

ARCADY 8

Version: 8.0.0.296 [27 Feb 2012]

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Filename: Hambledon Rd_Milton Rd_Elettra Ave_AM_2012.arc8

Path: J:\26365_BAE_Waterlooville\Technical\Transport\Junction Assessments\Arcady\2012 Base

Report generation date: 08/06/2012 15:02:57

» (Default Analysis Set) - Scenario 1, AM

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - Scenario 1			
Milton Road	2.36	13.10	0.70	B
Hambledon Road (S)	1.43	3.94	0.59	A
Elettra Ave	0.25	3.16	0.20	A
Hambledon Road (N)	1.19	4.70	0.54	A

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

"D1 - Scenario 1, AM " model duration: 08:00 - 09:00

Run using ARCADY 8.0.0.296 at 08/06/2012 15:02:56

File summary

File Description

Title	Hambledon Rd / Milton Rd / Elettra Ave
Location	BAE Waterlooville
Site Number	
Date	31/05/2012
Version	
Status	(new file)
Identifier	
Client	BAE
Jobnumber	26365
Enumerator	PBA\lekeen
Description	

Analysis Options

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

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - Scenario 1, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Hambledon Road (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Elettra Ave - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Hambledon Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		☐				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario 1, AM	Scenario 1	AM		FLAT	08:00	09:00	60	15				☐		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				5.97	A

Junction Network Options

Driving Side	Lighting	Road Surface
Left	Normal/unknown	(Mini-roundabouts only)

Arms

Arms

Name	Name	Description
Milton Road	Milton Road	
Hambledon Road (S)	Hambledon Road (S)	
Elettra Ave	Elettra Ave	
Hambledon Road (N)	Hambledon Road (N)	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Milton Road	0.00	99999.00		0.00

Hambledon Road (S)	0.00	99999.00		0.00
Elettra Ave	0.00	99999.00		0.00
Hambledon Road (N)	0.00	99999.00		0.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Milton Road	3.40	4.20	24.90	21.00	54.00	22.50	
Hambledon Road (S)	7.20	8.20	55.80	54.60	54.00	25.00	
Elettra Ave	3.30	7.50	52.88	21.00	54.00	23.00	
Hambledon Road (N)	3.60	7.70	127.60	6.00	54.00	22.00	

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

Pedestrian Crossings

Name	Crossing Type
Milton Road	None
Hambledon Road (S)	None
Elettra Ave	None
Hambledon Road (N)	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Milton Road		(calculated)	(calculated)	0.521	1285.444
Hambledon Road (S)		(calculated)	(calculated)	0.766	2587.472
Elettra Ave		(calculated)	(calculated)	0.664	2068.229
Hambledon Road (N)		(calculated)	(calculated)	0.625	2025.835

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

Arm Capacity Adjustments

Name	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
Milton Road	Percentage	To validate against queue surveys		135.00
Hambledon Road (S)	None			
Elettra Ave	None			
Hambledon Road (N)	None			

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

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Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Milton Road	FLAT	⌈	656.00	100.000
Hambledon Road (S)	FLAT	⌈	1313.00	100.000
Elettra Ave	FLAT	⌈	285.00	100.000
Hambledon Road (N)	FLAT	⌈	912.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

		To			
From		1	2	3	4
	1	0.000	436.000	134.000	86.000
	2	210.000	27.000	583.000	493.000
	3	47.000	164.000	0.000	74.000
	4	32.000	760.000	120.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

		To			
From		1	2	3	4
	1	0.00	0.66	0.20	0.13
	2	0.16	0.02	0.44	0.38
	3	0.16	0.58	0.00	0.26
	4	0.04	0.83	0.13	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
From		1	2	3	4
	1	1.000	1.039	1.000	1.012
	2	1.100	1.000	1.012	1.057
	3	1.021	1.067	1.000	1.027
	4	1.031	1.026	1.045	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
From		1	2	3	4
	1	0.000	3.900	0.000	1.200
	2	10.000	0.000	1.200	5.700
	3	2.100	6.700	0.000	2.700
	4	3.100	2.600	4.500	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
Milton Road	0.70	13.10	2.36	B	656.00	656.00	135.54	12.40	2.26	135.72	12.41

Hambledon Road (S)	0.59	3.94	1.43	A	1313.01	1313.01	84.79	3.87	1.41	84.82	3.88
Elettra Ave	0.20	3.16	0.25	A	285.00	285.00	14.90	3.14	0.25	14.90	3.14
Hambledon Road (N)	0.54	4.70	1.19	A	912.00	912.00	70.34	4.63	1.17	70.37	4.63

Main Results for each time segment

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

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
Milton Road	656.00	164.00	646.99	287.76	1065.77	0.00	934.20	396.18	0.702	0.00	2.25	12.183	B
Hambledon Road (S)	1313.01	328.25	1307.34	1376.40	336.36	0.00	2229.78	2264.11	0.589	0.00	1.42	3.880	A
Elettra Ave	285.00	71.25	284.00	832.02	811.66	0.00	1425.87	1087.37	0.200	0.00	0.25	3.149	A
Hambledon Road (N)	912.00	228.00	907.29	649.43	446.24	0.00	1678.15	1181.83	0.543	0.00	1.18	4.643	A

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

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
Milton Road	656.00	164.00	655.71	288.99	1070.97	0.00	930.53	396.18	0.705	2.25	2.33	13.066	B
Hambledon Road (S)	1313.01	328.25	1312.96	1386.77	339.90	0.00	2227.15	2264.11	0.590	1.42	1.43	3.937	A
Elettra Ave	285.00	71.25	285.00	836.92	815.94	0.00	1423.02	1087.37	0.200	0.25	0.25	3.162	A
Hambledon Road (N)	912.00	228.00	911.96	652.94	447.99	0.00	1677.01	1181.83	0.544	1.18	1.18	4.705	A

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

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
Milton Road	656.00	164.00	655.91	289.00	1070.99	0.00	930.51	396.18	0.705	2.33	2.35	13.093	B
Hambledon Road (S)	1313.01	328.25	1312.99	1386.93	339.97	0.00	2227.10	2264.11	0.590	1.43	1.43	3.938	A
Elettra Ave	285.00	71.25	285.00	836.98	815.98	0.00	1423.00	1087.37	0.200	0.25	0.25	3.162	A
Hambledon Road (N)	912.00	228.00	911.99	652.99	448.00	0.00	1677.00	1181.83	0.544	1.18	1.19	4.705	A

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

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
Milton Road	656.00	164.00	655.96	289.00	1071.00	0.00	930.51	396.18	0.705	2.35	2.36	13.100	B
Hambledon Road (S)	1313.01	328.25	1313.00	1386.96	339.98	0.00	2227.09	2264.11	0.590	1.43	1.43	3.938	A
Elettra Ave	285.00	71.25	285.00	836.99	815.99	0.00	1422.99	1087.37	0.200	0.25	0.25	3.162	A
Hambledon Road (N)	912.00	228.00	911.99	652.99	448.00	0.00	1677.00	1181.83	0.544	1.19	1.19	4.705	A

Queueing Delay Results for each time segment

Queueing Delay results: (08:00-08:15)

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Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Milton Road	30.66	2.04	12.183	B	B
Hambledon Road (S)	20.51	1.37	3.880	A	A
Elettra Ave	3.66	0.24	3.149	A	A
Hambledon Road (N)	16.99	1.13	4.643	A	A

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

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Milton Road	34.48	2.30	13.066	B	B
Hambledon Road (S)	21.36	1.42	3.937	A	A
Elettra Ave	3.74	0.25	3.162	A	A
Hambledon Road (N)	17.73	1.18	4.705	A	A

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

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Milton Road	35.08	2.34	13.093	B	B
Hambledon Road (S)	21.44	1.43	3.938	A	A
Elettra Ave	3.75	0.25	3.162	A	A
Hambledon Road (N)	17.80	1.19	4.705	A	A

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

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Milton Road	35.32	2.35	13.100	B	B
Hambledon Road (S)	21.48	1.43	3.938	A	A
Elettra Ave	3.75	0.25	3.162	A	A
Hambledon Road (N)	17.82	1.19	4.705	A	A

ARCADY 8

Version: 8.0.0.296 [27 Feb 2012]

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Filename: Hambledon Rd_Milton Rd_Elettra Ave_PM_2012 A.arc8

Path: J:\26365_BAE_Waterlooville\Technical\Transport\Junction Assessments\Arcady\2012 Base

Report generation date: 12/06/2012 11:17:10

» (Default Analysis Set) - Scenario 1, PM

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - Scenario 1			
Milton Road	1.47	12.86	0.60	B
Hambledon Road (S)	1.66	3.97	0.62	A
Elettra Ave	18.80	84.61	0.97	F
Hambledon Road (N)	2.56	15.48	0.72	C

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

"D2 - Scenario 1, PM " model duration: 16:45 - 17:45

Run using ARCADY 8.0.0.296 at 12/06/2012 11:17:09

File summary

File Description

Title	Hambledon Rd / Milton Rd / Elettra Ave
Location	BAE Waterlooville
Site Number	
Date	31/05/2012
Version	
Status	(new file)
Identifier	
Client	BAE
Jobnumber	26365
Enumerator	PBA\lekeen
Description	

Analysis Options

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

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - Scenario 1, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Hambledon Road (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Elettra Ave - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Hambledon Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		☐				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario 1, PM	Scenario 1	PM		FLAT	16:45	17:45	60	15				☐		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				27.04	D

Junction Network Options

Driving Side	Lighting	Road Surface
Left	Normal/unknown	(Mini-roundabouts only)

Arms

Arms

Name	Name	Description
Milton Road	Milton Road	
Hambledon Road (S)	Hambledon Road (S)	
Elettra Ave	Elettra Ave	
Hambledon Road (N)	Hambledon Road (N)	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Milton Road	0.00	99999.00		0.00

Hambledon Road (S)	0.00	99999.00		0.00
Elettra Ave	0.00	99999.00		0.00
Hambledon Road (N)	0.00	99999.00		0.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Milton Road	3.40	4.20	24.90	21.00	54.00	22.50	
Hambledon Road (S)	7.20	8.20	55.80	54.60	54.00	25.00	
Elettra Ave	3.30	7.50	52.88	21.00	54.00	23.00	
Hambledon Road (N)	3.60	7.70	127.60	6.00	54.00	22.00	

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

Pedestrian Crossings

Name	Crossing Type
Milton Road	None
Hambledon Road (S)	None
Elettra Ave	None
Hambledon Road (N)	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Milton Road		(calculated)	(calculated)	0.521	1285.444
Hambledon Road (S)		(calculated)	(calculated)	0.766	2587.472
Elettra Ave		(calculated)	(calculated)	0.664	2068.229
Hambledon Road (N)		(calculated)	(calculated)	0.625	2025.835

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

Arm Capacity Adjustments

Name	Type	Reason	Direct Capacity Adjustment (PCU/hr)	Percentage Capacity Adjustment (%)
Milton Road	None			
Hambledon Road (S)	None			
Elettra Ave	Percentage			80.00
Hambledon Road (N)	Percentage			70.00

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

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Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Milton Road	FLAT	⌈	416.00	100.000
Hambledon Road (S)	FLAT	⌈	1508.00	100.000
Elettra Ave	FLAT	⌈	840.00	100.000
Hambledon Road (N)	FLAT	⌈	605.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

		To			
From		1	2	3	4
	1	0.000	304.000	60.000	52.000
	2	578.000	39.000	115.000	776.000
	3	179.000	489.000	0.000	172.000
	4	59.000	500.000	46.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

		To			
From		1	2	3	4
	1	0.00	0.73	0.14	0.13
	2	0.38	0.03	0.08	0.51
	3	0.21	0.58	0.00	0.20
	4	0.10	0.83	0.08	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
From		1	2	3	4
	1	1.000	1.043	1.017	1.019
	2	1.022	1.026	1.026	1.019
	3	1.017	1.006	1.000	1.001
	4	1.000	1.016	1.022	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
From		1	2	3	4
	1	0.000	4.300	1.700	1.900
	2	2.200	2.600	2.600	1.900
	3	1.700	0.600	0.000	0.100
	4	0.000	1.600	2.200	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
Milton Road	0.60	12.86	1.47	B	416.00	416.00	83.94	12.11	1.40	84.03	12.12

Hambledon Road (S)	0.62	3.97	1.66	A	1508.01	1508.01	98.19	3.91	1.64	98.22	3.91
Elettra Ave	0.97	84.61	18.80	F	840.00	840.00	819.43	58.53	13.66	831.69	59.41
Hambledon Road (N)	0.72	15.48	2.56	C	605.00	605.00	143.75	14.26	2.40	143.98	14.28

Main Results for each time segment

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

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
Milton Road	416.00	104.00	410.53	803.18	1039.75	0.00	710.97	701.22	0.585	0.00	1.37	11.781	B
Hambledon Road (S)	1508.01	377.00	1501.44	1294.46	155.82	0.00	2415.50	2342.32	0.624	0.00	1.64	3.910	A
Elettra Ave	840.00	210.00	795.93	219.00	1438.25	0.00	868.16	430.37	0.968	0.00	11.02	38.287	E
Hambledon Road (N)	605.00	151.25	595.67	986.91	1247.26	0.00	851.03	825.84	0.711	0.00	2.33	13.645	B

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

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
Milton Road	416.00	104.00	415.71	812.78	1064.87	0.00	698.22	701.22	0.596	1.37	1.44	12.720	B
Hambledon Road (S)	1508.01	377.00	1507.96	1322.71	157.88	0.00	2413.93	2342.32	0.625	1.64	1.65	3.973	A
Elettra Ave	840.00	210.00	825.24	220.91	1444.92	0.00	864.57	430.37	0.972	11.02	14.71	65.754	F
Hambledon Road (N)	605.00	151.25	604.40	996.92	1273.25	0.00	839.71	825.84	0.720	2.33	2.48	15.226	C

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

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
Milton Road	416.00	104.00	415.92	813.96	1068.32	0.00	696.47	701.22	0.597	1.44	1.46	12.818	B
Hambledon Road (S)	1508.01	377.00	1507.99	1326.28	157.96	0.00	2413.86	2342.32	0.625	1.65	1.66	3.973	A
Elettra Ave	840.00	210.00	830.56	220.97	1444.97	0.00	864.54	430.37	0.972	14.71	17.07	76.977	F
Hambledon Road (N)	605.00	151.25	604.80	998.05	1277.49	0.00	837.86	825.84	0.722	2.48	2.53	15.404	C

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

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
Milton Road	416.00	104.00	415.96	814.51	1069.89	0.00	695.68	701.22	0.598	1.46	1.47	12.863	B
Hambledon Road (S)	1508.01	377.00	1508.00	1327.87	157.98	0.00	2413.85	2342.32	0.625	1.66	1.66	3.973	A
Elettra Ave	840.00	210.00	833.09	220.99	1444.99	0.00	864.53	430.37	0.972	17.07	18.80	84.614	F
Hambledon Road (N)	605.00	151.25	604.90	998.57	1279.50	0.00	836.99	825.84	0.723	2.53	2.56	15.481	C

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

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Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Milton Road	18.96	1.26	11.781	B	B
Hambledon Road (S)	23.71	1.58	3.910	A	A
Elettra Ave	114.99	7.67	38.287	E	D
Hambledon Road (N)	31.46	2.10	13.645	B	B

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

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Milton Road	21.24	1.42	12.720	B	B
Hambledon Road (S)	24.75	1.65	3.973	A	A
Elettra Ave	195.50	13.03	65.754	F	E
Hambledon Road (N)	36.45	2.43	15.226	C	B

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

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Milton Road	21.77	1.45	12.818	B	B
Hambledon Road (S)	24.85	1.66	3.973	A	A
Elettra Ave	239.37	15.96	76.977	F	E
Hambledon Road (N)	37.66	2.51	15.404	C	B

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

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Milton Road	21.97	1.46	12.863	B	B
Hambledon Road (S)	24.88	1.66	3.973	A	A
Elettra Ave	269.57	17.97	84.614	F	F
Hambledon Road (N)	38.17	2.54	15.481	C	B

ARCADY 8

Version: 8.0.0.296 [27 Feb 2012]

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Filename: Site Access Junction_2012.arc8

Path: J:\26365_BAE_Waterlooville\Technical\Transport\Junction Assessments\Arcady\2012 Base

Report generation date: 08/06/2012 12:31:15

« (Default Analysis Set) - Scenario 1, AM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - Scenario 1			
Elettra Avenue (E)	0.75	3.21	0.43	A
BAE Access	0.02	1.84	0.02	A
Elettra Avenue (W)	0.03	2.29	0.03	A
Waterberry Drive	0.13	2.35	0.12	A

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

"D1 - Scenario 1, AM " model duration: 08:00 - 09:00

"D2 - Scenario 1, PM" model duration: 16:45 - 17:45

Run using ARCADY 8.0.0.296 at 08/06/2012 12:31:14

File summary

File Description

Title	Site Access Junction
Location	BAE Waterlooville
Site Number	
Date	31/05/2012
Version	
Status	(new file)
Identifier	
Client	BAE
Jobnumber	26365
Enumerator	PBAlekeen
Description	

Analysis Options

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

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - Scenario 1, AM

Data Errors and Warnings

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

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		☐				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario 1, AM	Scenario 1	AM		FLAT	08:00	09:00	60	15				☐		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				2.96	A

Junction Network Options

Driving Side	Lighting	Road Surface
Left	Normal/unknown	(Mini-roundabouts only)

Arms

Arms

Name	Name	Description
Elettra Avenue (E)	Elettra Avenue (E)	
BAE Access	BAE Access	
Elettra Avenue (W)	Elettra Avenue (W)	
Waterberry Drive	Waterberry Drive	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Elettra Avenue (E)	0.00	99999.00		0.00
BAE Access	0.00	99999.00		0.00
Elettra Avenue (W)	0.00	99999.00		0.00
Waterberry Drive	0.00	99999.00		0.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Elettra Avenue (E)	3.00	7.40	41.50	25.69	44.00	19.50	
BAE Access	6.20	9.10	11.08	19.46	44.00	24.00	
Elettra Avenue (W)	3.60	7.30	27.90	28.48	44.00	15.50	
Waterberry Drive	3.76	7.50	13.36	55.40	44.00	11.50	

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

Pedestrian Crossings

Name	Crossing Type
Elettra Avenue (E)	None
BAE Access	None
Elettra Avenue (W)	None
Waterberry Drive	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Elettra Avenue (E)		(calculated)	(calculated)	0.703	1994.478
BAE Access		(calculated)	(calculated)	0.775	2402.663
Elettra Avenue (W)		(calculated)	(calculated)	0.709	1999.711
Waterberry Drive		(calculated)	(calculated)	0.699	1902.815

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Elettra Avenue (E)	FLAT	☐	837.00	100.000
BAE Access	FLAT	☐	42.00	100.000
Elettra Avenue (W)	FLAT	☐	52.00	100.000
Waterberry Drive	FLAT	☐	206.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

		To			
		1	2	3	4
From	1	0.000	331.000	112.000	394.000
	2	42.000	0.000	0.000	0.000
	3	48.000	0.000	0.000	4.000
	4	196.000	1.000	9.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.40	0.13	0.47
	2	1.00	0.00	0.00	0.00
	3	0.92	0.00	0.00	0.08
	4	0.95	0.00	0.04	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.017	1.018	1.013
	2	1.000	1.000	1.000	1.000
	3	1.042	1.000	1.000	1.000
	4	1.061	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		1	2	3	4
From	1	0.000	1.700	1.800	1.300
	2	0.000	0.000	0.000	0.000
	3	4.200	0.000	0.000	0.000
	4	6.100	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
Elettra Avenue (E)	0.43	3.21	0.75	A	837.00	837.00	44.38	3.18	0.74	44.39	3.18
BAE Access	0.02	1.84	0.02	A	42.00	42.00	1.28	1.83	0.02	1.28	1.83
Elettra Avenue (W)	0.03	2.29	0.03	A	52.00	52.00	1.98	2.28	0.03	1.98	2.28

Waterberry Drive	0.12	2.35	0.13	A	206.00	206.00	8.03	2.34	0.13	8.03	2.34
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Main Results for each time segment

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

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
Elettra Avenue (E)	837.00	209.25	834.03	285.28	9.97	0.00	1957.61	1942.81	0.428	0.00	0.74	3.196	A
BAE Access	42.00	10.50	41.91	330.82	513.18	0.00	1999.57	1458.03	0.021	0.00	0.02	1.838	A
Elettra Avenue (W)	52.00	13.00	51.87	120.58	434.51	0.00	1624.95	297.25	0.032	0.00	0.03	2.288	A
Waterberry Drive	206.00	51.50	205.46	396.59	89.79	0.00	1737.76	645.93	0.119	0.00	0.13	2.349	A

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

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
Elettra Avenue (E)	837.00	209.25	836.99	286.00	10.00	0.00	1957.60	1942.81	0.428	0.74	0.74	3.211	A
BAE Access	42.00	10.50	42.00	332.00	514.99	0.00	1998.15	1458.03	0.021	0.02	0.02	1.839	A
Elettra Avenue (W)	52.00	13.00	52.00	121.00	435.99	0.00	1623.93	297.25	0.032	0.03	0.03	2.289	A
Waterberry Drive	206.00	51.50	206.00	398.00	90.00	0.00	1737.62	645.93	0.119	0.13	0.13	2.350	A

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

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
Elettra Avenue (E)	837.00	209.25	837.00	286.00	10.00	0.00	1957.60	1942.81	0.428	0.74	0.75	3.211	A
BAE Access	42.00	10.50	42.00	332.00	515.00	0.00	1998.14	1458.03	0.021	0.02	0.02	1.839	A
Elettra Avenue (W)	52.00	13.00	52.00	121.00	436.00	0.00	1623.93	297.25	0.032	0.03	0.03	2.289	A
Waterberry Drive	206.00	51.50	206.00	398.00	90.00	0.00	1737.62	645.93	0.119	0.13	0.13	2.350	A

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

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
Elettra Avenue (E)	837.00	209.25	837.00	286.00	10.00	0.00	1957.60	1942.81	0.428	0.75	0.75	3.211	A
BAE Access	42.00	10.50	42.00	332.00	515.00	0.00	1998.14	1458.03	0.021	0.02	0.02	1.839	A
Elettra Avenue (W)	52.00	13.00	52.00	121.00	436.00	0.00	1623.93	297.25	0.032	0.03	0.03	2.289	A
Waterberry Drive	206.00	51.50	206.00	398.00	90.00	0.00	1737.62	645.93	0.119	0.13	0.13	2.350	A

Queueing Delay Results for each time segment

Queueing Delay results: (08:00-08:15)

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Elettra Avenue (E)	10.86	0.72	3.196	A	A
BAE Access	0.32	0.02	1.838	A	A
Elettra Avenue (W)	0.49	0.03	2.288	A	A
Waterberry Drive	1.98	0.13	2.349	A	A

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

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Elettra Avenue (E)	11.16	0.74	3.211	A	A
BAE Access	0.32	0.02	1.839	A	A
Elettra Avenue (W)	0.50	0.03	2.289	A	A
Waterberry Drive	2.01	0.13	2.350	A	A

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

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Elettra Avenue (E)	11.18	0.75	3.211	A	A
BAE Access	0.32	0.02	1.839	A	A
Elettra Avenue (W)	0.50	0.03	2.289	A	A
Waterberry Drive	2.02	0.13	2.350	A	A

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

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Elettra Avenue (E)	11.18	0.75	3.211	A	A
BAE Access	0.32	0.02	1.839	A	A
Elettra Avenue (W)	0.50	0.03	2.289	A	A
Waterberry Drive	2.02	0.13	2.350	A	A

ARCADY 8

Version: 8.0.0.296 [27 Feb 2012]

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Filename: Site Access Junction_2012.arc8

Path: J:\26365_BAE_Waterlooville\Technical\Transport\Junction Assessments\Arcady\2012 Base

Report generation date: 08/06/2012 12:31:40

« (Default Analysis Set) - Scenario 1, PM

- » Junction Network
- » Arms
- » Traffic Flows
- » Entry Flows
- » Turning Proportions
- » Vehicle Mix
- » Results

Summary of junction performance

	PM			
	Queue (Veh)	Delay (s)	RFC	LOS
A1 - Scenario 1				
Elettra Avenue (E)	0.13	2.10	0.12	A
BAE Access	0.13	1.82	0.11	A
Elettra Avenue (W)	0.10	2.33	0.09	A
Waterberry Drive	0.40	3.14	0.29	A

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

"D1 - Scenario 1, AM" model duration: 08:00 - 09:00

"D2 - Scenario 1, PM " model duration: 16:45 - 17:45

Run using ARCADY 8.0.0.296 at 08/06/2012 12:31:39

File summary

File Description

Title	Site Access Junction
Location	BAE Waterlooville
Site Number	
Date	31/05/2012
Version	
Status	(new file)
Identifier	
Client	BAE
Jobnumber	26365
Enumerator	PBAlekeen
Description	

Analysis Options

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

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - Scenario 1, PM

Data Errors and Warnings

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

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		☐				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Scenario 1, PM	Scenario 1	PM		FLAT	16:45	17:45	60	15				☐		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Roundabout	1,2,3,4				2.51	A

Junction Network Options

Driving Side	Lighting	Road Surface
Left	Normal/unknown	(Mini-roundabouts only)

Arms

Arms

Name	Name	Description
Elettra Avenue (E)	Elettra Avenue (E)	
BAE Access	BAE Access	
Elettra Avenue (W)	Elettra Avenue (W)	
Waterberry Drive	Waterberry Drive	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Elettra Avenue (E)	0.00	99999.00		0.00
BAE Access	0.00	99999.00		0.00
Elettra Avenue (W)	0.00	99999.00		0.00
Waterberry Drive	0.00	99999.00		0.00

Roundabout Geometry

Name	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
Elettra Avenue (E)	3.00	7.40	41.50	25.69	44.00	19.50	
BAE Access	6.20	9.10	11.08	19.46	44.00	24.00	
Elettra Avenue (W)	3.60	7.30	27.90	28.48	44.00	15.50	
Waterberry Drive	3.76	7.50	13.36	55.40	44.00	11.50	

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

Pedestrian Crossings

Name	Crossing Type
Elettra Avenue (E)	None
BAE Access	None
Elettra Avenue (W)	None
Waterberry Drive	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Elettra Avenue (E)		(calculated)	(calculated)	0.703	1994.478
BAE Access		(calculated)	(calculated)	0.775	2402.663
Elettra Avenue (W)		(calculated)	(calculated)	0.709	1999.711
Waterberry Drive		(calculated)	(calculated)	0.699	1902.815

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

Name	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
Elettra Avenue (E)	FLAT	☐	224.00	100.000
BAE Access	FLAT	☐	253.00	100.000
Elettra Avenue (W)	FLAT	☐	150.00	100.000
Waterberry Drive	FLAT	☐	461.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - (untitled) (for whole period)

		To			
		1	2	3	4
From	1	0.000	32.000	29.000	163.000
	2	250.000	0.000	3.000	0.000
	3	147.000	0.000	0.000	3.000
	4	439.000	0.000	22.000	0.000

Turning Proportions (Veh) - (untitled) (for whole period)

		To			
		1	2	3	4
From	1	0.00	0.14	0.13	0.73
	2	0.99	0.00	0.01	0.00
	3	0.98	0.00	0.00	0.02
	4	0.95	0.00	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - (untitled) (for whole period)

		To			
		1	2	3	4
From	1	1.000	1.000	1.069	1.018
	2	1.004	1.000	1.000	1.000
	3	1.007	1.000	1.000	1.000
	4	1.011	1.000	1.000	1.000

Heavy Vehicle Percentages - (untitled) (for whole period)

		To			
		1	2	3	4
From	1	0.000	0.000	6.900	1.800
	2	0.400	0.000	0.000	0.000
	3	0.700	0.000	0.000	0.000
	4	1.100	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
Elettra Avenue (E)	0.12	2.10	0.13	A	224.00	224.00	7.81	2.09	0.13	7.81	2.09
BAE Access	0.11	1.82	0.13	A	253.00	253.00	7.67	1.82	0.13	7.67	1.82
Elettra Avenue (W)	0.09	2.33	0.10	A	150.00	150.00	5.81	2.32	0.10	5.81	2.32

Waterberry Drive	0.29	3.14	0.40	A	461.00	461.00	23.94	3.12	0.40	23.94	3.12
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Main Results for each time segment

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

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
Elettra Avenue (E)	224.00	56.00	223.48	833.59	21.92	0.00	1936.41	1919.00	0.116	0.00	0.13	2.101	A
BAE Access	253.00	63.25	252.49	31.93	213.48	0.00	2224.67	1054.81	0.114	0.00	0.13	1.824	A
Elettra Avenue (W)	150.00	37.50	149.61	53.85	412.12	0.00	1693.06	247.82	0.089	0.00	0.10	2.332	A
Waterberry Drive	461.00	115.25	459.40	165.61	396.11	0.00	1607.58	989.73	0.287	0.00	0.40	3.131	A

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

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
Elettra Avenue (E)	224.00	56.00	224.00	836.00	22.00	0.00	1936.36	1919.00	0.116	0.13	0.13	2.102	A
BAE Access	253.00	63.25	253.00	32.00	214.00	0.00	2224.26	1054.81	0.114	0.13	0.13	1.825	A
Elettra Avenue (W)	150.00	37.50	150.00	54.00	413.00	0.00	1692.43	247.82	0.089	0.10	0.10	2.333	A
Waterberry Drive	461.00	115.25	460.99	166.00	397.00	0.00	1606.97	989.73	0.287	0.40	0.40	3.140	A

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

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
Elettra Avenue (E)	224.00	56.00	224.00	836.00	22.00	0.00	1936.36	1919.00	0.116	0.13	0.13	2.102	A
BAE Access	253.00	63.25	253.00	32.00	214.00	0.00	2224.26	1054.81	0.114	0.13	0.13	1.825	A
Elettra Avenue (W)	150.00	37.50	150.00	54.00	413.00	0.00	1692.43	247.82	0.089	0.10	0.10	2.333	A
Waterberry Drive	461.00	115.25	461.00	166.00	397.00	0.00	1606.97	989.73	0.287	0.40	0.40	3.140	A

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

Name	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
Elettra Avenue (E)	224.00	56.00	224.00	836.00	22.00	0.00	1936.36	1919.00	0.116	0.13	0.13	2.102	A
BAE Access	253.00	63.25	253.00	32.00	214.00	0.00	2224.26	1054.81	0.114	0.13	0.13	1.825	A
Elettra Avenue (W)	150.00	37.50	150.00	54.00	413.00	0.00	1692.43	247.82	0.089	0.10	0.10	2.333	A
Waterberry Drive	461.00	115.25	461.00	166.00	397.00	0.00	1606.97	989.73	0.287	0.40	0.40	3.140	A

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Elettra Avenue (E)	1.93	0.13	2.101	A	A
BAE Access	1.90	0.13	1.824	A	A
Elettra Avenue (W)	1.43	0.10	2.332	A	A
Waterberry Drive	5.88	0.39	3.131	A	A

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

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Elettra Avenue (E)	1.96	0.13	2.102	A	A
BAE Access	1.92	0.13	1.825	A	A
Elettra Avenue (W)	1.46	0.10	2.333	A	A
Waterberry Drive	6.01	0.40	3.140	A	A

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

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Elettra Avenue (E)	1.96	0.13	2.102	A	A
BAE Access	1.92	0.13	1.825	A	A
Elettra Avenue (W)	1.46	0.10	2.333	A	A
Waterberry Drive	6.02	0.40	3.140	A	A

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

Name	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Elettra Avenue (E)	1.96	0.13	2.102	A	A
BAE Access	1.92	0.13	1.825	A	A
Elettra Avenue (W)	1.46	0.10	2.333	A	A
Waterberry Drive	6.03	0.40	3.140	A	A