

APPENDIX G

Junctions 8												
PICADY 8 - Priority Intersection Module												
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Filename: Site Access - Barton Road Junction.arc8

Path: P:\14-018 Land South of Barton Rd Havant\Trans\Picady

Report generation date: 16/11/2015 14:30:57

» (Default Analysis Set) - 2020 + Dev, AM

» (Default Analysis Set) - 2020 + Dev, PM

Summary of junction performance

	AM						PM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
A1 - 2020 + Dev												
Stream B-C	0.08	7.95	0.07	A	10.54	B	0.04	7.34	0.04	A	8.82	A
Stream B-A	0.16	13.91	0.14	B			0.08	12.94	0.07	B		
Stream C-A	-	-	-	-			-	-	-	-		
Stream C-B	0.02	6.76	0.02	A			0.06	6.91	0.06	A		
Stream A-B	-	-	-	-			-	-	-	-		
Stream A-C	-	-	-	-			-	-	-	-		

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D7 - 2020 + Dev, AM" model duration: 07:45 - 09:15

"D8 - 2020 + Dev, PM" model duration: 16:15 - 17:45

Run using Junctions 8.0.4.487 at 16/11/2015 14:30:57

File summary

Title	Eastleigh Road / Bartons Road
Location	Havant
Site Number	
Date	07/07/2015
Version	
Status	
Identifier	
Client	Chidden Farms
Jobnumber	14-018
Enumerator	JDO
Description	

Analysis Options

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

Units

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

(Default Analysis Set) - 2020 + Dev, 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)	N/A			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
2020 + Dev, AM	2020 + Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	10.54	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bartons Road (E)		Major
B	B	Site Access		Minor
C	C	Bartons Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00	✓	3.50	180.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.25	3.25								120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	592.563	0.103	0.261	0.164	0.373
1	B-C	716.988	0.105	0.266	-	-
1	C-B	774.158	0.287	0.287	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	724.00	100.000
B	ONE HOUR	✓	72.00	100.000
C	ONE HOUR	✓	456.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	14.000	710.000
	B	39.000	0.000	33.000
	C	444.000	12.000	0.000

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

	To			
		A	B	C
From	A	0.00	0.02	0.98
	B	0.54	0.00	0.46
	C	0.97	0.03	0.00

Vehicle Mix

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

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	7.95	0.08	A
B-A	0.14	13.91	0.16	B
C-A	-	-	-	-
C-B	0.02	6.76	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	24.84	24.66	0.00	563.15	0.044	0.05	6.684	A
B-A	29.36	29.04	0.00	393.76	0.075	0.08	9.863	A
C-A	334.27	334.27	0.00	-	-	-	-	-
C-B	9.03	8.98	0.00	617.78	0.015	0.01	5.913	A
A-B	10.54	10.54	0.00	-	-	-	-	-
A-C	534.53	534.53	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	29.67	29.62	0.00	532.47	0.056	0.06	7.158	A
B-A	35.06	34.95	0.00	355.15	0.099	0.11	11.239	B
C-A	399.15	399.15	0.00	-	-	-	-	-
C-B	10.79	10.77	0.00	587.43	0.018	0.02	6.242	A
A-B	12.59	12.59	0.00	-	-	-	-	-
A-C	638.28	638.28	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	36.33	36.25	0.00	489.41	0.074	0.08	7.944	A
B-A	42.94	42.72	0.00	301.80	0.142	0.16	13.884	B
C-A	488.85	488.85	0.00	-	-	-	-	-
C-B	13.21	13.19	0.00	545.46	0.024	0.02	6.762	A
A-B	15.41	15.41	0.00	-	-	-	-	-
A-C	781.72	781.72	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	36.33	36.33	0.00	489.32	0.074	0.08	7.946	A
B-A	42.94	42.93	0.00	301.79	0.142	0.16	13.906	B
C-A	488.85	488.85	0.00	-	-	-	-	-
C-B	13.21	13.21	0.00	545.46	0.024	0.02	6.762	A
A-B	15.41	15.41	0.00	-	-	-	-	-
A-C	781.72	781.72	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	29.67	29.75	0.00	532.34	0.056	0.06	7.163	A
B-A	35.06	35.27	0.00	355.14	0.099	0.11	11.263	B
C-A	399.15	399.15	0.00	-	-	-	-	-
C-B	10.79	10.81	0.00	587.43	0.018	0.02	6.242	A
A-B	12.59	12.59	0.00	-	-	-	-	-
A-C	638.28	638.28	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	24.84	24.90	0.00	562.99	0.044	0.05	6.690	A
B-A	29.36	29.48	0.00	393.73	0.075	0.08	9.887	A
C-A	334.27	334.27	0.00	-	-	-	-	-
C-B	9.03	9.05	0.00	617.78	0.015	0.01	5.913	A
A-B	10.54	10.54	0.00	-	-	-	-	-
A-C	534.53	534.53	0.00	-	-	-	-	-

(Default Analysis Set) - 2020 + Dev, 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)	N/A			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
2020 + Dev, PM	2020 + Dev	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	8.82	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bartons Road (E)		Major
B	B	Site Access		Minor
C	C	Bartons Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.00		0.00	✓	3.50	180.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.25	3.25								120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	592.563	0.103	0.261	0.164	0.373
1	B-C	716.988	0.105	0.266	-	-
1	C-B	774.158	0.287	0.287	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	698.00	100.000
B	ONE HOUR	✓	37.00	100.000
C	ONE HOUR	✓	503.00	100.000

Turning Proportions

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

	To			
		A	B	C
From	A	0.000	35.000	663.000
	B	20.000	0.000	17.000
	C	473.000	30.000	0.000

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

	To			
		A	B	C
From	A	0.00	0.05	0.95
	B	0.54	0.00	0.46
	C	0.94	0.06	0.00

Vehicle Mix

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

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	7.34	0.04	A
B-A	0.07	12.94	0.08	B
C-A	-	-	-	-
C-B	0.06	6.91	0.06	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	12.80	12.71	0.00	576.02	0.022	0.02	6.391	A
B-A	15.06	14.90	0.00	392.73	0.038	0.04	9.524	A
C-A	356.10	356.10	0.00	-	-	-	-	-
C-B	22.59	22.44	0.00	623.39	0.036	0.04	5.988	A
A-B	26.35	26.35	0.00	-	-	-	-	-
A-C	499.14	499.14	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	15.28	15.26	0.00	548.19	0.028	0.03	6.754	A
B-A	17.98	17.93	0.00	353.88	0.051	0.05	10.714	B
C-A	425.22	425.22	0.00	-	-	-	-	-
C-B	26.97	26.93	0.00	594.13	0.045	0.05	6.346	A
A-B	31.46	31.46	0.00	-	-	-	-	-
A-C	596.02	596.02	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	18.72	18.68	0.00	509.37	0.037	0.04	7.336	A
B-A	22.02	21.92	0.00	300.24	0.073	0.08	12.931	B
C-A	520.78	520.78	0.00	-	-	-	-	-
C-B	33.03	32.97	0.00	553.67	0.060	0.06	6.913	A
A-B	38.54	38.54	0.00	-	-	-	-	-
A-C	729.98	729.98	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	18.72	18.72	0.00	509.32	0.037	0.04	7.336	A
B-A	22.02	22.02	0.00	300.22	0.073	0.08	12.939	B
C-A	520.78	520.78	0.00	-	-	-	-	-
C-B	33.03	33.03	0.00	553.67	0.060	0.06	6.913	A
A-B	38.54	38.54	0.00	-	-	-	-	-
A-C	729.98	729.98	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	15.28	15.32	0.00	548.13	0.028	0.03	6.756	A
B-A	17.98	18.08	0.00	353.85	0.051	0.05	10.726	B
C-A	425.22	425.22	0.00	-	-	-	-	-
C-B	26.97	27.03	0.00	594.13	0.045	0.05	6.348	A
A-B	31.46	31.46	0.00	-	-	-	-	-
A-C	596.02	596.02	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	12.80	12.82	0.00	575.93	0.022	0.02	6.392	A
B-A	15.06	15.11	0.00	392.66	0.038	0.04	9.536	A
C-A	356.10	356.10	0.00	-	-	-	-	-
C-B	22.59	22.63	0.00	623.39	0.036	0.04	5.992	A
A-B	26.35	26.35	0.00	-	-	-	-	-
A-C	499.14	499.14	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]

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Filename: Horndean Road Junction.arc8

Path: P:\14-018 Land South of Barton Rd Havant\Trans\Picady

Report generation date: 16/11/2015 15:37:49

-
- » (Default Analysis Set) - 2015 Base, AM
 - » (Default Analysis Set) - 2015 Base, PM
 - » (Default Analysis Set) - 2020 Do Min, AM
 - » (Default Analysis Set) - 2020 Do Min, PM
 - » (Default Analysis Set) - 2020 + Dev, AM
 - » (Default Analysis Set) - 2020 + Dev, PM

Summary of junction performance

	AM						PM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	A1 - 2015 Base											
Stream B-ACD	13.73	113.79	0.99	F	66.03	F	5.26	52.07	0.86	F	66.34	F
Stream A-B	-	-	-	-			-	-	-	-		
Stream A-C	-	-	-	-			-	-	-	-		
Stream A-D	0.16	7.31	0.14	A			0.07	6.63	0.06	A		
Stream D-ABC	1.24	21.11	0.56	C			9.78	98.26	0.96	F		
Stream C-D	-	-	-	-			-	-	-	-		
Stream C-A	-	-	-	-			-	-	-	-		
Stream C-B	0.24	7.20	0.19	A			0.14	6.98	0.13	A		
	A1 - 2020 + Dev											
Stream B-ACD	32.05	227.42	1.11	F	126.15	F	11.27	100.24	0.97	F	128.03	F
Stream A-B	-	-	-	-			-	-	-	-		
Stream A-C	-	-	-	-			-	-	-	-		
Stream A-D	0.19	7.75	0.16	A			0.08	6.85	0.07	A		
Stream D-ABC	1.65	26.35	0.63	D			22.84	194.88	1.07	F		
Stream C-D	-	-	-	-			-	-	-	-		
Stream C-A	-	-	-	-			-	-	-	-		
Stream C-B	0.27	7.53	0.22	A			0.19	7.47	0.16	A		
	A1 - 2020 Do Min											
Stream B-ACD	28.66	206.96	1.09	F	115.31	F	10.25	92.43	0.96	F	121.44	F
Stream A-B	-	-	-	-			-	-	-	-		
Stream A-C	-	-	-	-			-	-	-	-		
Stream A-D	0.19	7.70	0.16	A			0.07	6.84	0.07	A		
Stream D-ABC	1.60	25.65	0.63	D			21.42	185.12	1.06	F		
Stream C-D	-	-	-	-			-	-	-	-		
Stream C-A	-	-	-	-			-	-	-	-		
Stream C-B	0.27	7.47	0.21	A			0.16	7.30	0.14	A		

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - 2015 Base, AM" model duration: 07:45 - 09:15

"D2 - 2015 Base, PM" model duration: 16:15 - 17:45

"D3 - 2020 Do Min, AM" model duration: 07:45 - 09:15

"D4 - 2020 Do Min, PM" model duration: 16:15 - 17:45

"D5 - 2020 + Dev, AM" model duration: 07:45 - 09:15

"D6 - 2020 + Dev, PM" model duration: 16:15 - 17:45

Run using Junctions 8.0.4.487 at 16/11/2015 15:37:47

File summary

Title	Bartons Road / Horndean Road / EC Road
Location	Havant
Site Number	
Date	07/07/2015
Version	
Status	
Identifier	
Client	Chidden Farms
Jobnumber	14-018
Enumerator	JDO
Description	

Analysis Options

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

Units

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

(Default Analysis Set) - 2015 Base, 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)	N/A			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
2015 Base, AM	2015 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Bartons Road / Horndean Road	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	66.03	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Horndean Road (S)		Major
B	B	Bartons Road		Minor
C	C	Horndean Road (N)		Major
D	D	Emsworth Common Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	10.80		0.00	✓	3.20	130.00		
C	10.70	✓	3.20	✓	3.20	126.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										62	85
D	One lane	3.00										42	85

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	719.908	-	-	-	0.221	0.221	0.221	-	0.221	-	-
1	B-AD	578.630	0.078	0.198	-	-	-	0.124	0.283	0.124	0.078	0.198
1	B-C	677.447	0.083	0.209	-	-	-	-	-	-	0.083	0.209
1	C-B	717.339	0.221	0.221	-	-	-	-	-	-	0.221	0.221
1	D-A	677.447	-	-	-	0.208	0.082	0.208	-	0.082	-	-
1	D-BC	533.201	0.122	0.122	0.277	0.194	0.077	0.194	-	0.077	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	275.00	100.000
B	ONE HOUR	✓	408.00	100.000
C	ONE HOUR	✓	270.00	100.000
D	ONE HOUR	✓	197.00	100.000

Turning Proportions

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

	To				
From		A	B	C	D
	A	0.000	0.000	202.000	73.000
	B	174.000	0.000	0.000	234.000
	C	162.000	108.000	0.000	0.000
	D	0.000	142.000	55.000	0.000

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

	To				
From		A	B	C	D
	A	0.00	0.00	0.73	0.27
	B	0.43	0.00	0.00	0.57
	C	0.60	0.40	0.00	0.00
	D	0.00	0.72	0.28	0.00

Vehicle Mix

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

	To				
From		A	B	C	D
	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.99	113.79	13.73	F
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.14	7.31	0.16	A
D-ABC	0.56	21.11	1.24	C
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.19	7.20	0.24	A

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	307.16	300.92	0.00	493.85	0.622	1.56	18.129	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	152.08	152.08	0.00	-	-	-	-	-
A-D	54.96	54.58	0.00	625.21	0.088	0.10	6.304	A
D-ABC	148.31	146.30	0.00	436.71	0.340	0.50	12.313	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	121.96	121.96	0.00	-	-	-	-	-
C-B	81.31	80.74	0.00	650.92	0.125	0.14	6.306	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	366.78	361.27	0.00	477.01	0.769	2.94	29.697	D
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	181.59	181.59	0.00	-	-	-	-	-
A-D	65.63	65.53	0.00	605.45	0.108	0.12	6.668	A
D-ABC	177.10	176.24	0.00	417.08	0.425	0.72	14.891	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	145.63	145.63	0.00	-	-	-	-	-
C-B	97.09	96.94	0.00	637.59	0.152	0.18	6.657	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	449.22	420.85	0.00	454.12	0.989	10.03	74.354	F
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	222.41	222.41	0.00	-	-	-	-	-
A-D	80.37	80.22	0.00	578.82	0.139	0.16	7.218	A
D-ABC	216.90	215.00	0.00	390.46	0.556	1.19	20.291	C
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	178.37	178.37	0.00	-	-	-	-	-
C-B	118.91	118.68	0.00	619.57	0.192	0.24	7.183	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	449.22	434.40	0.00	453.84	0.990	13.73	113.791	F
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	222.41	222.41	0.00	-	-	-	-	-
A-D	80.37	80.36	0.00	572.56	0.140	0.16	7.313	A
D-ABC	216.90	216.72	0.00	386.82	0.561	1.24	21.111	C
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	178.37	178.37	0.00	-	-	-	-	-
C-B	118.91	118.91	0.00	619.15	0.192	0.24	7.195	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	366.78	406.00	0.00	476.57	0.770	3.93	62.247	F
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	181.59	181.59	0.00	-	-	-	-	-
A-D	65.63	65.77	0.00	594.70	0.110	0.13	6.810	A
D-ABC	177.10	178.94	0.00	410.83	0.431	0.78	15.646	C
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	145.63	145.63	0.00	-	-	-	-	-
C-B	97.09	97.31	0.00	636.94	0.152	0.18	6.675	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	307.16	315.94	0.00	493.30	0.623	1.74	21.187	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	152.08	152.08	0.00	-	-	-	-	-
A-D	54.96	55.07	0.00	621.74	0.088	0.10	6.355	A
D-ABC	148.31	149.31	0.00	434.58	0.341	0.53	12.663	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	121.96	121.96	0.00	-	-	-	-	-
C-B	81.31	81.46	0.00	650.23	0.125	0.14	6.330	A

(Default Analysis Set) - 2015 Base, 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)	N/A			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
2015 Base, PM	2015 Base	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Bartons Road / Horndean Road	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	66.34	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Horndean Road (S)		Major
B	B	Bartons Road		Minor
C	C	Horndean Road (N)		Major
D	D	Emsworth Common Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	10.80		0.00	✓	3.20	130.00		
C	10.70	✓	3.20	✓	3.20	126.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										62	85
D	One lane	3.00										42	85

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	719.908	-	-	-	0.221	0.221	0.221	-	0.221	-	-
1	B-AD	578.630	0.078	0.198	-	-	-	0.124	0.283	0.124	0.078	0.198
1	B-C	677.447	0.083	0.209	-	-	-	-	-	-	0.083	0.209
1	C-B	717.339	0.221	0.221	-	-	-	-	-	-	0.221	0.221
1	D-A	677.447	-	-	-	0.208	0.082	0.208	-	0.082	-	-
1	D-BC	533.201	0.122	0.122	0.277	0.194	0.077	0.194	-	0.077	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	187.00	100.000
B	ONE HOUR	✓	355.00	100.000
C	ONE HOUR	✓	273.00	100.000
D	ONE HOUR	✓	345.00	100.000

Turning Proportions

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

	To				
From		A	B	C	D
	A	0.000	0.000	154.000	33.000
	B	216.000	0.000	0.000	139.000
	C	206.000	67.000	0.000	0.000
	D	0.000	266.000	79.000	0.000

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

	To				
From		A	B	C	D
	A	0.00	0.00	0.82	0.18
	B	0.61	0.00	0.00	0.39
	C	0.75	0.25	0.00	0.00
	D	0.00	0.77	0.23	0.00

Vehicle Mix

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

	To				
From		A	B	C	D
	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.86	52.07	5.26	F
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.06	6.63	0.07	A
D-ABC	0.96	98.26	9.78	F
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.13	6.98	0.14	A

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	267.26	262.73	0.00	494.72	0.540	1.13	15.241	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	115.94	115.94	0.00	-	-	-	-	-
A-D	24.84	24.68	0.00	626.70	0.040	0.04	5.978	A
D-ABC	259.73	254.33	0.00	442.40	0.587	1.35	18.652	C
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	155.09	155.09	0.00	-	-	-	-	-
C-B	50.44	50.10	0.00	634.28	0.080	0.09	6.160	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	319.14	316.13	0.00	477.76	0.668	1.88	21.850	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	138.44	138.44	0.00	-	-	-	-	-
A-D	29.67	29.63	0.00	607.61	0.049	0.05	6.228	A
D-ABC	310.15	305.76	0.00	424.06	0.731	2.45	29.331	D
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	185.19	185.19	0.00	-	-	-	-	-
C-B	60.23	60.15	0.00	616.96	0.098	0.11	6.465	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	390.86	379.94	0.00	454.75	0.860	4.62	42.813	E
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	169.56	169.56	0.00	-	-	-	-	-
A-D	36.33	36.27	0.00	581.94	0.062	0.07	6.597	A
D-ABC	379.85	359.49	0.00	399.24	0.951	7.54	68.496	F
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	226.81	226.81	0.00	-	-	-	-	-
C-B	73.77	73.64	0.00	593.70	0.124	0.14	6.920	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	390.86	388.30	0.00	452.57	0.864	5.26	52.065	F
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	169.56	169.56	0.00	-	-	-	-	-
A-D	36.33	36.33	0.00	579.52	0.063	0.07	6.626	A
D-ABC	379.85	370.87	0.00	397.60	0.955	9.78	98.257	F
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	226.81	226.81	0.00	-	-	-	-	-
C-B	73.77	73.76	0.00	589.20	0.125	0.14	6.983	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	319.14	331.32	0.00	474.14	0.673	2.21	26.988	D
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	138.44	138.44	0.00	-	-	-	-	-
A-D	29.67	29.72	0.00	603.97	0.049	0.05	6.271	A
D-ABC	310.15	336.62	0.00	421.59	0.736	3.17	49.995	E
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	185.19	185.19	0.00	-	-	-	-	-
C-B	60.23	60.36	0.00	609.50	0.099	0.11	6.556	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	267.26	271.20	0.00	493.26	0.542	1.23	16.486	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	115.94	115.94	0.00	-	-	-	-	-
A-D	24.84	24.89	0.00	624.75	0.040	0.04	6.001	A
D-ABC	259.73	266.38	0.00	441.03	0.589	1.50	21.319	C
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	155.09	155.09	0.00	-	-	-	-	-
C-B	50.44	50.53	0.00	631.48	0.080	0.09	6.199	A

(Default Analysis Set) - 2020 Do Min, 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)	N/A			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
2020 Do Min, AM	2020 Do Min	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Bartons Road / Horndean Road	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	115.31	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Horndean Road (S)		Major
B	B	Bartons Road		Minor
C	C	Horndean Road (N)		Major
D	D	Emsworth Common Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	10.80		0.00	✓	3.20	130.00		
C	10.70	✓	3.20	✓	3.20	126.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										62	85
D	One lane	3.00										42	85

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	719.908	-	-	-	0.221	0.221	0.221	-	0.221	-	-
1	B-AD	578.630	0.078	0.198	-	-	-	0.124	0.283	0.124	0.078	0.198
1	B-C	677.447	0.083	0.209	-	-	-	-	-	-	0.083	0.209
1	C-B	717.339	0.221	0.221	-	-	-	-	-	-	0.221	0.221
1	D-A	677.447	-	-	-	0.208	0.082	0.208	-	0.082	-	-
1	D-BC	533.201	0.122	0.122	0.277	0.194	0.077	0.194	-	0.077	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	301.00	100.000
B	ONE HOUR	✓	438.00	100.000
C	ONE HOUR	✓	291.00	100.000
D	ONE HOUR	✓	211.00	100.000

Turning Proportions

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

	To	A	B	C	D
From	A	0.000	0.000	221.000	80.000
	B	187.000	0.000	0.000	251.000
	C	174.000	117.000	0.000	0.000
	D	0.000	152.000	59.000	0.000

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

	To				
		A	B	C	D
From	A	0.00	0.00	0.73	0.27
	B	0.43	0.00	0.00	0.57
	C	0.60	0.40	0.00	0.00
	D	0.00	0.72	0.28	0.00

Vehicle Mix

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

	To				
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	1.09	206.96	28.66	F
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.16	7.70	0.19	A
D-ABC	0.63	25.65	1.60	D
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.21	7.47	0.27	A

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	329.75	321.94	0.00	486.80	0.677	1.95	20.963	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	166.38	166.38	0.00	-	-	-	-	-
A-D	60.23	59.80	0.00	618.23	0.097	0.11	6.443	A
D-ABC	158.85	156.55	0.00	428.86	0.370	0.57	13.115	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	131.00	131.00	0.00	-	-	-	-	-
C-B	88.08	87.46	0.00	645.43	0.136	0.16	6.445	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	393.75	384.77	0.00	468.54	0.840	4.20	39.158	E
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	198.67	198.67	0.00	-	-	-	-	-
A-D	71.92	71.80	0.00	596.77	0.121	0.14	6.855	A
D-ABC	189.68	188.61	0.00	407.50	0.465	0.84	16.361	C
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	156.42	156.42	0.00	-	-	-	-	-
C-B	105.18	105.01	0.00	630.96	0.167	0.20	6.843	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	482.25	428.32	0.00	443.73	1.087	17.68	113.433	F
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	243.33	243.33	0.00	-	-	-	-	-
A-D	88.08	87.90	0.00	567.50	0.155	0.18	7.500	A
D-ABC	232.32	229.71	0.00	378.33	0.614	1.49	23.800	C
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	191.58	191.58	0.00	-	-	-	-	-
C-B	128.82	128.56	0.00	611.43	0.211	0.26	7.452	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	482.25	438.33	0.00	443.36	1.088	28.66	206.963	F
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	243.33	243.33	0.00	-	-	-	-	-
A-D	88.08	88.06	0.00	555.60	0.159	0.19	7.699	A
D-ABC	232.32	231.91	0.00	371.43	0.625	1.60	25.654	D
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	191.58	191.58	0.00	-	-	-	-	-
C-B	128.82	128.81	0.00	610.85	0.211	0.27	7.467	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	393.75	452.18	0.00	467.96	0.841	14.05	176.092	F
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	198.67	198.67	0.00	-	-	-	-	-
A-D	71.92	72.09	0.00	573.20	0.125	0.14	7.188	A
D-ABC	189.68	192.22	0.00	393.85	0.482	0.96	18.070	C
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	156.42	156.42	0.00	-	-	-	-	-
C-B	105.18	105.44	0.00	630.06	0.167	0.20	6.864	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	329.75	376.69	0.00	486.14	0.678	2.32	43.429	E
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	166.38	166.38	0.00	-	-	-	-	-
A-D	60.23	60.36	0.00	605.83	0.099	0.11	6.600	A
D-ABC	158.85	160.22	0.00	421.57	0.377	0.62	13.848	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	131.00	131.00	0.00	-	-	-	-	-
C-B	88.08	88.25	0.00	644.58	0.137	0.16	6.472	A

(Default Analysis Set) - 2020 Do Min, 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)	N/A			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
2020 Do Min, PM	2020 Do Min	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Bartons Road / Horndean Road	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	121.44	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Horndean Road (S)		Major
B	B	Bartons Road		Minor
C	C	Horndean Road (N)		Major
D	D	Emsworth Common Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	10.80		0.00	✓	3.20	130.00		
C	10.70	✓	3.20	✓	3.20	126.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										62	85
D	One lane	3.00										42	85

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	719.908	-	-	-	0.221	0.221	0.221	-	0.221	-	-
1	B-AD	578.630	0.078	0.198	-	-	-	0.124	0.283	0.124	0.078	0.198
1	B-C	677.447	0.083	0.209	-	-	-	-	-	-	0.083	0.209
1	C-B	717.339	0.221	0.221	-	-	-	-	-	-	0.221	0.221
1	D-A	677.447	-	-	-	0.208	0.082	0.208	-	0.082	-	-
1	D-BC	533.201	0.122	0.122	0.277	0.194	0.077	0.194	-	0.077	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	202.00	100.000
B	ONE HOUR	✓	383.00	100.000
C	ONE HOUR	✓	296.00	100.000
D	ONE HOUR	✓	372.00	100.000

Turning Proportions

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

	To				
From		A	B	C	D
	A	0.000	0.000	166.000	36.000
	B	233.000	0.000	0.000	150.000
	C	222.000	74.000	0.000	0.000
	D	0.000	287.000	85.000	0.000

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

	To				
From		A	B	C	D
	A	0.00	0.00	0.82	0.18
	B	0.61	0.00	0.00	0.39
	C	0.75	0.25	0.00	0.00
	D	0.00	0.77	0.23	0.00

Vehicle Mix

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

	To				
From		A	B	C	D
	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.96	92.43	10.25	F
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.07	6.84	0.07	A
D-ABC	1.06	185.12	21.42	F
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.14	7.30	0.16	A

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	288.34	282.82	0.00	487.81	0.591	1.38	17.139	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	124.97	124.97	0.00	-	-	-	-	-
A-D	27.10	26.92	0.00	619.39	0.044	0.05	6.075	A
D-ABC	280.06	273.31	0.00	435.21	0.644	1.69	21.444	C
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	167.13	167.13	0.00	-	-	-	-	-
C-B	55.71	55.32	0.00	627.78	0.089	0.10	6.284	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	344.31	339.85	0.00	469.36	0.734	2.49	26.861	D
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	149.23	149.23	0.00	-	-	-	-	-
A-D	32.36	32.32	0.00	598.66	0.054	0.06	6.356	A
D-ABC	334.42	327.41	0.00	415.32	0.805	3.44	38.079	E
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	199.57	199.57	0.00	-	-	-	-	-
C-B	66.52	66.42	0.00	608.91	0.109	0.12	6.636	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	421.69	400.69	0.00	444.22	0.949	7.74	63.197	F
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	182.77	182.77	0.00	-	-	-	-	-
A-D	39.64	39.57	0.00	570.71	0.069	0.07	6.777	A
D-ABC	409.58	369.28	0.00	388.35	1.055	13.52	105.446	F
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	244.43	244.43	0.00	-	-	-	-	-
C-B	81.48	81.32	0.00	583.33	0.140	0.16	7.169	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	421.69	411.66	0.00	439.92	0.959	10.25	92.426	F
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	182.77	182.77	0.00	-	-	-	-	-
A-D	39.64	39.63	0.00	566.07	0.070	0.07	6.837	A
D-ABC	409.58	377.97	0.00	385.22	1.063	21.42	185.117	F
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	244.43	244.43	0.00	-	-	-	-	-
C-B	81.48	81.46	0.00	574.42	0.142	0.16	7.302	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	344.31	371.90	0.00	460.96	0.747	3.35	47.693	E
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	149.23	149.23	0.00	-	-	-	-	-
A-D	32.36	32.43	0.00	590.83	0.055	0.06	6.449	A
D-ABC	334.42	392.50	0.00	410.03	0.816	6.90	141.510	F
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	199.57	199.57	0.00	-	-	-	-	-
C-B	66.52	66.67	0.00	591.46	0.112	0.13	6.860	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	288.34	295.61	0.00	484.75	0.595	1.54	19.695	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	124.97	124.97	0.00	-	-	-	-	-
A-D	27.10	27.15	0.00	616.43	0.044	0.05	6.108	A
D-ABC	280.06	299.79	0.00	433.16	0.647	1.97	30.248	D
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	167.13	167.13	0.00	-	-	-	-	-
C-B	55.71	55.83	0.00	621.68	0.090	0.10	6.362	A

(Default Analysis Set) - 2020 + Dev, 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)	N/A			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
2020 + Dev, AM	2020 + Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Bartons Road / Horndean Road	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	126.15	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Horndean Road (S)		Major
B	B	Bartons Road		Minor
C	C	Horndean Road (N)		Major
D	D	Emsworth Common Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	10.80		0.00	✓	3.20	130.00		
C	10.70	✓	3.20	✓	3.20	126.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										62	85
D	One lane	3.00										42	85

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	719.908	-	-	-	0.221	0.221	0.221	-	0.221	-	-
1	B-AD	578.630	0.078	0.198	-	-	-	0.124	0.283	0.124	0.078	0.198
1	B-C	677.447	0.083	0.209	-	-	-	-	-	-	0.083	0.209
1	C-B	717.339	0.221	0.221	-	-	-	-	-	-	0.221	0.221
1	D-A	677.447	-	-	-	0.208	0.082	0.208	-	0.082	-	-
1	D-BC	533.201	0.122	0.122	0.277	0.194	0.077	0.194	-	0.077	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	301.00	100.000
B	ONE HOUR	✓	444.00	100.000
C	ONE HOUR	✓	294.00	100.000
D	ONE HOUR	✓	213.00	100.000

Turning Proportions

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

	To				
From		A	B	C	D
	A	0.000	0.000	221.000	80.000
	B	189.000	0.000	0.000	255.000
	C	174.000	120.000	0.000	0.000
	D	0.000	154.000	59.000	0.000

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

	To				
From		A	B	C	D
	A	0.00	0.00	0.73	0.27
	B	0.43	0.00	0.00	0.57
	C	0.59	0.41	0.00	0.00
	D	0.00	0.72	0.28	0.00

Vehicle Mix

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

	To				
From		A	B	C	D
	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To				
		A	B	C	D
	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	1.11	227.42	32.05	F
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.16	7.75	0.19	A
D-ABC	0.63	26.35	1.65	D
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.22	7.53	0.27	A

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	334.27	326.11	0.00	486.04	0.688	2.04	21.550	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	166.38	166.38	0.00	-	-	-	-	-
A-D	60.23	59.80	0.00	617.23	0.098	0.11	6.454	A
D-ABC	160.36	158.02	0.00	428.34	0.374	0.58	13.209	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	131.00	131.00	0.00	-	-	-	-	-
C-B	90.34	89.70	0.00	645.10	0.140	0.16	6.475	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	399.15	389.28	0.00	467.63	0.854	4.51	41.326	E
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	198.67	198.67	0.00	-	-	-	-	-
A-D	71.92	71.80	0.00	595.50	0.121	0.14	6.872	A
D-ABC	191.48	190.38	0.00	406.83	0.471	0.86	16.542	C
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	156.42	156.42	0.00	-	-	-	-	-
C-B	107.88	107.71	0.00	630.56	0.171	0.20	6.884	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	488.85	429.27	0.00	442.61	1.104	19.40	121.856	F
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	243.33	243.33	0.00	-	-	-	-	-
A-D	88.08	87.90	0.00	565.77	0.156	0.18	7.527	A
D-ABC	234.52	231.81	0.00	377.41	0.621	1.54	24.265	C
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	191.58	191.58	0.00	-	-	-	-	-
C-B	132.12	131.85	0.00	610.93	0.216	0.27	7.511	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	488.85	438.27	0.00	442.23	1.105	32.05	227.421	F
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	243.33	243.33	0.00	-	-	-	-	-
A-D	88.08	88.06	0.00	552.62	0.159	0.19	7.749	A
D-ABC	234.52	234.06	0.00	369.80	0.634	1.65	26.347	D
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	191.58	191.58	0.00	-	-	-	-	-
C-B	132.12	132.12	0.00	610.33	0.216	0.27	7.527	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	399.15	452.89	0.00	467.02	0.855	18.61	205.632	F
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	198.67	198.67	0.00	-	-	-	-	-
A-D	71.92	72.09	0.00	569.01	0.126	0.15	7.246	A
D-ABC	191.48	194.12	0.00	391.52	0.489	0.99	18.471	C
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	156.42	156.42	0.00	-	-	-	-	-
C-B	107.88	108.14	0.00	629.61	0.171	0.21	6.908	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	334.27	398.77	0.00	485.36	0.689	2.49	60.527	F
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	166.38	166.38	0.00	-	-	-	-	-
A-D	60.23	60.36	0.00	600.80	0.100	0.11	6.662	A
D-ABC	160.36	161.78	0.00	418.74	0.383	0.64	14.089	B
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	131.00	131.00	0.00	-	-	-	-	-
C-B	90.34	90.52	0.00	644.22	0.140	0.16	6.505	A

(Default Analysis Set) - 2020 + Dev, 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)	N/A			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
2020 + Dev, PM	2020 + Dev	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Bartons Road / Horndean Road	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	128.03	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Horndean Road (S)		Major
B	B	Bartons Road		Minor
C	C	Horndean Road (N)		Major
D	D	Emsworth Common Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	10.80		0.00	✓	3.20	130.00		
C	10.70	✓	3.20	✓	3.20	126.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										62	85
D	One lane	3.00										42	85

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	719.908	-	-	-	0.221	0.221	0.221	-	0.221	-	-
1	B-AD	578.630	0.078	0.198	-	-	-	0.124	0.283	0.124	0.078	0.198
1	B-C	677.447	0.083	0.209	-	-	-	-	-	-	0.083	0.209
1	C-B	717.339	0.221	0.221	-	-	-	-	-	-	0.221	0.221
1	D-A	677.447	-	-	-	0.208	0.082	0.208	-	0.082	-	-
1	D-BC	533.201	0.122	0.122	0.277	0.194	0.077	0.194	-	0.077	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	202.00	100.000
B	ONE HOUR	✓	385.00	100.000
C	ONE HOUR	✓	305.00	100.000
D	ONE HOUR	✓	375.00	100.000

Turning Proportions

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

	To				
From		A	B	C	D
	A	0.000	0.000	166.000	36.000
	B	233.000	0.000	0.000	152.000
	C	222.000	83.000	0.000	0.000
	D	0.000	290.000	85.000	0.000

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

	To				
		A	B	C	D
From	A	0.00	0.00	0.82	0.18
	B	0.61	0.00	0.00	0.39
	C	0.73	0.27	0.00	0.00
	D	0.00	0.77	0.23	0.00

Vehicle Mix

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

	To				
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To				
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.97	100.24	11.27	F
A-B	-	-	-	-
A-C	-	-	-	-
A-D	0.07	6.85	0.08	A
D-ABC	1.07	194.88	22.84	F
C-D	-	-	-	-
C-A	-	-	-	-
C-B	0.16	7.47	0.19	A

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	289.85	284.21	0.00	485.72	0.597	1.41	17.418	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	124.97	124.97	0.00	-	-	-	-	-
A-D	27.10	26.92	0.00	619.06	0.044	0.05	6.078	A
D-ABC	282.32	275.42	0.00	435.09	0.649	1.72	21.717	C
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	167.13	167.13	0.00	-	-	-	-	-
C-B	62.49	62.05	0.00	627.29	0.100	0.11	6.365	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	346.11	341.42	0.00	466.84	0.741	2.58	27.662	D
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	149.23	149.23	0.00	-	-	-	-	-
A-D	32.36	32.32	0.00	598.24	0.054	0.06	6.361	A
D-ABC	337.12	329.78	0.00	415.17	0.812	3.56	39.022	E
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	199.57	199.57	0.00	-	-	-	-	-
C-B	74.62	74.50	0.00	608.28	0.123	0.14	6.742	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	423.89	401.03	0.00	441.10	0.961	8.30	66.726	F
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	182.77	182.77	0.00	-	-	-	-	-
A-D	39.64	39.57	0.00	570.14	0.070	0.07	6.785	A
D-ABC	412.88	370.32	0.00	388.13	1.064	14.20	109.295	F
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	244.43	244.43	0.00	-	-	-	-	-
C-B	91.38	91.20	0.00	582.49	0.157	0.18	7.326	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	423.89	412.00	0.00	436.56	0.971	11.27	100.244	F
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	182.77	182.77	0.00	-	-	-	-	-
A-D	39.64	39.63	0.00	565.10	0.070	0.08	6.850	A
D-ABC	412.88	378.34	0.00	384.73	1.073	22.84	194.877	F
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	244.43	244.43	0.00	-	-	-	-	-
C-B	91.38	91.37	0.00	573.08	0.159	0.19	7.472	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	346.11	376.92	0.00	457.85	0.756	3.57	53.184	F
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	149.23	149.23	0.00	-	-	-	-	-
A-D	32.36	32.43	0.00	589.54	0.055	0.06	6.464	A
D-ABC	337.12	394.12	0.00	409.30	0.824	8.59	155.398	F
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	199.57	199.57	0.00	-	-	-	-	-
C-B	74.62	74.78	0.00	589.61	0.127	0.15	6.996	A

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-ACD	289.85	297.78	0.00	481.94	0.601	1.58	20.305	C
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	124.97	124.97	0.00	-	-	-	-	-
A-D	27.10	27.15	0.00	615.91	0.044	0.05	6.116	A
D-ABC	282.32	308.55	0.00	432.92	0.652	2.03	33.820	D
C-D	0.00	0.00	0.00	-	-	-	-	-
C-A	167.13	167.13	0.00	-	-	-	-	-
C-B	62.49	62.62	0.00	619.69	0.101	0.11	6.463	A

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]

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Filename: Eastleigh Road Junction.arc8

Path: P:\14-018 Land South of Barton Rd Havant\Trans\Picady

Report generation date: 16/11/2015 14:28:24

-
- » (Default Analysis Set) - 2015 Base, AM
 - » (Default Analysis Set) - 2015 Base, PM
 - » (Default Analysis Set) - 2020 Do Min, AM
 - » (Default Analysis Set) - 2020 Do Min, PM
 - » (Default Analysis Set) - 2020 Do Something, AM
 - » (Default Analysis Set) - 2020 Do Something, PM

Summary of junction performance

	AM						PM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	A1 - 2015 Base											
Stream B-AC	1.50	21.38	0.61	C	17.29	C	0.57	14.00	0.36	B	11.47	B
Stream C-A	-	-	-	-			-	-	-	-		
Stream C-B	0.25	8.04	0.20	A			0.32	8.66	0.24	A		
Stream A-B	-	-	-	-			-	-	-	-		
Stream A-C	-	-	-	-			-	-	-	-		
	A1 - 2020 Do Min											
Stream B-AC	2.05	27.29	0.68	D	21.37	C	0.72	16.02	0.42	C	12.82	B
Stream C-A	-	-	-	-			-	-	-	-		
Stream C-B	0.30	8.53	0.23	A			0.37	9.24	0.27	A		
Stream A-B	-	-	-	-			-	-	-	-		
Stream A-C	-	-	-	-			-	-	-	-		
	A1 - 2020 Do Something											
Stream B-AC	2.39	30.99	0.72	D	23.36	C	0.90	17.52	0.48	C	13.91	B
Stream C-A	-	-	-	-			-	-	-	-		
Stream C-B	0.39	9.13	0.28	A			0.43	9.67	0.30	A		
Stream A-B	-	-	-	-			-	-	-	-		
Stream A-C	-	-	-	-			-	-	-	-		

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - 2015 Base, AM" model duration: 07:45 - 09:15

"D2 - 2015 Base, PM" model duration: 16:15 - 17:45

"D3 - 2020 Do Min, AM" model duration: 07:45 - 09:15

"D4 - 2020 Do Min, PM" model duration: 16:15 - 17:45

"D5 - 2020 Do Something, AM" model duration: 07:45 - 09:15

"D6 - 2020 Do Something, PM" model duration: 16:15 - 17:45

Run using Junctions 8.0.4.487 at 16/11/2015 14:28:22

File summary

Title	Eastleigh Road / Bartons Road
Location	Havant
Site Number	
Date	07/07/2015
Version	
Status	
Identifier	
Client	Chidden Farms
Jobnumber	14-018
Enumerator	JDO
Description	

Analysis Options

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

Units

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

(Default Analysis Set) - 2015 Base, 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)	N/A			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
2015 Base, AM	2015 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	17.29	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bartons Road (E)		Major
B	B	Eastleigh Road		Minor
C	C	Bartons Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.40		0.00	✓	3.20	115.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										65	55

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	525.985	0.094	0.238	0.150	0.340
1	B-C	658.561	0.099	0.251	-	-
1	C-B	710.276	0.270	0.270	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	498.00	100.000
B	ONE HOUR	✓	235.00	100.000
C	ONE HOUR	✓	501.00	100.000

Turning Proportions

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

	To			
		A	B	C
From	A	0.000	28.000	470.000
	B	70.000	0.000	165.000
	C	397.000	104.000	0.000

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

	To			
		A	B	C
From	A	0.00	0.06	0.94
	B	0.30	0.00	0.70
	C	0.79	0.21	0.00

Vehicle Mix

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

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-A-C	0.61	21.38	1.50	C
C-A	-	-	-	-
C-B	0.20	8.04	0.25	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	176.92	174.70	0.00	488.97	0.362	0.56	11.378	B
C-A	298.88	298.88	0.00	-	-	-	-	-
C-B	78.30	77.71	0.00	608.89	0.129	0.15	6.770	A
A-B	21.08	21.08	0.00	-	-	-	-	-
A-C	353.84	353.84	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	211.26	210.22	0.00	463.31	0.456	0.82	14.162	B
C-A	356.89	356.89	0.00	-	-	-	-	-
C-B	93.49	93.33	0.00	589.22	0.159	0.19	7.258	A
A-B	25.17	25.17	0.00	-	-	-	-	-
A-C	422.52	422.52	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	258.74	256.16	0.00	426.62	0.606	1.46	20.799	C
C-A	437.11	437.11	0.00	-	-	-	-	-
C-B	114.51	114.24	0.00	562.01	0.204	0.25	8.034	A
A-B	30.83	30.83	0.00	-	-	-	-	-
A-C	517.48	517.48	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	258.74	258.59	0.00	426.57	0.607	1.50	21.376	C
C-A	437.11	437.11	0.00	-	-	-	-	-
C-B	114.51	114.50	0.00	562.01	0.204	0.25	8.044	A
A-B	30.83	30.83	0.00	-	-	-	-	-
A-C	517.48	517.48	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	211.26	213.80	0.00	463.22	0.456	0.86	14.577	B
C-A	356.89	356.89	0.00	-	-	-	-	-
C-B	93.49	93.75	0.00	589.22	0.159	0.19	7.268	A
A-B	25.17	25.17	0.00	-	-	-	-	-
A-C	422.52	422.52	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	176.92	178.06	0.00	488.84	0.362	0.58	11.627	B
C-A	298.88	298.88	0.00	-	-	-	-	-
C-B	78.30	78.46	0.00	608.89	0.129	0.15	6.788	A
A-B	21.08	21.08	0.00	-	-	-	-	-
A-C	353.84	353.84	0.00	-	-	-	-	-

(Default Analysis Set) - 2015 Base, 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)	N/A			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
2015 Base, PM	2015 Base	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	11.47	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bartons Road (E)		Major
B	B	Eastleigh Road		Minor
C	C	Bartons Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.40		0.00	✓	3.20	115.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										65	55

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	525.985	0.094	0.238	0.150	0.340
1	B-C	658.561	0.099	0.251	-	-
1	C-B	710.276	0.270	0.270	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	542.00	100.000
B	ONE HOUR	✓	134.00	100.000
C	ONE HOUR	✓	551.00	100.000

Turning Proportions

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

	To			
From		A	B	C
	A	0.000	67.000	475.000
	B	44.000	0.000	90.000
	C	430.000	121.000	0.000

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

	To			
From		A	B	C
	A	0.00	0.12	0.88
	B	0.33	0.00	0.67
	C	0.78	0.22	0.00

Vehicle Mix

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

	To			
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-A-C	0.36	14.00	0.57	B
C-A	-	-	-	-
C-B	0.24	8.66	0.32	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	100.88	99.81	0.00	473.59	0.213	0.27	9.605	A
C-A	323.73	323.73	0.00	-	-	-	-	-
C-B	91.10	90.39	0.00	599.94	0.152	0.18	7.054	A
A-B	50.44	50.44	0.00	-	-	-	-	-
A-C	357.60	357.60	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	120.46	120.07	0.00	445.28	0.271	0.36	11.056	B
C-A	386.56	386.56	0.00	-	-	-	-	-
C-B	108.78	108.57	0.00	578.52	0.188	0.23	7.656	A
A-B	60.23	60.23	0.00	-	-	-	-	-
A-C	427.02	427.02	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	147.54	146.75	0.00	404.55	0.365	0.56	13.921	B
C-A	473.44	473.44	0.00	-	-	-	-	-
C-B	133.22	132.87	0.00	548.91	0.243	0.32	8.646	A
A-B	73.77	73.77	0.00	-	-	-	-	-
A-C	522.98	522.98	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	147.54	147.51	0.00	404.47	0.365	0.57	14.003	B
C-A	473.44	473.44	0.00	-	-	-	-	-
C-B	133.22	133.22	0.00	548.91	0.243	0.32	8.660	A
A-B	73.77	73.77	0.00	-	-	-	-	-
A-C	522.98	522.98	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	120.46	121.22	0.00	445.16	0.271	0.38	11.138	B
C-A	386.56	386.56	0.00	-	-	-	-	-
C-B	108.78	109.11	0.00	578.52	0.188	0.23	7.673	A
A-B	60.23	60.23	0.00	-	-	-	-	-
A-C	427.02	427.02	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	100.88	101.29	0.00	473.40	0.213	0.27	9.686	A
C-A	323.73	323.73	0.00	-	-	-	-	-
C-B	91.10	91.31	0.00	599.94	0.152	0.18	7.082	A
A-B	50.44	50.44	0.00	-	-	-	-	-
A-C	357.60	357.60	0.00	-	-	-	-	-

(Default Analysis Set) - 2020 Do Min, 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)	N/A			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
2020 Do Min, AM	2020 Do Min	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	21.37	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bartons Road (E)		Major
B	B	Eastleigh Road		Minor
C	C	Bartons Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.40		0.00	✓	3.20	115.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										65	55

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	525.985	0.094	0.238	0.150	0.340
1	B-C	658.561	0.099	0.251	-	-
1	C-B	710.276	0.270	0.270	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	535.00	100.000
B	ONE HOUR	✓	254.00	100.000
C	ONE HOUR	✓	545.00	100.000

Turning Proportions

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

	To			
		A	B	C
From	A	0.000	30.000	505.000
	B	75.000	0.000	179.000
	C	428.000	117.000	0.000

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

	To			
		A	B	C
From	A	0.00	0.06	0.94
	B	0.30	0.00	0.70
	C	0.79	0.21	0.00

Vehicle Mix

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

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-A-C	0.68	27.29	2.05	D
C-A	-	-	-	-
C-B	0.23	8.53	0.30	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	191.22	188.63	0.00	479.06	0.399	0.65	12.291	B
C-A	322.22	322.22	0.00	-	-	-	-	-
C-B	88.08	87.40	0.00	601.36	0.146	0.17	6.996	A
A-B	22.59	22.59	0.00	-	-	-	-	-
A-C	380.19	380.19	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	228.34	226.97	0.00	450.96	0.506	0.99	15.970	C
C-A	384.76	384.76	0.00	-	-	-	-	-
C-B	105.18	104.98	0.00	580.22	0.181	0.22	7.571	A
A-B	26.97	26.97	0.00	-	-	-	-	-
A-C	453.98	453.98	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	279.66	275.76	0.00	410.50	0.681	1.97	25.974	D
C-A	471.24	471.24	0.00	-	-	-	-	-
C-B	128.82	128.49	0.00	550.99	0.234	0.30	8.513	A
A-B	33.03	33.03	0.00	-	-	-	-	-
A-C	556.02	556.02	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	279.66	279.35	0.00	410.42	0.681	2.05	27.290	D
C-A	471.24	471.24	0.00	-	-	-	-	-
C-B	128.82	128.81	0.00	550.99	0.234	0.30	8.526	A
A-B	33.03	33.03	0.00	-	-	-	-	-
A-C	556.02	556.02	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	228.34	232.28	0.00	450.85	0.506	1.06	16.749	C
C-A	384.76	384.76	0.00	-	-	-	-	-
C-B	105.18	105.50	0.00	580.22	0.181	0.22	7.587	A
A-B	26.97	26.97	0.00	-	-	-	-	-
A-C	453.98	453.98	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	191.22	192.75	0.00	478.89	0.399	0.68	12.649	B
C-A	322.22	322.22	0.00	-	-	-	-	-
C-B	88.08	88.29	0.00	601.36	0.146	0.17	7.018	A
A-B	22.59	22.59	0.00	-	-	-	-	-
A-C	380.19	380.19	0.00	-	-	-	-	-

(Default Analysis Set) - 2020 Do Min, 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)	N/A			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
2020 Do Min, PM	2020 Do Min	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	12.82	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bartons Road (E)		Major
B	B	Eastleigh Road		Minor
C	C	Bartons Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.40		0.00	✓	3.20	115.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										65	55

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	525.985	0.094	0.238	0.150	0.340
1	B-C	658.561	0.099	0.251	-	-
1	C-B	710.276	0.270	0.270	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	586.00	100.000
B	ONE HOUR	✓	149.00	100.000
C	ONE HOUR	✓	598.00	100.000

Turning Proportions

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

	To			
		A	B	C
From	A	0.000	72.000	514.000
	B	47.000	0.000	102.000
	C	465.000	133.000	0.000

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

	To			
		A	B	C
From	A	0.00	0.12	0.88
	B	0.32	0.00	0.68
	C	0.78	0.22	0.00

Vehicle Mix

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

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-A-C	0.42	16.02	0.72	C
C-A	-	-	-	-
C-B	0.27	9.24	0.37	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	112.18	110.92	0.00	464.64	0.241	0.31	10.143	B
C-A	350.08	350.08	0.00	-	-	-	-	-
C-B	100.13	99.32	0.00	590.98	0.169	0.20	7.310	A
A-B	54.21	54.21	0.00	-	-	-	-	-
A-C	386.97	386.97	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	133.95	133.45	0.00	433.69	0.309	0.44	11.969	B
C-A	418.03	418.03	0.00	-	-	-	-	-
C-B	119.56	119.32	0.00	567.82	0.211	0.26	8.022	A
A-B	64.73	64.73	0.00	-	-	-	-	-
A-C	462.08	462.08	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	164.05	162.97	0.00	388.75	0.422	0.71	15.866	C
C-A	511.97	511.97	0.00	-	-	-	-	-
C-B	146.44	146.01	0.00	535.81	0.273	0.37	9.225	A
A-B	79.27	79.27	0.00	-	-	-	-	-
A-C	565.92	565.92	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	164.05	164.01	0.00	388.65	0.422	0.72	16.017	C
C-A	511.97	511.97	0.00	-	-	-	-	-
C-B	146.44	146.43	0.00	535.81	0.273	0.37	9.245	A
A-B	79.27	79.27	0.00	-	-	-	-	-
A-C	565.92	565.92	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	133.95	135.00	0.00	433.55	0.309	0.46	12.102	B
C-A	418.03	418.03	0.00	-	-	-	-	-
C-B	119.56	119.98	0.00	567.82	0.211	0.27	8.047	A
A-B	64.73	64.73	0.00	-	-	-	-	-
A-C	462.08	462.08	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	112.18	112.70	0.00	464.43	0.242	0.32	10.250	B
C-A	350.08	350.08	0.00	-	-	-	-	-
C-B	100.13	100.38	0.00	590.98	0.169	0.21	7.340	A
A-B	54.21	54.21	0.00	-	-	-	-	-
A-C	386.97	386.97	0.00	-	-	-	-	-

(Default Analysis Set) - 2020 Do Something, 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)	N/A			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
2020 Do Something, AM	2020 Do Something	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	23.36	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bartons Road (E)		Major
B	B	Eastleigh Road		Minor
C	C	Bartons Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.40		0.00	✓	3.20	115.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										65	55

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	525.985	0.094	0.238	0.150	0.340
1	B-C	658.561	0.099	0.251	-	-
1	C-B	710.276	0.270	0.270	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	540.00	100.000
B	ONE HOUR	✓	263.00	100.000
C	ONE HOUR	✓	585.00	100.000

Turning Proportions

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

	To			
		A	B	C
From	A	0.000	30.000	510.000
	B	75.000	0.000	188.000
	C	444.000	141.000	0.000

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

	To			
		A	B	C
From	A	0.00	0.06	0.94
	B	0.29	0.00	0.71
	C	0.76	0.24	0.00

Vehicle Mix

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

	To			
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-A-C	0.72	30.99	2.39	D
C-A	-	-	-	-
C-B	0.28	9.13	0.39	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	198.00	195.22	0.00	476.27	0.416	0.69	12.692	B
C-A	334.27	334.27	0.00	-	-	-	-	-
C-B	106.15	105.30	0.00	600.34	0.177	0.21	7.260	A
A-B	22.59	22.59	0.00	-	-	-	-	-
A-C	383.95	383.95	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	236.43	234.88	0.00	446.88	0.529	1.08	16.851	C
C-A	399.15	399.15	0.00	-	-	-	-	-
C-B	126.76	126.50	0.00	579.01	0.219	0.28	7.952	A
A-B	26.97	26.97	0.00	-	-	-	-	-
A-C	458.48	458.48	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	289.57	284.79	0.00	404.22	0.716	2.28	29.018	D
C-A	488.85	488.85	0.00	-	-	-	-	-
C-B	155.24	154.80	0.00	549.50	0.283	0.39	9.111	A
A-B	33.03	33.03	0.00	-	-	-	-	-
A-C	561.52	561.52	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	289.57	289.12	0.00	404.12	0.717	2.39	30.993	D
C-A	488.85	488.85	0.00	-	-	-	-	-
C-B	155.24	155.23	0.00	549.50	0.283	0.39	9.130	A
A-B	33.03	33.03	0.00	-	-	-	-	-
A-C	561.52	561.52	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	236.43	241.32	0.00	446.74	0.529	1.17	17.913	C
C-A	399.15	399.15	0.00	-	-	-	-	-
C-B	126.76	127.19	0.00	579.01	0.219	0.28	7.975	A
A-B	26.97	26.97	0.00	-	-	-	-	-
A-C	458.48	458.48	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	198.00	199.75	0.00	476.07	0.416	0.73	13.111	B
C-A	334.27	334.27	0.00	-	-	-	-	-
C-B	106.15	106.42	0.00	600.34	0.177	0.22	7.291	A
A-B	22.59	22.59	0.00	-	-	-	-	-
A-C	383.95	383.95	0.00	-	-	-	-	-

(Default Analysis Set) - 2020 Do Something, 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)	N/A			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
2020 Do Something, PM	2020 Do Something	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	13.91	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bartons Road (E)		Major
B	B	Eastleigh Road		Minor
C	C	Bartons Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.40		0.00	✓	3.20	115.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										65	55

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	525.985	0.094	0.238	0.150	0.340
1	B-C	658.561	0.099	0.251	-	-
1	C-B	710.276	0.270	0.270	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Am	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	599.00	100.000
B	ONE HOUR	✓	170.00	100.000
C	ONE HOUR	✓	618.00	100.000

Turning Proportions

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

		To		
From		A	B	C
	A	0.000	72.000	527.000
	B	47.000	0.000	123.000
	C	473.000	145.000	0.000

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

		To		
From		A	B	C
	A	0.00	0.12	0.88
	B	0.28	0.00	0.72
	C	0.77	0.23	0.00

Vehicle Mix

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

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-A-C	0.48	17.52	0.90	C
C-A	-	-	-	-
C-B	0.30	9.67	0.43	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	127.98	126.51	0.00	469.63	0.273	0.37	10.448	B
C-A	356.10	356.10	0.00	-	-	-	-	-
C-B	109.16	108.26	0.00	588.33	0.186	0.23	7.485	A
A-B	54.21	54.21	0.00	-	-	-	-	-
A-C	396.75	396.75	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	152.83	152.20	0.00	438.31	0.349	0.52	12.555	B
C-A	425.22	425.22	0.00	-	-	-	-	-
C-B	130.35	130.07	0.00	564.66	0.231	0.30	8.278	A
A-B	64.73	64.73	0.00	-	-	-	-	-
A-C	473.76	473.76	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	187.17	185.75	0.00	392.52	0.477	0.88	17.289	C
C-A	520.78	520.78	0.00	-	-	-	-	-
C-B	159.65	159.14	0.00	531.94	0.300	0.42	9.642	A
A-B	79.27	79.27	0.00	-	-	-	-	-
A-C	580.24	580.24	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	187.17	187.11	0.00	392.40	0.477	0.90	17.522	C
C-A	520.78	520.78	0.00	-	-	-	-	-
C-B	159.65	159.64	0.00	531.94	0.300	0.43	9.669	A
A-B	79.27	79.27	0.00	-	-	-	-	-
A-C	580.24	580.24	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	152.83	154.22	0.00	438.15	0.349	0.55	12.742	B
C-A	425.22	425.22	0.00	-	-	-	-	-
C-B	130.35	130.84	0.00	564.66	0.231	0.30	8.309	A
A-B	64.73	64.73	0.00	-	-	-	-	-
A-C	473.76	473.76	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-A-C	127.98	128.65	0.00	469.40	0.273	0.38	10.584	B
C-A	356.10	356.10	0.00	-	-	-	-	-
C-B	109.16	109.46	0.00	588.33	0.186	0.23	7.521	A
A-B	54.21	54.21	0.00	-	-	-	-	-
A-C	396.75	396.75	0.00	-	-	-	-	-

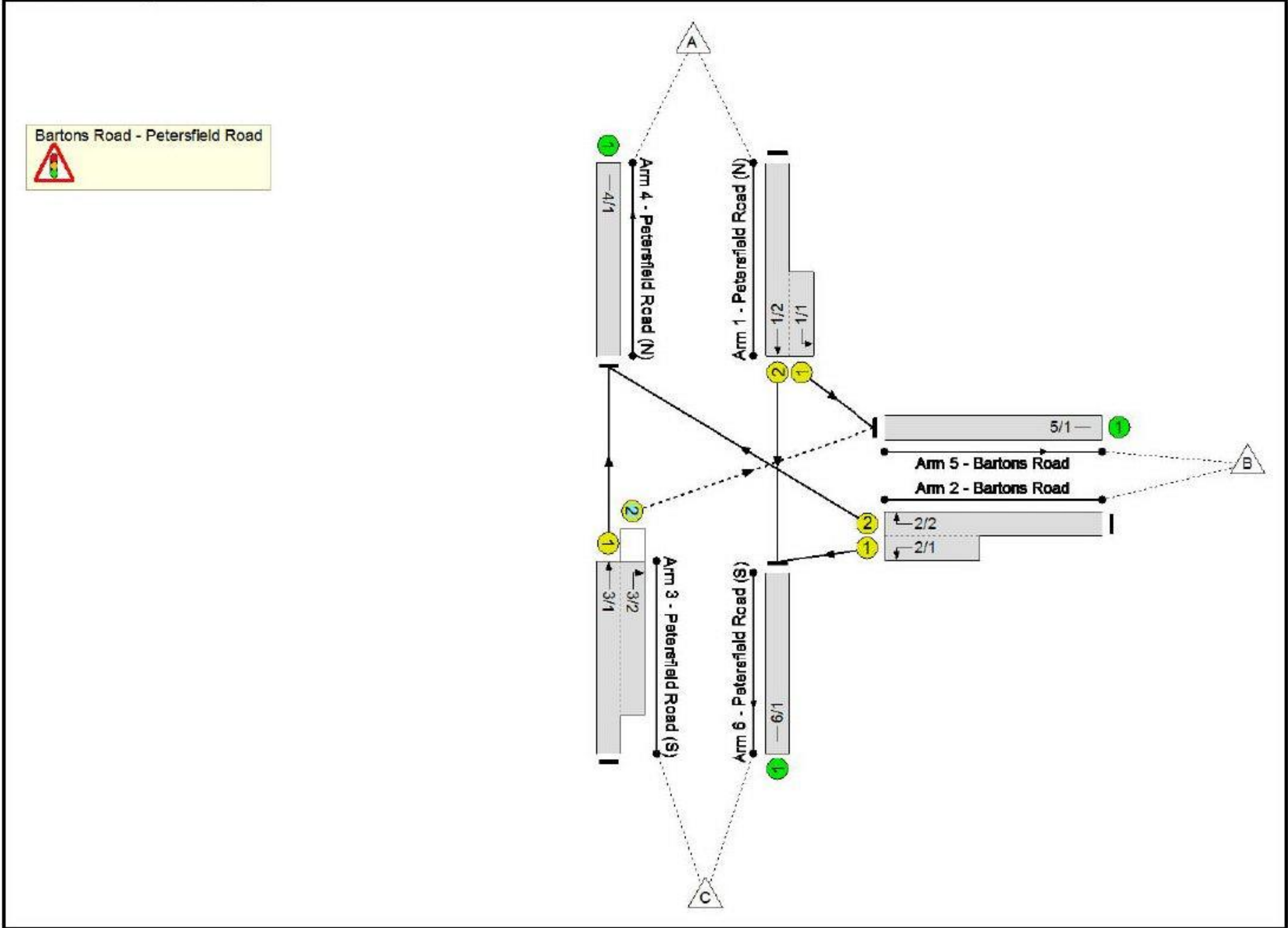
Full Input Data And Results

Full Input Data And Results

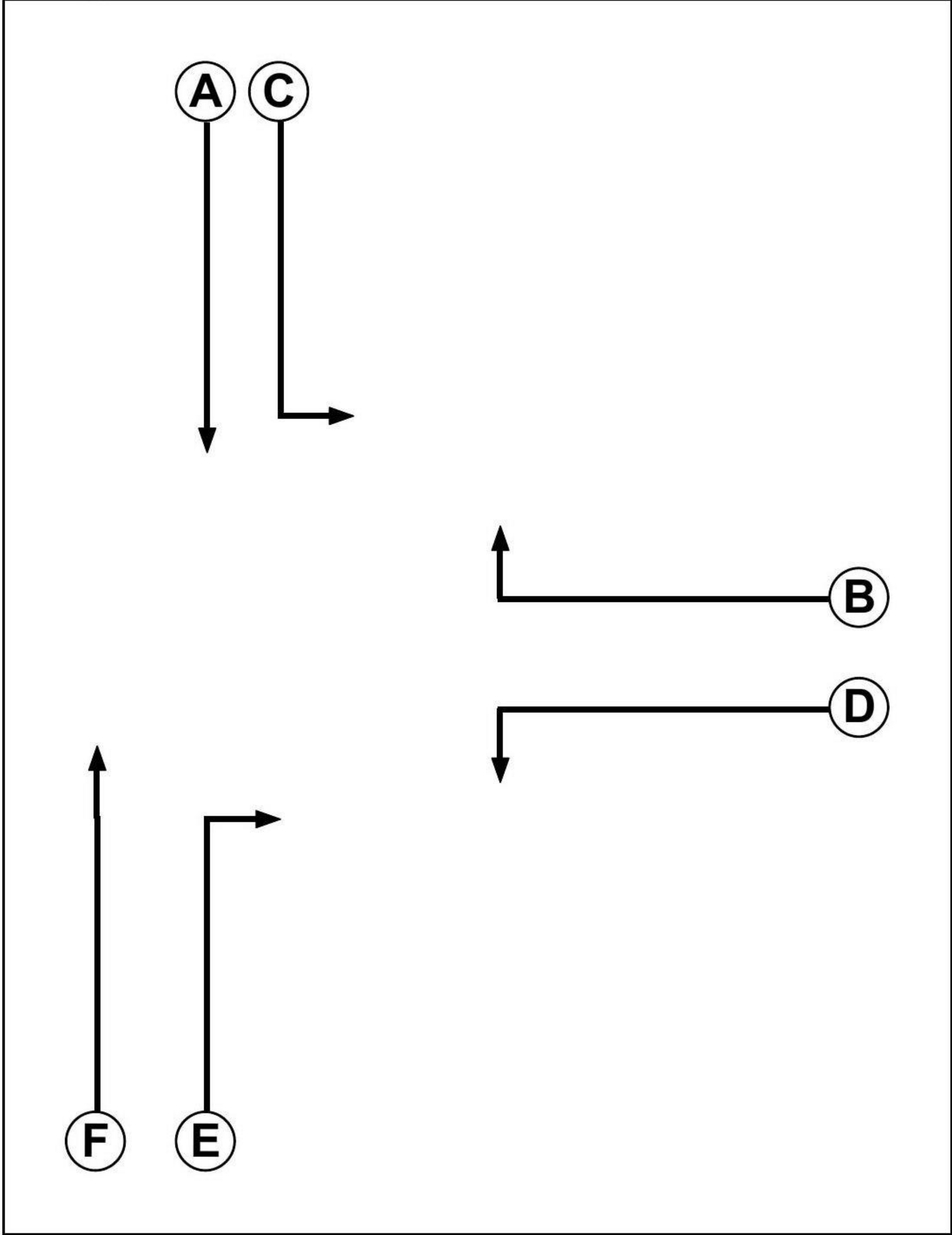
User and Project Details

Project:	
Title:	
Location:	
File name:	Bartons Road - Petersfield Road.lsg3x
Author:	
Company:	
Address:	
Notes:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

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	Traffic		7	7
F	Traffic		7	7

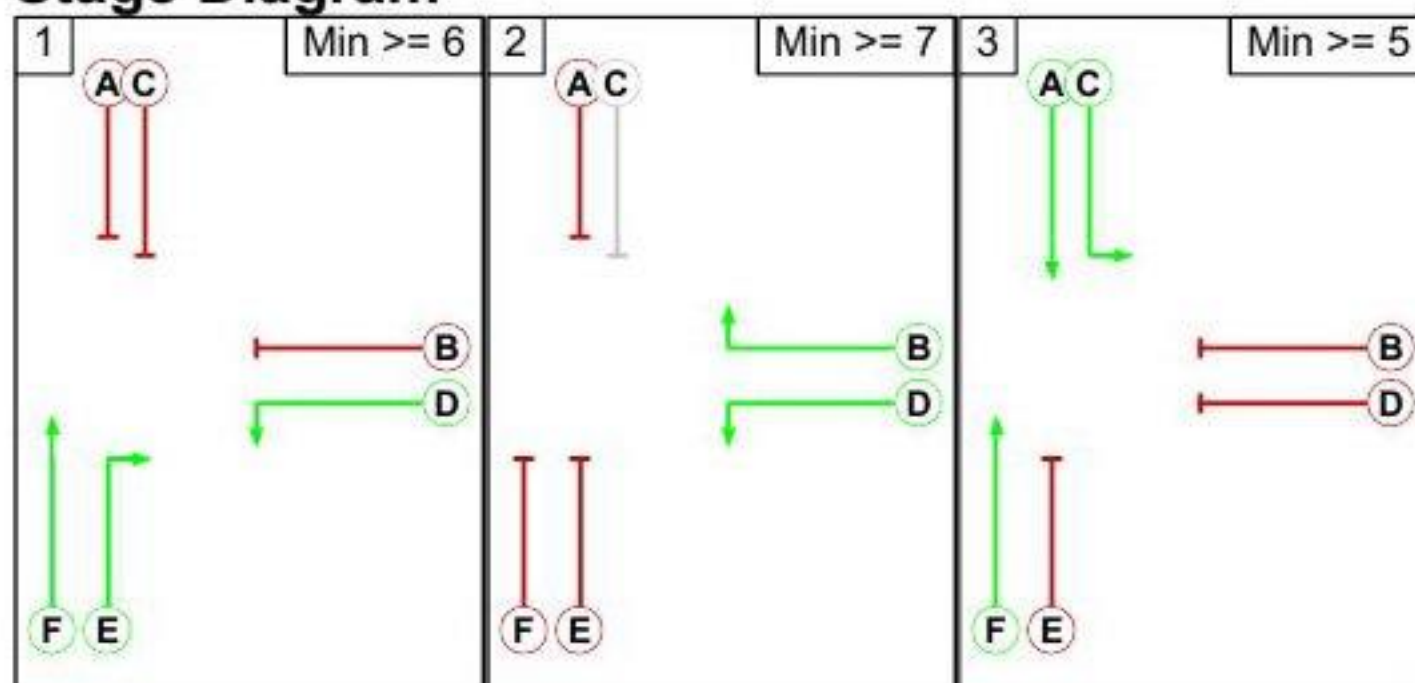
Phase Intergreens Matrix

	Starting Phase						
Terminating Phase		A	B	C	D	E	F
	A		7	-	7	6	-
	B	6		-	-	7	8
	C	-	-		-	7	-
	D	6	-	-		-	-
	E	6	6	7	-		-
	F	-	6	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

	To Stage			
From Stage		1	2	3
	1		6	7
	2	8		8
	3	7	7	

Full Input Data And Results
Give-Way Lane Input Data

Junction: Bartons Road - Petersfield Road											
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)
3/2 (Petersfield Road (S))	5/1 (Right)	1439	0	1/2	1.09	All	2.00	-	0.50	2	2.00
				1/1	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: Bartons Road - Petersfield Road												
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 (Petersfield Road (N))	U	C	2	3	5.2	Geom	-	3.25	0.00	Y	Arm 5 Left	13.70
1/2 (Petersfield Road (N))	U	A	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 6 Ahead	Inf
2/1 (Bartons Road)	U	D	2	3	5.9	Geom	-	3.50	0.00	Y	Arm 6 Left	13.30
2/2 (Bartons Road)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Right	23.00
3/1 (Petersfield Road (S))	U	F	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
3/2 (Petersfield Road (S))	O	E	2	3	21.6	Geom	-	3.25	0.00	Y	Arm 5 Right	24.00
4/1 (Petersfield Road (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Bartons Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Petersfield Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM 2015 Base'	08:00	09:00	01:00	
2: 'PM 2015 Base '	16:30	17:30	01:00	
3: 'AM 2020 Do Min'	08:00	09:00	01:00	
4: 'PM 2020 Do Min'	16:30	17:30	01:00	
5: 'AM 2020 with Dev'	08:00	09:00	01:00	
6: 'PM 2020 with Dev'	16:30	17:30	01:00	

Scenario 1: 'AM 2015 Base' (FG1: 'AM 2015 Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	126	428	554
	B	125	0	338	463
	C	287	386	0	673
	Tot.	412	512	766	1690

Traffic Lane Flows

Lane	Scenario 1: AM 2015 Base
Junction: Bartons Road - Petersfield Road	
1/1 (short)	126
1/2 (with short)	554(In) 428(Out)
2/1 (short)	338
2/2 (with short)	463(In) 125(Out)
3/1 (with short)	673(In) 287(Out)
3/2 (short)	386
4/1	412
5/1	512
6/1	766

Lane Saturation Flows

Junction: Bartons Road - Petersfield Road								
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 (Petersfield Road (N))	3.25	0.00	Y	Arm 5 Left	13.70	100.0 %	1749	1749
1/2 (Petersfield Road (N))	3.40	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1955	1955
2/1 (Bartons Road)	3.50	0.00	Y	Arm 6 Left	13.30	100.0 %	1766	1766
2/2 (Bartons Road)	3.50	0.00	Y	Arm 4 Right	23.00	100.0 %	1845	1845
3/1 (Petersfield Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Petersfield Road (S))	3.25	0.00	Y	Arm 5 Right	24.00	100.0 %	1826	1826
4/1 (Petersfield Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bartons Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Petersfield Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM 2015 Base' (FG2: 'PM 2015 Base ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
	A	B	C	Tot.	
	A	91	328		419
	B	148	0	459	607
	C	451	359	0	810
Tot.	689	480	787		1836

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM 2015 Base
Junction: Bartons Road - Petersfield Road	
1/1 (short)	91
1/2 (with short)	419(In) 328(Out)
2/1 (short)	459
2/2 (with short)	807(In) 148(Out)
3/1 (with short)	810(In) 451(Out)
3/2 (short)	359
4/1	539
5/1	450
6/1	787

Lane Saturation Flows

Junction: Bartons Road - Petersfield Road								
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 (Petersfield Road (N))	3.25	0.00	Y	Arm 5 Left	13.70	100.0 %	1749	1749
1/2 (Petersfield Road (N))	3.40	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1955	1955
2/1 (Bartons Road)	3.50	0.00	Y	Arm 6 Left	13.30	100.0 %	1766	1766
2/2 (Bartons Road)	3.50	0.00	Y	Arm 4 Right	23.00	100.0 %	1845	1845
3/1 (Petersfield Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Petersfield Road (S))	3.25	0.00	Y	Arm 5 Right	24.00	100.0 %	1826	1826
4/1 (Petersfield Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bartons Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Petersfield Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: 'AM 2020 Do Min' (FG3: 'AM 2020 Do Min', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	136	458	595
	B	136	0	338	504
	C	308	415	0	723
	Tot.	444	551	827	1822

Traffic Lane Flows

Lane	Scenario 3: AM 2020 Do Min
Junction: Bartons Road - Petersfield Road	
1/1 (short)	136
1/2 (with short)	595 (In) 458 (Out)
2/1 (short)	338
2/2 (with short)	504 (In) 136 (Out)
3/1 (with short)	723 (In) 308 (Out)
3/2 (short)	415
4/1	444
5/1	551
6/1	827

Lane Saturation Flows

Junction: Bartons Road - Petersfield Road								
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 (Petersfield Road (N))	3.25	0.00	Y	Arm 5 Left	13.70	100.0 %	1749	1749
1/2 (Petersfield Road (N))	3.40	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1955	1955
2/1 (Bartons Road)	3.50	0.00	Y	Arm 6 Left	13.30	100.0 %	1766	1766
2/2 (Bartons Road)	3.50	0.00	Y	Arm 4 Right	23.00	100.0 %	1845	1845
3/1 (Petersfield Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Petersfield Road (S))	3.25	0.00	Y	Arm 5 Right	24.00	100.0 %	1826	1826
4/1 (Petersfield Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bartons Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Petersfield Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'PM 2020 Do Min' (FG4: 'PM 2020 Do Min', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
	A	B	C	Tot.	
	A	98	352	451	
	B	180	0	487	
	C	485	391	0	876
Tot.	645	490	843	1984	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: PM 2020 Do Min
Junction: Bartons Road - Petersfield Road	
1/1 (short)	98
1/2 (with short)	451(In) 352(Out)
2/1 (short)	487
2/2 (with short)	857(In) 160(Out)
3/1 (with short)	878(In) 485(Out)
3/2 (short)	381
4/1	845
5/1	490
6/1	849

Lane Saturation Flows

Junction: Bartons Road - Petersfield Road								
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 (Petersfield Road (N))	3.25	0.00	Y	Arm 5 Left	13.70	100.0 %	1749	1749
1/2 (Petersfield Road (N))	3.40	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1955	1955
2/1 (Bartons Road)	3.50	0.00	Y	Arm 6 Left	13.30	100.0 %	1766	1766
2/2 (Bartons Road)	3.50	0.00	Y	Arm 4 Right	23.00	100.0 %	1845	1845
3/1 (Petersfield Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Petersfield Road (S))	3.25	0.00	Y	Arm 5 Right	24.00	100.0 %	1826	1826
4/1 (Petersfield Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bartons Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Petersfield Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: 'AM 2020 with Dev' (FG5: 'AM 2020 with Dev', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired
Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	139	453	598
	B	145	0	332	537
	C	308	424	0	732
	Tot.	453	563	851	1867

Traffic Lane Flows

Lane	Scenario 5: AM 2020 with Dev
Junction: Bartons Road - Petersfield Road	
1 st (short)	139
1/2 (with short)	598(In) 453(Out)
2 nd (short)	332
2/2 (with short)	537(In) 145(Out)
3 rd (with short)	732(In) 308(Out)
3/2 (short)	424
4 th	453
5 th	563
6 th	851

Lane Saturation Flows

Junction: Bartons Road - Petersfield Road								
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 (Petersfield Road (N))	3.25	0.00	Y	Arm 5 Left	13.70	100.0 %	1749	1749
1/2 (Petersfield Road (N))	3.40	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1955	1955
2/1 (Bartons Road)	3.50	0.00	Y	Arm 6 Left	13.30	100.0 %	1766	1766
2/2 (Bartons Road)	3.50	0.00	Y	Arm 4 Right	23.00	100.0 %	1845	1845
3/1 (Petersfield Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Petersfield Road (S))	3.25	0.00	Y	Arm 5 Right	24.00	100.0 %	1826	1826
4/1 (Petersfield Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bartons Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Petersfield Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'PM 2020 with Dev' (FG6: 'PM 2020 with Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
	A	B	C	Tot.	
	A	0	107	352	459
	B	185	0	508	694
	C	485	413	0	898
Tot.	650	520	881		2051

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: PM 2020 with Dev
Junction: Bartons Road - Petersfield Road	
1/1 (short)	107
1/2 (with short)	458(In) 352(Out)
2/1 (short)	509
2/2 (with short)	374(In) 165(Out)
3/1 (with short)	898(In) 485(Out)
3/2 (short)	413
4/1	850
5/1	520
6/1	881

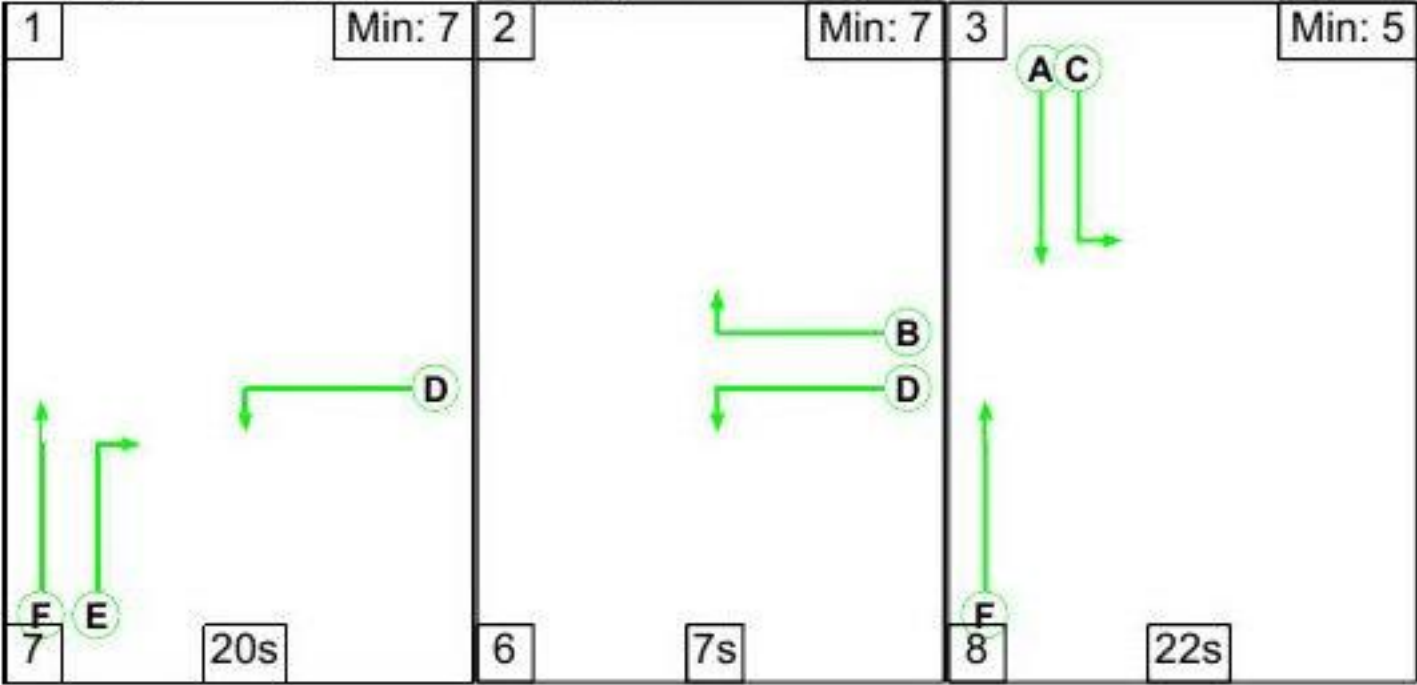
Lane Saturation Flows

Junction: Bartons Road - Petersfield Road								
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 (Petersfield Road (N))	3.25	0.00	Y	Arm 5 Left	13.70	100.0 %	1749	1749
1/2 (Petersfield Road (N))	3.40	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1955	1955
2/1 (Bartons Road)	3.50	0.00	Y	Arm 6 Left	13.30	100.0 %	1766	1766
2/2 (Bartons Road)	3.50	0.00	Y	Arm 4 Right	23.00	100.0 %	1845	1845
3/1 (Petersfield Road (S))	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
3/2 (Petersfield Road (S))	3.25	0.00	Y	Arm 5 Right	24.00	100.0 %	1826	1826
4/1 (Petersfield Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Bartons Road Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Petersfield Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: 'AM 2015 Base' (FG1: 'AM 2015 Base', Plan 1: 'Network Control Plan 1')

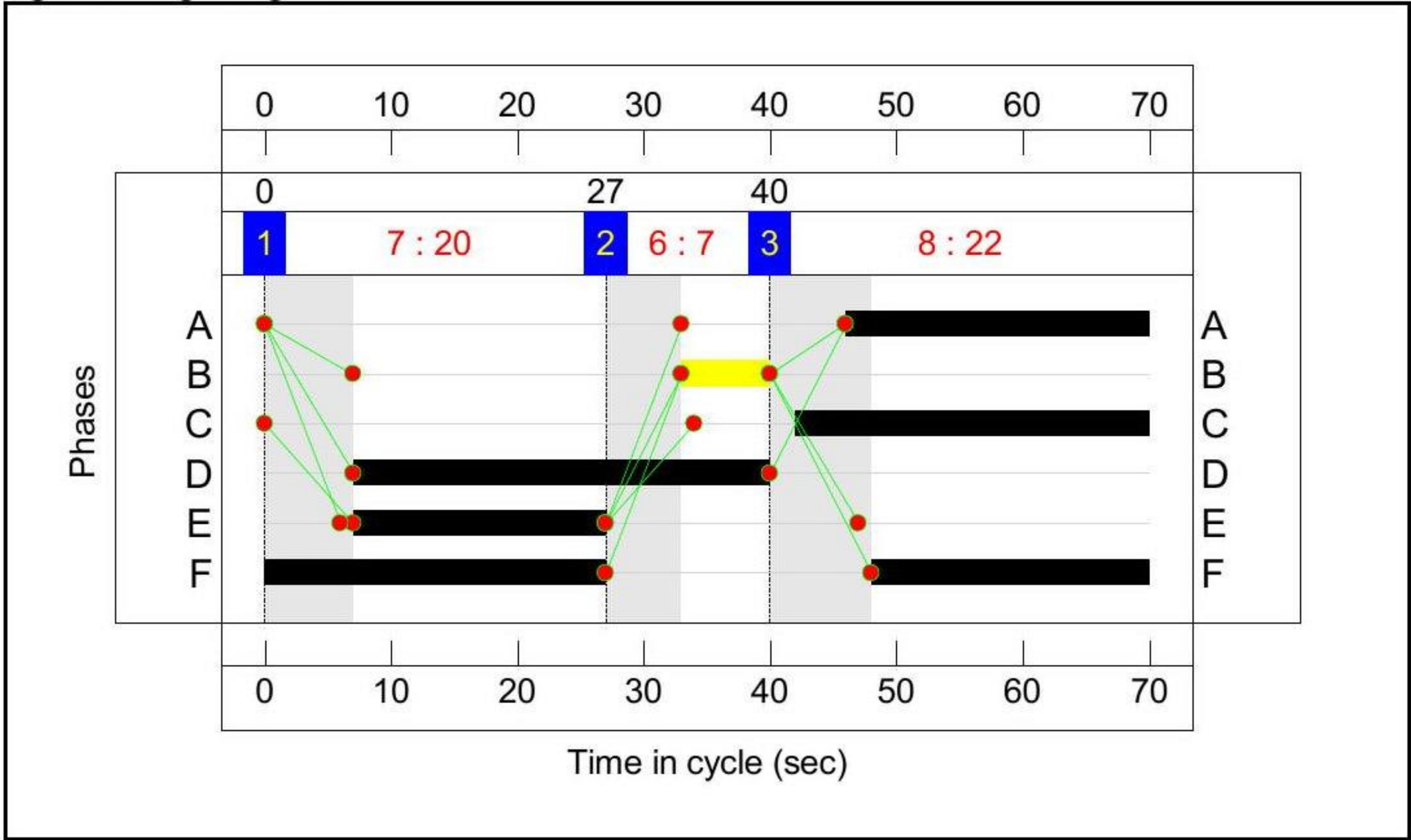
Stage Sequence Diagram



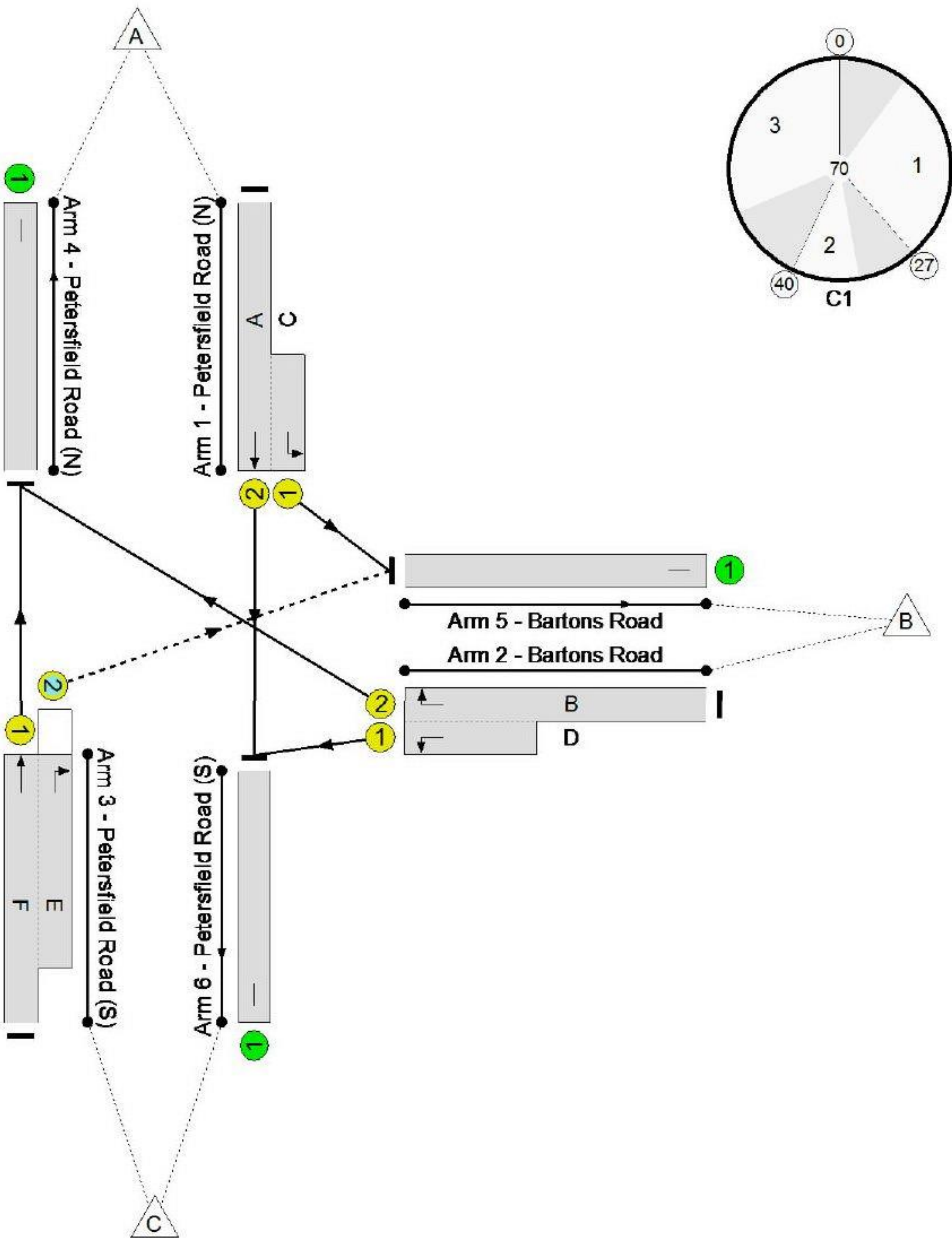
Stage Timings

Stage	1	2	3
Duration	20	7	22
Change Point	0	27	40

Signal Timings Diagram



Bartons Road - Petersfield Road
PRC: 26.2 %
Total Traffic Delay: 10.5 pcuHr



Full Input Data And Results

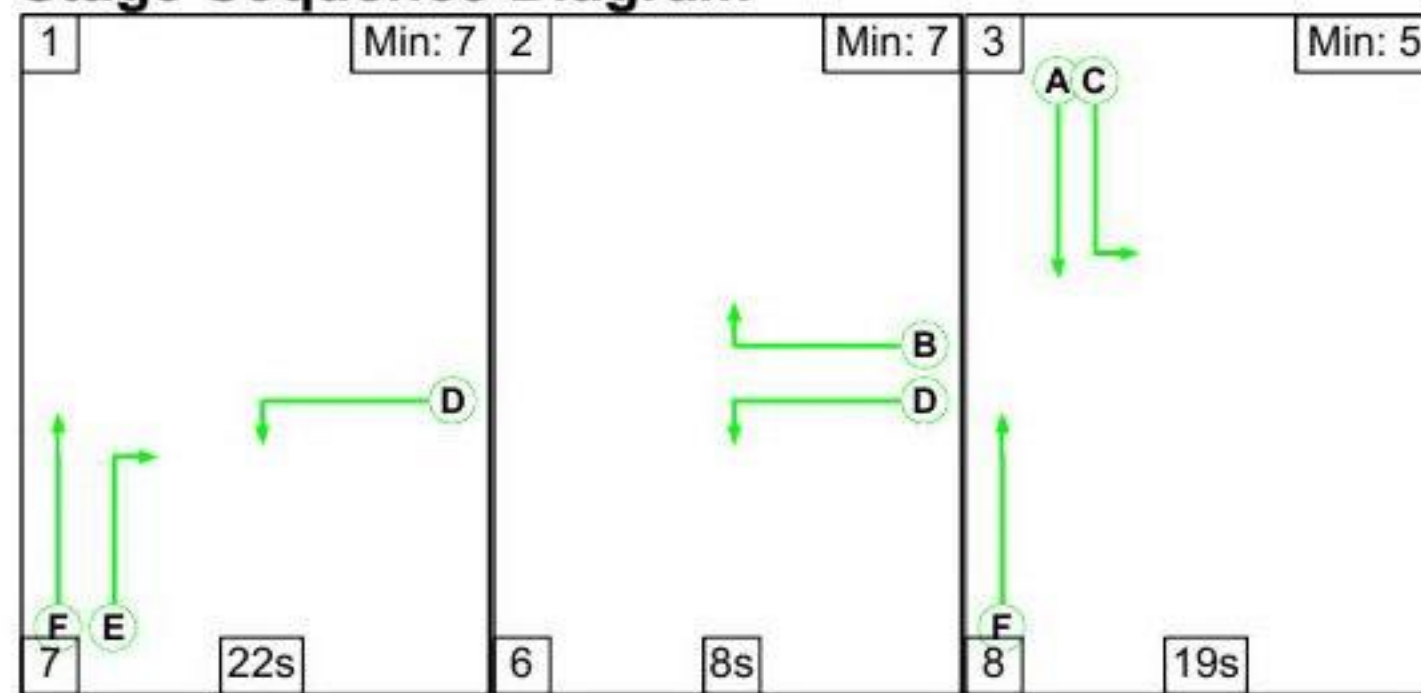
Network Results

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Full Input Data And Results

Scenario 2: 'PM 2015 Base' (FG2: 'PM 2015 Base ', Plan 1: 'Network Control Plan 1')

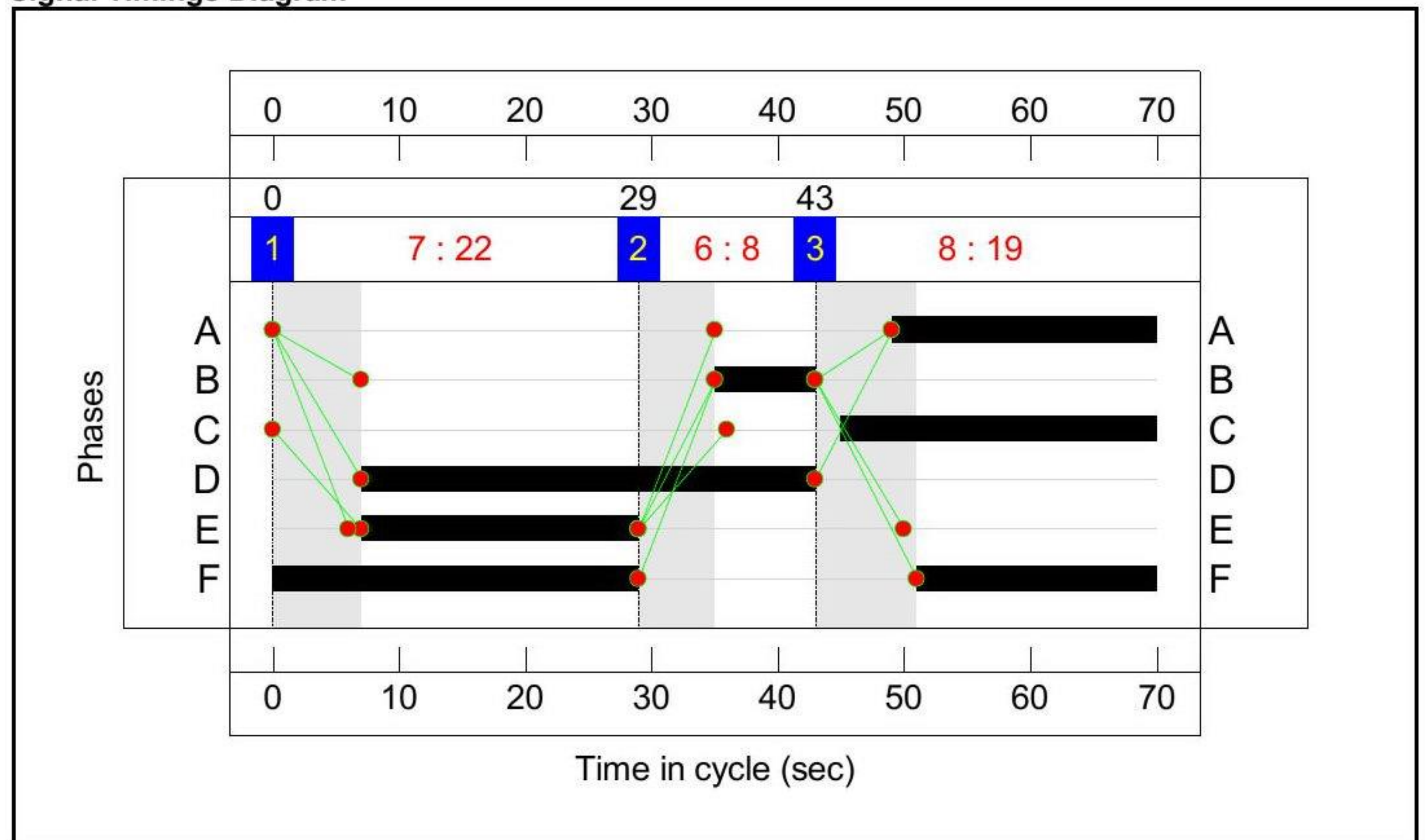
Stage Sequence Diagram



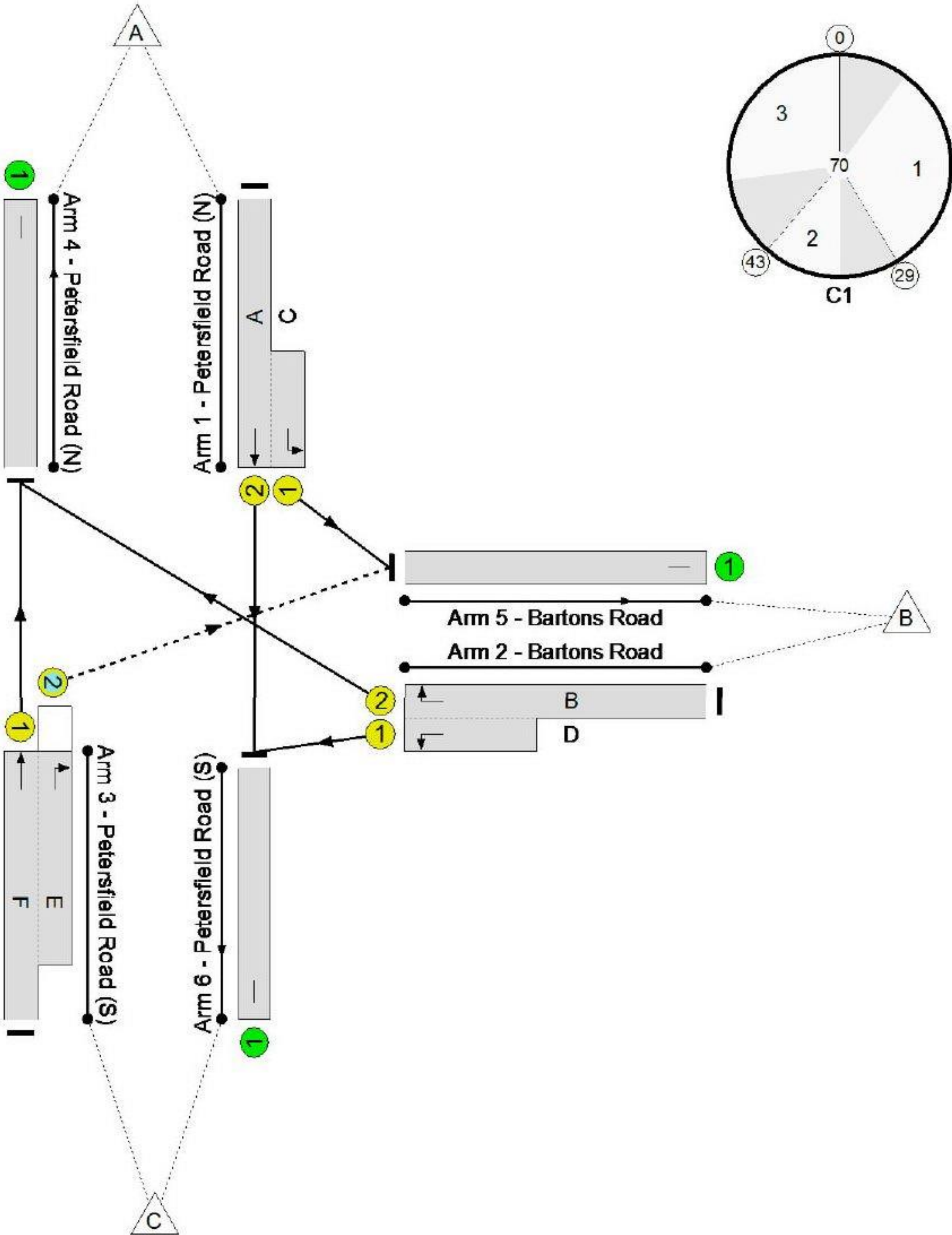
Stage Timings

Stage	1	2	3
Duration	22	8	19
Change Point	0	29	43

Signal Timings Diagram



Bartons Road - Petersfield Road
PRC: 44.3 %
Total Traffic Delay: 9.2 pcuHr

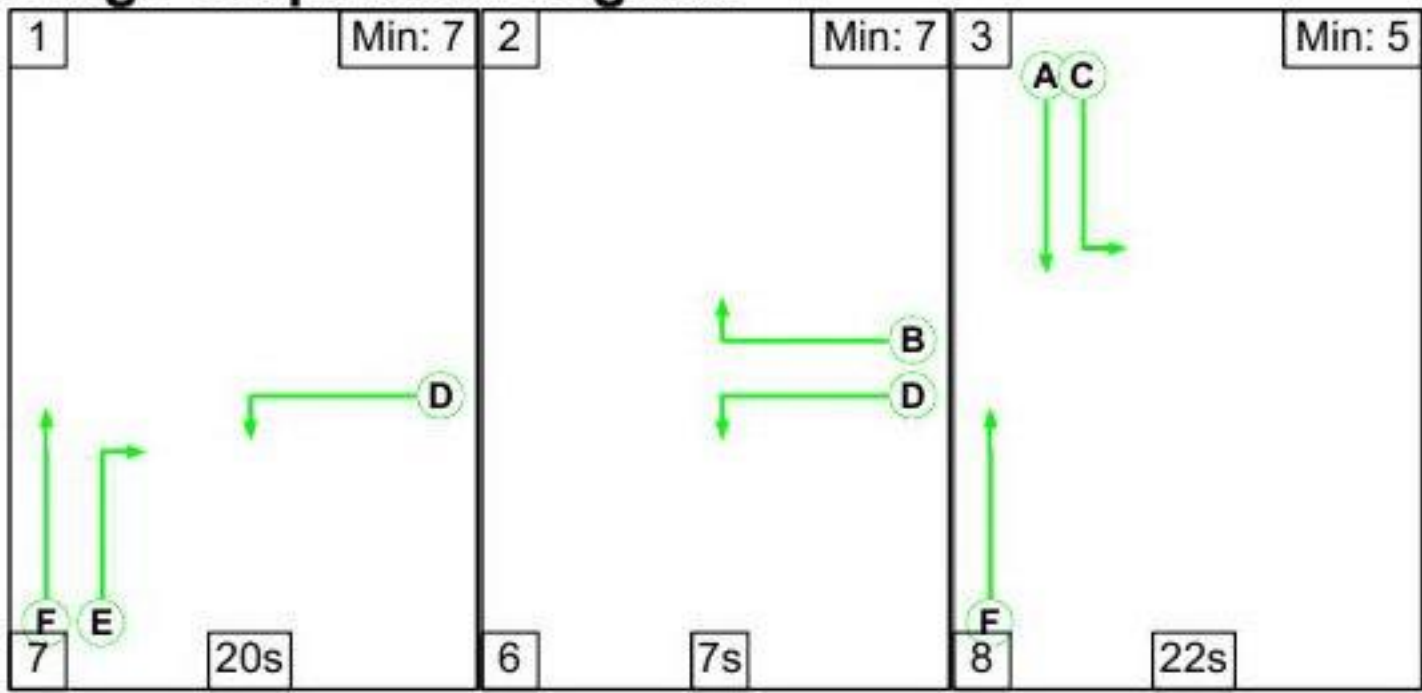


Full Input Data And Results

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 (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	62.4%
Bartons Road - Petersfield Road	-	-	N/A	-	-		-	-	-	-	-	-	62.4%
1/2+1/2	Petersfield Road (N) Left Ahead	U	N/A	N/A	A/C		-	21.25	-	419	1955:1749	541+150	60.6 60.8%
2/2+2/2	Bartons Road Right Left	U	N/A	N/A	B/D		-	8.36	-	607	1845:1786	267+798	62.4 57.5%
3/1+3/2	Petersfield Road (S) Ahead Right	U+C	N/A	N/A	F/E		-	48.22	-	810	1940:1826	921+600	49.0 58.8%
4/1	Petersfield Road (N)	U	N/A	N/A	-		-	-	-	599	--	--	0.0%
5/1	Bartons Road	U	N/A	N/A	-		-	-	-	450	--	--	0.0%
6/1	Petersfield Road (S)	U	N/A	N/A	-		-	-	-	787	--	--	0.0%
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)
Network	-	-	0	349	10	7.2	2.0	0.0	9.2	-	-	-	-
Bartons Road - Petersfield Road	-	-	0	349	10	7.2	2.0	0.0	9.2	-	-	-	-
1/2+1/2	419	419	-	-	-	2.2	0.8	-	2.9	25.2	5.2	0.8	6.0
2/2+2/2	607	607	-	-	-	2.5	0.7	-	3.2	19.2	5.6	0.7	6.3
3/1+3/2	810	810	0	349	10	2.5	0.6	0.0	3.0	13.5	5.8	0.6	6.4
4/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	787	787	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
CPI													
FRC for Signalized Lanes (%)					44.3	Total Delay for Signalized Lanes (pcuHr):			9.22	Cycle Time (s): 70			
FRC Over All Lanes (%)					44.3	Total Delay Over All Lanes (pcuHr):			9.22				

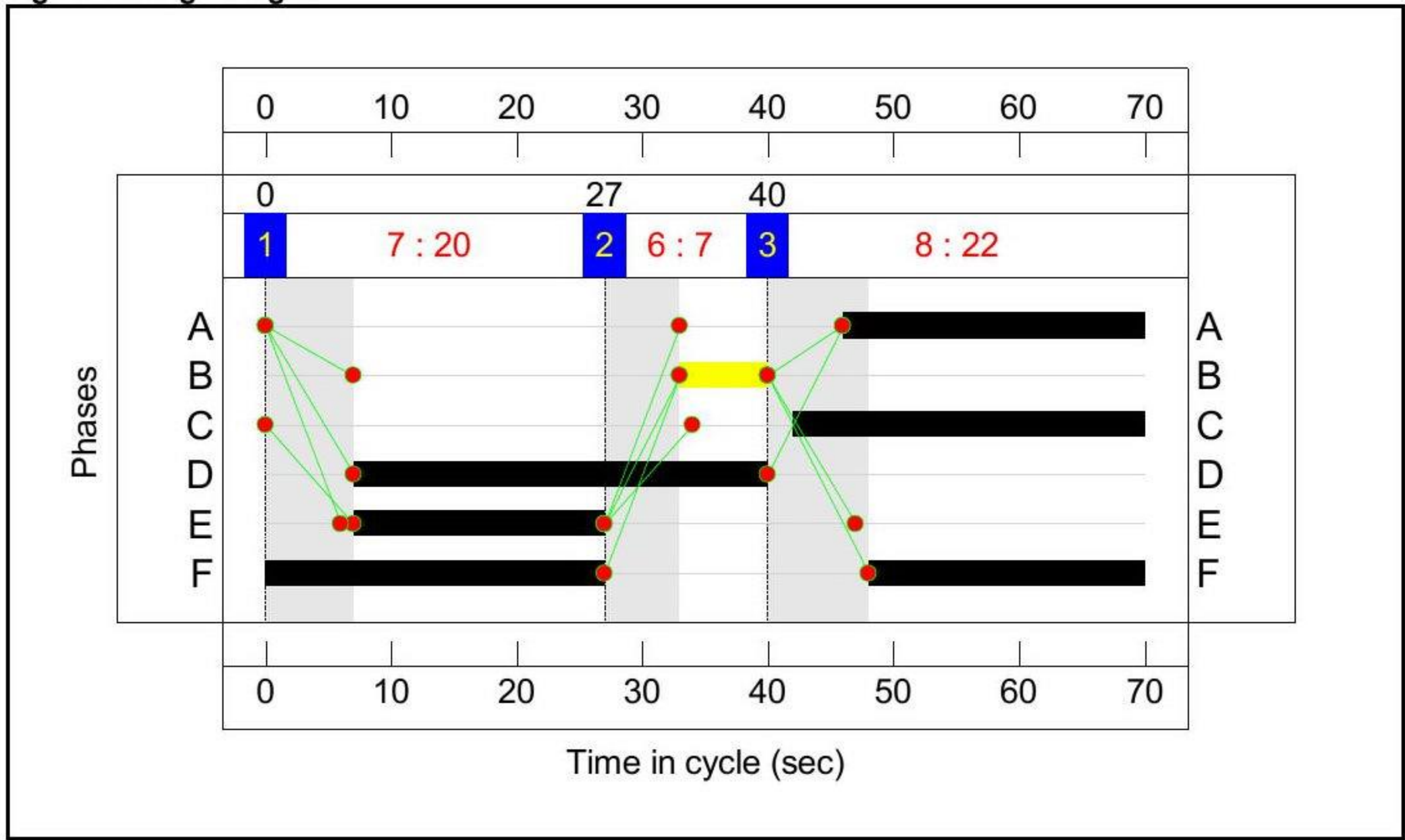
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	20	7	22
Change Point	0	27	40

Signal Timings Diagram

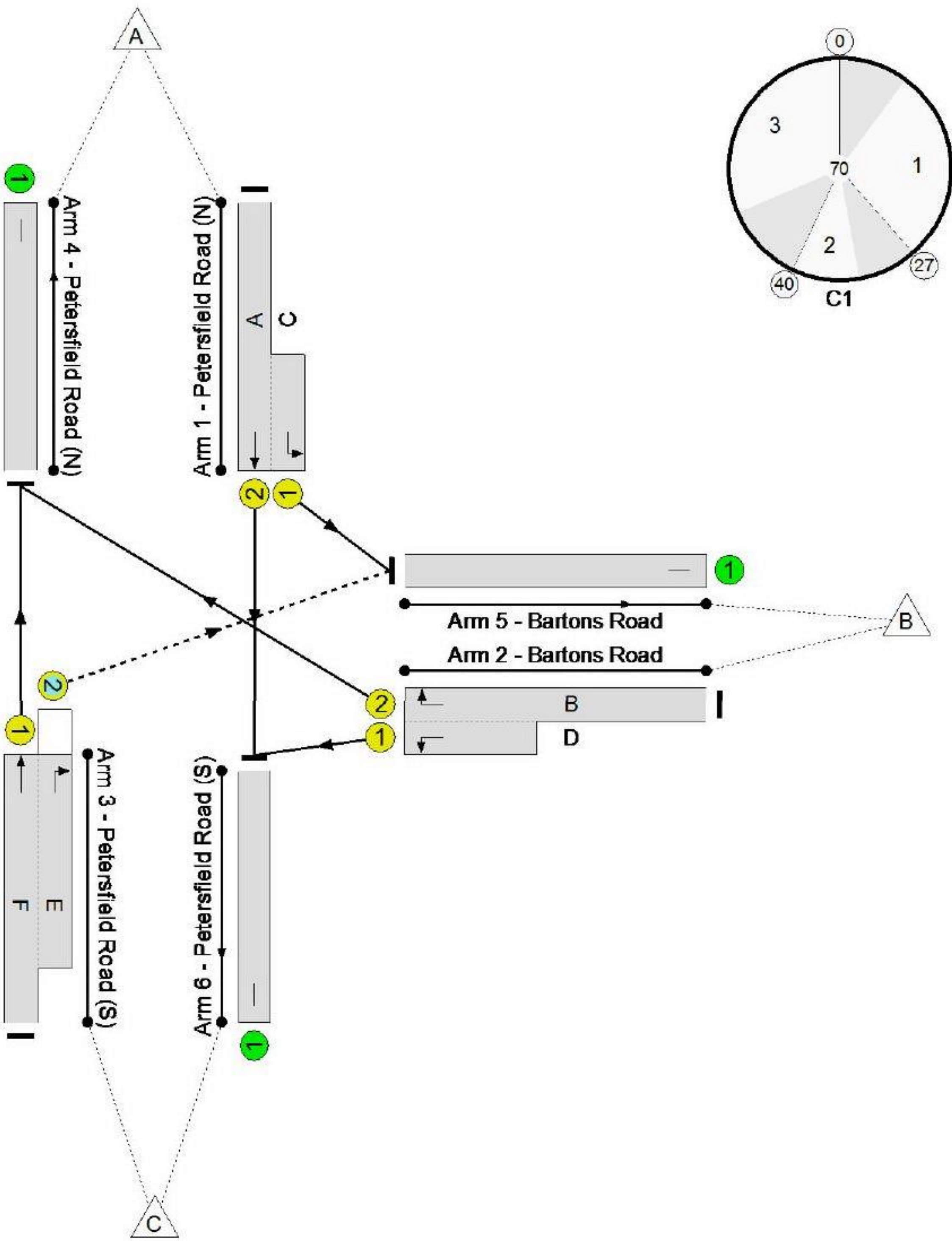


Bartons Road - Petersfield Road



PRC: 17.6 %

Total Traffic Delay: 12.2 pcuHr

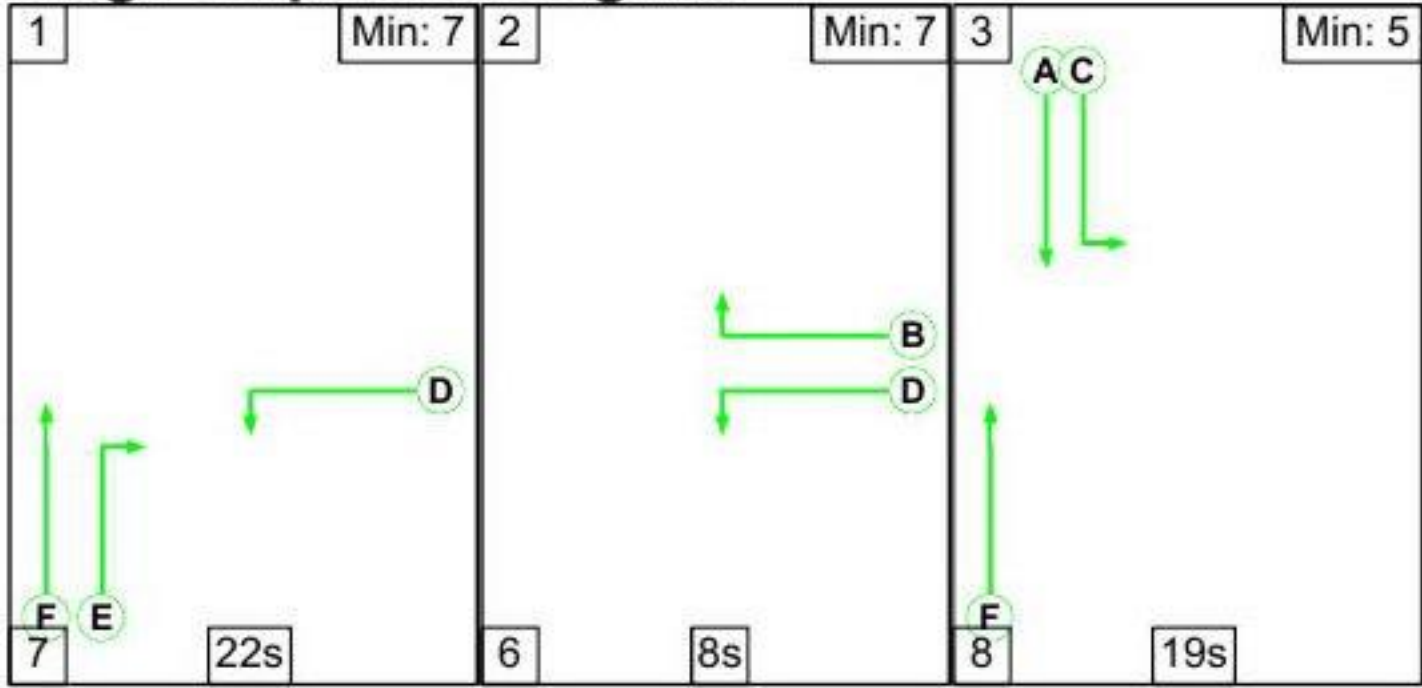


Full Input Data And Results

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 (%)
Network	-	-	N/A	-	-	-	-	-	-	-	-	-	76.5%
Bartons Road - Petersfield Road	-	-	N/A	-	-	-	-	-	-	-	-	-	76.5%
1/2+1/2	Petersfield Road (N) Left Ahead	U	N/A	N/A	A-C	-	-	24.28	-	585	1955:1749	600+178	76.5 76.5%
2/2+2/2	Bartons Road Right Left	U	N/A	N/A	B-D	-	-	7.33	-	504	1845:1736	211+571	64.5 64.5%
3/1+3/2	Petersfield Road (S) Ahead Right	U-C	N/A	N/A	F-E	-	-	43.20	-	723	1940:1826	407+548	75.8 75.8%
4:1	Petersfield Road (N)	U	N/A	N/A	-	-	-	-	-	444	--	--	0.0%
5:1	Bartons Road	U	N/A	N/A	-	-	-	-	-	551	--	--	0.0%
6:1	Petersfield Road (S)	U	N/A	N/A	-	-	-	-	-	827	--	--	0.0%
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)	Avg. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	403	12	8.2	4.0	0.0	12.2	-	-	-	-
Bartons Road - Petersfield Road	-	-	0	403	12	8.2	4.0	0.0	12.2	-	-	-	-
1/2+1/2	585	585	-	-	-	3.0	1.6	-	4.6	27.7	8.4	1.6	10.0
2/2+2/2	504	504	-	-	-	2.3	0.9	-	3.2	23.0	4.6	0.9	5.5
3/1+3/2	723	723	0	403	12	2.9	1.5	0.0	4.4	21.9	7.3	1.5	8.8
4:1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5:1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6:1	827	827	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1													
FRC for Signalized Lanes (%)					17.6	Total Delay for Signalized Lanes (pcuHr):			12.20	Cycle Time (s):			
FRC Over All Lanes (%)					17.6	Total Delay Over All Lanes (pcuHr):			12.20				

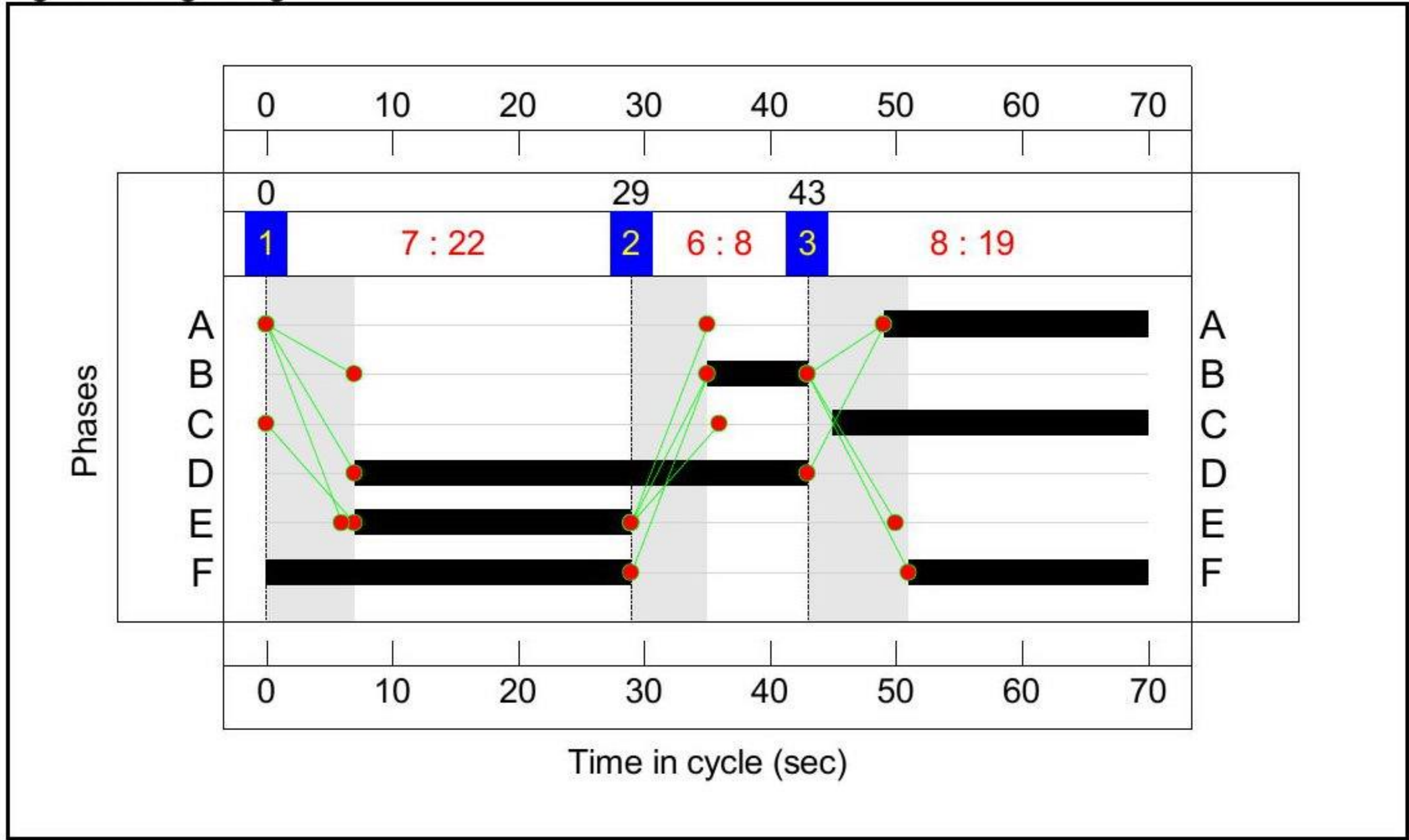
Stage Sequence Diagram



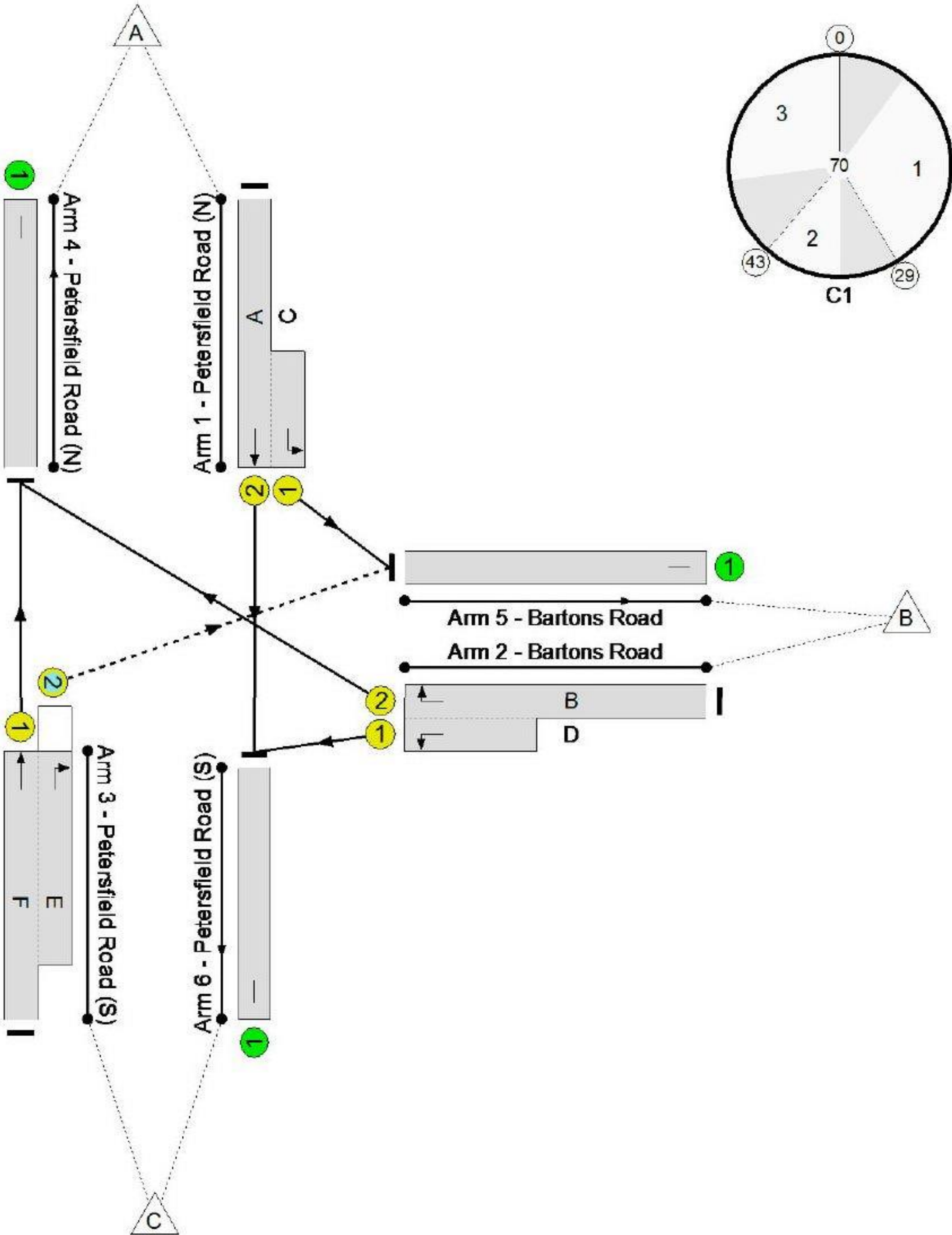
Stage Timings

Stage	1	2	3
Duration	22	8	19
Change Point	0	29	43

Signal Timings Diagram



Bartons Road - Petersfield Road
PRC: 33.4 %
Total Traffic Delay: 10.4 pcuHr



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 (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	67.4%
Bartons Road - Petersfield Road	-	-	N/A	-	-		-	-	-	-	-	-	67.4%
1/2+1/2	Petersfield Road (N) Left Ahead	U	N/A	N/A	A/C		-	21.25	-	451	1955;1749	540+152	65.2 65.2%
2/2+2/2	Bartons Road Right Let	U	N/A	N/A	B/D		-	8.36	-	857	1845;1786	237+798	67.4 62.2%
3/1+3/2	Petersfield Road (S) Ahead Right	U+C	N/A	N/A	F/E		-	48.22	-	876	1940;1826	898+600	54.0 65.2%
4:1	Petersfield Road (N)	U	N/A	N/A	-		-	-	-	845	--	--	0.0%
5:1	Bartons Road	U	N/A	N/A	-		-	-	-	490	--	--	0.0%
6:1	Petersfield Road (S)	U	N/A	N/A	-		-	-	-	849	--	--	0.0%
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)
Network	-	-	0	380	11	7.9	2.5	0.0	10.4	-	-	-	-
Bartons Road - Petersfield Road	-	-	0	380	11	7.9	2.5	0.0	10.4	-	-	-	-
1/2+1/2	451	451	-	-	-	2.4	0.9	-	3.3	26.3	5.8	0.9	6.8
2/2+2/2	857	857	-	-	-	2.8	0.9	-	3.7	20.0	6.3	0.9	7.1
3/1+3/2	876	876	0	380	11	2.7	0.7	0.0	3.4	14.2	6.4	0.7	7.1
4:1	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5:1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6:1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C/T		FRC for Signalized Lanes (%)			68.4	Total Delay for Signalized Lanes (pcuHr):			10.40	Cycle Time (s): 70			
		FRC Over All Lanes (%):			68.4	Total Delay Over All Lanes(pcuHr):			10.40				

Scenario 5: 'AM 2020 with Dev' (FG5: 'AM 2020 with Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

The diagram illustrates a sequence of three stages, each with a duration and specific activities represented by green arrows.

- Stage 1:** Duration 7 (Min: 7). Activities: F (up), E (up), and E (right).
- Stage 2:** Duration 6 (Min: 7). Activities: D (down) and D (right).
- Stage 3:** Duration 8 (Min: 5). Activities: F (up), A (up), and C (right).

Transitions between stages are indicated by horizontal lines.

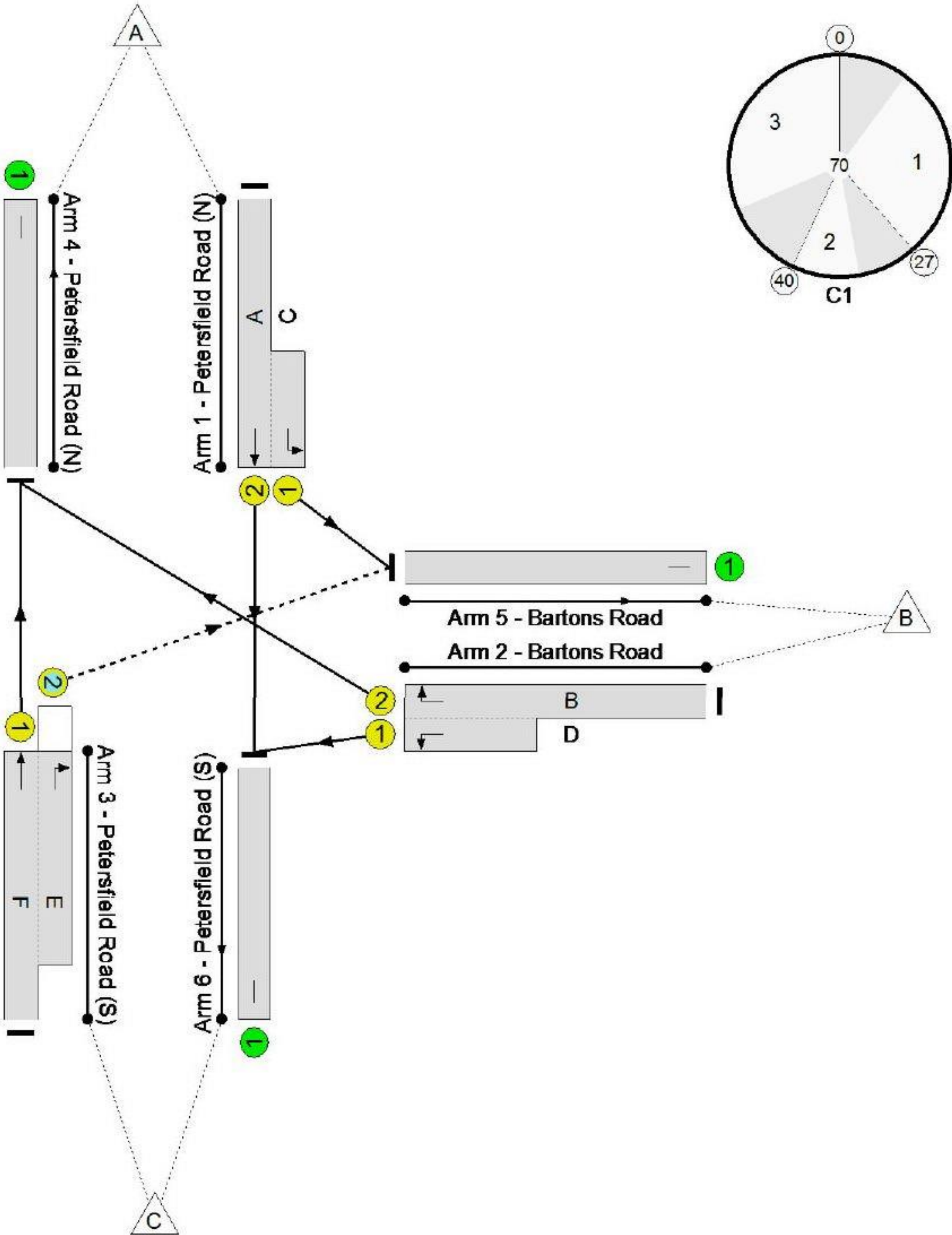
Stage	1	2	3
Duration	20	7	22
Change Point	0	27	40

Figure 1 is a Gantt chart illustrating the sequence of phases (A, B, C, D, E, F) over a 70-second cycle. The chart is divided into three main sections: 0-27s, 27-40s, and 40-70s. The phases are represented by horizontal bars. A yellow bar highlights the sequence from 27s to 40s. The sequence is: A (0-7s), B (7-20s), C (20-27s), D (27-33s), E (33-40s), F (40-47s). The sequence is repeated in the 40-70s section.

Bartons Road - Petersfield Road

PRC: 16.3 %

Total Traffic Delay: 12.8 pcuHr

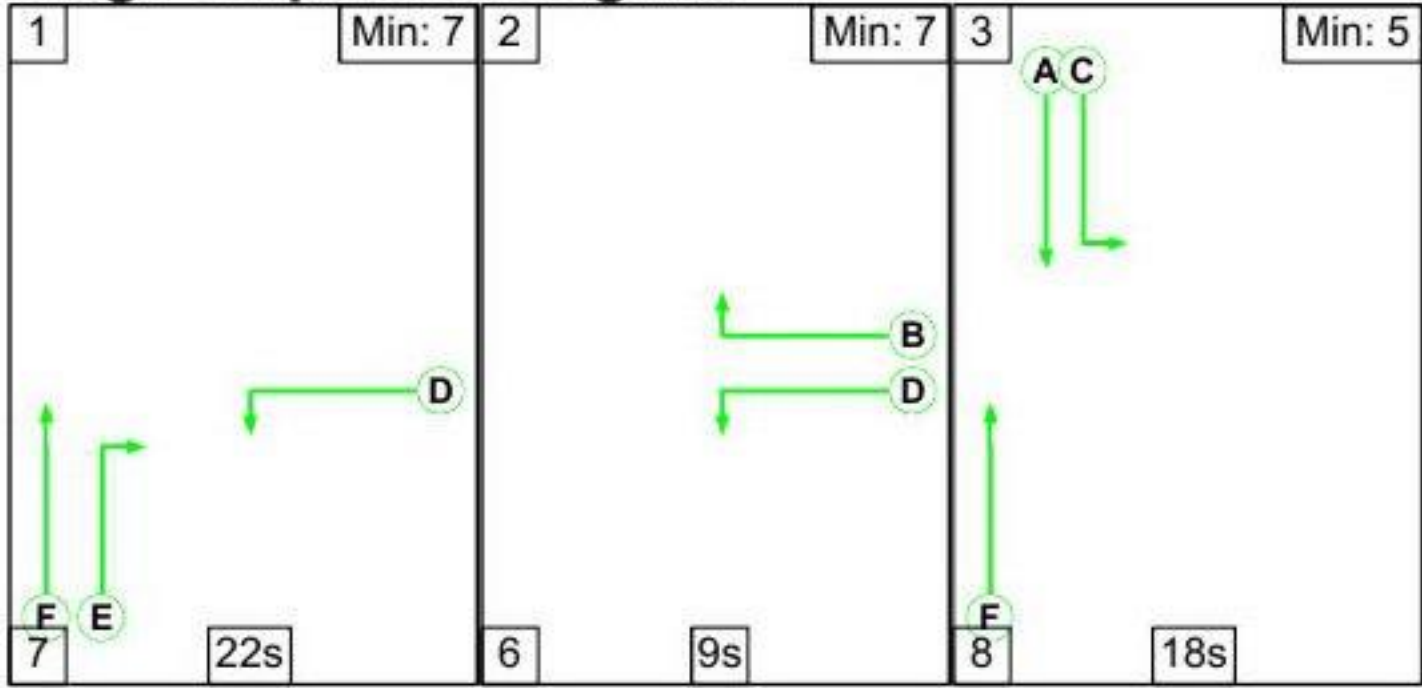


Full Input Data And Results

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 (%)
Network	-	-	N/A	-	-	-	-	-	-	-	-	-	77.4%
Bartons Road - Petersfield Road	-	-	N/A	-	-	-	-	-	-	-	-	-	77.4%
1/2+1/2	Petersfield Road (N) Left Ahead	U	N/A	N/A	A-C	-	-	24.28	-	538	1955:1749	598+187	76.8 76.8%
2/2+2/2	Bartons Road Right Left	U	N/A	N/A	B-D	-	-	7.33	-	537	1845:1736	217+570	68.8 68.8%
3/1+3/2	Petersfield Road (S) Ahead Right	U-C	N/A	N/A	F-E	-	-	43.20	-	732	1940:1826	398+548	77.4 77.4%
4:1	Petersfield Road (N)	U	N/A	N/A	-	-	-	-	-	453	--	--	0.0%
5:1	Bartons Road	U	N/A	N/A	-	-	-	-	-	533	--	--	0.0%
6:1	Petersfield Road (S)	U	N/A	N/A	-	-	-	-	-	851	--	--	0.0%
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)	Avg. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	412	12	8.4	4.4	0.0	12.8	-	-	-	-
Bartons Road - Petersfield Road	-	-	0	412	12	8.4	4.4	0.0	12.8	-	-	-	-
1/2+1/2	538	538	-	-	-	3.0	1.6	-	4.6	27.8	8.4	1.6	10.0
2/2+2/2	537	537	-	-	-	2.5	1.1	-	3.6	24.1	5.0	1.1	6.1
3/1+3/2	732	732	0	412	12	2.9	1.7	0.0	4.6	22.7	7.4	1.7	9.1
4:1	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5:1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6:1	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1													
FRC for Signalized Lanes (%)					16.3	Total Delay for Signalized Lanes (pcuHr):			12.32	Cycle Time (s):			
FRC Over All Lanes (%)					16.3	Total Delay Over All Lanes (pcuHr):			12.32				

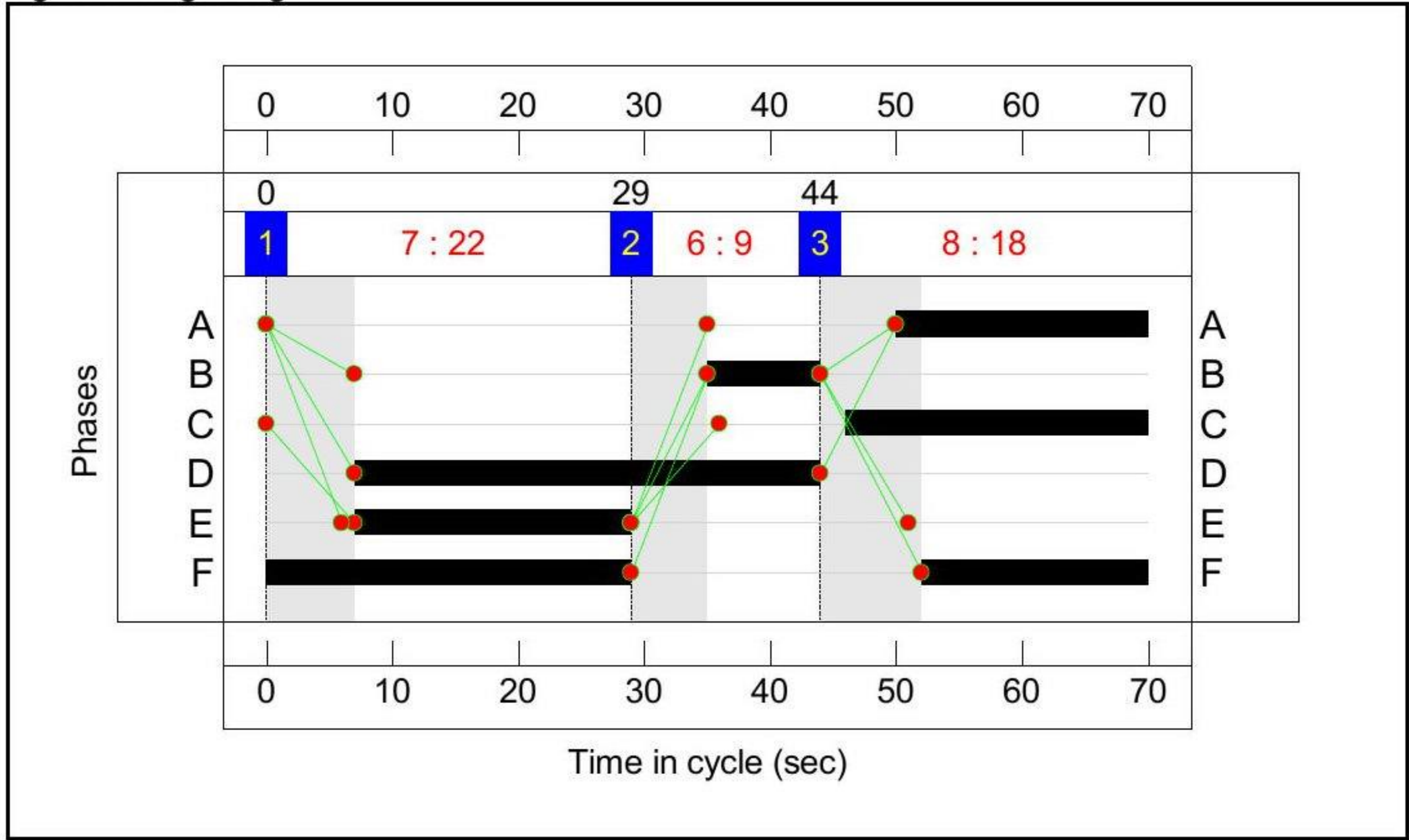
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	22	9	18
Change Point	0	29	44

Signal Timings Diagram

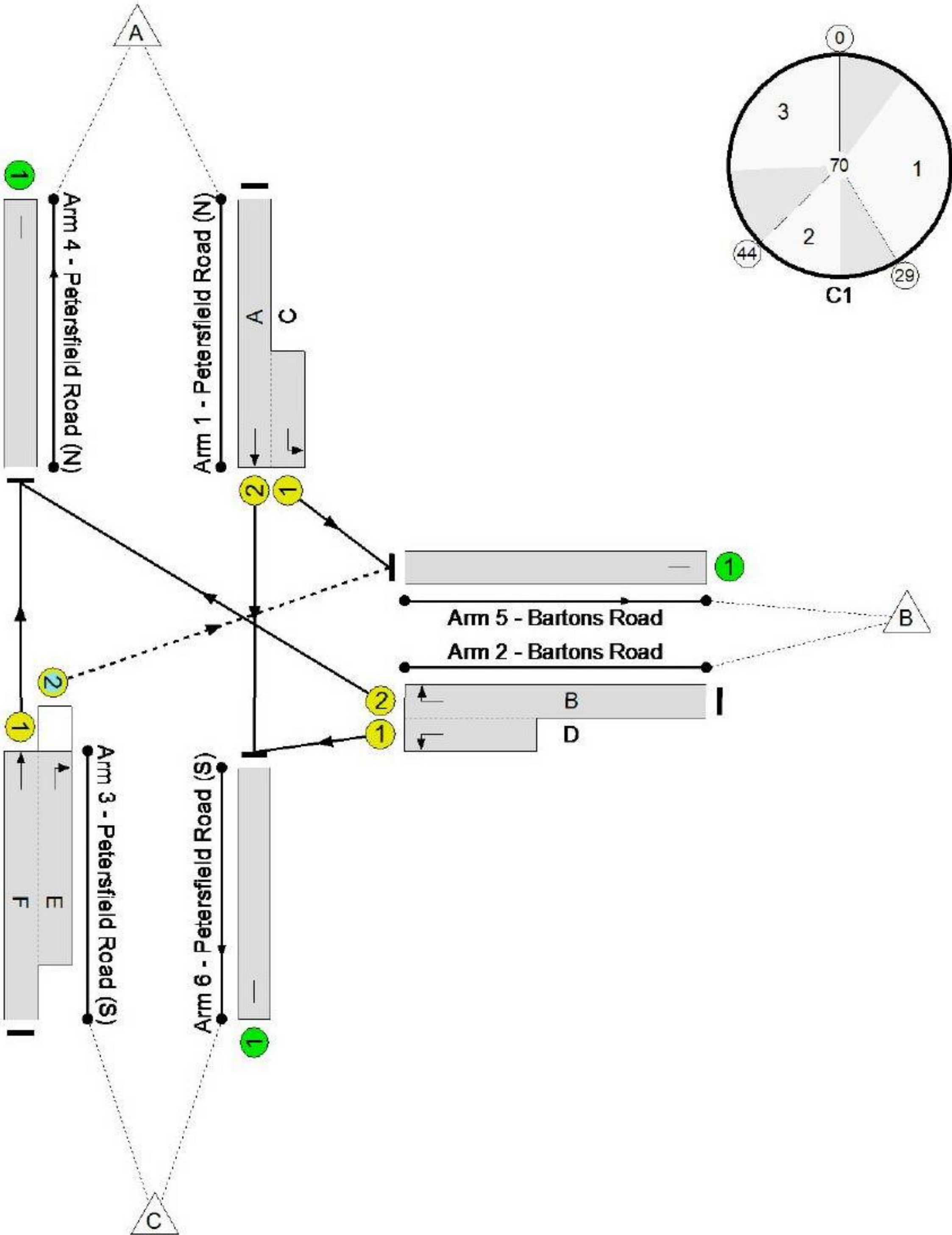




Bartons Road - Petersfield Road

PRC: 30.7 %

Total Traffic Delay: 10.9 pcuHr



Full Input Data And Results

Network Results

[illegible]

APPENDIX H

Sarah Allen

From: Mark Turner [REDACTED]
Sent: 13 October 2015 16:29
To: Sarah Allen
Subject: Re: Development at Bartons Road South

Follow Up Flag: Follow up
Flag Status: Flagged

Sarah - thank you for the below which reflects our conversation and the position of Stagecoach regarding Services 20/21.

Regards

Mark

Mark Turner
Commercial Director
Stagecoach South
The Bus Station
Southgate
Chichester
West Sussex, PO19 8DG



Stagecoach (South) Ltd
Registered in England & Wales No. 1673542
Registered Address: Daw Bank, Stockport, SK3 0DU



13/10/2015 15:50

cc
Subject: Development at Bartons Road South

Hi Mark

Thank you for the conversation earlier. Just to reiterate our discussion we agree that although the Stagecoach routes 20/21 are the closest to the site, with the nearest bus stop on Wakefords Way (some 650m from the centre of the site), any diversion of this service into the site would be lengthy and have an adverse impact on the existing service and its users. The likely patronage generated from the 175 new houses is unlikely to be financially beneficial compared to the cost of diverting the service. Therefore, Stagecoach would not want to divert the service to the site.

As we discussed the route to the existing bus stops is within a reasonable walk and the route is along lit, safe footways. Therefore it's not unreasonable to think that future residents of the site may walk to the existing bus stops on Wakefords Way. Having reviewed the existing bus stop infrastructure on Wakefords Way, there is already a good quality bus shelter at the southbound stop, although there isn't sufficient footway available to provide a shelter at the northbound stop.

You suggested that in terms of improving infrastructure, HCC are currently upgrading the bus stops to provide real time information and that a contribution towards this may be appropriate. We will therefore discuss this option with HCC as part of the detailed discussions within the planning process.

I would appreciate it if you could just confirm back to me that you are happy with the contents of the email?

Many thanks for your help.

Regards

Sarah Allen
Associate

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