98	212	46	356
	B	116	0	125	104	345
	C	289	195	0	28	512
	D	76	129	24	0	229
	Tot.	481	422	361	178	1442

**Traffic Lane Flows**

Lane	Scenario 8: PM Peak ( peds every 2)
<b>Junction: Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	
1/1	356
2/1	345
3/1	229
4/1 (with short)	512(In) 317(Out)
4/2 (short)	195
5/1	481
6/1	422
7/1	361
8/1	178

**Lane Saturation Flows**

<b>Junction: Station Rd / Midland Rd / Church St, Royston, Barnsley</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Midland Road Lane 1)							1804	1804
2/1 (Church St Lane 1)							1694	1694
3/1 (Station Road Lane 1)							1709	1709
4/1 (High Street Lane 1)							1880	1880
4/2 (High Street Lane 2)							1926	1926
5/1 (Midland Rd (Exit) Lane 1)							Inf	Inf
6/1 (Station Rd Exit Lane 1)							Inf	Inf
7/1 (High St Exit Lane 1)							Inf	Inf
8/1 (Station Rd Exit Lane 1)							Inf	Inf

Full Input Data And Results

**Scenario 9: 'AM Peak (peds every 2)'** (FG3: '2017 Weekday AM Peak', Plan 4: 'Network Control Plan 4')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	105	207	50	362
	B	70	0	158	129	357
	C	153	157	0	19	329
	D	50	126	17	0	193
	Tot.	273	388	382	198	1241

**Traffic Lane Flows**

Lane	Scenario 9: AM Peak (peds every 2)
<b>Junction: Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	
1/1	362
2/1	357
3/1	193
4/1 (with short)	329(In) 172(Out)
4/2 (short)	157
5/1	273
6/1	388
7/1	382
8/1	198

**Lane Saturation Flows**

<b>Junction: Station Rd / Midland Rd / Church St, Royston, Barnsley</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Midland Road Lane 1)							1804	1804
2/1 (Church St Lane 1)							1694	1694
3/1 (Station Road Lane 1)							1709	1709
4/1 (High Street Lane 1)							1880	1880
4/2 (High Street Lane 2)							1926	1926
5/1 (Midland Rd (Exit) Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Station Rd Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
7/1 (High St Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
8/1 (Station Rd Exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

**Scenario 10: 'PM Peak ( peds every 2)'** (FG4: '2017 Weekday PM Peak', Plan 4: 'Network Control Plan 4')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	100	215	47	362
	B	118	0	127	106	351
	C	293	198	0	28	519
	D	77	131	24	0	232
	Tot.	488	429	366	181	1464

**Traffic Lane Flows**

Lane	Scenario 10: PM Peak ( peds every 2)
<b>Junction: Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	
1/1	362
2/1	351
3/1	232
4/1 (with short)	519(In) 321(Out)
4/2 (short)	198
5/1	488
6/1	429
7/1	366
8/1	181

Full Input Data And Results

**Lane Saturation Flows**

Junction: Station Rd / Midland Rd / Church St, Royston, Barnsley									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (Midland Road Lane 1)		This lane uses a directly entered Saturation Flow						1804	1804
2/1 (Church St Lane 1)		This lane uses a directly entered Saturation Flow						1694	1694
3/1 (Station Road Lane 1)		This lane uses a directly entered Saturation Flow						1709	1709
4/1 (High Street Lane 1)		This lane uses a directly entered Saturation Flow						1880	1880
4/2 (High Street Lane 2)		This lane uses a directly entered Saturation Flow						1926	1926
5/1 (Midland Rd (Exit) Lane 1)		Infinite Saturation Flow						Inf	Inf
6/1 (Station Rd Exit Lane 1)		Infinite Saturation Flow						Inf	Inf
7/1 (High St Exit Lane 1)		Infinite Saturation Flow						Inf	Inf
8/1 (Station Rd Exit Lane 1)		Infinite Saturation Flow						Inf	Inf

**Scenario 11: 'AM Peak (peds every 2)' (FG5: '2021 Weekday AM Peak', Plan 4: 'Network Control Plan 4')**

**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	111	219	53	383
	B	74	0	168	137	379
	C	162	167	0	20	349
	D	53	133	18	0	204
	Tot.	289	411	405	210	1315

**Traffic Lane Flows**

Lane	Scenario 11: AM Peak (peds every 2)
<b>Junction: Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	
1/1	383
2/1	379
3/1	204
4/1 (with short)	349(In) 182(Out)
4/2 (short)	167
5/1	289
6/1	411
7/1	405
8/1	210

**Lane Saturation Flows**

<b>Junction: Station Rd / Midland Rd / Church St, Royston, Barnsley</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Midland Road Lane 1)							1804	1804
2/1 (Church St Lane 1)							1694	1694
3/1 (Station Road Lane 1)							1709	1709
4/1 (High Street Lane 1)							1880	1880
4/2 (High Street Lane 2)							1926	1926
5/1 (Midland Rd (Exit) Lane 1)							Inf	Inf
6/1 (Station Rd Exit Lane 1)							Inf	Inf
7/1 (High St Exit Lane 1)							Inf	Inf
8/1 (Station Rd Exit Lane 1)							Inf	Inf

Full Input Data And Results

**Scenario 12: 'PM Peak ( peds every 2)'** (FG6: '2021 Weekday PM Peak', Plan 4: 'Network Control Plan 4')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	106	228	50	384
	B	125	0	135	112	372
	C	311	210	0	30	551
	D	82	139	26	0	247
	Tot.	518	455	389	192	1554

**Traffic Lane Flows**

Lane	Scenario 12: PM Peak ( peds every 2)
<b>Junction: Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	
1/1	384
2/1	372
3/1	247
4/1 (with short)	551(In) 341(Out)
4/2 (short)	210
5/1	518
6/1	455
7/1	389
8/1	192

**Lane Saturation Flows**

<b>Junction: Station Rd / Midland Rd / Church St, Royston, Barnsley</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Midland Road Lane 1)							1804	1804
2/1 (Church St Lane 1)							1694	1694
3/1 (Station Road Lane 1)							1709	1709
4/1 (High Street Lane 1)							1880	1880
4/2 (High Street Lane 2)							1926	1926
5/1 (Midland Rd (Exit) Lane 1)							Inf	Inf
6/1 (Station Rd Exit Lane 1)							Inf	Inf
7/1 (High St Exit Lane 1)							Inf	Inf
8/1 (Station Rd Exit Lane 1)							Inf	Inf

**Scenario 13: 'AM Peak (peds every 2)'** (FG7: '2017 +Dev Weekday AM Peak', Plan 4: 'Network Control Plan 4')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	111	220	53	384
	B	72	0	158	129	359
	C	157	160	0	19	336
	D	52	126	17	0	195
	Tot.	281	397	395	201	1274

**Traffic Lane Flows**

Lane	Scenario 13: AM Peak (peds every 2)
<b>Junction: Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	
1/1	384
2/1	359
3/1	195
4/1 (with short)	336(In) 176(Out)
4/2 (short)	160
5/1	281
6/1	397
7/1	395
8/1	201

Full Input Data And Results

**Lane Saturation Flows**

Junction: Station Rd / Midland Rd / Church St, Royston, Barnsley									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (Midland Road Lane 1)		This lane uses a directly entered Saturation Flow						1804	1804
2/1 (Church St Lane 1)		This lane uses a directly entered Saturation Flow						1694	1694
3/1 (Station Road Lane 1)		This lane uses a directly entered Saturation Flow						1709	1709
4/1 (High Street Lane 1)		This lane uses a directly entered Saturation Flow						1880	1880
4/2 (High Street Lane 2)		This lane uses a directly entered Saturation Flow						1926	1926
5/1 (Midland Rd (Exit) Lane 1)		Infinite Saturation Flow						Inf	Inf
6/1 (Station Rd Exit Lane 1)		Infinite Saturation Flow						Inf	Inf
7/1 (High St Exit Lane 1)		Infinite Saturation Flow						Inf	Inf
8/1 (Station Rd Exit Lane 1)		Infinite Saturation Flow						Inf	Inf

**Scenario 14: 'PM Peak ( peds every 2)' (FG8: '2017 +Dev Weekday PM Peak', Plan 4: 'Network Control Plan 4')**  
**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	102	221	48	371
	B	124	0	127	105	356
	C	309	198	0	28	535
	D	81	131	24	0	236
	Tot.	514	431	372	181	1498

**Traffic Lane Flows**

Lane	Scenario 14: PM Peak ( peds every 2)
<b>Junction: Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	
1/1	371
2/1	356
3/1	236
4/1 (with short)	535(In) 337(Out)
4/2 (short)	198
5/1	514
6/1	431
7/1	372
8/1	181

**Lane Saturation Flows**

<b>Junction: Station Rd / Midland Rd / Church St, Royston, Barnsley</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Midland Road Lane 1)							1804	1804
2/1 (Church St Lane 1)							1694	1694
3/1 (Station Road Lane 1)							1709	1709
4/1 (High Street Lane 1)							1880	1880
4/2 (High Street Lane 2)							1926	1926
5/1 (Midland Rd (Exit) Lane 1)							Inf	Inf
6/1 (Station Rd Exit Lane 1)							Inf	Inf
7/1 (High St Exit Lane 1)							Inf	Inf
8/1 (Station Rd Exit Lane 1)							Inf	Inf

Full Input Data And Results

**Scenario 15: 'AM Peak (peds every 2)'** (FG9: '2021 +Dev Weekday AM Peak', Plan 4: 'Network Control Plan 4')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	117	232	56	405
	B	76	0	168	137	381
	C	166	169	0	20	355
	D	55	133	18	0	206
	Tot.	297	419	418	213	1347

**Traffic Lane Flows**

Lane	Scenario 15: AM Peak (peds every 2)
<b>Junction: Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	
1/1	405
2/1	381
3/1	206
4/1 (with short)	355(In) 186(Out)
4/2 (short)	169
5/1	297
6/1	419
7/1	418
8/1	213

**Lane Saturation Flows**

<b>Junction: Station Rd / Midland Rd / Church St, Royston, Barnsley</b>								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Midland Road Lane 1)							1804	1804
2/1 (Church St Lane 1)							1694	1694
3/1 (Station Road Lane 1)							1709	1709
4/1 (High Street Lane 1)							1880	1880
4/2 (High Street Lane 2)							1926	1926
5/1 (Midland Rd (Exit) Lane 1)							Inf	Inf
6/1 (Station Rd Exit Lane 1)							Inf	Inf
7/1 (High St Exit Lane 1)							Inf	Inf
8/1 (Station Rd Exit Lane 1)							Inf	Inf

Full Input Data And Results

**Scenario 16: 'PM Peak ( peds every 2)'** (FG10: '2021 +Dev Weekday PM Peak', Plan 4: 'Network Control Plan 4')

**Traffic Flows, Desired**

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	108	234	51	393
	B	131	0	135	111	377
	C	326	210	0	30	566
	D	85	139	26	0	250
	Tot.	542	457	395	192	1586

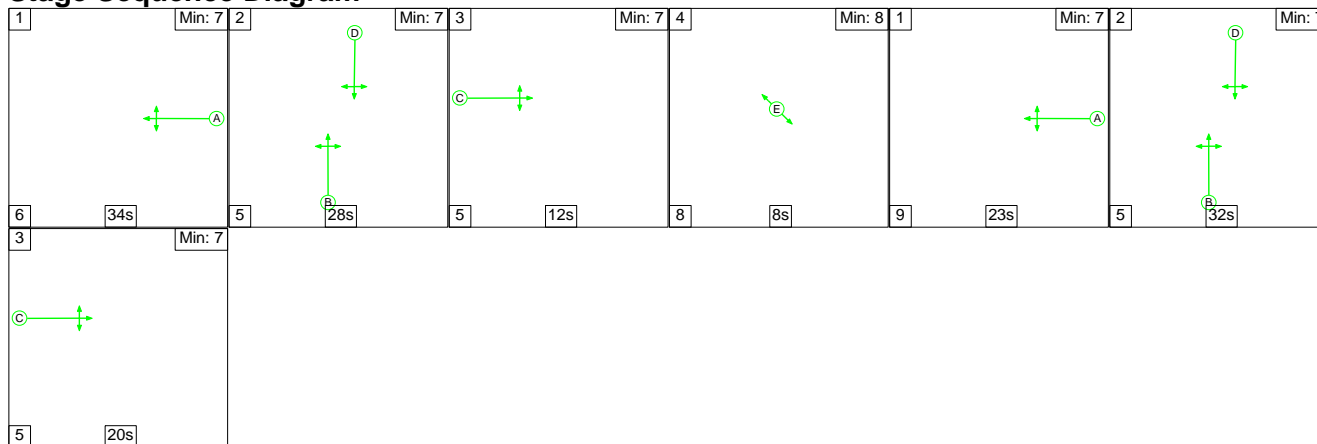
**Traffic Lane Flows**

Lane	Scenario 16: PM Peak ( peds every 2)
<b>Junction: Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	
1/1	393
2/1	377
3/1	250
4/1 (with short)	566(In) 356(Out)
4/2 (short)	210
5/1	542
6/1	457
7/1	395
8/1	192

**Lane Saturation Flows**

Junction: Station Rd / Midland Rd / Church St, Royston, Barnsley								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Midland Road Lane 1)				This lane uses a directly entered Saturation Flow			1804	1804
2/1 (Church St Lane 1)				This lane uses a directly entered Saturation Flow			1694	1694
3/1 (Station Road Lane 1)				This lane uses a directly entered Saturation Flow			1709	1709
4/1 (High Street Lane 1)				This lane uses a directly entered Saturation Flow			1880	1880
4/2 (High Street Lane 2)				This lane uses a directly entered Saturation Flow			1926	1926
5/1 (Midland Rd (Exit) Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Station Rd Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
7/1 (High St Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
8/1 (Station Rd Exit Lane 1)				Infinite Saturation Flow			Inf	Inf

**Scenario 7: 'AM Peak (peds every 2)' (FG1: '2016 Base Weekday AM Peak', Plan 4: 'Network Control Plan 4')**  
**Stage Sequence Diagram**

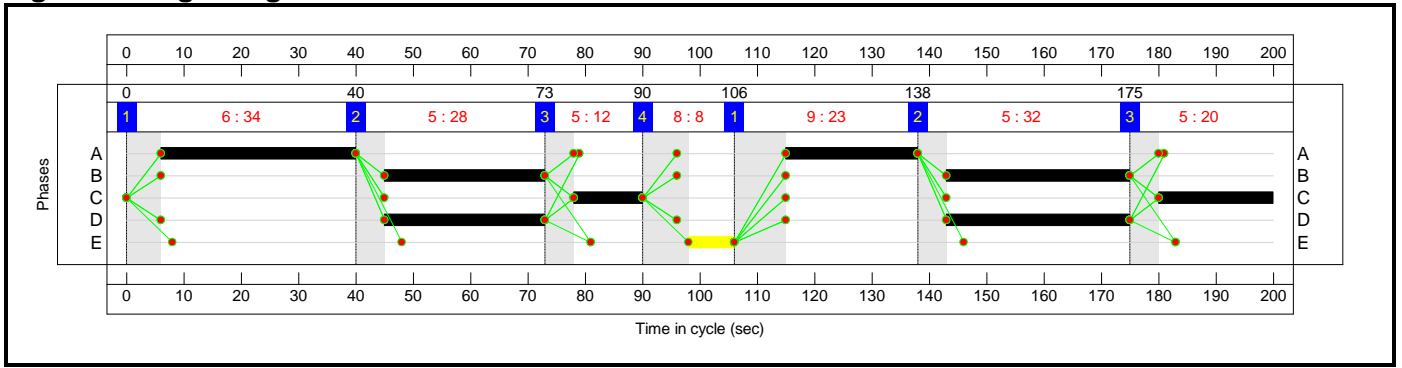


**Stage Timings**

Stage	1	2	3	4	1	2	3
Duration	34	28	12	8	23	32	20
Change Point	0	40	73	90	106	138	175

# Full Input Data And Results

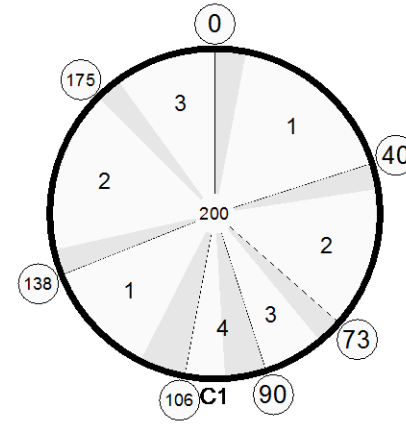
## Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**

# Full Input Data And Results

Station Rd / Midland Rd / Church St, Royston, Bamsley  
 PRC: 33.3 %  
 Total Traffic Delay: 14.2 pcuHr

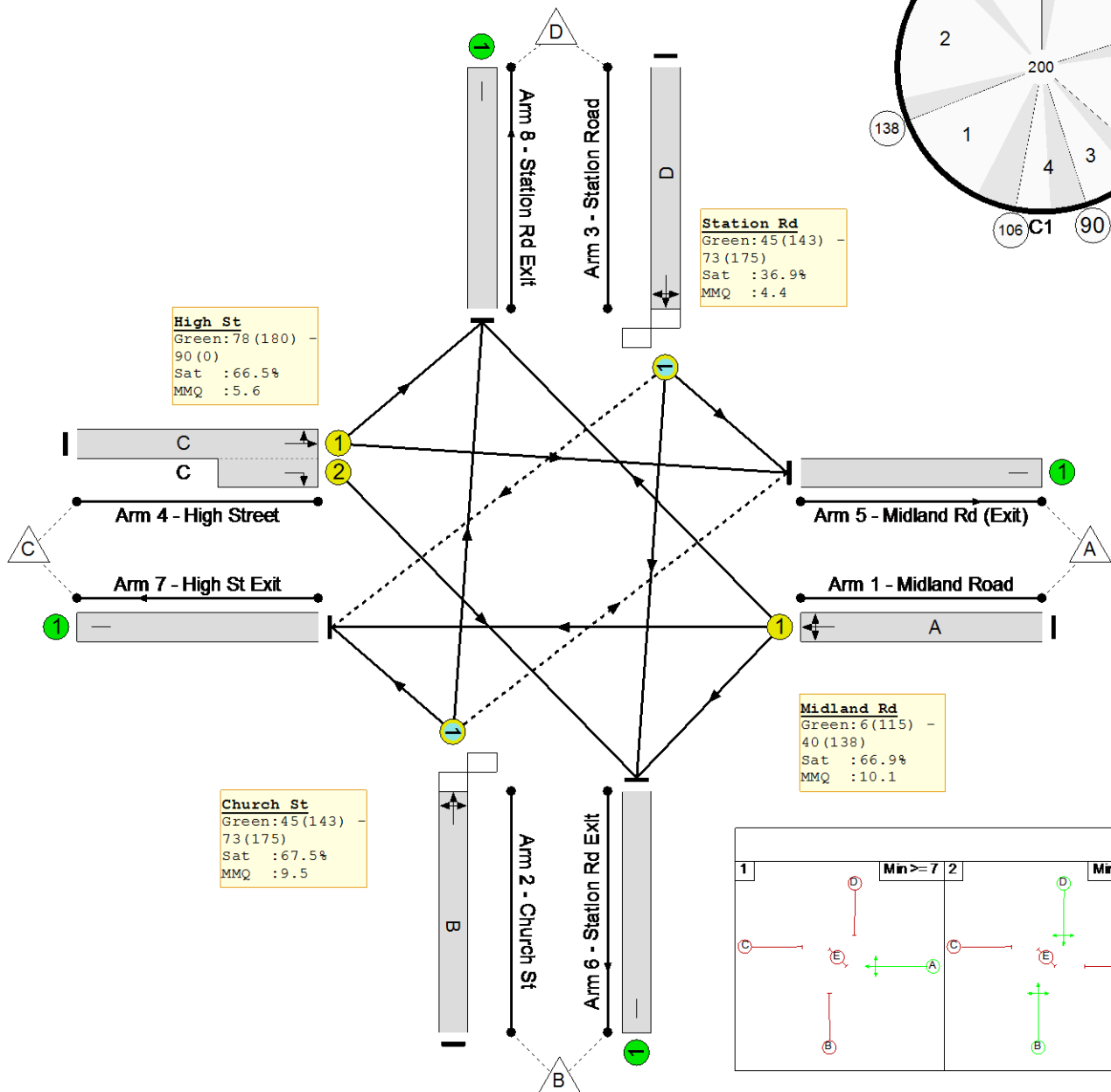


**Station Rd**  
 Green: 45 (143) -  
 73 (175)  
 Sat : 36.9%  
 MMQ : 4.4

**High St**  
 Green: 78 (180) -  
 90 (0)  
 Sat : 66.5%  
 MMQ : 5.6

**Midland Rd**  
 Green: 6 (115) -  
 40 (138)  
 Sat : 66.9%  
 MMQ : 10.1

**Church St**  
 Green: 45 (143) -  
 73 (175)  
 Sat : 67.5%  
 MMQ : 9.5



Stages				
1	2	3	4	
	Min >= 7	Min >= 7	Min >= 7	Min >= 8

Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>67.5%</b>
<b>Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>67.5%</b>
1/1	Midland Road Left Ahead Right	U	N/A	N/A	A		2	57	-	356	1804	532	66.9%
2/1	Church St Right Left Ahead	O	N/A	N/A	B		2	60	-	352	1694	522	67.5%
3/1	Station Road Left Ahead Right	O	N/A	N/A	D		2	60	-	190	1709	515	36.9%
4/1+4/2	High Street Ahead Right Left	U	N/A	N/A	C		2	32	-	325	1880:1926	489	66.5%
5/1	Midland Rd (Exit)	U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
6/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
7/1	High St Exit	U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
8/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	195	Inf	Inf	0.0%

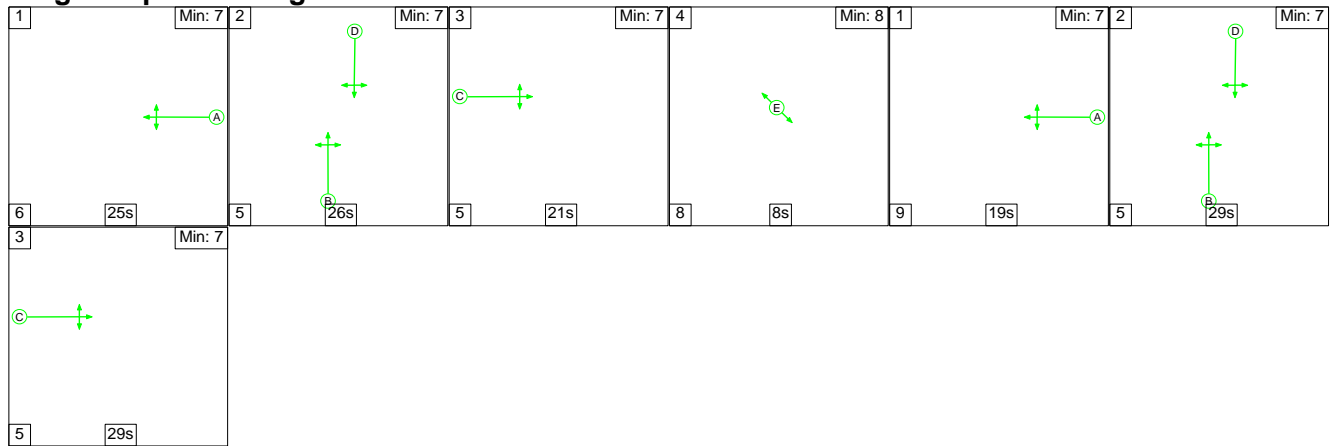
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	85	0	1	10.9	3.3	0.1	14.2	-	-	-	-
<b>Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	-	-	85	0	1	10.9	3.3	0.1	14.2	-	-	-	-
1/1	356	356	-	-	-	3.1	1.0	-	4.1	41.1	9.1	1.0	10.1
2/1	352	352	68	0	1	2.9	1.0	0.0	4.0	41.0	8.5	1.0	9.5
3/1	190	190	17	0	0	1.4	0.3	0.0	1.7	32.9	4.1	0.3	4.4
4/1+4/2	325	325	-	-	-	3.4	1.0	-	4.4	48.7	4.6	1.0	5.6
5/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	195	195	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1      PRC for Signalled Lanes (%): 33.3      Total Delay for Signalled Lanes (pcuHr): 14.21      Cycle Time (s): 200  PRC Over All Lanes (%): 33.3      Total Delay Over All Lanes(pcuHr): 14.21</p>													

Full Input Data And Results

Scenario 8: 'PM Peak ( peds every 2)' (FG2: '2016 Base Weekday PM Peak', Plan 4: 'Network Control Plan 4')

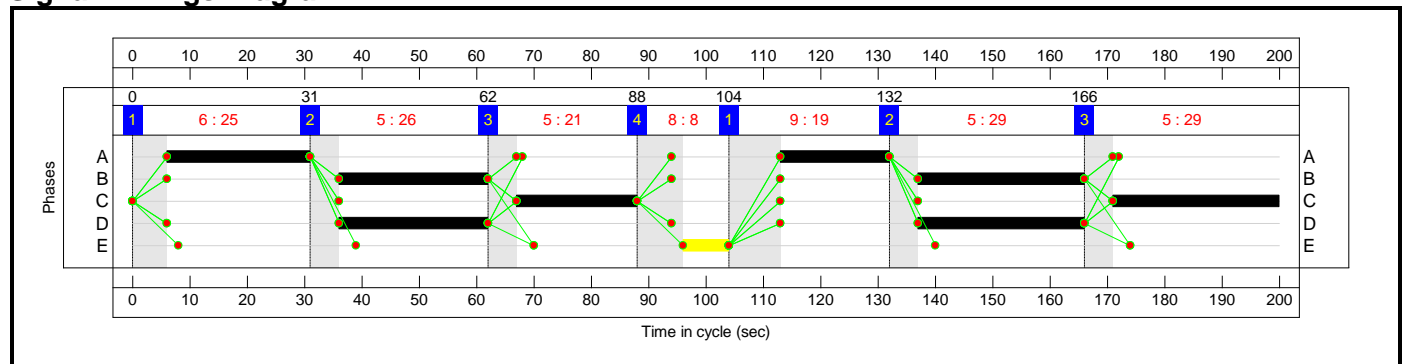
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	25	26	21	8	19	29	29
Change Point	0	31	62	88	104	132	166

Signal Timings Diagram



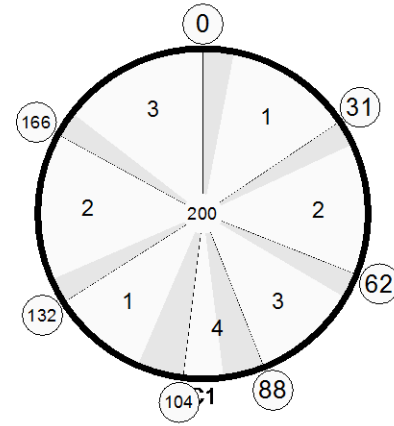
Full Input Data And Results  
**Network Layout Diagram**

# Full Input Data And Results

Station Rd / Midland Rd / Church St, Royston, Bamsley



PRC: 4.8 %  
Total Traffic Delay: 22.3 pcuHr

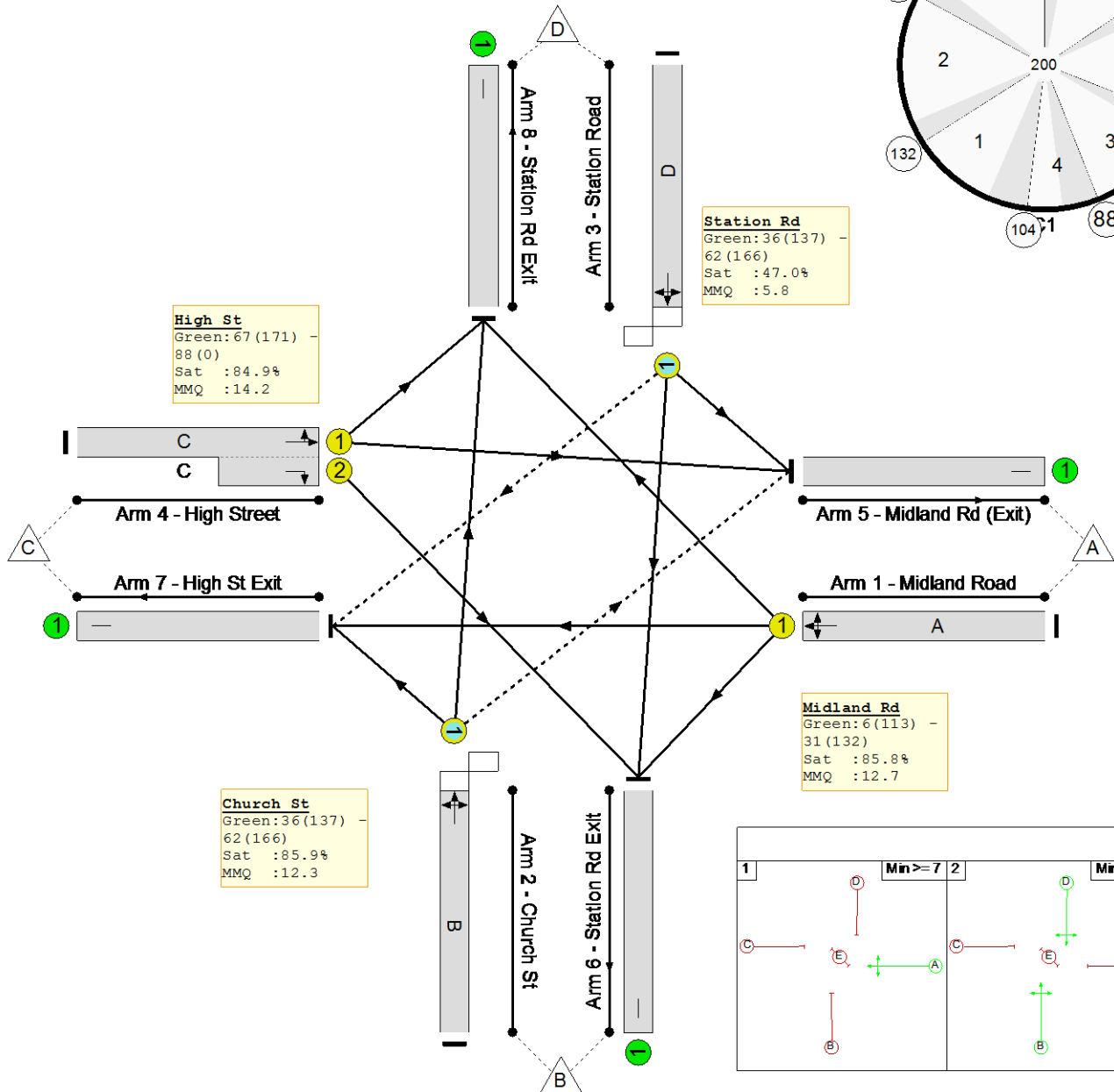


**Station Rd**  
Green: 36 (137) -  
62 (166)  
Sat : 47.0%  
MMQ : 5.8

**High St**  
Green: 67 (171) -  
88 (0)  
Sat : 84.9%  
MMQ : 14.2

**Midland Rd**  
Green: 6 (113) -  
31 (132)  
Sat : 85.8%  
MMQ : 12.7

**Church St**  
Green: 36 (137) -  
62 (166)  
Sat : 85.9%  
MMQ : 12.3



Stages				
1	2	3	4	
	Min >= 7	Min >= 7	Min >= 7	Min >= 8

Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>85.9%</b>
<b>Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>85.9%</b>
1/1	Midland Road Left Ahead Right	U	N/A	N/A	A		2	44	-	356	1804	415	85.8%
2/1	Church St Right Left Ahead	O	N/A	N/A	B		2	55	-	345	1694	402	85.9%
3/1	Station Road Left Ahead Right	O	N/A	N/A	D		2	55	-	229	1709	487	47.0%
4/1+4/2	High Street Ahead Right Left	U	N/A	N/A	C		2	50	-	512	1880:1926	603	84.9%
5/1	Midland Rd (Exit)	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
6/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
7/1	High St Exit	U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
8/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	178	Inf	Inf	0.0%

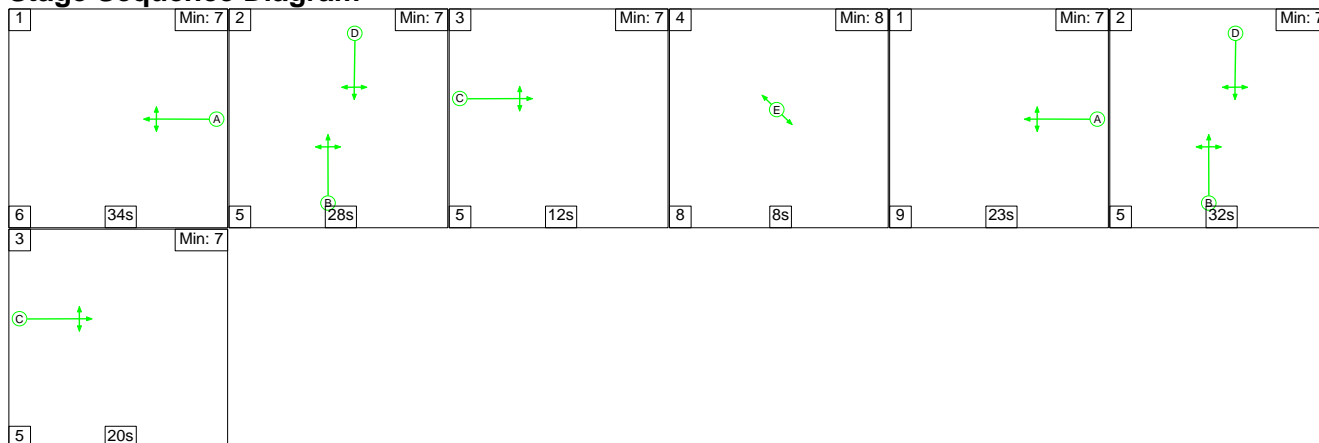
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	139	0	1	13.5	8.6	0.1	22.3	-	-	-	-
<b>Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	-	-	139	0	1	13.5	8.6	0.1	22.3	-	-	-	-
1/1	356	356	-	-	-	3.7	2.8	-	6.4	65.0	9.9	2.8	12.7
2/1	345	345	115	0	1	3.2	2.8	0.1	6.1	64.0	9.5	2.8	12.3
3/1	229	229	24	0	0	1.9	0.4	0.0	2.3	36.6	5.4	0.4	5.8
4/1+4/2	512	512	-	-	-	4.8	2.6	-	7.4	52.0	11.6	2.6	14.2
5/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	178	178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	4.8	Total Delay for Signalled Lanes (pcuHr):			22.28	Cycle Time (s): 200				
			PRC Over All Lanes (%):	4.8	Total Delay Over All Lanes (pcuHr):			22.28					

Full Input Data And Results

Scenario 9: 'AM Peak (peds every 2)' (FG3: '2017 Weekday AM Peak', Plan 4: 'Network Control Plan 4')

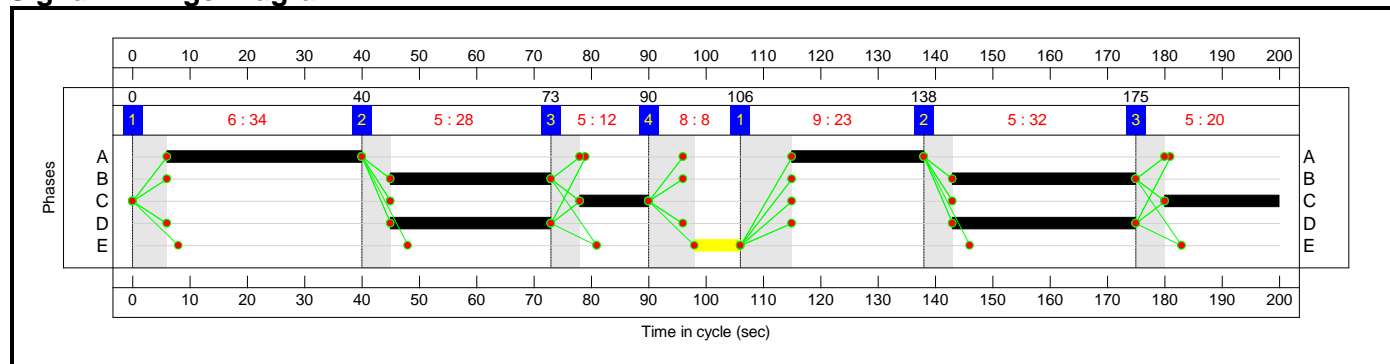
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	34	28	12	8	23	32	20
Change Point	0	40	73	90	106	138	175

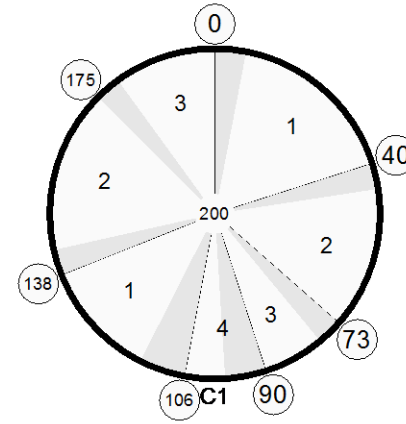
Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**

# Full Input Data And Results

Station Rd / Midland Rd / Church St, Royston, Bamsley  
 PRC: 31.5 %  
 Total Traffic Delay: 14.5 pcuHr

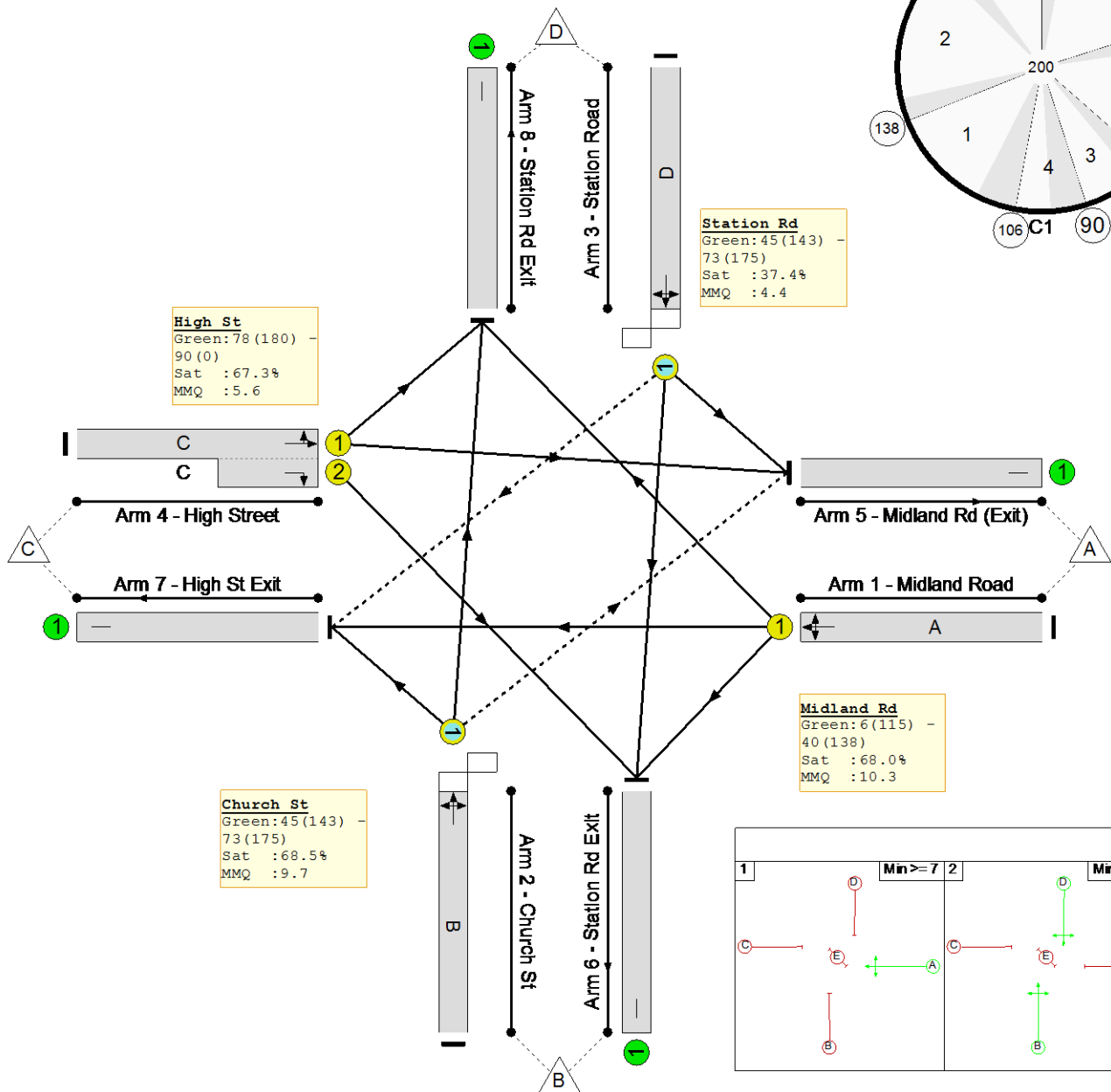


**Station Rd**  
 Green: 45 (143) -  
 73 (175)  
 Sat : 37.4%  
 MMQ : 4.4

**High St**  
 Green: 78 (180) -  
 90 (0)  
 Sat : 67.3%  
 MMQ : 5.6

**Midland Rd**  
 Green: 6 (115) -  
 40 (138)  
 Sat : 68.0%  
 MMQ : 10.3

**Church St**  
 Green: 45 (143) -  
 73 (175)  
 Sat : 68.5%  
 MMQ : 9.7



Stages				
1	2	3	4	
	Min >= 7	Min >= 7	Min >= 7	Min >= 8

Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>68.5%</b>
<b>Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>68.5%</b>
1/1	Midland Road Left Ahead Right	U	N/A	N/A	A		2	57	-	362	1804	532	68.0%
2/1	Church St Right Left Ahead	O	N/A	N/A	B		2	60	-	357	1694	521	68.5%
3/1	Station Road Left Ahead Right	O	N/A	N/A	D		2	60	-	193	1709	515	37.4%
4/1+4/2	High Street Ahead Right Left	U	N/A	N/A	C		2	32	-	329	1880:1926	489	67.3%
5/1	Midland Rd (Exit)	U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
6/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
7/1	High St Exit	U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
8/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%

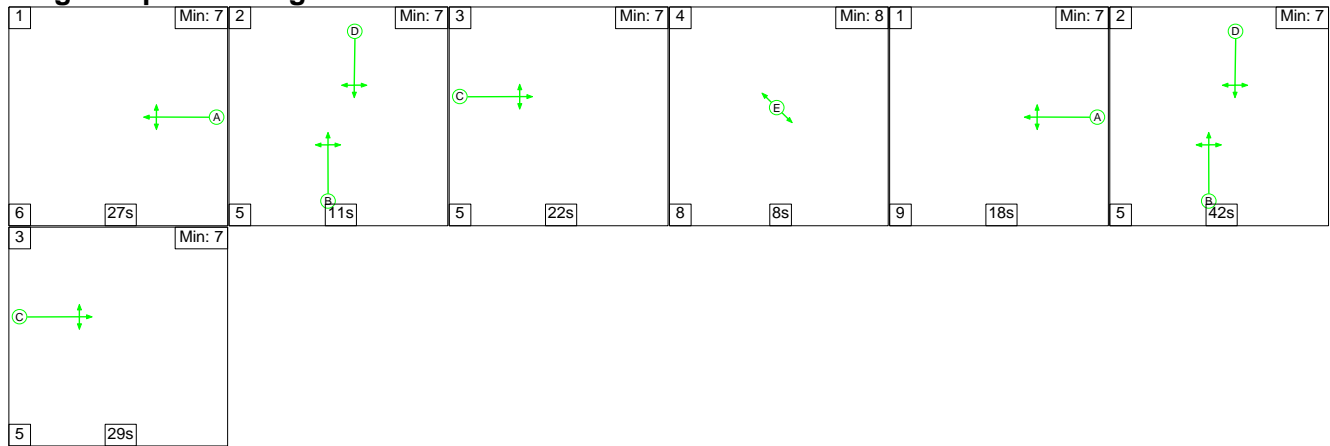
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	86	0	1	11.0	3.4	0.1	14.5	-	-	-	-
<b>Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	-	-	86	0	1	11.0	3.4	0.1	14.5	-	-	-	-
1/1	362	362	-	-	-	3.1	1.1	-	4.2	41.6	9.3	1.1	10.3
2/1	357	357	69	0	1	3.0	1.1	0.0	4.1	41.4	8.6	1.1	9.7
3/1	193	193	17	0	0	1.4	0.3	0.0	1.8	33.0	4.1	0.3	4.4
4/1+4/2	329	329	-	-	-	3.5	1.0	-	4.5	49.0	4.6	1.0	5.6
5/1	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	31.5	Total Delay for Signalled Lanes (pcuHr):			14.54	Cycle Time (s): 200				
			PRC Over All Lanes (%):	31.5	Total Delay Over All Lanes (pcuHr):			14.54					

Full Input Data And Results

Scenario 10: 'PM Peak ( peds every 2)' (FG4: '2017 Weekday PM Peak', Plan 4: 'Network Control Plan 4')

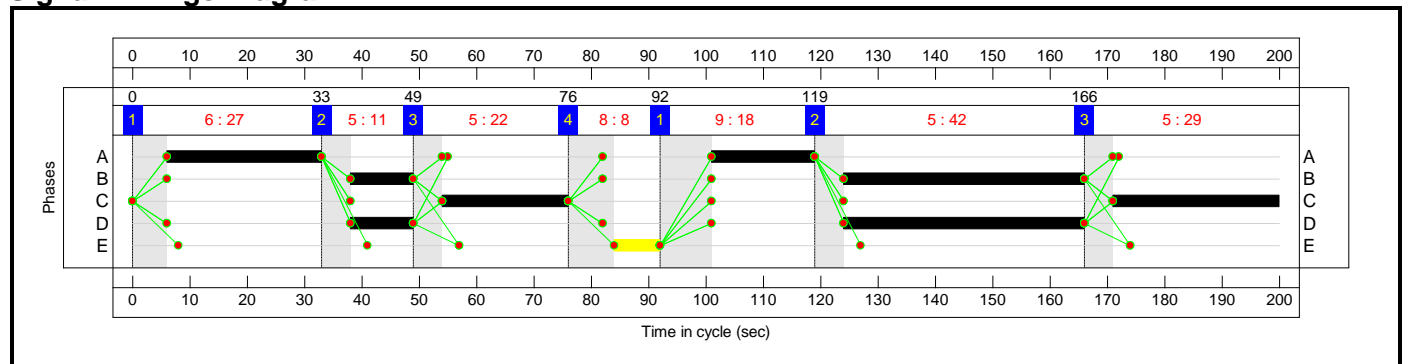
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	27	11	22	8	18	42	29
Change Point	0	33	49	76	92	119	166

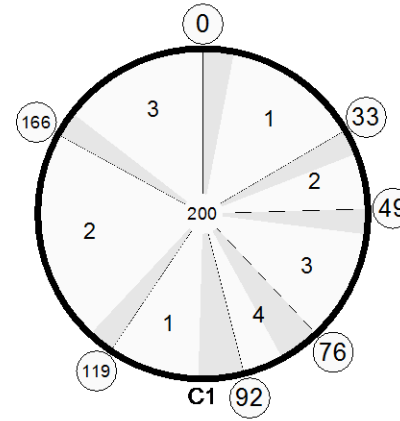
Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**

# Full Input Data And Results

Station Rd / Midland Rd / Church St, Royston, Bamsley  
 PRC: 5.3 %  
 Total Traffic Delay: 24.2 pcuHr

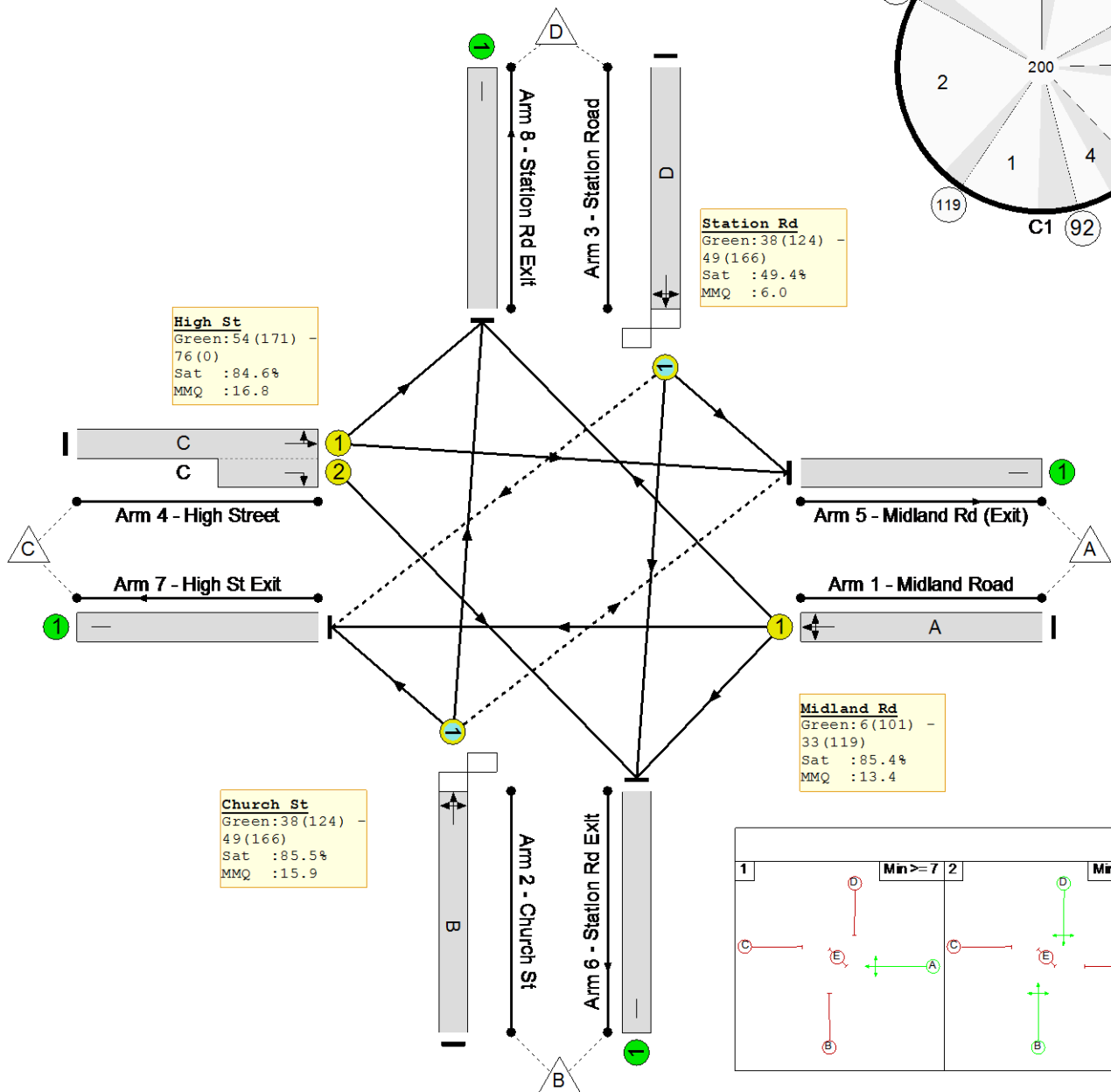


**Station Rd**  
 Green: 38 (124) -  
 49 (166)  
 Sat : 49.4 %  
 MMQ : 6.0

**High St**  
 Green: 54 (171) -  
 76 (0)  
 Sat : 84.6 %  
 MMQ : 16.8

**Midland Rd**  
 Green: 6 (101) -  
 33 (119)  
 Sat : 85.4 %  
 MMQ : 13.4

**Church St**  
 Green: 38 (124) -  
 49 (166)  
 Sat : 85.5 %  
 MMQ : 15.9



Stages				
1	2	3	4	
Min >= 7	Min >= 7	Min >= 7	Min >= 7	Min >= 8

Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>85.5%</b>
<b>Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>85.5%</b>
1/1	Midland Road Left Ahead Right	U	N/A	N/A	A		2	45	-	362	1804	424	85.4%
2/1	Church St Right Left Ahead	O	N/A	N/A	B		2	53	-	351	1694	411	85.5%
3/1	Station Road Left Ahead Right	O	N/A	N/A	D		2	53	-	232	1709	470	49.4%
4/1+4/2	High Street Ahead Right Left	U	N/A	N/A	C		2	51	-	519	1880:1926	613	84.6%
5/1	Midland Rd (Exit)	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
6/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
7/1	High St Exit	U	N/A	N/A	-		-	-	-	366	Inf	Inf	0.0%
8/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	181	Inf	Inf	0.0%

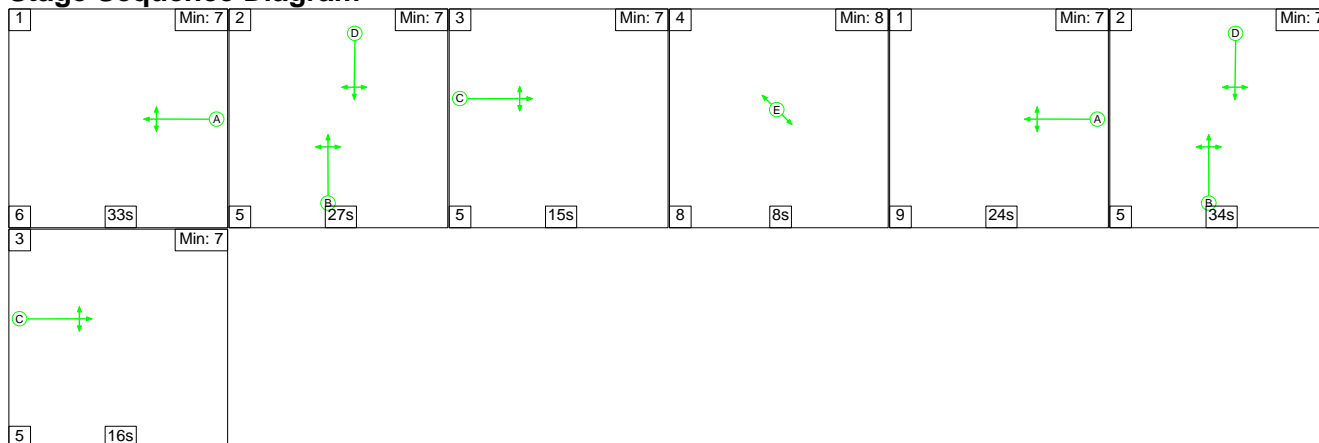
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	117	0	25	15.6	8.5	0.1	24.2	-	-	-	-
<b>Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	-	-	117	0	25	15.6	8.5	0.1	24.2	-	-	-	-
1/1	362	362	-	-	-	3.7	2.7	-	6.4	63.9	10.8	2.7	13.4
2/1	351	351	94	0	24	4.7	2.7	0.1	7.5	77.4	13.2	2.7	15.9
3/1	232	232	23	0	1	2.0	0.5	0.0	2.5	38.0	5.5	0.5	6.0
4/1+4/2	519	519	-	-	-	5.1	2.6	-	7.7	53.7	14.2	2.6	16.8
5/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1      PRC for Signalled Lanes (%): 5.3      Total Delay for Signalled Lanes (pcuHr): 24.16      Cycle Time (s): 200  PRC Over All Lanes (%): 5.3      Total Delay Over All Lanes (pcuHr): 24.16</p>													

Full Input Data And Results

Scenario 11: 'AM Peak (peds every 2)' (FG5: '2021 Weekday AM Peak', Plan 4: 'Network Control Plan 4')

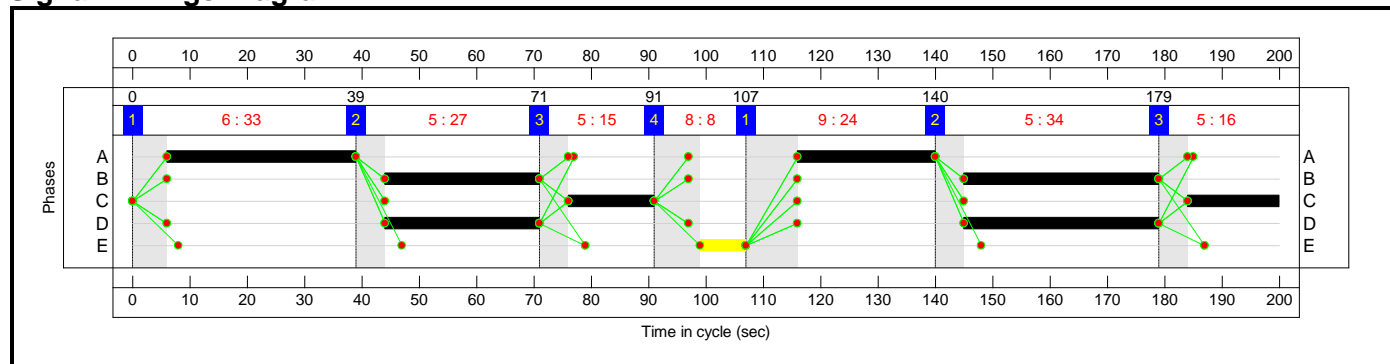
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	33	27	15	8	24	34	16
Change Point	0	39	71	91	107	140	179

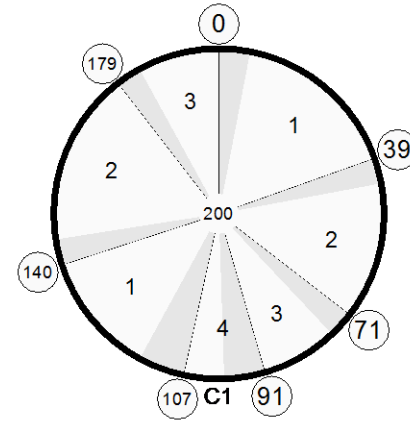
Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results

Station Rd / Midland Rd / Church St, Royston, Bamsley  
 PRC: 23.9 %  
 Total Traffic Delay: 16.1 pcuHr

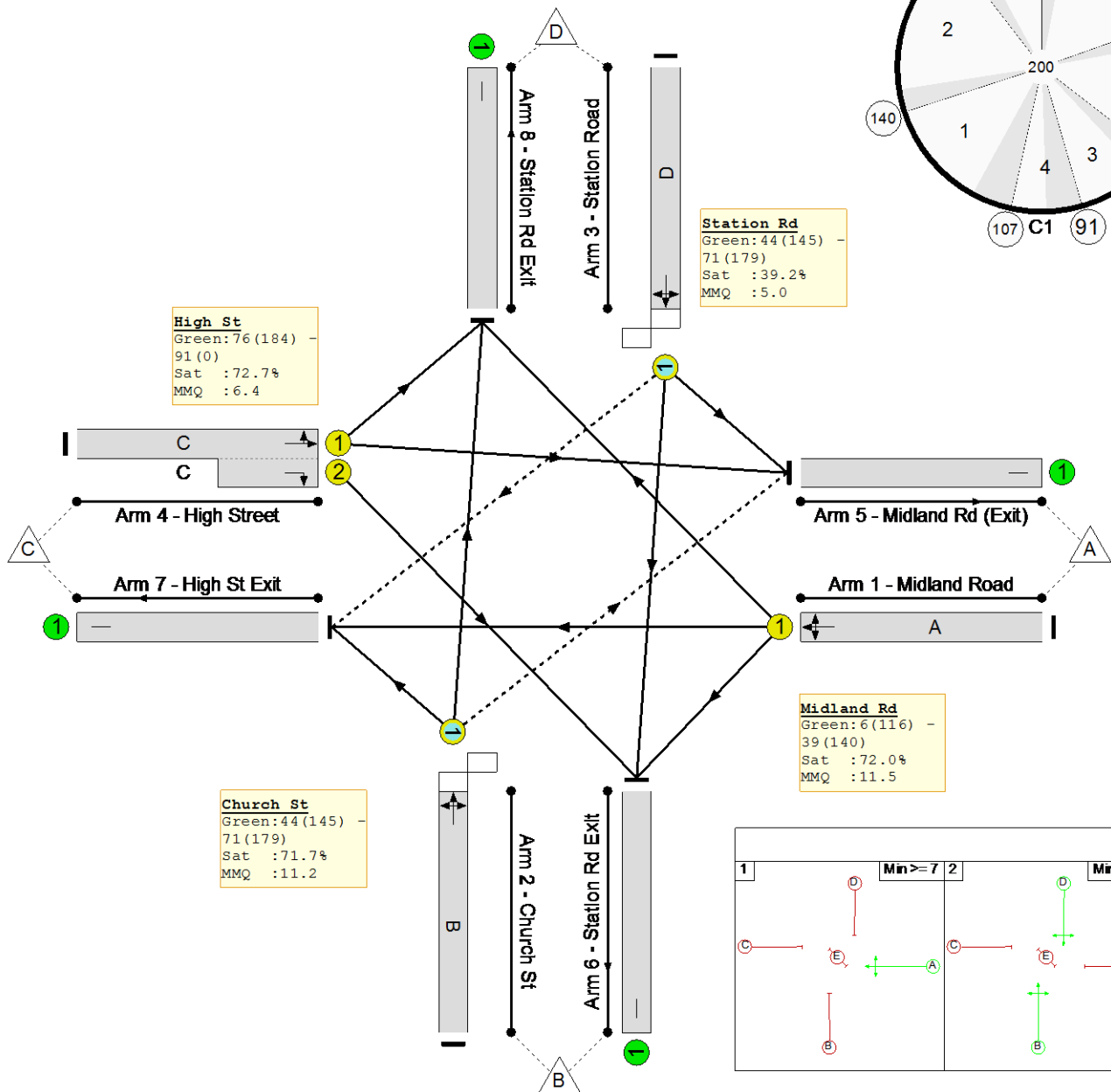


**Station Rd**  
 Green: 44 (145) -  
 71 (179)  
 Sat : 39.2%  
 MMQ : 5.0

**High St**  
 Green: 76 (184) -  
 91 (0)  
 Sat : 72.7%  
 MMQ : 6.4

**Midland Rd**  
 Green: 6 (116) -  
 39 (140)  
 Sat : 72.0%  
 MMQ : 11.5

**Church St**  
 Green: 44 (145) -  
 71 (179)  
 Sat : 71.7%  
 MMQ : 11.2



Stages				
1	2	3	4	
	Min >= 7	Min >= 7	Min >= 7	Min >= 8

Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>72.7%</b>
<b>Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>72.7%</b>
1/1	Midland Road Left Ahead Right	U	N/A	N/A	A		2	57	-	383	1804	532	72.0%
2/1	Church St Right Left Ahead	O	N/A	N/A	B		2	61	-	379	1694	529	71.7%
3/1	Station Road Left Ahead Right	O	N/A	N/A	D		2	61	-	204	1709	521	39.2%
4/1+4/2	High Street Ahead Right Left	U	N/A	N/A	C		2	31	-	349	1880:1926	480	72.7%
5/1	Midland Rd (Exit)	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
6/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%
7/1	High St Exit	U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%
8/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	210	Inf	Inf	0.0%

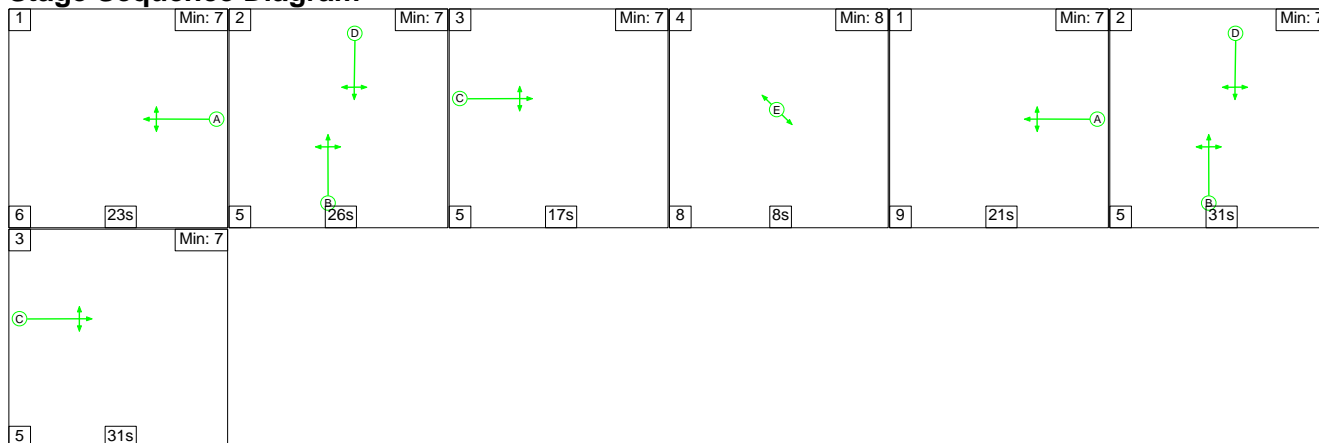
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	<b>91</b>	<b>0</b>	<b>1</b>	<b>11.9</b>	<b>4.1</b>	<b>0.1</b>	<b>16.1</b>	-	-	-	-
<b>Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	-	-	<b>91</b>	<b>0</b>	<b>1</b>	<b>11.9</b>	<b>4.1</b>	<b>0.1</b>	<b>16.1</b>	-	-	-	-
1/1	383	383	-	-	-	3.4	1.3	-	4.6	43.6	10.2	1.3	11.5
2/1	379	379	73	0	1	3.2	1.2	0.0	4.5	42.8	10.0	1.2	11.2
3/1	204	204	18	0	0	1.5	0.3	0.0	1.9	33.1	4.6	0.3	5.0
4/1+4/2	349	349	-	-	-	3.8	1.3	-	5.1	52.2	5.1	1.3	6.4
5/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		23.9	Total Delay for Signalled Lanes (pcuHr):		16.08	Cycle Time (s): 200				
			PRC Over All Lanes (%):		23.9	Total Delay Over All Lanes(pcuHr):		16.08					

Full Input Data And Results

Scenario 12: 'PM Peak ( peds every 2)' (FG6: '2021 Weekday PM Peak', Plan 4: 'Network Control Plan 4')

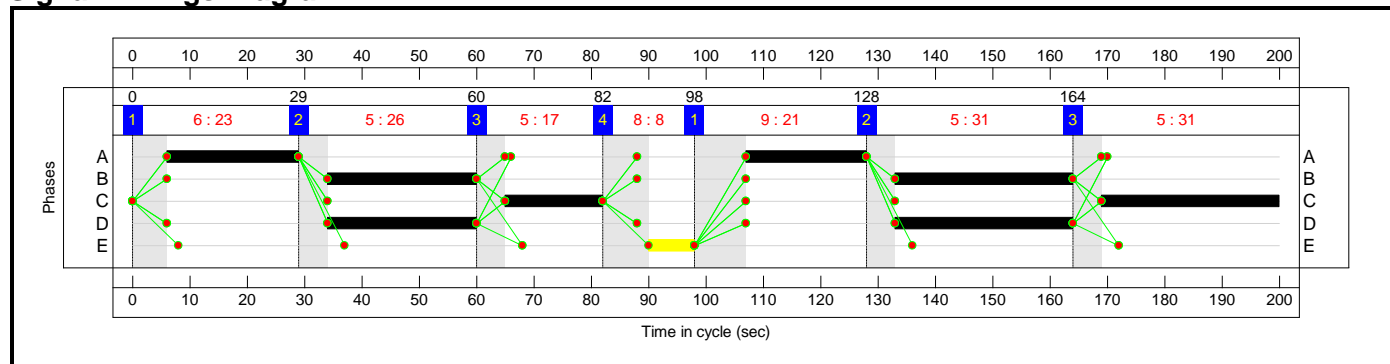
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	23	26	17	8	21	31	31
Change Point	0	29	60	82	98	128	164

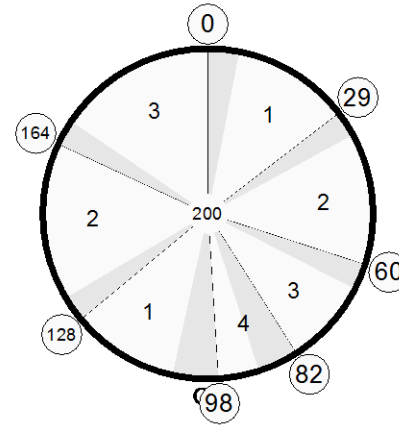
Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**

Full Input Data And Results

Station Rd / Midland Rd / Church St, Royston, Bamsley  
 PRC: -4.7 %  
 Total Traffic Delay: 31.1 pcuHr

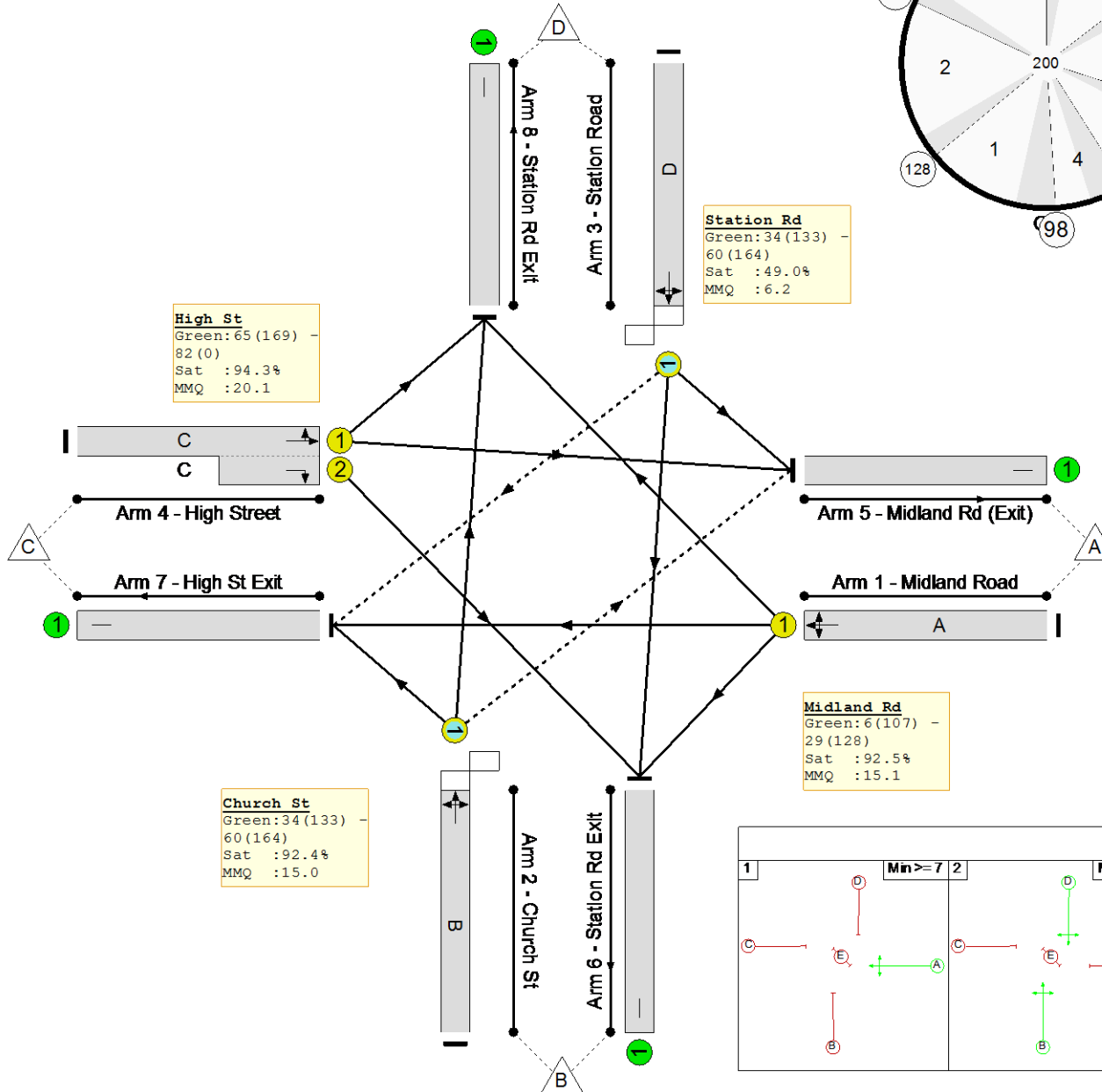


**Station Rd**  
 Green: 34 (133) -  
 60 (164)  
 Sat : 49.0%  
 MMQ : 6.2

**High St**  
 Green: 65 (169) -  
 82 (0)  
 Sat : 94.3%  
 MMQ : 20.1

**Midland Rd**  
 Green: 6 (107) -  
 29 (128)  
 Sat : 92.5%  
 MMQ : 15.1

**Church St**  
 Green: 34 (133) -  
 60 (164)  
 Sat : 92.4%  
 MMQ : 15.0



Stages				
1	Min >= 7 2	Min >= 7 3	Min >= 7 4	Min >= 8

Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>94.3%</b>
<b>Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>94.3%</b>
1/1	Midland Road Left Ahead Right	U	N/A	N/A	A		2	44	-	384	1804	415	92.5%
2/1	Church St Right Left Ahead	O	N/A	N/A	B		2	57	-	372	1694	402	92.4%
3/1	Station Road Left Ahead Right	O	N/A	N/A	D		2	57	-	247	1709	504	49.0%
4/1+4/2	High Street Ahead Right Left	U	N/A	N/A	C		2	48	-	551	1880:1926	585	94.3%
5/1	Midland Rd (Exit)	U	N/A	N/A	-		-	-	-	518	Inf	Inf	0.0%
6/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	455	Inf	Inf	0.0%
7/1	High St Exit	U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
8/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%

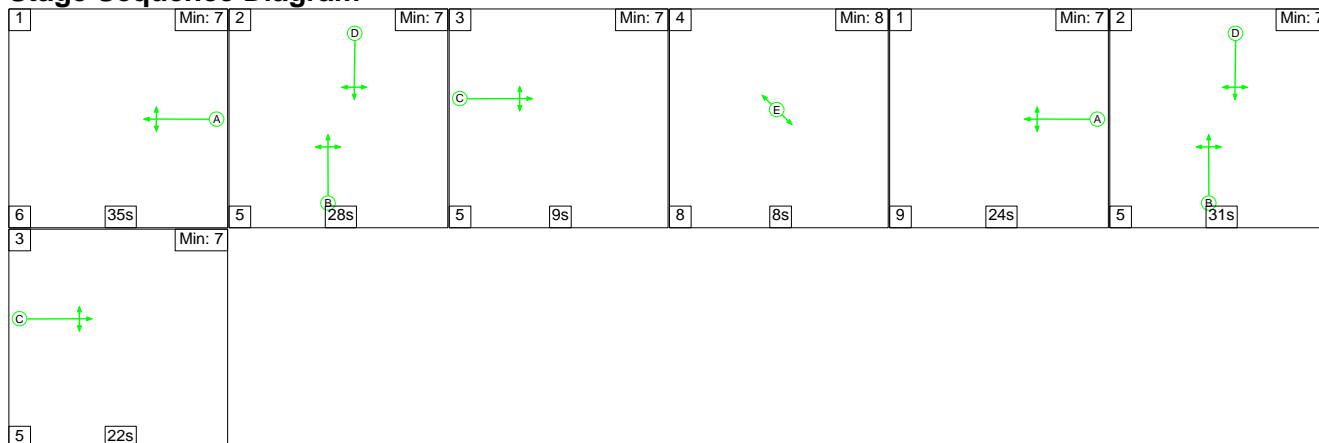
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	149	0	2	15.0	15.9	0.1	31.1	-	-	-	-
<b>Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	-	-	149	0	2	15.0	15.9	0.1	31.1	-	-	-	-
1/1	384	384	-	-	-	4.0	4.8	-	8.8	82.2	10.3	4.8	15.1
2/1	372	372	123	0	2	3.5	4.7	0.1	8.3	80.7	10.3	4.7	15.0
3/1	247	247	26	0	0	2.0	0.5	0.0	2.5	36.1	5.8	0.5	6.2
4/1+4/2	551	551	-	-	-	5.5	6.0	-	11.5	75.1	14.1	6.0	20.1
5/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	192	192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1      PRC for Signalled Lanes (%): -4.7      Total Delay for Signalled Lanes (pcuHr): 31.08      Cycle Time (s): 200  PRC Over All Lanes (%): -4.7      Total Delay Over All Lanes(pcuHr): 31.08</p>													

Full Input Data And Results

Scenario 13: 'AM Peak (peds every 2)' (FG7: '2017 +Dev Weekday AM Peak', Plan 4: 'Network Control Plan 4')

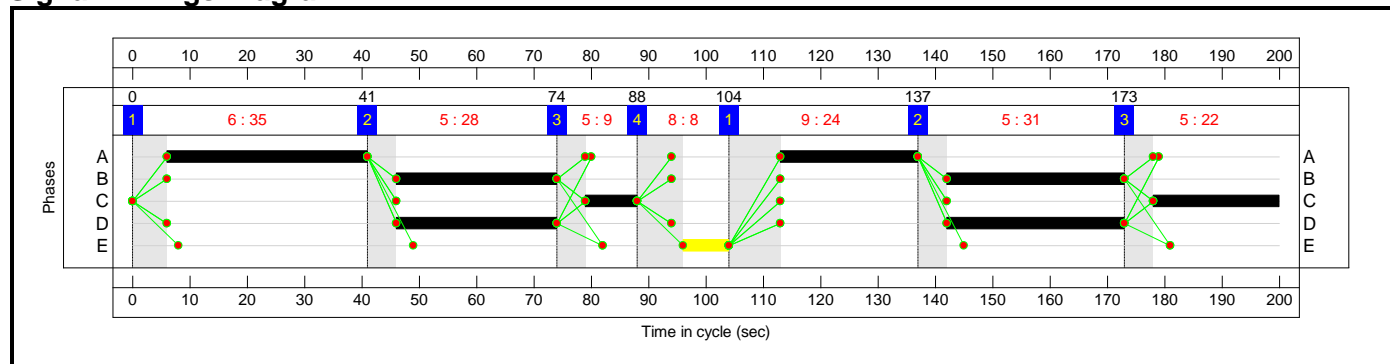
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	35	28	9	8	24	31	22
Change Point	0	41	74	88	104	137	173

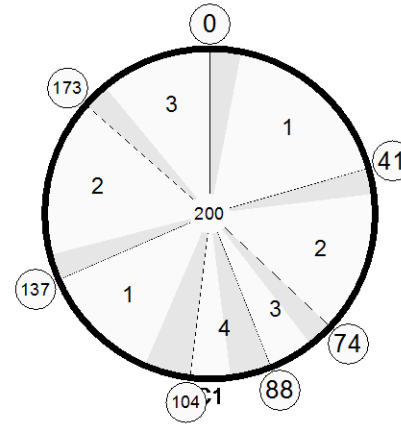
Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**

# Full Input Data And Results

Station Rd / Midland Rd / Church St, Royston, Bamsley  
 PRC: 28.5 %  
 Total Traffic Delay: 15.2 pcuHr

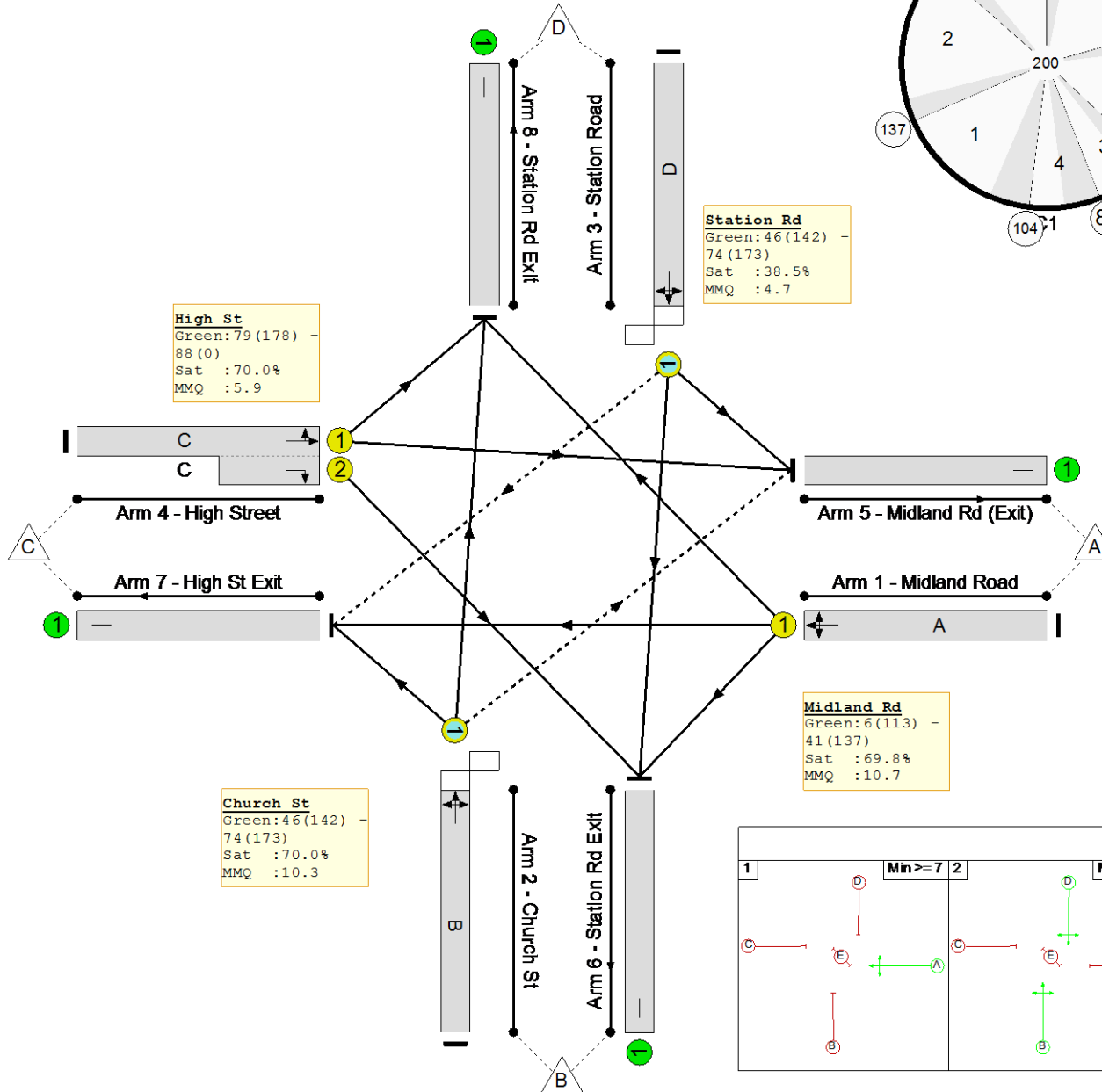


**Station Rd**  
 Green: 46 (142) -  
 74 (173)  
 Sat : 38.5%  
 MMQ : 4.7

**High St**  
 Green: 79 (178) -  
 88 (0)  
 Sat : 70.0%  
 MMQ : 5.9

**Midland Rd**  
 Green: 6 (113) -  
 41 (137)  
 Sat : 69.8%  
 MMQ : 10.7

**Church St**  
 Green: 46 (142) -  
 74 (173)  
 Sat : 70.0%  
 MMQ : 10.3



Stages				
1	2	3	4	
Mn >= 7	Mn >= 7	Mn >= 7	Mn >= 7	Mn >= 8

Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>70.0%</b>
<b>Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>70.0%</b>
1/1	Midland Road Left Ahead Right	U	N/A	N/A	A		2	59	-	384	1804	550	69.8%
2/1	Church St Right Left Ahead	O	N/A	N/A	B		2	59	-	359	1694	513	70.0%
3/1	Station Road Left Ahead Right	O	N/A	N/A	D		2	59	-	195	1709	506	38.5%
4/1+4/2	High Street Ahead Right Left	U	N/A	N/A	C		2	31	-	336	1880:1926	480	70.0%
5/1	Midland Rd (Exit)	U	N/A	N/A	-		-	-	-	281	Inf	Inf	0.0%
6/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
7/1	High St Exit	U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
8/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%

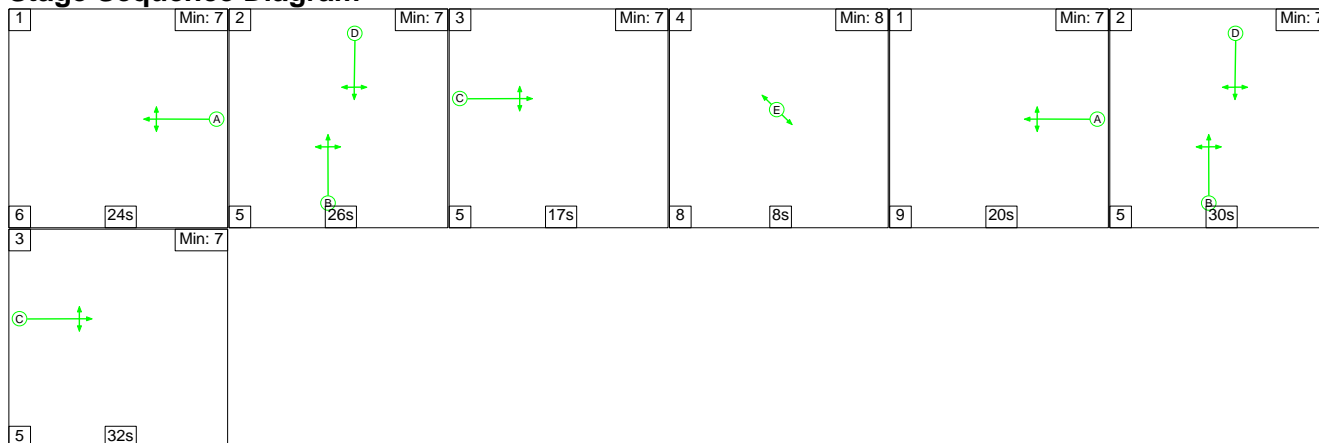
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	88	0	1	11.4	3.8	0.1	15.2	-	-	-	-
<b>Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	-	-	88	0	1	11.4	3.8	0.1	15.2	-	-	-	-
1/1	384	384	-	-	-	3.3	1.1	-	4.4	41.4	9.6	1.1	10.7
2/1	359	359	71	0	1	3.1	1.2	0.0	4.3	42.8	9.2	1.2	10.3
3/1	195	195	17	0	0	1.5	0.3	0.0	1.8	33.6	4.4	0.3	4.7
4/1+4/2	336	336	-	-	-	3.6	1.1	-	4.7	50.7	4.8	1.1	5.9
5/1	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1      PRC for Signalled Lanes (%): 28.5      Total Delay for Signalled Lanes (pcuHr): 15.24      Cycle Time (s): 200  PRC Over All Lanes (%): 28.5      Total Delay Over All Lanes(pcuHr): 15.24</p>													

Full Input Data And Results

Scenario 14: 'PM Peak ( peds every 2)' (FG8: '2017 +Dev Weekday PM Peak', Plan 4: 'Network Control Plan 4')

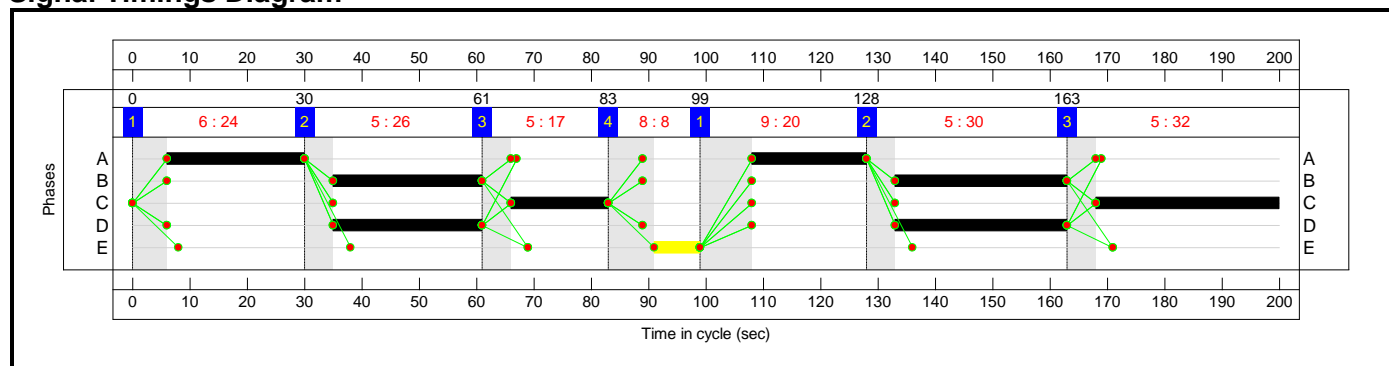
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	24	26	17	8	20	30	32
Change Point	0	30	61	83	99	128	163

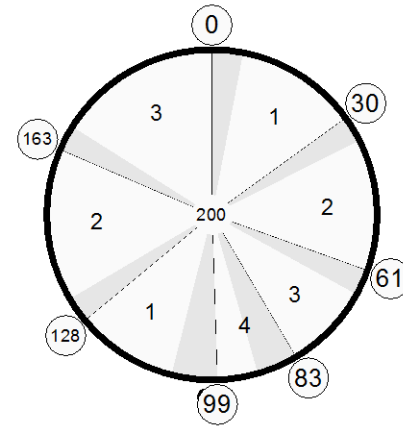
Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**

# Full Input Data And Results

Station Rd / Midland Rd / Church St, Royston, Bamsley  
 PRC: -1.0 %  
 Total Traffic Delay: 26.5 pcuHr

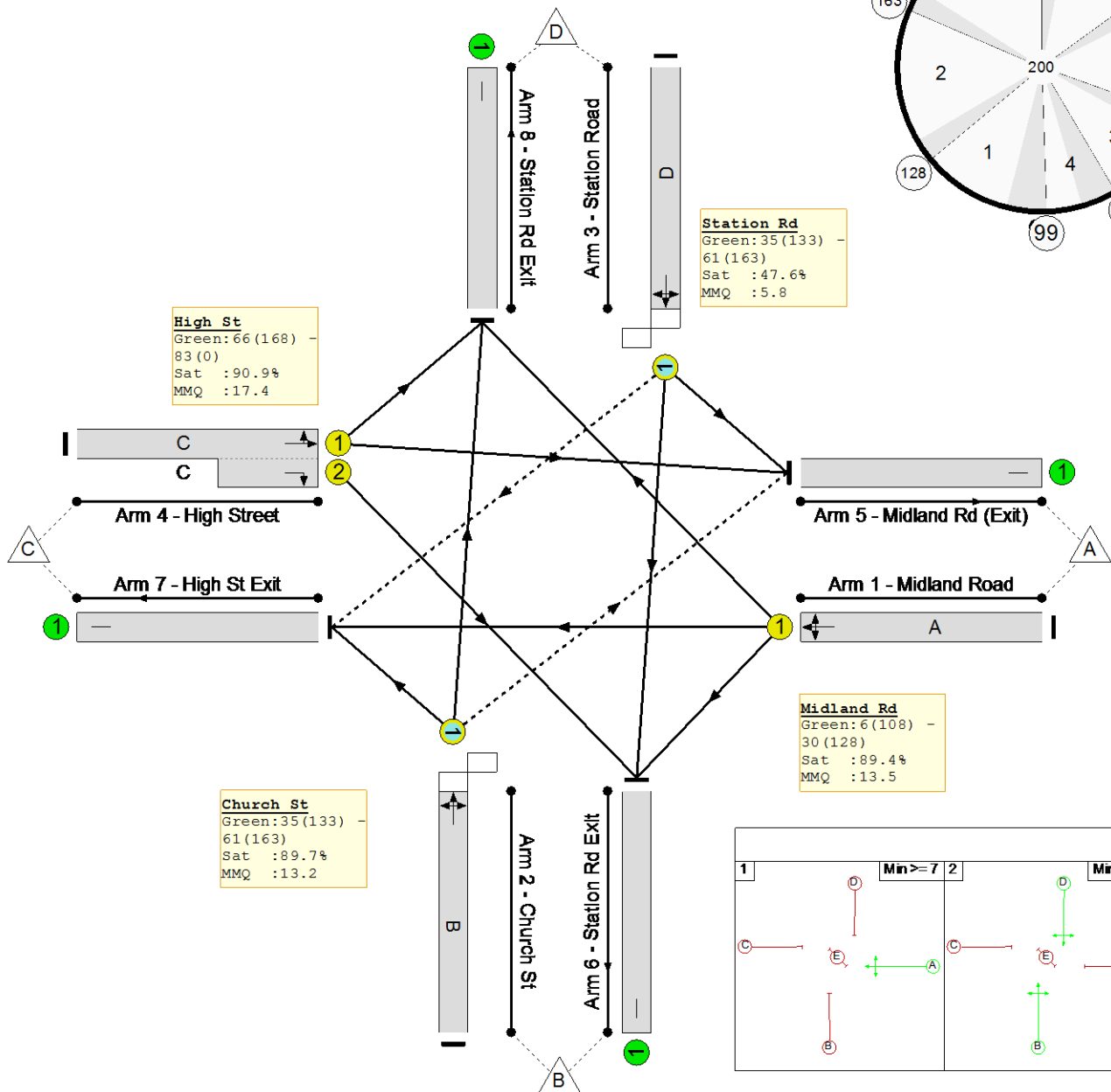


**Station Rd**  
 Green: 35 (133) -  
 61 (163)  
 Sat : 47.6%  
 MMQ : 5.8

**High St**  
 Green: 66 (168) -  
 83 (0)  
 Sat : 90.9%  
 MMQ : 17.4

**Midland Rd**  
 Green: 6 (108) -  
 30 (128)  
 Sat : 89.4%  
 MMQ : 13.5

**Church St**  
 Green: 35 (133) -  
 61 (163)  
 Sat : 89.7%  
 MMQ : 13.2



Stages				
1	2	3	4	
Mn >= 7	Mn >= 7	Mn >= 7	Mn >= 7	Mn >= 8

Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>90.9%</b>
<b>Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>90.9%</b>
1/1	Midland Road Left Ahead Right	U	N/A	N/A	A		2	44	-	371	1804	415	89.4%
2/1	Church St Right Left Ahead	O	N/A	N/A	B		2	56	-	356	1694	397	89.7%
3/1	Station Road Left Ahead Right	O	N/A	N/A	D		2	56	-	236	1709	496	47.6%
4/1+4/2	High Street Ahead Right Left	U	N/A	N/A	C		2	49	-	535	1880:1926	589	90.9%
5/1	Midland Rd (Exit)	U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
6/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
7/1	High St Exit	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
8/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	181	Inf	Inf	0.0%

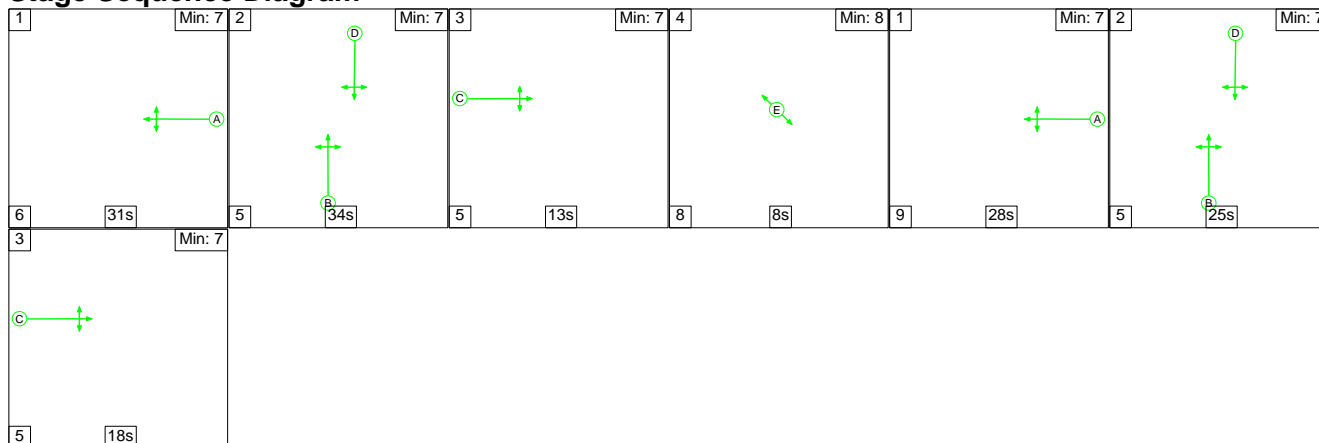
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	147	0	1	14.3	12.1	0.1	26.5	-	-	-	-
<b>Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	-	-	147	0	1	14.3	12.1	0.1	26.5	-	-	-	-
1/1	371	371	-	-	-	3.8	3.6	-	7.5	72.5	9.9	3.6	13.5
2/1	356	356	123	0	1	3.4	3.7	0.1	7.2	72.6	9.5	3.7	13.2
3/1	236	236	24	0	0	1.9	0.5	0.0	2.4	36.2	5.4	0.5	5.8
4/1+4/2	535	535	-	-	-	5.2	4.3	-	9.5	63.7	13.1	4.3	17.4
5/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1      PRC for Signalled Lanes (%): -1.0      Total Delay for Signalled Lanes (pcuHr): 26.49      Cycle Time (s): 200  PRC Over All Lanes (%): -1.0      Total Delay Over All Lanes(pcuHr): 26.49</p>													

Full Input Data And Results

Scenario 15: 'AM Peak (peds every 2)' (FG9: '2021 +Dev Weekday AM Peak', Plan 4: 'Network Control Plan 4')

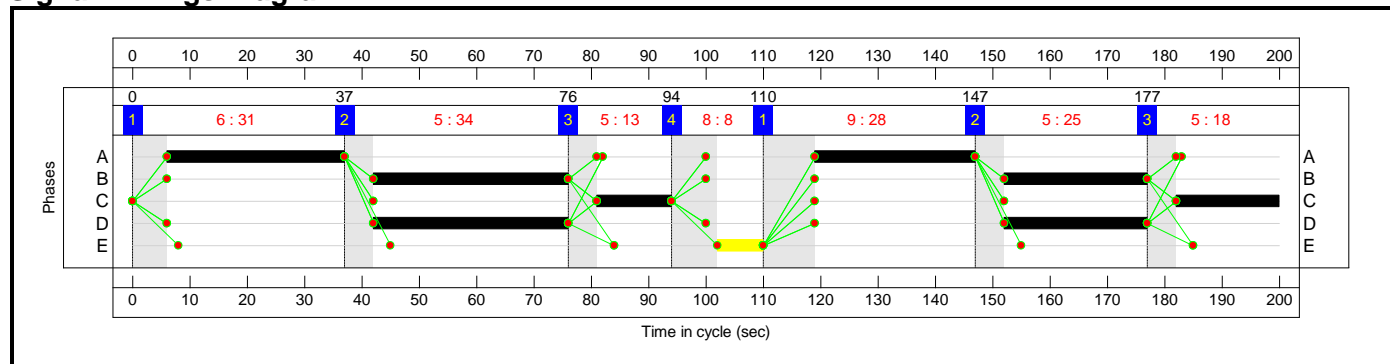
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	31	34	13	8	28	25	18
Change Point	0	37	76	94	110	147	177

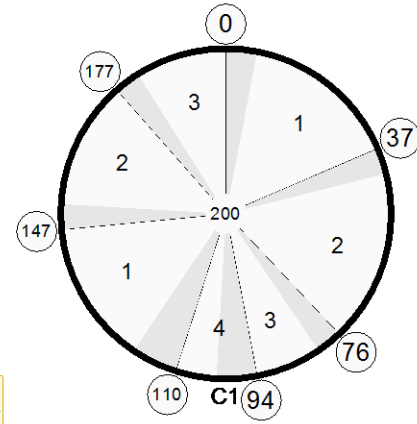
Signal Timings Diagram



Full Input Data And Results  
**Network Layout Diagram**

# Full Input Data And Results

Station Rd / Midland Rd / Church St, Royston, Bamsley  
 PRC: 20.8 %  
 Total Traffic Delay: 16.9 pcuHr

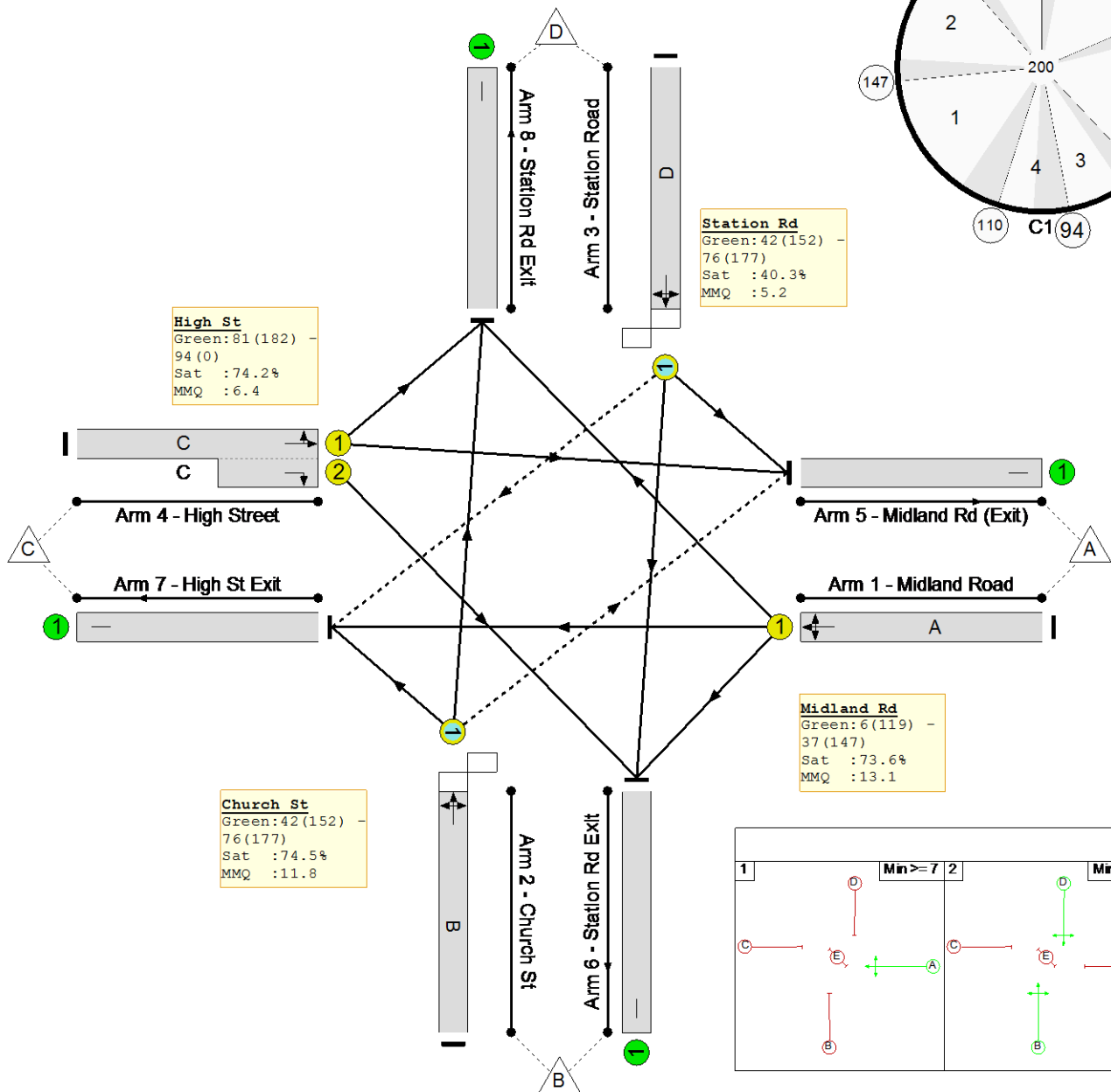


**Station Rd**  
 Green: 42 (152) -  
 76 (177)  
 Sat : 40.3%  
 MMQ : 5.2

**High St**  
 Green: 81 (182) -  
 94 (0)  
 Sat : 74.2%  
 MMQ : 6.4

**Midland Rd**  
 Green: 6 (119) -  
 37 (147)  
 Sat : 73.6%  
 MMQ : 13.1

**Church St**  
 Green: 42 (152) -  
 76 (177)  
 Sat : 74.5%  
 MMQ : 11.8



Stages				
1	2	3	4	
Mn >= 7	Mn >= 7	Mn >= 7	Mn >= 7	Mn >= 8

Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>74.5%</b>
<b>Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>74.5%</b>
1/1	Midland Road Left Ahead Right	U	N/A	N/A	A		2	59	-	405	1804	550	73.6%
2/1	Church St Right Left Ahead	O	N/A	N/A	B		2	59	-	381	1694	511	74.5%
3/1	Station Road Left Ahead Right	O	N/A	N/A	D		2	59	-	206	1709	511	40.3%
4/1+4/2	High Street Ahead Right Left	U	N/A	N/A	C		2	31	-	355	1880:1926	479	74.2%
5/1	Midland Rd (Exit)	U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%
6/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
7/1	High St Exit	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
8/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	213	Inf	Inf	0.0%

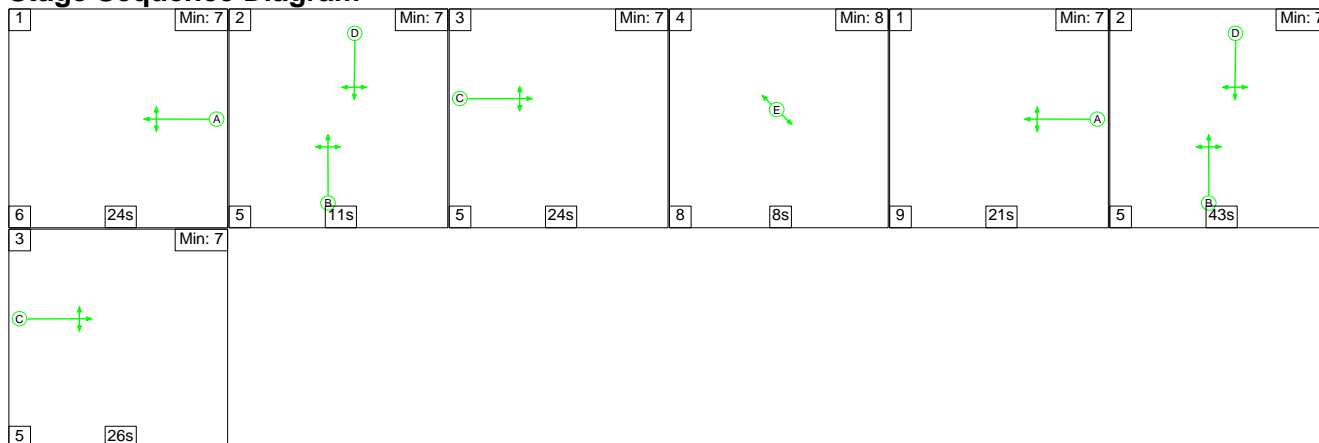
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	<b>93</b>	<b>0</b>	<b>1</b>	<b>12.3</b>	<b>4.5</b>	<b>0.1</b>	<b>16.9</b>	-	-	-	-
<b>Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	-	-	<b>93</b>	<b>0</b>	<b>1</b>	<b>12.3</b>	<b>4.5</b>	<b>0.1</b>	<b>16.9</b>	-	-	-	-
1/1	405	405	-	-	-	3.6	1.4	-	5.0	44.2	11.7	1.4	13.1
2/1	381	381	75	0	1	3.3	1.4	0.0	4.8	45.5	10.4	1.4	11.8
3/1	206	206	18	0	0	1.6	0.3	0.0	2.0	34.2	4.9	0.3	5.2
4/1+4/2	355	355	-	-	-	3.8	1.4	-	5.2	52.8	5.0	1.4	6.4
5/1	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	213	213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	20.8	Total Delay for Signalled Lanes (pcuHr):			16.94	Cycle Time (s): 200				
			PRC Over All Lanes (%):	20.8	Total Delay Over All Lanes (pcuHr):			16.94					

Full Input Data And Results

Scenario 16: 'PM Peak ( peds every 2)' (FG10: '2021 +Dev Weekday PM Peak', Plan 4: 'Network Control Plan 4')

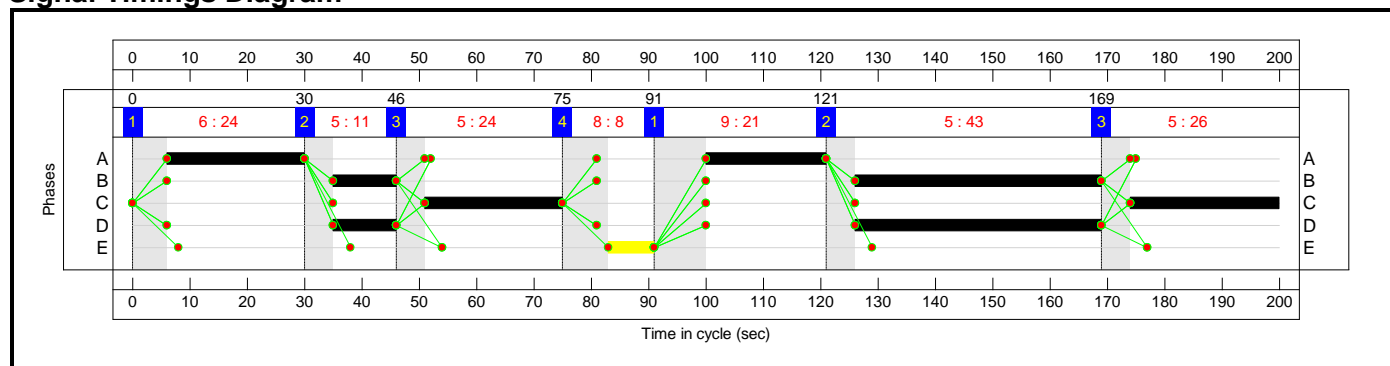
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	24	11	24	8	21	43	26
Change Point	0	30	46	75	91	121	169

Signal Timings Diagram

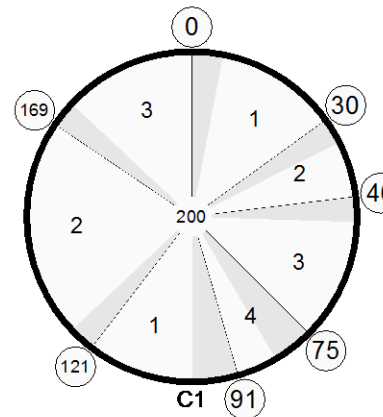


Full Input Data And Results  
**Network Layout Diagram**

# Full Input Data And Results

Station Rd / Midland Rd / Church St, Royston, Bamsley

PRC: -5.1 %  
Total Traffic Delay: 35.9 pcuHr

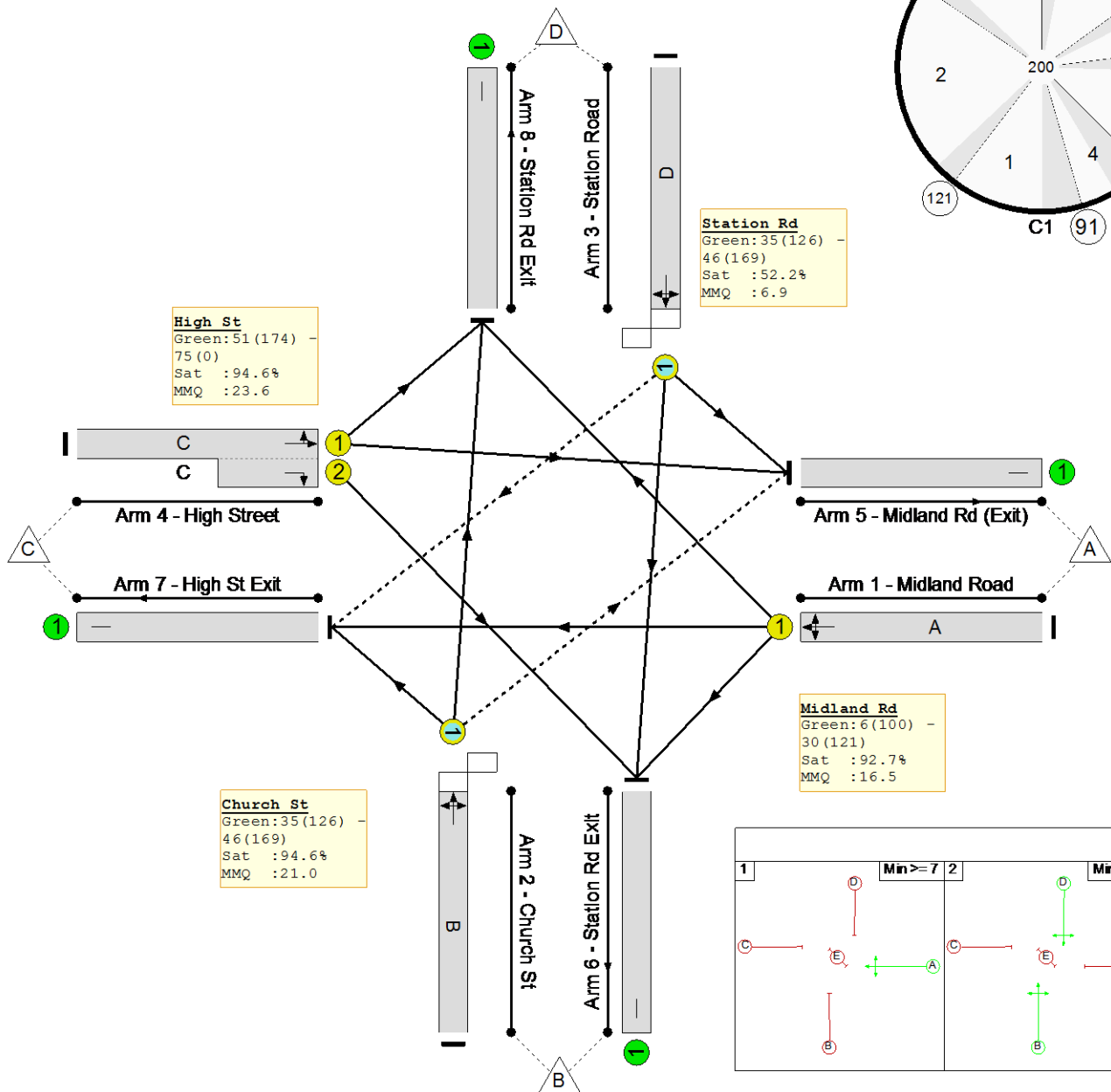


**Station Rd**  
Green: 35 (126) -  
46 (169)  
Sat : 52.2%  
MMQ : 6.9

**High St**  
Green: 51 (174) -  
75 (0)  
Sat : 94.6%  
MMQ : 23.6

**Midland Rd**  
Green: 6 (100) -  
30 (121)  
Sat : 92.7%  
MMQ : 16.5

**Church St**  
Green: 35 (126) -  
46 (169)  
Sat : 94.6%  
MMQ : 21.0



Stages				
1	2	3	4	
Min >= 7		Min >= 7		Min >= 8

Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>94.6%</b>
<b>Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>94.6%</b>
1/1	Midland Road Left Ahead Right	U	N/A	N/A	A		2	45	-	393	1804	424	92.7%
2/1	Church St Right Left Ahead	O	N/A	N/A	B		2	54	-	377	1694	398	94.6%
3/1	Station Road Left Ahead Right	O	N/A	N/A	D		2	54	-	250	1709	479	52.2%
4/1+4/2	High Street Ahead Right Left	U	N/A	N/A	C		2	50	-	566	1880:1926	599	94.6%
5/1	Midland Rd (Exit)	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
6/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	457	Inf	Inf	0.0%
7/1	High St Exit	U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
8/1	Station Rd Exit	U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	131	0	26	18.4	17.4	0.1	35.9	-	-	-	-
<b>Station Rd / Midland Rd / Church St, Royston, Barnsley</b>	-	-	131	0	26	18.4	17.4	0.1	35.9	-	-	-	-
1/1	393	393	-	-	-	4.1	4.8	-	9.0	82.1	11.7	4.8	16.5
2/1	377	377	107	0	24	5.3	5.7	0.1	11.2	107.0	15.2	5.7	21.0
3/1	250	250	25	0	1	2.1	0.5	0.0	2.7	38.6	6.4	0.5	6.9
4/1+4/2	566	566	-	-	-	6.8	6.3	-	13.1	83.1	17.4	6.3	23.6
5/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	192	192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1      PRC for Signalled Lanes (%): -5.1      Total Delay for Signalled Lanes (pcuHr): 35.92      Cycle Time (s): 200  PRC Over All Lanes (%): -5.1      Total Delay Over All Lanes(pcuHr): 35.92</p>													

**APPENDIX F**

**ARCADY**

<b>Junctions 8</b>
<b>ARCADY 8 - Roundabout Module</b>
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2016
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
<b>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</b>

**Filename:** Midland Road\_The Lane.arc8

**Path:** P:\data\W50---\W50918 - Royston Residential Development\ARCADY

**Report generation date:** 19/07/2016 08:51:38

- » (Default Analysis Set) - 2016 Base Weekday Peak, AM
- » (Default Analysis Set) - 2016 Base Weekday Peak, PM
- » (Default Analysis Set) - 2017 Weekday Peak, AM
- » (Default Analysis Set) - 2017 Weekday Peak, PM
- » (Default Analysis Set) - 2021 Weekday Peak, AM
- » (Default Analysis Set) - 2021 Weekday Peak, PM
- » (Default Analysis Set) - 2016 Base +Dev Weekday Peak, AM
- » (Default Analysis Set) - 2016 Base +Dev Weekday Peak, PM
- » (Default Analysis Set) - 2017 +Dev Weekday Peak, AM
- » (Default Analysis Set) - 2017 +Dev Weekday Peak, PM
- » (Default Analysis Set) - 2021 +Dev Weekday Peak, AM
- » (Default Analysis Set) - 2021 +Dev Weekday Peak, PM

## File summary

<b>Title</b>	Midland Road / The Lane Mini
<b>Location</b>	
<b>Site Number</b>	
<b>Date</b>	30/06/2016
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	
<b>Enumerator</b>	JGreen
<b>Description</b>	

## 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) - 2016 Base Weekday Peak, AM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2016 Base Weekday Peak, AM	2016 Base Weekday Peak	AM		ONE HOUR	07:45	09:15	90	15		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Midland Road / The Lane Mini	Mini-roundabout	1,2,3	7.66	A

## Junction Network Options

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

# Arms

## Arms

Arm	Arm	Name	Description
1	1	Midland Road (W)	
2	2	The Lane	
3	3	Midland Road (E)	

## Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

## Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.25	3.25	4.10	1.00	11.30	7.40	0.00	
2	3.65	3.65	4.10	0.50	10.70	8.00	0.00	
3	3.25	3.25	3.25	0.00	13.40	13.80	0.00	

## 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)	0.529	816.982
2		(calculated)	(calculated)	0.544	789.486
3		(calculated)	(calculated)	0.542	782.565

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	✓	248.00	100.000
2	ONE HOUR	✓	162.00	100.000
3	ONE HOUR	✓	272.00	100.000

## Turning Proportions

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

		To		
		1	2	3
From	1	0.000	78.000	170.000
	2	112.000	0.000	50.000
	3	226.000	46.000	0.000

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

		To		
		1	2	3
From	1	0.00	0.31	0.69
	2	0.69	0.00	0.31
	3	0.83	0.17	0.00

# Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.35	6.96	0.52	A
2	0.26	7.07	0.35	A
3	0.42	8.65	0.71	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	186.71	185.50	34.37	0.00	798.80	0.234	0.30	5.861	A
2	121.96	121.15	127.16	0.00	720.35	0.169	0.20	6.001	A
3	204.78	203.25	83.76	0.00	737.13	0.278	0.38	6.724	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	222.95	222.61	41.27	0.00	795.15	0.280	0.39	6.283	A
2	145.63	145.41	152.60	0.00	706.51	0.206	0.26	6.412	A
3	244.52	244.05	100.53	0.00	728.03	0.336	0.50	7.430	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	273.05	272.51	50.51	0.00	790.27	0.346	0.52	6.945	A
2	178.37	178.01	186.80	0.00	687.92	0.259	0.35	7.055	A
3	299.48	298.64	123.07	0.00	715.80	0.418	0.71	8.612	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	273.05	273.04	50.64	0.00	790.19	0.346	0.52	6.960	A
2	178.37	178.36	187.17	0.00	687.72	0.259	0.35	7.066	A
3	299.48	299.46	123.31	0.00	715.67	0.418	0.71	8.647	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	222.95	223.47	41.49	0.00	795.03	0.280	0.39	6.306	A
2	145.63	145.98	153.19	0.00	706.19	0.206	0.26	6.431	A
3	244.52	245.33	100.92	0.00	727.81	0.336	0.51	7.475	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	186.71	187.05	34.71	0.00	798.62	0.234	0.31	5.891	A
2	121.96	122.19	128.22	0.00	719.77	0.169	0.21	6.028	A
3	204.78	205.27	84.48	0.00	736.74	0.278	0.39	6.781	A

## (Default Analysis Set) - 2016 Base Weekday Peak, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2016 Base Weekday Peak, PM	2016 Base Weekday Peak	PM		ONE HOUR	16:30	18:00	90	15		

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Midland Road / The Lane Mini	Mini-roundabout	1,2,3	11.03	B

### Junction Network Options

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

# Arms

## Arms

Arm	Arm	Name	Description
1	1	Midland Road (W)	
2	2	The Lane	
3	3	Midland Road (E)	

## Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

## Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.25	3.25	4.10	1.00	11.30	7.40	0.00	
2	3.65	3.65	4.10	0.50	10.70	8.00	0.00	
3	3.25	3.25	3.25	0.00	13.40	13.80	0.00	

## 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)	0.529	816.982
2		(calculated)	(calculated)	0.544	789.486
3		(calculated)	(calculated)	0.542	782.565

*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	✓	467.00	100.000
2	ONE HOUR	✓	202.00	100.000
3	ONE HOUR	✓	292.00	100.000

# Turning Proportions

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

		To		
		1	2	3
From	1	0.000	200.000	267.000
	2	113.000	0.000	89.000
	3	241.000	51.000	0.000

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

		To		
		1	2	3
From	1	0.00	0.43	0.57
	2	0.56	0.00	0.44
	3	0.83	0.17	0.00

# Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.65	13.16	1.84	B
2	0.35	8.84	0.54	A
3	0.45	9.14	0.81	A

## Main Results for each time segment

### Main results: (16:30-16:45)

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	351.58	348.47	38.10	0.00	796.83	0.441	0.78	7.976	A
2	152.08	150.94	199.23	0.00	681.16	0.223	0.28	6.776	A
3	219.83	218.15	84.44	0.00	736.76	0.298	0.42	6.919	A

### 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	419.82	418.52	45.75	0.00	792.78	0.530	1.10	9.584	A
2	181.59	181.23	239.29	0.00	659.38	0.275	0.38	7.529	A
3	262.50	261.96	101.38	0.00	727.57	0.361	0.56	7.722	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	514.18	511.34	55.98	0.00	787.37	0.653	1.81	12.906	B
2	222.41	221.76	292.35	0.00	630.53	0.353	0.54	8.793	A
3	321.50	320.52	124.05	0.00	715.27	0.449	0.80	9.097	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	514.18	514.04	56.15	0.00	787.28	0.653	1.84	13.157	B
2	222.41	222.39	293.89	0.00	629.69	0.353	0.54	8.838	A
3	321.50	321.47	124.40	0.00	715.08	0.450	0.81	9.144	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	419.82	422.60	46.01	0.00	792.64	0.530	1.15	9.802	A
2	181.59	182.22	241.62	0.00	658.11	0.276	0.39	7.573	A
3	262.50	263.45	101.93	0.00	727.27	0.361	0.57	7.779	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	351.58	352.98	38.49	0.00	796.62	0.441	0.80	8.140	A
2	152.08	152.45	201.81	0.00	679.76	0.224	0.29	6.834	A
3	219.83	220.40	85.28	0.00	736.30	0.299	0.43	6.987	A

## (Default Analysis Set) - 2017 Weekday Peak, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2017 Weekday Peak, AM	2017 Weekday Peak	AM		ONE HOUR	07:45	09:15	90	15		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Midland Road / The Lane Mini	Mini-roundabout	1,2,3	7.72	A

## Junction Network Options

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

# Arms

## Arms

Arm	Arm	Name	Description
1	1	Midland Road (W)	
2	2	The Lane	
3	3	Midland Road (E)	

## Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

## Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.25	3.25	4.10	1.00	11.30	7.40	0.00	
2	3.65	3.65	4.10	0.50	10.70	8.00	0.00	
3	3.25	3.25	3.25	0.00	13.40	13.80	0.00	

## 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)	0.529	816.982
2		(calculated)	(calculated)	0.544	789.486
3		(calculated)	(calculated)	0.542	782.565

*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	✓	251.00	100.000
2	ONE HOUR	✓	164.00	100.000
3	ONE HOUR	✓	275.00	100.000

# Turning Proportions

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

		To		
		1	2	3
From	1	0.000	79.000	172.000
	2	114.000	0.000	50.000
	3	229.000	46.000	0.000

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

		To		
		1	2	3
From	1	0.00	0.31	0.69
	2	0.70	0.00	0.30
	3	0.83	0.17	0.00

# Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.35	7.00	0.53	A
2	0.26	7.11	0.35	A
3	0.42	8.74	0.73	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	188.97	187.74	34.37	0.00	798.80	0.237	0.31	5.879	A
2	123.47	122.65	128.65	0.00	719.54	0.172	0.21	6.024	A
3	207.03	205.49	85.25	0.00	736.32	0.281	0.39	6.763	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	225.64	225.30	41.27	0.00	795.15	0.284	0.39	6.313	A
2	147.43	147.21	154.39	0.00	705.54	0.209	0.26	6.444	A
3	247.22	246.73	102.33	0.00	727.05	0.340	0.51	7.486	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	276.36	275.80	50.50	0.00	790.27	0.350	0.53	6.990	A
2	180.57	180.20	188.99	0.00	686.72	0.263	0.35	7.103	A
3	302.78	301.92	125.26	0.00	714.61	0.424	0.72	8.705	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	276.36	276.34	50.64	0.00	790.19	0.350	0.53	7.005	A
2	180.57	180.56	189.37	0.00	686.52	0.263	0.35	7.114	A
3	302.78	302.76	125.51	0.00	714.48	0.424	0.73	8.742	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	225.64	226.18	41.49	0.00	795.03	0.284	0.40	6.333	A
2	147.43	147.79	154.99	0.00	705.21	0.209	0.27	6.464	A
3	247.22	248.05	102.73	0.00	726.84	0.340	0.52	7.534	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	188.97	189.32	34.72	0.00	798.62	0.237	0.31	5.911	A
2	123.47	123.70	129.73	0.00	718.95	0.172	0.21	6.049	A
3	207.03	207.54	85.99	0.00	735.92	0.281	0.40	6.821	A

## (Default Analysis Set) - 2017 Weekday Peak, PM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2017 Weekday Peak, PM	2017 Weekday Peak	PM		ONE HOUR	16:30	18:00	90	15		

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Midland Road / The Lane Mini	Mini-roundabout	1,2,3	11.30	B

### Junction Network Options

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

## Arms

### Arms

Arm	Arm	Name	Description
1	1	Midland Road (W)	
2	2	The Lane	
3	3	Midland Road (E)	

## Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

## Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.25	3.25	4.10	1.00	11.30	7.40	0.00	
2	3.65	3.65	4.10	0.50	10.70	8.00	0.00	
3	3.25	3.25	3.25	0.00	13.40	13.80	0.00	

## 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)	0.529	816.982
2		(calculated)	(calculated)	0.544	789.486
3		(calculated)	(calculated)	0.542	782.565

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	✓	474.00	100.000
2	ONE HOUR	✓	206.00	100.000
3	ONE HOUR	✓	296.00	100.000

## Turning Proportions

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

		To		
		1	2	3
From	1	0.000	203.000	271.000
	2	115.000	0.000	91.000
	3	244.000	52.000	0.000

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

		To		
		1	2	3
From	1	0.00	0.43	0.57
	2	0.56	0.00	0.44
	3	0.82	0.18	0.00

## Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.66	13.56	1.93	B
2	0.36	8.99	0.56	A
3	0.46	9.28	0.83	A

### Main Results for each time segment

#### Main results: (16:30-16:45)

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	356.85	353.66	38.85	0.00	796.43	0.448	0.80	8.074	A
2	155.09	153.92	202.20	0.00	679.55	0.228	0.29	6.833	A
3	222.84	221.13	85.92	0.00	735.95	0.303	0.43	6.971	A

**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	426.12	424.76	46.65	0.00	792.31	0.538	1.14	9.757	A
2	185.19	184.81	242.85	0.00	657.44	0.282	0.39	7.610	A
3	266.10	265.53	103.17	0.00	726.60	0.366	0.57	7.799	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	521.88	518.87	57.07	0.00	786.79	0.663	1.89	13.283	B
2	226.81	226.13	296.65	0.00	628.19	0.361	0.56	8.939	A
3	325.90	324.89	126.24	0.00	714.08	0.456	0.82	9.224	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	521.88	521.73	57.25	0.00	786.70	0.663	1.93	13.564	B
2	226.81	226.79	298.29	0.00	627.30	0.362	0.56	8.988	A
3	325.90	325.87	126.61	0.00	713.88	0.457	0.83	9.276	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	426.12	429.07	46.92	0.00	792.16	0.538	1.19	9.993	A
2	185.19	185.85	245.31	0.00	656.10	0.282	0.40	7.668	A
3	266.10	267.08	103.75	0.00	726.28	0.366	0.59	7.857	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	356.85	358.31	39.25	0.00	796.22	0.448	0.83	8.249	A
2	155.09	155.48	204.86	0.00	678.10	0.229	0.30	6.892	A
3	222.84	223.43	86.80	0.00	735.48	0.303	0.44	7.037	A

## (Default Analysis Set) - 2021 Weekday Peak, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2021 Weekday Peak, AM	2021 Weekday Peak	AM		ONE HOUR	07:45	09:15	90	15		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Midland Road / The Lane Mini	Mini-roundabout	1,2,3	8.08	A

## Junction Network Options

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

# Arms

## Arms

Arm	Arm	Name	Description
1	1	Midland Road (W)	
2	2	The Lane	
3	3	Midland Road (E)	

## Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

## Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.25	3.25	4.10	1.00	11.30	7.40	0.00	
2	3.65	3.65	4.10	0.50	10.70	8.00	0.00	
3	3.25	3.25	3.25	0.00	13.40	13.80	0.00	

## 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)	0.529	816.982
2		(calculated)	(calculated)	0.544	789.486
3		(calculated)	(calculated)	0.542	782.565

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	✓	267.00	100.000
2	ONE HOUR	✓	173.00	100.000
3	ONE HOUR	✓	292.00	100.000

# Turning Proportions

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

		To		
		1	2	3
From	1	0.000	84.000	183.000
	2	120.000	0.000	53.000
	3	243.000	49.000	0.000

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

		To		
		1	2	3
From	1	0.00	0.31	0.69
	2	0.69	0.00	0.31
	3	0.83	0.17	0.00

# Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.37	7.28	0.59	A
2	0.28	7.35	0.39	A
3	0.45	9.24	0.82	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	201.01	199.68	36.61	0.00	797.62	0.252	0.33	6.007	A
2	130.24	129.36	136.86	0.00	715.07	0.182	0.22	6.138	A
3	219.83	218.14	89.73	0.00	733.89	0.300	0.42	6.958	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	240.03	239.65	43.96	0.00	793.73	0.302	0.43	6.493	A
2	155.52	155.28	164.25	0.00	700.18	0.222	0.28	6.603	A
3	262.50	261.95	107.71	0.00	724.14	0.363	0.56	7.779	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	293.97	293.34	53.78	0.00	788.53	0.373	0.59	7.261	A
2	190.48	190.07	201.05	0.00	680.17	0.280	0.38	7.339	A
3	321.50	320.50	131.84	0.00	711.04	0.452	0.81	9.194	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	293.97	293.96	53.95	0.00	788.45	0.373	0.59	7.279	A
2	190.48	190.47	201.48	0.00	679.94	0.280	0.39	7.354	A
3	321.50	321.47	132.12	0.00	710.89	0.452	0.82	9.242	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	240.03	240.64	44.21	0.00	793.59	0.302	0.44	6.519	A
2	155.52	155.92	164.93	0.00	699.81	0.222	0.29	6.623	A
3	262.50	263.47	108.15	0.00	723.89	0.363	0.58	7.836	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	201.01	201.40	36.99	0.00	797.42	0.252	0.34	6.045	A
2	130.24	130.50	138.04	0.00	714.43	0.182	0.22	6.169	A
3	219.83	220.41	90.52	0.00	733.46	0.300	0.43	7.026	A

## (Default Analysis Set) - 2021 Weekday Peak, PM

**Data Errors and Warnings**

*No errors or warnings*

**Analysis Set Details**

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2021 Weekday Peak, PM	2021 Weekday Peak	PM		ONE HOUR	16:30	18:00	90	15		

## Junction Network

**Junctions**

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Midland Road / The Lane Mini	Mini-roundabout	1,2,3	12.51	B

**Junction Network Options**

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

## Arms

**Arms**

Arm	Arm	Name	Description
1	1	Midland Road (W)	
2	2	The Lane	
3	3	Midland Road (E)	

**Capacity Options**

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

## Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.25	3.25	4.10	1.00	11.30	7.40	0.00	
2	3.65	3.65	4.10	0.50	10.70	8.00	0.00	
3	3.25	3.25	3.25	0.00	13.40	13.80	0.00	

## 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)	0.529	816.982
2		(calculated)	(calculated)	0.544	789.486
3		(calculated)	(calculated)	0.542	782.565

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	✓	502.00	100.000
2	ONE HOUR	✓	218.00	100.000
3	ONE HOUR	✓	314.00	100.000

## Turning Proportions

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

		To		
		1	2	3
From	1	0.000	215.000	287.000
	2	122.000	0.000	96.000
	3	259.000	55.000	0.000

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

		To		
		1	2	3
From	1	0.00	0.43	0.57
	2	0.56	0.00	0.44
	3	0.82	0.18	0.00

# Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.70	15.44	2.32	C
2	0.39	9.53	0.63	A
3	0.49	9.89	0.94	A

## Main Results for each time segment

### Main results: (16:30-16:45)

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	377.93	374.37	41.08	0.00	795.25	0.475	0.89	8.484	A
2	164.12	162.85	214.03	0.00	673.11	0.244	0.32	7.038	A
3	236.40	234.51	91.13	0.00	733.13	0.322	0.47	7.192	A

### 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	451.29	449.66	49.33	0.00	790.89	0.571	1.30	10.498	B
2	195.98	195.55	257.08	0.00	649.70	0.302	0.43	7.920	A
3	282.28	281.64	109.43	0.00	723.20	0.390	0.63	8.140	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	552.71	548.86	60.35	0.00	785.06	0.704	2.26	14.991	B
2	240.02	239.24	313.79	0.00	618.87	0.388	0.62	9.463	A
3	345.72	344.52	133.88	0.00	709.93	0.487	0.93	9.818	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	552.71	552.48	60.55	0.00	784.95	0.704	2.32	15.443	C
2	240.02	240.00	315.86	0.00	617.74	0.389	0.63	9.528	A
3	345.72	345.68	134.31	0.00	709.70	0.487	0.94	9.886	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	451.29	455.09	49.65	0.00	790.72	0.571	1.36	10.846	B
2	195.98	196.74	260.18	0.00	648.02	0.302	0.44	7.992	A
3	282.28	283.44	110.10	0.00	722.84	0.391	0.65	8.214	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	377.93	379.70	41.52	0.00	795.02	0.475	0.92	8.704	A
2	164.12	164.57	217.08	0.00	671.45	0.244	0.33	7.107	A
3	236.40	237.07	92.10	0.00	732.60	0.323	0.48	7.274	A

## (Default Analysis Set) - 2016 Base +Dev Weekday Peak, AM

**Data Errors and Warnings**

*No errors or warnings*

**Analysis Set Details**

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2016 Base +Dev Weekday Peak, AM	2016 Base +Dev Weekday Peak	AM		ONE HOUR	07:45	09:15	90	15		

## Junction Network

**Junctions**

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Midland Road / The Lane Mini	Mini-roundabout	1,2,3	7.96	A

## Junction Network Options

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

## Arms

### Arms

Arm	Arm	Name	Description
1	1	Midland Road (W)	
2	2	The Lane	
3	3	Midland Road (E)	

### Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

### Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.25	3.25	4.10	1.00	11.30	7.40	0.00	
2	3.65	3.65	4.10	0.50	10.70	8.00	0.00	
3	3.25	3.25	3.25	0.00	13.40	13.80	0.00	

### 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)	0.529	816.982
2		(calculated)	(calculated)	0.544	789.486
3		(calculated)	(calculated)	0.542	782.565

*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	✓	255.00	100.000
2	ONE HOUR	✓	194.00	100.000
3	ONE HOUR	✓	276.00	100.000

# Turning Proportions

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

		To		
		1	2	3
From	1	0.000	85.000	170.000
	2	134.000	0.000	60.000
	3	226.000	50.000	0.000

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

		To		
		1	2	3
From	1	0.00	0.33	0.67
	2	0.69	0.00	0.31
	3	0.82	0.18	0.00

# Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.36	7.10	0.55	A
2	0.31	7.59	0.45	A
3	0.43	9.03	0.76	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	191.98	190.72	37.36	0.00	797.22	0.241	0.31	5.924	A
2	146.05	145.04	127.15	0.00	720.35	0.203	0.25	6.248	A
3	207.79	206.21	100.19	0.00	728.22	0.285	0.40	6.876	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	229.24	228.89	44.86	0.00	793.25	0.289	0.40	6.374	A
2	174.40	174.11	152.59	0.00	706.52	0.247	0.32	6.759	A
3	248.12	247.61	120.26	0.00	717.32	0.346	0.52	7.656	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	280.76	280.18	54.89	0.00	787.95	0.356	0.55	7.083	A
2	213.60	213.12	186.79	0.00	687.92	0.311	0.45	7.573	A
3	303.88	302.97	147.20	0.00	702.71	0.432	0.75	8.985	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	280.76	280.75	55.05	0.00	787.86	0.356	0.55	7.098	A
2	213.60	213.59	187.16	0.00	687.72	0.311	0.45	7.592	A
3	303.88	303.86	147.53	0.00	702.53	0.433	0.76	9.028	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	229.24	229.80	45.11	0.00	793.12	0.289	0.41	6.398	A
2	174.40	174.87	153.20	0.00	706.19	0.247	0.33	6.783	A
3	248.12	249.00	120.79	0.00	717.04	0.346	0.54	7.705	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	191.98	192.34	37.74	0.00	797.02	0.241	0.32	5.958	A
2	146.05	146.35	128.23	0.00	719.77	0.203	0.26	6.283	A
3	207.79	208.32	101.09	0.00	727.73	0.286	0.40	6.939	A

## (Default Analysis Set) - 2016 Base +Dev Weekday Peak, PM

**Data Errors and Warnings**

*No errors or warnings*

**Analysis Set Details**

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2016 Base +Dev Weekday Peak, PM	2016 Base +Dev Weekday Peak	PM		ONE HOUR	16:30	18:00	90	15		

## Junction Network

**Junctions**

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Midland Road / The Lane Mini	Mini-roundabout	1,2,3	12.05	B

**Junction Network Options**

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

## Arms

**Arms**

Arm	Arm	Name	Description
1	1	Midland Road (W)	
2	2	The Lane	
3	3	Midland Road (E)	

**Capacity Options**

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

## Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.25	3.25	4.10	1.00	11.30	7.40	0.00	
2	3.65	3.65	4.10	0.50	10.70	8.00	0.00	
3	3.25	3.25	3.25	0.00	13.40	13.80	0.00	

## 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)	0.529	816.982
2		(calculated)	(calculated)	0.544	789.486
3		(calculated)	(calculated)	0.542	782.565

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	✓	492.00	100.000
2	ONE HOUR	✓	220.00	100.000
3	ONE HOUR	✓	299.00	100.000

## Turning Proportions

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

		To		
		1	2	3
From	1	0.000	225.000	267.000
	2	123.000	0.000	97.000
	3	241.000	58.000	0.000

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

		To		
		1	2	3
From	1	0.00	0.46	0.54
	2	0.56	0.00	0.44
	3	0.81	0.19	0.00

## Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.69	14.86	2.19	B
2	0.38	9.29	0.62	A
3	0.46	9.47	0.86	A

### Main Results for each time segment

#### Main results: (16:30-16:45)

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	370.40	366.97	43.33	0.00	794.06	0.466	0.86	8.364	A
2	165.63	164.36	199.15	0.00	681.20	0.243	0.32	6.948	A
3	225.10	223.35	91.89	0.00	732.72	0.307	0.44	7.044	A

**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	442.30	440.76	52.03	0.00	789.46	0.560	1.24	10.276	B
2	197.78	197.35	239.19	0.00	659.43	0.300	0.42	7.784	A
3	268.79	268.21	110.34	0.00	722.71	0.372	0.58	7.910	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	541.70	538.13	63.65	0.00	783.31	0.692	2.14	14.468	B
2	242.22	241.46	292.03	0.00	630.70	0.384	0.61	9.230	A
3	329.21	328.14	135.00	0.00	709.33	0.464	0.85	9.416	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	541.70	541.50	63.85	0.00	783.20	0.692	2.19	14.859	B
2	242.22	242.20	293.86	0.00	629.70	0.385	0.62	9.288	A
3	329.21	329.17	135.41	0.00	709.11	0.464	0.86	9.473	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	442.30	445.82	52.34	0.00	789.29	0.560	1.31	10.585	B
2	197.78	198.51	241.94	0.00	657.94	0.301	0.43	7.848	A
3	268.79	269.82	110.99	0.00	722.36	0.372	0.60	7.974	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	370.40	372.07	43.78	0.00	793.82	0.467	0.89	8.571	A
2	165.63	166.07	201.92	0.00	679.70	0.244	0.33	7.014	A
3	225.10	225.71	92.85	0.00	732.20	0.307	0.45	7.118	A

## (Default Analysis Set) - 2017 +Dev Weekday Peak, AM

### Data Errors and Warnings

*No errors or warnings*

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2017 +Dev Weekday Peak, AM	2017 +Dev Weekday Peak	AM		ONE HOUR	07:45	09:15	90	15		

# Junction Network

## Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Midland Road / The Lane Mini	Mini-roundabout	1,2,3	8.05	A

## Junction Network Options

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

# Arms

## Arms

Arm	Arm	Name	Description
1	1	Midland Road (W)	
2	2	The Lane	
3	3	Midland Road (E)	

## Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

## Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.25	3.25	4.10	1.00	11.30	7.40	0.00	
2	3.65	3.65	4.10	0.50	10.70	8.00	0.00	
3	3.25	3.25	3.25	0.00	13.40	13.80	0.00	

## 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)	0.529	816.982
2		(calculated)	(calculated)	0.544	789.486
3		(calculated)	(calculated)	0.542	782.565

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	✓	258.00	100.000
2	ONE HOUR	✓	196.00	100.000
3	ONE HOUR	✓	280.00	100.000

# Turning Proportions

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

		To		
		1	2	3
From	1	0.000	86.000	172.000
	2	136.000	0.000	60.000
	3	229.000	51.000	0.000

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

		To		
		1	2	3
From	1	0.00	0.33	0.67
	2	0.69	0.00	0.31
	3	0.82	0.18	0.00

# Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.36	7.15	0.56	A
2	0.31	7.65	0.46	A
3	0.44	9.16	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	194.24	192.96	38.10	0.00	796.83	0.244	0.32	5.950	A
2	147.56	146.54	128.64	0.00	719.54	0.205	0.26	6.271	A
3	210.80	209.18	101.68	0.00	727.41	0.290	0.40	6.926	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	231.94	231.58	45.75	0.00	792.78	0.293	0.41	6.410	A
2	176.20	175.90	154.38	0.00	705.54	0.250	0.33	6.794	A
3	251.71	251.19	122.06	0.00	716.35	0.351	0.53	7.731	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	284.06	283.47	55.98	0.00	787.37	0.361	0.56	7.135	A
2	215.80	215.31	188.98	0.00	686.73	0.314	0.45	7.628	A
3	308.29	307.34	149.40	0.00	701.52	0.439	0.77	9.111	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	284.06	284.05	56.15	0.00	787.28	0.361	0.56	7.153	A
2	215.80	215.79	189.37	0.00	686.52	0.314	0.46	7.646	A
3	308.29	308.26	149.73	0.00	701.34	0.440	0.78	9.156	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	231.94	232.51	46.01	0.00	792.64	0.293	0.42	6.435	A
2	176.20	176.68	155.01	0.00	705.20	0.250	0.34	6.819	A
3	251.71	252.63	122.59	0.00	716.06	0.352	0.55	7.784	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	194.24	194.61	38.49	0.00	796.62	0.244	0.33	5.983	A
2	147.56	147.86	129.74	0.00	718.94	0.205	0.26	6.306	A
3	210.80	211.34	102.60	0.00	726.91	0.290	0.41	6.992	A

## (Default Analysis Set) - 2017 +Dev Weekday Peak, PM

**Data Errors and Warnings**

*No errors or warnings*

**Analysis Set Details**

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2017 +Dev Weekday Peak, FM	2017 +Dev Weekday Peak	FM		ONE HOUR	16:30	18:00	90	15		

## Junction Network

**Junctions**

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Midland Road / The Lane Mini	Mini-roundabout	1,2,3	12.36	B

**Junction Network Options**

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

## Arms

**Arms**

Arm	Arm	Name	Description
1	1	Midland Road (W)	
2	2	The Lane	
3	3	Midland Road (E)	

**Capacity Options**

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

## Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.25	3.25	4.10	1.00	11.30	7.40	0.00	
2	3.65	3.65	4.10	0.50	10.70	8.00	0.00	
3	3.25	3.25	3.25	0.00	13.40	13.80	0.00	

## 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)	0.529	816.982
2		(calculated)	(calculated)	0.544	789.486
3		(calculated)	(calculated)	0.542	782.565

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	✓	499.00	100.000
2	ONE HOUR	✓	224.00	100.000
3	ONE HOUR	✓	302.00	100.000

## Turning Proportions

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

		To		
		1	2	3
From	1	0.000	228.000	271.000
	2	125.000	0.000	99.000
	3	244.000	58.000	0.000

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

		To		
		1	2	3
From	1	0.00	0.46	0.54
	2	0.56	0.00	0.44
	3	0.81	0.19	0.00

# Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.70	15.34	2.29	C
2	0.39	9.45	0.64	A
3	0.47	9.59	0.88	A

## Main Results for each time segment

### Main results: (16:30-16:45)

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	375.67	372.15	43.32	0.00	794.06	0.473	0.88	8.464	A
2	168.64	167.33	202.11	0.00	679.59	0.248	0.33	7.011	A
3	227.36	225.58	93.38	0.00	731.91	0.311	0.45	7.086	A

### 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	448.59	446.99	52.03	0.00	789.46	0.568	1.28	10.459	B
2	201.37	200.93	242.75	0.00	657.49	0.306	0.44	7.876	A
3	271.49	270.89	112.13	0.00	721.74	0.376	0.59	7.975	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	549.41	545.62	63.65	0.00	783.31	0.701	2.23	14.902	B
2	246.63	245.83	296.32	0.00	628.37	0.392	0.64	9.391	A
3	332.51	331.41	137.18	0.00	708.15	0.470	0.87	9.527	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	549.41	549.19	63.85	0.00	783.20	0.701	2.29	15.342	C
2	246.63	246.60	298.26	0.00	627.32	0.393	0.64	9.454	A
3	332.51	332.47	137.61	0.00	707.91	0.470	0.88	9.587	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	448.59	452.33	52.34	0.00	789.29	0.568	1.35	10.801	B
2	201.37	202.15	245.66	0.00	655.92	0.307	0.45	7.946	A
3	271.49	272.55	112.80	0.00	721.37	0.376	0.61	8.039	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	375.67	377.42	43.79	0.00	793.82	0.473	0.91	8.683	A
2	168.64	169.10	204.97	0.00	678.04	0.249	0.33	7.079	A
3	227.36	227.98	94.36	0.00	731.38	0.311	0.46	7.159	A

## (Default Analysis Set) - 2021 +Dev Weekday Peak, AM

**Data Errors and Warnings**

*No errors or warnings*

**Analysis Set Details**

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2021 +Dev Weekday Peak, AM	2021 +Dev Weekday Peak	AM		ONE HOUR	07:45	09:15	90	15		

## Junction Network

**Junctions**

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Midland Road / The Lane Mini	Mini-roundabout	1,2,3	8.43	A

## Junction Network Options

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

## Arms

### Arms

Arm	Arm	Name	Description
1	1	Midland Road (W)	
2	2	The Lane	
3	3	Midland Road (E)	

### Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

### Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.25	3.25	4.10	1.00	11.30	7.40	0.00	
2	3.65	3.65	4.10	0.50	10.70	8.00	0.00	
3	3.25	3.25	3.25	0.00	13.40	13.80	0.00	

### 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)	0.529	816.982
2		(calculated)	(calculated)	0.544	789.486
3		(calculated)	(calculated)	0.542	782.565

*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	✓	274.00	100.000
2	ONE HOUR	✓	206.00	100.000
3	ONE HOUR	✓	296.00	100.000

# Turning Proportions

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

		To		
		1	2	3
From	1	0.000	91.000	183.000
	2	143.000	0.000	63.000
	3	243.000	53.000	0.000

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

		To		
		1	2	3
From	1	0.00	0.33	0.67
	2	0.69	0.00	0.31
	3	0.82	0.18	0.00

# Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.38	7.43	0.62	A
2	0.33	7.94	0.50	A
3	0.47	9.69	0.87	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	206.28	204.90	39.59	0.00	796.04	0.259	0.35	6.077	A
2	155.09	153.99	136.85	0.00	715.08	0.217	0.27	6.405	A
3	222.84	221.09	106.90	0.00	724.58	0.308	0.44	7.126	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	246.32	245.92	47.54	0.00	791.83	0.311	0.45	6.590	A
2	185.19	184.86	164.25	0.00	700.18	0.264	0.36	6.981	A
3	266.10	265.50	128.33	0.00	712.95	0.373	0.59	8.035	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	301.68	301.01	58.16	0.00	786.22	0.384	0.61	7.408	A
2	226.81	226.26	201.04	0.00	680.18	0.333	0.49	7.921	A
3	325.90	324.81	157.06	0.00	697.36	0.467	0.86	9.634	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	301.68	301.66	58.35	0.00	786.12	0.384	0.62	7.430	A
2	226.81	226.80	201.48	0.00	679.94	0.334	0.50	7.944	A
3	325.90	325.87	157.44	0.00	697.16	0.467	0.87	9.694	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	246.32	246.97	47.84	0.00	791.68	0.311	0.46	6.618	A
2	185.19	185.72	164.95	0.00	699.80	0.265	0.36	7.012	A
3	266.10	267.16	128.93	0.00	712.62	0.373	0.60	8.100	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	206.28	206.69	40.01	0.00	795.82	0.259	0.35	6.116	A
2	155.09	155.42	138.05	0.00	714.43	0.217	0.28	6.443	A
3	222.84	223.46	107.89	0.00	724.04	0.308	0.45	7.202	A

## (Default Analysis Set) - 2021 +Dev Weekday Peak, PM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY			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
2021 +Dev Weekday Peak, FM	2021 +Dev Weekday Peak	FM		ONE HOUR	16:30	18:00	90	15		

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Midland Road / The Lane Mini	Mini-roundabout	1,2,3	13.90	B

### Junction Network Options

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

## Arms

### Arms

Arm	Arm	Name	Description
1	1	Midland Road (W)	
2	2	The Lane	
3	3	Midland Road (E)	

### Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

## Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.25	3.25	4.10	1.00	11.30	7.40	0.00	
2	3.65	3.65	4.10	0.50	10.70	8.00	0.00	
3	3.25	3.25	3.25	0.00	13.40	13.80	0.00	

## 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)	0.529	816.982
2		(calculated)	(calculated)	0.544	789.486
3		(calculated)	(calculated)	0.542	782.565

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	✓	527.00	100.000
2	ONE HOUR	✓	236.00	100.000
3	ONE HOUR	✓	321.00	100.000

## Turning Proportions

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

		To		
		1	2	3
From	1	0.000	240.000	287.000
	2	132.000	0.000	104.000
	3	259.000	62.000	0.000

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

		To		
		1	2	3
From	1	0.00	0.46	0.54
	2	0.56	0.00	0.44
	3	0.81	0.19	0.00

# Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

## Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

# Results

## Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.74	17.82	2.79	C
2	0.42	10.05	0.72	B
3	0.50	10.27	1.00	B

## Main Results for each time segment

### Main results: (16:30-16:45)

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	396.75	392.82	46.30	0.00	792.49	0.501	0.98	8.924	A
2	177.67	176.25	213.93	0.00	673.17	0.264	0.35	7.224	A
3	241.67	239.71	98.58	0.00	729.08	0.331	0.49	7.327	A

### 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	473.76	471.83	55.60	0.00	787.57	0.602	1.47	11.330	B
2	212.16	211.66	256.96	0.00	649.77	0.327	0.48	8.208	A
3	288.57	287.89	118.39	0.00	718.34	0.402	0.66	8.350	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	580.24	575.30	68.01	0.00	781.00	0.743	2.70	17.086	C
2	259.84	258.91	313.30	0.00	619.13	0.420	0.71	9.968	A
3	353.43	352.13	144.82	0.00	704.00	0.502	0.99	10.192	B

**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	580.24	579.89	68.25	0.00	780.88	0.743	2.79	17.824	C
2	259.84	259.81	315.80	0.00	617.78	0.421	0.72	10.055	B
3	353.43	353.38	145.32	0.00	703.73	0.502	1.00	10.272	B

**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	473.76	478.69	55.98	0.00	787.37	0.602	1.56	11.843	B
2	212.16	213.06	260.69	0.00	647.74	0.328	0.49	8.298	A
3	288.57	289.83	119.17	0.00	717.92	0.402	0.68	8.434	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	396.75	398.89	46.82	0.00	792.22	0.501	1.02	9.201	A
2	177.67	178.19	217.23	0.00	671.37	0.265	0.36	7.309	A
3	241.67	242.39	99.67	0.00	728.50	0.332	0.50	7.415	A