Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	7.39	0.08	A
B-A	0.14	9.75	0.16	A
C-AB	0.11	5.74	0.19	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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	26.35	26.15	0.00	550.42	0.048	0.05	6.865	A
B-A	40.65	40.27	0.00	470.75	0.086	0.10	8.515	A
C-AB	45.61	45.20	0.00	689.23	0.066	0.10	5.728	A
C-A	160.67	160.67	0.00	-	-	-	-	-
A-B	50.44	50.44	0.00	-	-	-	-	-
A-C	155.84	155.84	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	31.46	31.42	0.00	540.16	0.058	0.06	7.075	A
B-A	48.54	48.45	0.00	456.10	0.106	0.12	8.997	A
C-AB	57.53	57.40	0.00	703.75	0.082	0.14	5.712	A
C-A	188.79	188.79	0.00	-	-	-	-	-
A-B	60.23	60.23	0.00	-	-	-	-	-
A-C	186.09	186.09	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	38.54	38.47	0.00	525.84	0.073	0.08	7.386	A
B-A	59.46	59.30	0.00	435.80	0.136	0.16	9.739	A
C-AB	77.33	77.11	0.00	726.41	0.106	0.19	5.691	A
C-A	224.35	224.35	0.00	-	-	-	-	-
A-B	73.77	73.77	0.00	-	-	-	-	-
A-C	227.91	227.91	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	38.54	38.53	0.00	525.71	0.073	0.08	7.388	A
B-A	59.46	59.45	0.00	435.80	0.136	0.16	9.747	A
C-AB	77.39	77.38	0.00	726.48	0.107	0.19	5.696	A
C-A	224.29	224.29	0.00	-	-	-	-	-
A-B	73.77	73.77	0.00	-	-	-	-	-
A-C	227.91	227.91	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	31.46	31.53	0.00	539.94	0.058	0.06	7.083	A
B-A	48.54	48.69	0.00	456.11	0.106	0.12	9.008	A
C-AB	57.60	57.81	0.00	703.86	0.082	0.14	5.722	A
C-A	188.72	188.72	0.00	-	-	-	-	-
A-B	60.23	60.23	0.00	-	-	-	-	-
A-C	186.09	186.09	0.00	-	-	-	-	-

Main results: (09:15-09:30)

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	26.35	26.40	0.00	550.05	0.048	0.05	6.877	A
B-A	40.65	40.76	0.00	470.75	0.086	0.10	8.534	A
C-AB	45.74	45.87	0.00	689.33	0.066	0.11	5.739	A
C-A	160.54	160.54	0.00	-	-	-	-	-
A-B	50.44	50.44	0.00	-	-	-	-	-
A-C	155.84	155.84	0.00	-	-	-	-	-

Existing Geometry - 2025 No Dev, PM 1445 - 1545

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Geometry	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
2025 No Dev, PM 1445 - 1545	2025 No Dev	PM 1445 - 1545		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Caldy	(untitled)	T-Junction	Two-way	A,B,C	7.65	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Ramsey Road east		Major
B	B	Caldy Close	Access to school	Minor
C	C	Ramsey Road west		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	8.40		0.00		2.20	75.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				7.00	4.60	3.10	3.00	2.80	✓	1.00	74	35

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
Caldy	B-A	553.464	0.090	0.228	0.144	0.326
Caldy	B-C	589.961	0.081	0.205	-	-
Caldy	C-B	617.397	0.214	0.214	-	-

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	✓	224.00	100.000
B	ONE HOUR	✓	106.00	100.000
C	ONE HOUR	✓	224.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	52.000	172.000
	B	67.000	0.000	39.000
	C	183.000	41.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.23	0.77
	B	0.63	0.00	0.37
	C	0.82	0.18	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.053
	B	1.000	1.000	1.000
	C	1.050	1.000	1.000

Heavy Vehicle Percentages - Junction Caldy (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	5.3
	B	0.0	0.0	0.0
	C	5.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.08	7.51	0.09	A
B-A	0.16	9.30	0.19	A
C-AB	0.09	5.73	0.15	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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	29.36	29.14	0.00	545.34	0.054	0.06	6.970	A
B-A	50.44	49.99	0.00	490.41	0.103	0.11	8.166	A
C-AB	38.53	38.20	0.00	674.05	0.057	0.08	5.716	A
C-A	130.11	130.11	0.00	-	-	-	-	-
A-B	39.15	39.15	0.00	-	-	-	-	-
A-C	129.49	129.49	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	35.06	35.01	0.00	535.85	0.065	0.07	7.187	A
B-A	60.23	60.12	0.00	478.06	0.126	0.14	8.612	A
C-AB	48.10	48.00	0.00	685.48	0.070	0.11	5.709	A
C-A	153.28	153.28	0.00	-	-	-	-	-
A-B	46.75	46.75	0.00	-	-	-	-	-
A-C	154.62	154.62	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	42.94	42.86	0.00	522.45	0.082	0.09	7.506	A
B-A	73.77	73.59	0.00	460.93	0.160	0.19	9.290	A
C-AB	62.48	62.33	0.00	701.38	0.089	0.14	5.704	A
C-A	184.15	184.15	0.00	-	-	-	-	-
A-B	57.25	57.25	0.00	-	-	-	-	-
A-C	189.38	189.38	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	42.94	42.94	0.00	522.33	0.082	0.09	7.508	A
B-A	73.77	73.76	0.00	460.93	0.160	0.19	9.298	A
C-AB	62.51	62.51	0.00	701.42	0.089	0.15	5.714	A
C-A	184.12	184.12	0.00	-	-	-	-	-
A-B	57.25	57.25	0.00	-	-	-	-	-
A-C	189.38	189.38	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	35.06	35.13	0.00	535.64	0.065	0.07	7.195	A
B-A	60.23	60.41	0.00	478.07	0.126	0.15	8.624	A
C-AB	48.14	48.29	0.00	685.54	0.070	0.11	5.723	A
C-A	153.23	153.23	0.00	-	-	-	-	-
A-B	46.75	46.75	0.00	-	-	-	-	-
A-C	154.62	154.62	0.00	-	-	-	-	-

Main results: (09:15-09:30)

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	29.36	29.41	0.00	545.00	0.054	0.06	6.982	A
B-A	50.44	50.56	0.00	490.40	0.103	0.12	8.188	A
C-AB	38.62	38.71	0.00	674.11	0.057	0.08	5.727	A
C-A	130.02	130.02	0.00	-	-	-	-	-
A-B	39.15	39.15	0.00	-	-	-	-	-
A-C	129.49	129.49	0.00	-	-	-	-	-

Existing Geometry - 2025 With Dev, AM 0800 - 0900

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Geometry	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
2025 With Dev, AM 0800 - 0900	2025 With Dev	AM 0800 - 0900		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Caldy	(untitled)	T-Junction	Two-way	A,B,C	8.03	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Ramsey Road east		Major
B	B	Caldy Close	Access to school	Minor
C	C	Ramsey Road west		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	8.40		0.00		2.20	75.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				7.00	4.60	3.10	3.00	2.80	✓	1.00	74	35

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
Caldy	B-A	544.289	0.089	0.224	0.141	0.321
Caldy	B-C	601.383	0.083	0.209	-	-
Caldy	C-B	617.397	0.214	0.214	-	-

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	✓	299.00	100.000
B	ONE HOUR	✓	123.00	100.000
C	ONE HOUR	✓	292.00	100.000

Turning Proportions

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

		To		
		A	**B**	**C**
From	**A**	0.000	92.000	207.000
	B	74.000	0.000	49.000
	C	228.000	64.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.31	0.69
	B	0.60	0.00	0.40
	C	0.78	0.22	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.033
	B	1.019	1.000	1.000
	C	1.035	1.022	1.000

Heavy Vehicle Percentages - Junction Caldy (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	3.3
	B	1.9	0.0	0.0
	C	3.5	2.2	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.10	7.80	0.12	A
B-A	0.19	10.67	0.24	B
C-AB	0.15	6.03	0.27	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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	36.89	36.60	0.00	545.34	0.068	0.07	7.073	A
B-A	55.71	55.16	0.00	463.25	0.120	0.14	8.978	A
C-AB	63.57	62.99	0.00	685.58	0.093	0.14	5.925	A
C-A	156.26	156.26	0.00	-	-	-	-	-
A-B	69.26	69.26	0.00	-	-	-	-	-
A-C	155.84	155.84	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	44.05	43.98	0.00	533.11	0.083	0.09	7.360	A
B-A	66.52	66.37	0.00	447.32	0.149	0.18	9.625	A
C-AB	81.35	81.16	0.00	700.94	0.116	0.19	5.960	A
C-A	181.15	181.15	0.00	-	-	-	-	-
A-B	82.71	82.71	0.00	-	-	-	-	-
A-C	186.09	186.09	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	53.95	53.84	0.00	515.58	0.105	0.12	7.795	A
B-A	81.48	81.23	0.00	425.20	0.192	0.24	10.657	B
C-AB	107.99	107.68	0.00	721.38	0.150	0.27	6.024	A
C-A	213.51	213.51	0.00	-	-	-	-	-
A-B	101.29	101.29	0.00	-	-	-	-	-
A-C	227.91	227.91	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	53.95	53.95	0.00	515.38	0.105	0.12	7.801	A
B-A	81.48	81.47	0.00	425.18	0.192	0.24	10.672	B
C-AB	108.08	108.07	0.00	721.48	0.150	0.27	6.030	A
C-A	213.42	213.42	0.00	-	-	-	-	-
A-B	101.29	101.29	0.00	-	-	-	-	-
A-C	227.91	227.91	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	44.05	44.15	0.00	532.79	0.083	0.09	7.368	A
B-A	66.52	66.76	0.00	447.32	0.149	0.18	9.645	A
C-AB	81.46	81.75	0.00	701.11	0.116	0.20	5.971	A
C-A	181.04	181.04	0.00	-	-	-	-	-
A-B	82.71	82.71	0.00	-	-	-	-	-
A-C	186.09	186.09	0.00	-	-	-	-	-

Main results: (09:15-09:30)

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	36.89	36.96	0.00	544.84	0.068	0.07	7.091	A
B-A	55.71	55.87	0.00	463.22	0.120	0.14	9.008	A
C-AB	63.75	63.94	0.00	685.73	0.093	0.15	5.941	A
C-A	156.08	156.08	0.00	-	-	-	-	-
A-B	69.26	69.26	0.00	-	-	-	-	-
A-C	155.84	155.84	0.00	-	-	-	-	-

Existing Geometry - 2025 With Dev, PM 1445 - 1545

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Geometry	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
2025 With Dev, PM 1445 - 1545	2025 With Dev	PM 1445 - 1545		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
Caldy	(untitled)	T-Junction	Two-way	A,B,C	8.31	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Ramsey Road east		Major
B	B	Caldy Close	Access to school	Minor
C	C	Ramsey Road west		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	8.40		0.00		2.20	75.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				7.00	4.60	3.10	3.00	2.80	✓	1.00	74	35

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
Caldy	B-A	553.101	0.090	0.228	0.143	0.326
Caldy	B-C	590.412	0.081	0.205	-	-
Caldy	C-B	617.397	0.214	0.214	-	-

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	✓	243.00	100.000
B	ONE HOUR	✓	149.00	100.000
C	ONE HOUR	✓	239.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	71.000	172.000
	B	94.000	0.000	55.000
	C	183.000	56.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.29	0.71
	B	0.63	0.00	0.37
	C	0.77	0.23	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.053
	B	1.000	1.000	1.000
	C	1.050	1.000	1.000

Heavy Vehicle Percentages - Junction Caldy (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	5.3
	B	0.0	0.0	0.0
	C	5.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.12	8.05	0.13	A
B-A	0.23	10.32	0.29	B
C-AB	0.12	5.97	0.20	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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	41.41	41.08	0.00	537.62	0.077	0.08	7.245	A
B-A	70.77	70.09	0.00	484.87	0.146	0.17	8.666	A
C-AB	52.69	52.24	0.00	671.21	0.079	0.11	5.870	A
C-A	127.24	127.24	0.00	-	-	-	-	-
A-B	53.45	53.45	0.00	-	-	-	-	-
A-C	129.49	129.49	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	49.44	49.36	0.00	525.65	0.094	0.10	7.558	A
B-A	84.50	84.32	0.00	471.34	0.179	0.22	9.296	A
C-AB	65.79	65.66	0.00	682.17	0.096	0.15	5.903	A
C-A	149.06	149.06	0.00	-	-	-	-	-
A-B	63.83	63.83	0.00	-	-	-	-	-
A-C	154.62	154.62	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	60.56	60.43	0.00	508.12	0.119	0.13	8.040	A
B-A	103.50	103.19	0.00	452.45	0.229	0.29	10.297	B
C-AB	86.67	86.45	0.00	698.79	0.124	0.20	5.957	A
C-A	176.47	176.47	0.00	-	-	-	-	-
A-B	78.17	78.17	0.00	-	-	-	-	-
A-C	189.38	189.38	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	60.56	60.55	0.00	507.91	0.119	0.13	8.047	A
B-A	103.50	103.49	0.00	452.44	0.229	0.29	10.316	B
C-AB	86.72	86.72	0.00	698.86	0.124	0.20	5.966	A
C-A	176.42	176.42	0.00	-	-	-	-	-
A-B	78.17	78.17	0.00	-	-	-	-	-
A-C	189.38	189.38	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	49.44	49.56	0.00	525.32	0.094	0.10	7.570	A
B-A	84.50	84.80	0.00	471.34	0.179	0.22	9.322	A
C-AB	65.86	66.07	0.00	682.26	0.097	0.15	5.924	A
C-A	149.00	149.00	0.00	-	-	-	-	-
A-B	63.83	63.83	0.00	-	-	-	-	-
A-C	154.62	154.62	0.00	-	-	-	-	-

Main results: (09:15-09:30)

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	41.41	41.49	0.00	537.12	0.077	0.08	7.266	A
B-A	70.77	70.96	0.00	484.83	0.146	0.17	8.703	A
C-AB	52.80	52.94	0.00	671.31	0.079	0.12	5.889	A
C-A	127.13	127.13	0.00	-	-	-	-	-
A-B	53.45	53.45	0.00	-	-	-	-	-
A-C	129.49	129.49	0.00	-	-	-	-	-

Appendix J
Ramsey Road/St Brides Way Close Mini-roundabout ARCADY Capacity Assessment

Junctions 8

ARCADY 8 - Roundabout Module

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

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: St Brides Mini AM 2025 do some.arc8
Path: C:\GC1823 Oakfield Barry\ARCADY St Brides
Report generation date: 01/04/2014 14:05:20

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Mini Rbt - 2014 Base							
Arm A	0.26	7.41	0.20	A	0.26	7.25	0.20	A
Arm B	0.52	6.52	0.34	A	0.37	5.94	0.27	A
Arm C	0.65	8.75	0.39	A	0.54	8.25	0.34	A
	Mini Rbt - 2025 No Dev							
Arm A	0.32	7.95	0.24	A	0.32	7.77	0.24	A
Arm B	0.64	7.06	0.39	A	0.45	6.29	0.30	A
Arm C	0.82	9.71	0.45	A	0.67	8.98	0.40	A
	Mini Rbt - 2025 With Dev							
Arm A	0.34	8.17	0.25	A	0.34	8.06	0.25	A
Arm B	0.73	7.46	0.42	A	0.49	6.50	0.33	A
Arm C	0.93	10.31	0.48	B	0.79	9.59	0.43	A

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

"D1 - 2025 With Dev, AM " model duration: 07:45 - 09:15
"D2 - 2025 With Dev, PM" model duration: 14:30 - 16:00
"D3 - 2014 Base, AM" model duration: 07:45 - 09:15
"D4 - 2014 Base, PM" model duration: 14:30 - 16:00
"D6 - 2025 No Dev, PM" model duration: 14:30 - 16:00
"D7 - 2025 No Dev, AM" model duration: 07:45 - 09:15

Run using Junctions 8.0.4.487 at 01/04/2014 14:05:18

File summary

Title	St Brides Mini Rbt. AM 2025 do some
Location	Gibbonsdown, Barry
Site Number	Jct 1
Date	24/03/2014
Version	
Status	(new file)
Identifier	
Client	VoG
Jobnumber	GC1823
Enumerator	Dean Mears
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

Mini Rbt - 2025 With 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
Mini Rbt	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 With Dev, AM	2025 With Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	A,B,C	8.71	A

Junction Network Options

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

Arms

Arms

Arm	Arm	Name	Description
A	A	St Brides Way north	
B	B	St Brides Way south	
C	C	Ramsey Road (school)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A	0.00	99999.00
B	0.00	99999.00
C	0.00	99999.00

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	3.00	3.00	3.00	0.00	11.70	10.70	0.00	
B	3.40	3.40	4.00	3.00	10.50	5.50	0.00	
C	3.40	2.20	3.40	13.50	10.50	8.00	0.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	Zebra

Zebra Crossings

Arm	Space between crossing and junction entry (PCU)	Vehicles queueing on exit (PCU)	Central Refuge	Crossing Data Type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
C	2.60	2.17		Distance	4.20	3.00				

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.510	744.430
B		(calculated)	(calculated)	0.543	869.542
C		(calculated)	(calculated)	0.512	711.802

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	136.00	100.000
B	ONE HOUR	✓	323.00	100.000
C	ONE HOUR	✓	298.00	100.000

Pedestrian Flows

General Flows Data

Arm	Profile Type	Average Pedestrian Flow (Ped/hr)
A	-	-
B	-	-
C	ONE HOUR	11.50

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	107.000	29.000
	B	46.000	0.000	277.000
	C	50.000	248.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.79	0.21
	B	0.14	0.00	0.86
	C	0.17	0.83	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.043	1.000
	B	1.000	1.000	1.032
	C	1.049	1.020	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	4.3	0.0
	B	0.0	0.0	3.2
	C	4.9	2.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.25	8.17	0.34	A
B	0.42	7.46	0.73	A
C	0.48	10.31	0.93	B

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	102.39	101.62	185.10	0.00	650.12	0.157	0.19	6.773	A
B	243.17	241.56	21.67	0.00	857.66	0.284	0.40	5.987	A
C	224.35	222.42	34.40	8.66	694.18	0.323	0.48	7.788	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	122.26	122.04	222.43	0.00	631.10	0.194	0.25	7.305	A
B	290.37	289.89	26.02	0.00	855.16	0.340	0.52	6.537	A
C	267.90	267.27	41.28	10.34	690.66	0.388	0.64	8.700	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	149.74	149.38	272.12	0.00	605.78	0.247	0.34	8.145	A
B	355.63	354.81	31.85	0.00	851.66	0.418	0.73	7.431	A
C	328.10	326.98	50.53	12.66	685.92	0.478	0.92	10.245	B

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	149.74	149.73	273.02	0.00	605.32	0.247	0.34	8.166	A
B	355.63	355.61	31.93	0.00	851.61	0.418	0.73	7.455	A
C	328.10	328.07	50.64	12.66	685.87	0.478	0.93	10.307	B

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	122.26	122.61	223.85	0.00	630.38	0.194	0.25	7.334	A
B	290.37	291.16	26.14	0.00	855.09	0.340	0.53	6.569	A
C	267.90	268.98	41.47	10.34	690.57	0.388	0.66	8.772	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	102.39	102.61	187.25	0.00	649.02	0.158	0.20	6.814	A
B	243.17	243.67	21.88	0.00	857.54	0.284	0.41	6.031	A
C	224.35	225.01	34.70	8.66	694.03	0.323	0.50	7.878	A

Mini Rbt - 2025 With 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
Mini Rbt	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 With Dev, PM	2025 With Dev	PM		ONE HOUR	14:30	16:00	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	A,B,C	8.10	A

Junction Network Options

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

Arms

Arms

Arm	Arm	Name	Description
A	A	St Brides Way north	
B	B	St Brides Way south	
C	C	Ramsey Road (school)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A	0.00	99999.00
B	0.00	99999.00
C	0.00	99999.00

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	3.00	3.00	3.00	0.00	11.70	10.70	0.00	
B	3.40	3.40	4.00	3.00	10.50	5.50	0.00	
C	3.40	2.20	3.40	13.50	10.50	8.00	0.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	Zebra

Zebra Crossings

Arm	Space between crossing and junction entry (PCU)	Vehicles queueing on exit (PCU)	Central Refuge	Crossing Data Type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
C	2.60	2.17		Distance	4.20	3.00				

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.510	744.430
B		(calculated)	(calculated)	0.543	869.542
C		(calculated)	(calculated)	0.512	711.802

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	139.00	100.000
B	ONE HOUR	✓	250.00	100.000
C	ONE HOUR	✓	271.00	100.000

Pedestrian Flows

General Flows Data

Arm	Profile Type	Average Pedestrian Flow (Ped/hr)
A	-	-
B	-	-
C	ONE HOUR	11.75

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	98.000	41.000
	B	43.000	0.000	207.000
	C	33.000	238.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.71	0.29
	B	0.17	0.00	0.83
	C	0.12	0.88	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.023	1.030
	B	1.026	1.000	1.030
	C	1.034	1.037	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	2.3	3.0
	B	2.6	0.0	3.0
	C	3.4	3.7	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.25	8.06	0.34	A
B	0.33	6.50	0.49	A
C	0.43	9.59	0.79	A

Main Results for each time segment

Main results: (14:30-14:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	104.65	103.87	177.68	0.00	653.90	0.160	0.19	6.699	A
B	188.21	187.06	30.64	0.00	852.86	0.221	0.29	5.557	A
C	204.02	202.32	32.17	8.85	695.33	0.293	0.43	7.544	A

Main results: (14:45-15:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	124.96	124.74	213.50	0.00	635.65	0.197	0.25	7.219	A
B	224.74	224.43	36.79	0.00	849.47	0.265	0.37	5.926	A
C	243.62	243.10	38.60	10.56	692.03	0.352	0.56	8.302	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	153.04	152.68	261.25	0.00	611.32	0.250	0.34	8.039	A
B	275.26	274.75	45.04	0.00	844.85	0.326	0.49	6.494	A
C	298.38	297.48	47.26	12.94	687.60	0.434	0.78	9.542	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	153.04	153.03	262.02	0.00	610.93	0.251	0.34	8.058	A
B	275.26	275.24	45.14	0.00	844.79	0.326	0.49	6.505	A
C	298.38	298.35	47.34	12.94	687.56	0.434	0.79	9.586	A

Main results: (15:30-15:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	124.96	125.31	214.72	0.00	635.03	0.197	0.25	7.243	A
B	224.74	225.23	36.96	0.00	849.37	0.265	0.37	5.943	A
C	243.62	244.49	38.74	10.56	691.96	0.352	0.57	8.355	A

Main results: (15:45-16:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	104.65	104.87	179.65	0.00	652.89	0.160	0.20	6.738	A
B	188.21	188.53	30.93	0.00	852.70	0.221	0.29	5.581	A
C	204.02	204.56	32.43	8.85	695.20	0.293	0.44	7.613	A

Mini Rbt - 2014 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
Mini Rbt	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2014 Base, AM	2014 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	A,B,C	7.56	A

Junction Network Options

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

Arms

Arms

Arm	Arm	Name	Description
A	A	St Brides Way north	
B	B	St Brides Way south	
C	C	Ramsey Road (school)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A	0.00	99999.00
B	0.00	99999.00
C	0.00	99999.00

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	3.00	3.00	3.00	0.00	11.70	10.70	0.00	
B	3.40	3.40	4.00	3.00	10.50	5.50	0.00	
C	3.40	2.20	3.40	13.50	10.50	8.00	0.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	Zebra

Zebra Crossings

Arm	Space between crossing and junction entry (PCU)	Vehicles queueing on exit (PCU)	Central Refuge	Crossing Data Type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
C	2.60	2.17		Distance	4.20	3.00				

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.510	744.430
B		(calculated)	(calculated)	0.543	869.542
C		(calculated)	(calculated)	0.512	711.802

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	117.00	100.000
B	ONE HOUR	✓	262.00	100.000
C	ONE HOUR	✓	243.00	100.000

Pedestrian Flows

General Flows Data

Arm	Profile Type	Average Pedestrian Flow (Ped/hr)
A	-	-
B	-	-
C	ONE HOUR	11.50

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	94.000	23.000
	B	40.000	0.000	222.000
	C	41.000	202.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.80	0.20
	B	0.15	0.00	0.85
	C	0.17	0.83	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.043	1.000
	B	1.000	1.000	1.032
	C	1.049	1.020	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	4.3	0.0
	B	0.0	0.0	3.2
	C	4.9	2.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.20	7.41	0.26	A
B	0.34	6.52	0.52	A
C	0.39	8.75	0.65	A

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	88.08	87.46	150.88	0.00	667.56	0.132	0.16	6.412	A
B	197.25	196.03	17.19	0.00	860.16	0.229	0.30	5.556	A
C	182.94	181.50	29.93	8.66	696.47	0.263	0.36	7.143	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	105.18	105.02	181.25	0.00	652.08	0.161	0.20	6.804	A
B	235.53	235.20	20.64	0.00	858.24	0.274	0.39	5.931	A
C	218.45	218.03	35.91	10.34	693.41	0.315	0.47	7.753	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	128.82	128.56	221.83	0.00	631.41	0.204	0.26	7.401	A
B	288.47	287.94	25.27	0.00	855.59	0.337	0.52	6.508	A
C	267.55	266.85	43.96	12.66	689.29	0.388	0.64	8.718	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	128.82	128.81	222.39	0.00	631.12	0.204	0.26	7.411	A
B	288.47	288.46	25.32	0.00	855.56	0.337	0.52	6.518	A
C	267.55	267.53	44.04	12.66	689.25	0.388	0.65	8.748	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	105.18	105.43	182.15	0.00	651.62	0.161	0.20	6.821	A
B	235.53	236.04	20.73	0.00	858.19	0.274	0.39	5.946	A
C	218.45	219.12	36.04	10.34	693.35	0.315	0.48	7.791	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	88.08	88.25	152.44	0.00	666.76	0.132	0.16	6.439	A
B	197.25	197.58	17.35	0.00	860.08	0.229	0.31	5.585	A
C	182.94	183.38	30.17	8.66	696.35	0.263	0.37	7.199	A

Mini Rbt - 2014 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
Mini Rbt	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2014 Base, PM	2014 Base	PM		ONE HOUR	14:30	16:00	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	A,B,C	7.15	A

Junction Network Options

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

Arms

Arms

Arm	Arm	Name	Description
A	A	St Brides Way north	
B	B	St Brides Way south	
C	C	Ramsey Road (school)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A	0.00	99999.00
B	0.00	99999.00
C	0.00	99999.00

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	3.00	3.00	3.00	0.00	11.70	10.70	0.00	
B	3.40	3.40	4.00	3.00	10.50	5.50	0.00	
C	3.40	2.20	3.40	13.50	10.50	8.00	0.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	Zebra

Zebra Crossings

Arm	Space between crossing and junction entry (PCU)	Vehicles queueing on exit (PCU)	Central Refuge	Crossing Data Type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
C	2.60	2.17		Distance	4.20	3.00				

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.510	744.430
B		(calculated)	(calculated)	0.543	869.542
C		(calculated)	(calculated)	0.512	711.802

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	119.00	100.000
B	ONE HOUR	✓	205.00	100.000
C	ONE HOUR	✓	216.00	100.000

Pedestrian Flows

General Flows Data

Arm	Profile Type	Average Pedestrian Flow (Ped/hr)
A	-	-
B	-	-
C	ONE HOUR	11.75

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	86.000	33.000
	B	38.000	0.000	167.000
	C	29.000	187.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.72	0.28
	B	0.19	0.00	0.81
	C	0.13	0.87	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.023	1.030
	B	1.026	1.000	1.030
	C	1.034	1.037	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	2.3	3.0
	B	2.6	0.0	3.0
	C	3.4	3.7	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.20	7.25	0.26	A
B	0.27	5.94	0.37	A
C	0.34	8.25	0.54	A

Main Results for each time segment

Main results: (14:30-14:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	89.59	88.97	139.70	0.00	673.25	0.133	0.16	6.308	A
B	154.33	153.44	24.67	0.00	856.13	0.180	0.22	5.266	A
C	162.62	161.37	28.44	8.85	697.24	0.233	0.31	6.949	A

Main results: (14:45-15:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	106.98	106.81	167.81	0.00	658.93	0.162	0.20	6.681	A
B	184.29	184.06	29.62	0.00	853.42	0.216	0.28	5.534	A
C	194.18	193.84	34.12	10.56	694.33	0.280	0.40	7.451	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	131.02	130.76	205.41	0.00	639.77	0.205	0.26	7.246	A
B	225.71	225.36	36.26	0.00	849.76	0.266	0.37	5.932	A
C	237.82	237.26	41.77	12.94	690.41	0.344	0.54	8.225	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	131.02	131.02	205.88	0.00	639.53	0.205	0.26	7.255	A
B	225.71	225.70	36.33	0.00	849.72	0.266	0.37	5.937	A
C	237.82	237.81	41.84	12.94	690.38	0.344	0.54	8.245	A

Main results: (15:30-15:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	106.98	107.23	168.57	0.00	658.54	0.162	0.20	6.697	A
B	184.29	184.63	29.74	0.00	853.36	0.216	0.29	5.543	A
C	194.18	194.72	34.22	10.56	694.27	0.280	0.41	7.480	A

Main results: (15:45-16:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	89.59	89.76	141.09	0.00	672.54	0.133	0.16	6.334	A
B	154.33	154.57	24.89	0.00	856.01	0.180	0.23	5.285	A
C	162.62	162.97	28.65	8.85	697.13	0.233	0.32	6.990	A

Mini Rbt - 2025 No 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
Mini Rbt	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 No Dev, PM	2025 No Dev	PM		ONE HOUR	14:30	16:00	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	A,B,C	7.69	A

Junction Network Options

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

Arms

Arms

Arm	Arm	Name	Description
A	A	St Brides Way north	
B	B	St Brides Way south	
C	C	Ramsey Road (school)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A	0.00	99999.00
B	0.00	99999.00
C	0.00	99999.00

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	3.00	3.00	3.00	0.00	11.70	10.70	0.00	
B	3.40	3.40	4.00	3.00	10.50	5.50	0.00	
C	3.40	2.20	3.40	13.50	10.50	8.00	0.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	Zebra

Zebra Crossings

Arm	Space between crossing and junction entry (PCU)	Vehicles queueing on exit (PCU)	Central Refuge	Crossing Data Type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
C	2.60	2.17		Distance	4.20	3.00				

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.510	744.430
B		(calculated)	(calculated)	0.543	869.542
C		(calculated)	(calculated)	0.512	711.802

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	136.00	100.000
B	ONE HOUR	✓	234.00	100.000
C	ONE HOUR	✓	247.00	100.000

Pedestrian Flows

General Flows Data

Arm	Profile Type	Average Pedestrian Flow (Ped/hr)
A	-	-
B	-	-
C	ONE HOUR	11.75

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	98.000	38.000
	B	43.000	0.000	191.000
	C	33.000	214.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.72	0.28
	B	0.18	0.00	0.82
	C	0.13	0.87	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.023	1.030
	B	1.026	1.000	1.030
	C	1.034	1.037	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	2.3	3.0
	B	2.6	0.0	3.0
	C	3.4	3.7	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.24	7.77	0.32	A
B	0.30	6.29	0.45	A
C	0.40	8.98	0.67	A

Main Results for each time segment

Main results: (14:30-14:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	102.39	101.65	159.81	0.00	663.00	0.154	0.19	6.565	A
B	176.17	175.11	28.40	0.00	854.09	0.206	0.27	5.450	A
C	185.95	184.46	32.18	8.85	695.32	0.267	0.37	7.285	A

Main results: (14:45-15:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	122.26	122.06	192.00	0.00	646.60	0.189	0.24	7.029	A
B	210.36	210.08	34.10	0.00	850.96	0.247	0.34	5.779	A
C	222.05	221.61	38.60	10.56	692.03	0.321	0.48	7.925	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	149.74	149.41	234.98	0.00	624.70	0.240	0.32	7.757	A
B	257.64	257.20	41.75	0.00	846.71	0.304	0.45	6.282	A
C	271.95	271.22	47.26	12.94	687.60	0.396	0.67	8.946	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	149.74	149.73	235.60	0.00	624.39	0.240	0.32	7.773	A
B	257.64	257.63	41.84	0.00	846.66	0.304	0.45	6.289	A
C	271.95	271.93	47.34	12.94	687.56	0.396	0.67	8.976	A

Main results: (15:30-15:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	122.26	122.58	192.99	0.00	646.10	0.189	0.24	7.054	A
B	210.36	210.79	34.25	0.00	850.88	0.247	0.34	5.792	A
C	222.05	222.76	38.73	10.56	691.96	0.321	0.50	7.965	A

Main results: (15:45-16:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	102.39	102.60	161.50	0.00	662.14	0.155	0.19	6.596	A
B	176.17	176.45	28.67	0.00	853.95	0.206	0.27	5.473	A
C	185.95	186.41	32.43	8.85	695.20	0.267	0.38	7.340	A

Mini Rbt - 2025 No 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
Mini Rbt	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 No Dev, AM	2025 No Dev	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout	A,B,C	8.26	A

Junction Network Options

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

Arms

Arms

Arm	Arm	Name	Description
A	A	St Brides Way north	
B	B	St Brides Way south	
C	C	Ramsey Road (school)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
A	0.00	99999.00
B	0.00	99999.00
C	0.00	99999.00

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	3.00	3.00	3.00	0.00	11.70	10.70	0.00	
B	3.40	3.40	4.00	3.00	10.50	5.50	0.00	
C	3.40	2.20	3.40	13.50	10.50	8.00	0.00	

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	Zebra

Zebra Crossings

Arm	Space between crossing and junction entry (PCU)	Vehicles queueing on exit (PCU)	Central Refuge	Crossing Data Type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
C	2.60	2.17		Distance	4.20	3.00				

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.510	744.430
B		(calculated)	(calculated)	0.543	869.542
C		(calculated)	(calculated)	0.512	711.802

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	133.00	100.000
B	ONE HOUR	✓	300.00	100.000
C	ONE HOUR	✓	278.00	100.000

Pedestrian Flows

General Flows Data

Arm	Profile Type	Average Pedestrian Flow (Ped/hr)
A	-	-
B	-	-
C	ONE HOUR	11.50

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	107.000	26.000
	B	46.000	0.000	254.000
	C	47.000	231.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.80	0.20
	B	0.15	0.00	0.85
	C	0.17	0.83	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.043	1.000
	B	1.000	1.000	1.032
	C	1.049	1.020	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	4.3	0.0
	B	0.0	0.0	3.2
	C	4.9	2.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.24	7.95	0.32	A
B	0.39	7.06	0.64	A
C	0.45	9.71	0.82	A

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	100.13	99.39	172.46	0.00	656.56	0.153	0.18	6.675	A
B	225.86	224.40	19.43	0.00	858.91	0.263	0.36	5.814	A
C	209.29	207.54	34.41	8.66	694.18	0.302	0.44	7.553	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	119.56	119.36	207.21	0.00	638.85	0.187	0.24	7.163	A
B	269.69	269.28	23.33	0.00	856.70	0.315	0.47	6.290	A
C	249.92	249.37	41.29	10.34	690.66	0.362	0.57	8.350	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	146.44	146.10	253.55	0.00	615.24	0.238	0.32	7.931	A
B	330.31	329.61	28.56	0.00	853.63	0.387	0.64	7.047	A
C	306.08	305.13	50.54	12.66	685.92	0.446	0.81	9.662	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	146.44	146.43	254.31	0.00	614.85	0.238	0.32	7.948	A
B	330.31	330.29	28.63	0.00	853.59	0.387	0.64	7.064	A
C	306.08	306.05	50.64	12.66	685.87	0.446	0.82	9.711	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	119.56	119.89	208.42	0.00	638.23	0.187	0.24	7.189	A
B	269.69	270.36	23.44	0.00	856.64	0.315	0.48	6.312	A
C	249.92	250.83	41.46	10.34	690.57	0.362	0.59	8.408	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
A	100.13	100.34	174.38	0.00	655.58	0.153	0.19	6.710	A
B	225.86	226.28	19.62	0.00	858.81	0.263	0.37	5.850	A
C	209.29	209.86	34.70	8.66	694.03	0.302	0.45	7.627	A

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