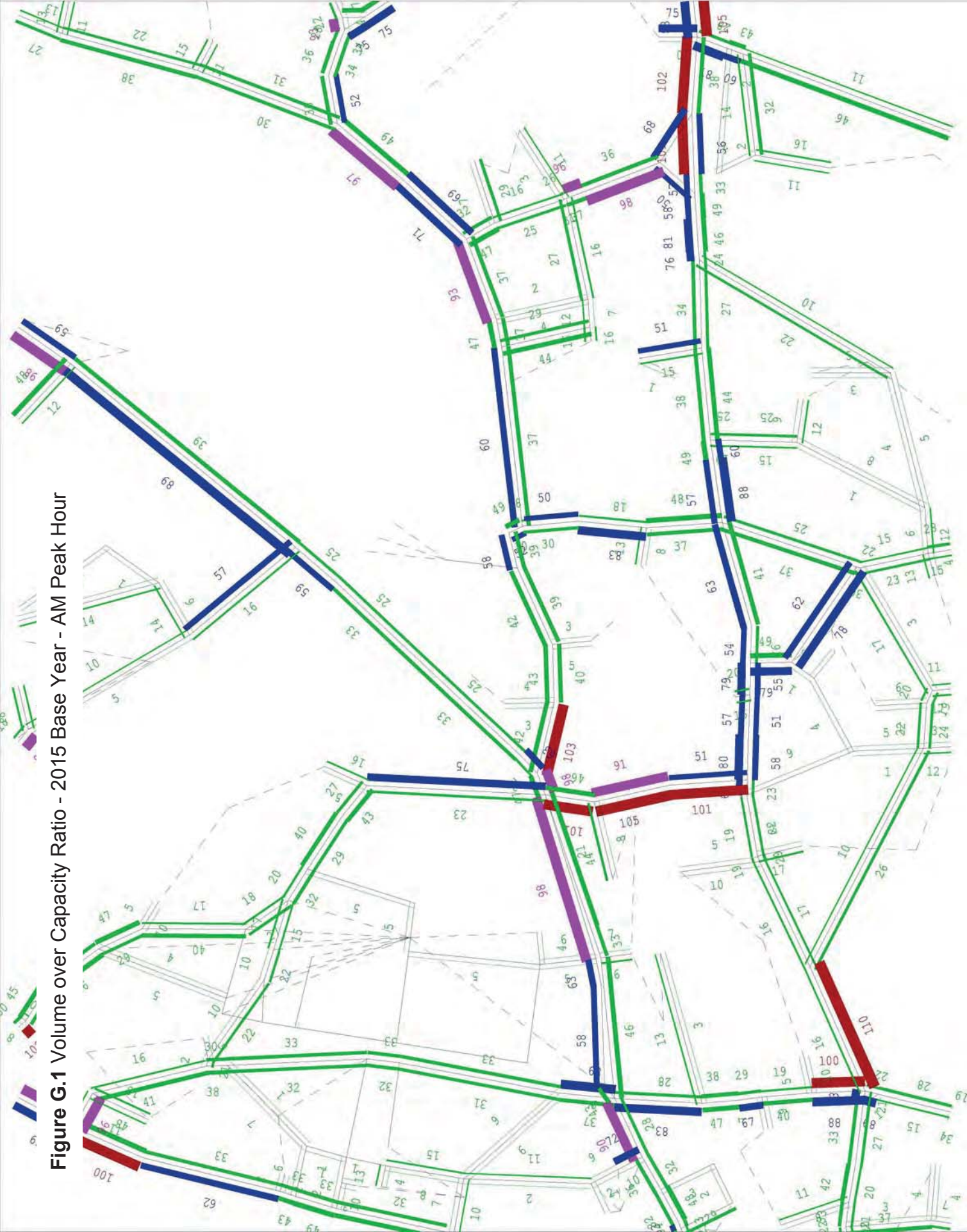


Figure G.1 Volume over Capacity Ratio - 2015 Base Year - AM Peak Hour



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V3d_v2aME_Re
RunIt6 F.UFS

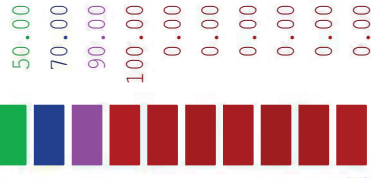
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Link Annot:

VoverC %

Bandwidths =
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Colour Bands



Node data:

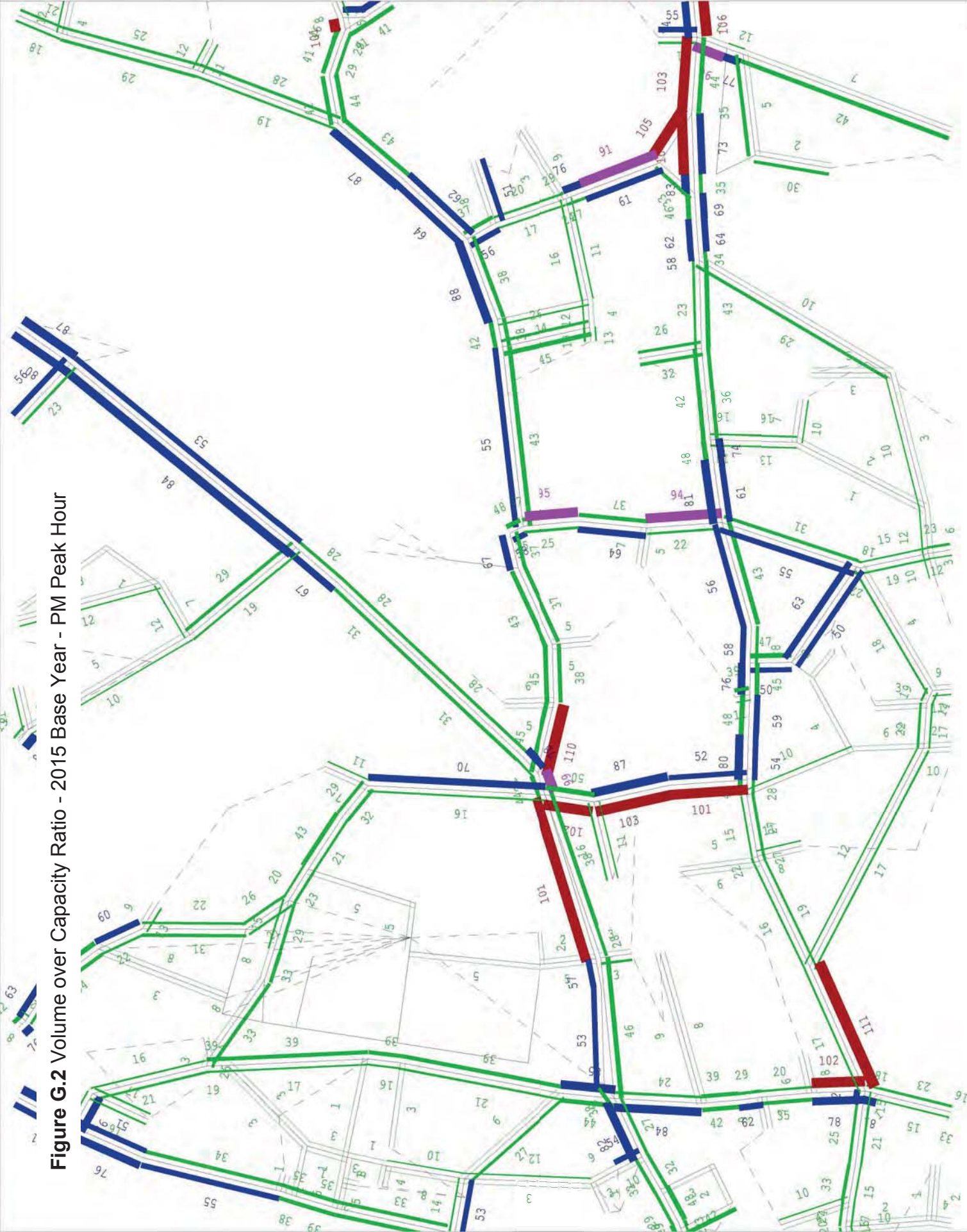
Converge-IN

Multi-Colour
by user-set
ranges:

0- 0

EndUserLimits
#ETER00007mm

Figure G.2 Volume over Capacity Ratio - 2015 Base Year - PM Peak Hour



SATURN

Atkins Ltd /
DVV / ITS

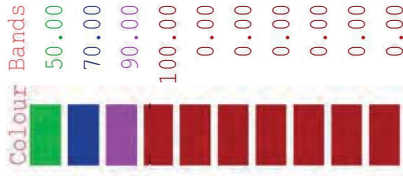
V3d_v2aME_Re
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Scale 12696

Link Annot:

VoverC %

Bandwidths =
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Node data:
Converge-IN

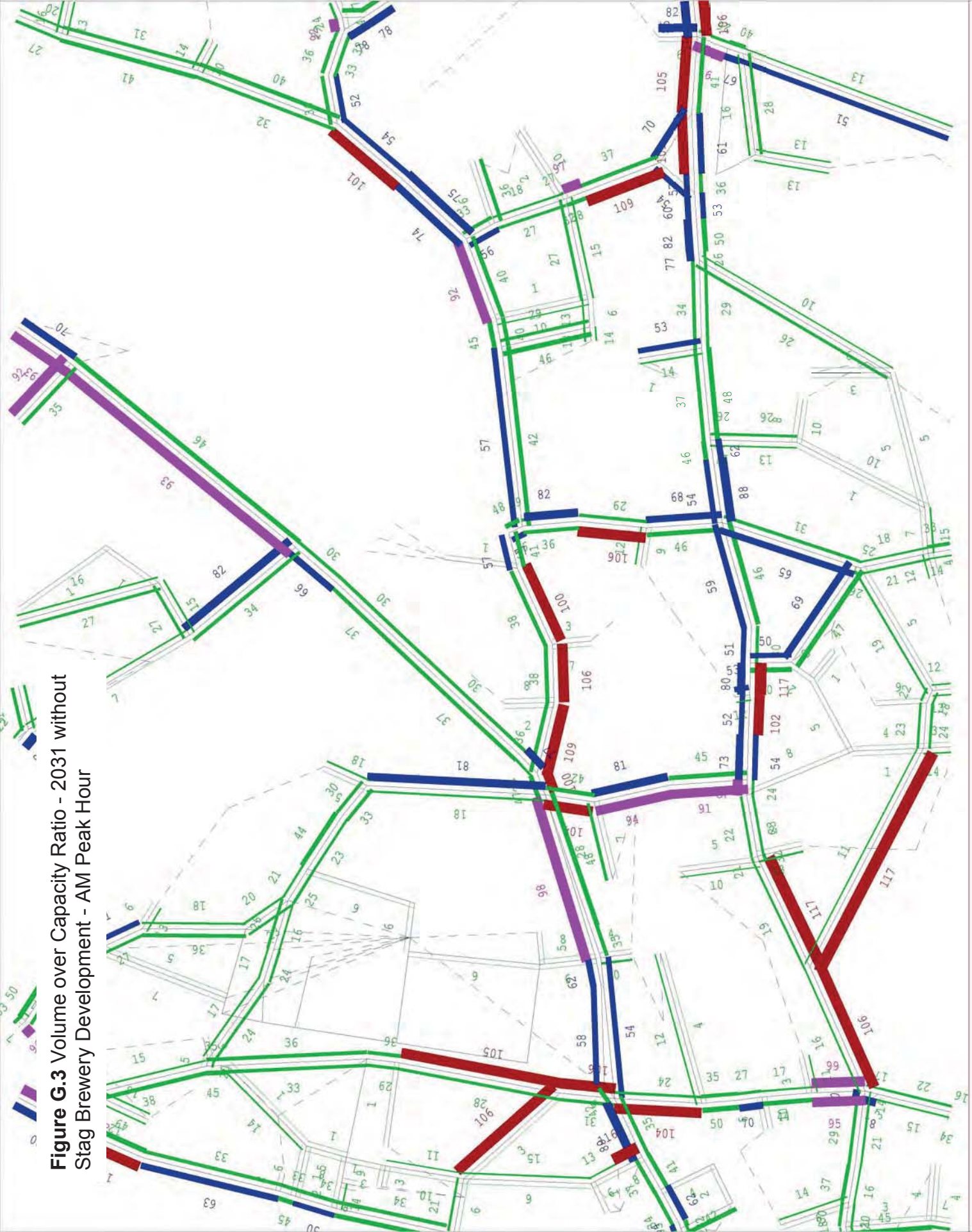
Multi-Colour
= 200.00/mm
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ranges:

0- 0

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13-11-17

Figure G.3 Volume over Capacity Ratio - 2031 without Stag Brewery Development - AM Peak Hour



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DVV / ITS

8NET_R001_AM
_SB_FB0a.UFS

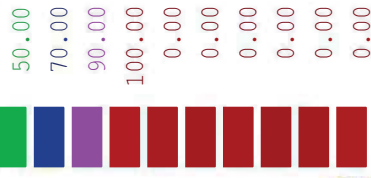
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Link Annot:

VoverC %

Bandwidths =
50./mm

Colour Bands



Node data:

Converge-IN

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Bndwh units
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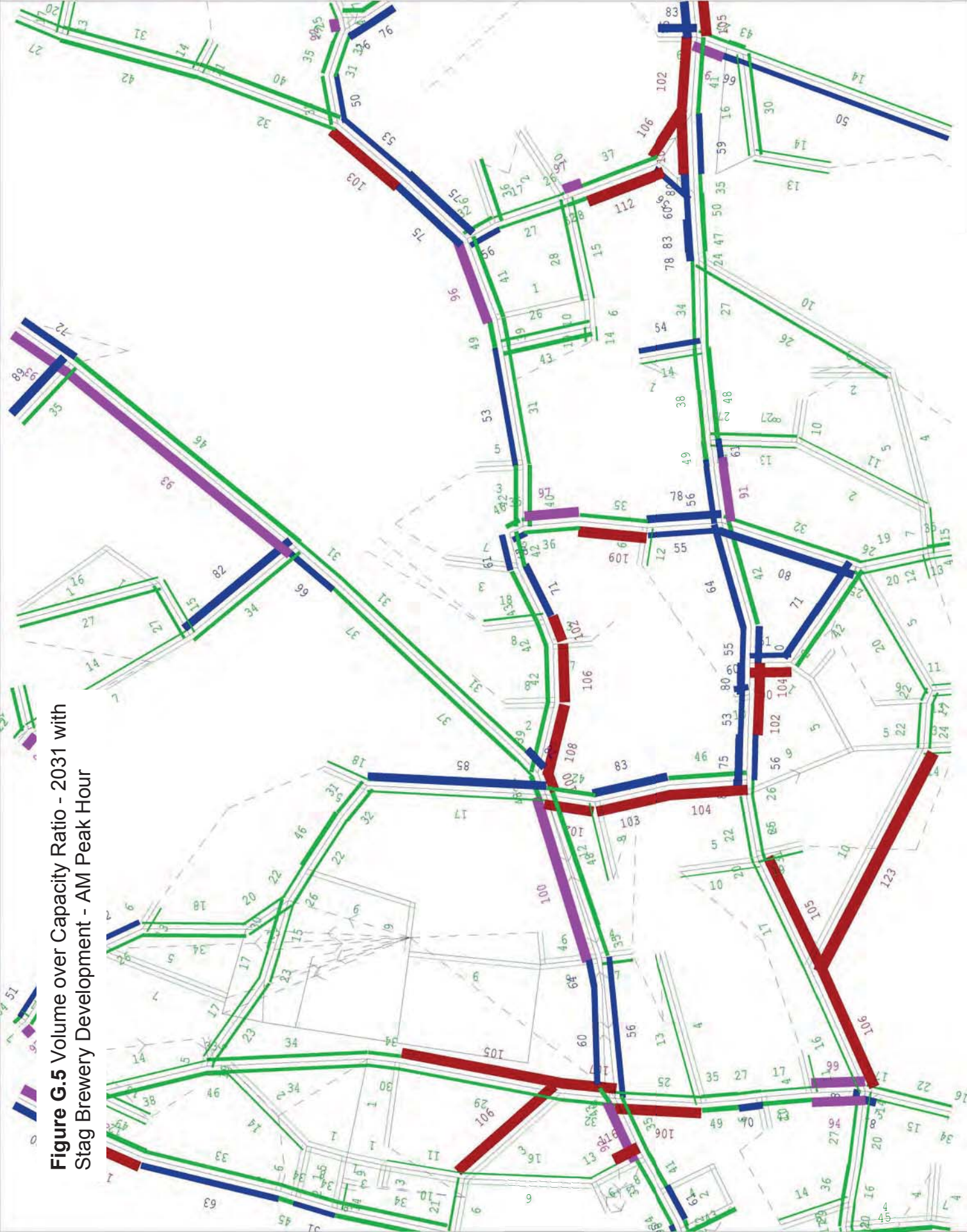
0- 0

0- 1

9441-175

PETER BRETT

Figure G.5 Volume over Capacity Ratio - 2031 with Stag Brewery Development - AM Peak Hour



SATURN

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DVV / ITS

ET_R001_AM_S
B_WDN0a.UFS

Scale 12696

Link Annot:

VoverC %

Bandwidths =
50./mm

Colour Bands
50.00
70.00
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22-11-17

PETER BRETT

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Atkins Ltd /
DVV / ITS

ET_R001_PM_S
B_WDN0a.UFS

Scale 12696

Link Annot:

VoverC %

Bandwidths =
50./mm

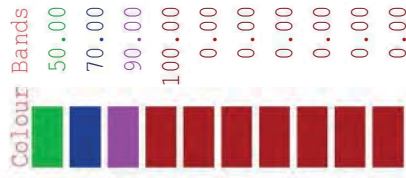


Figure G.6 Volume over Capacity Ratio - 2031 with Stag Brewery Development - PM Peak Hour

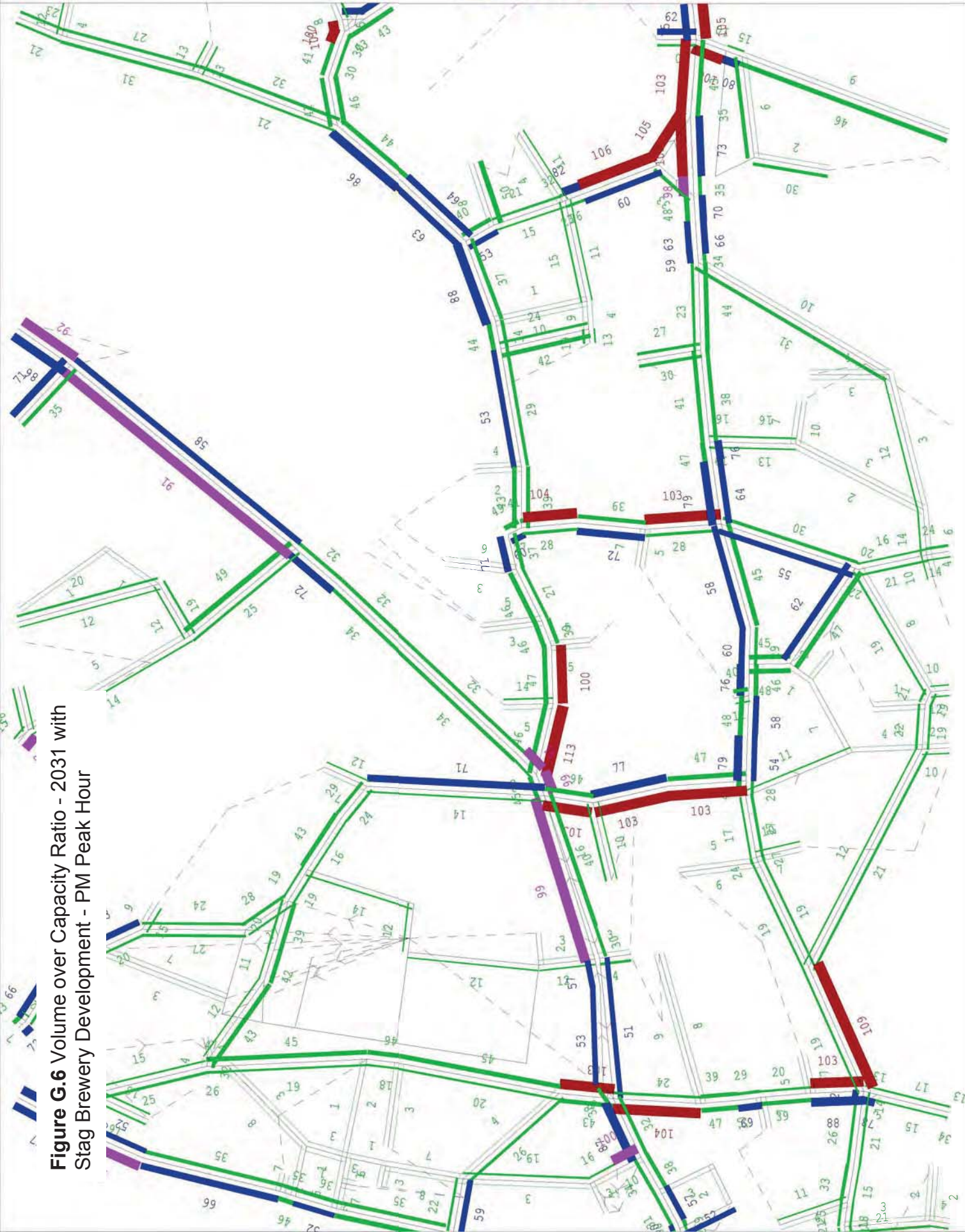
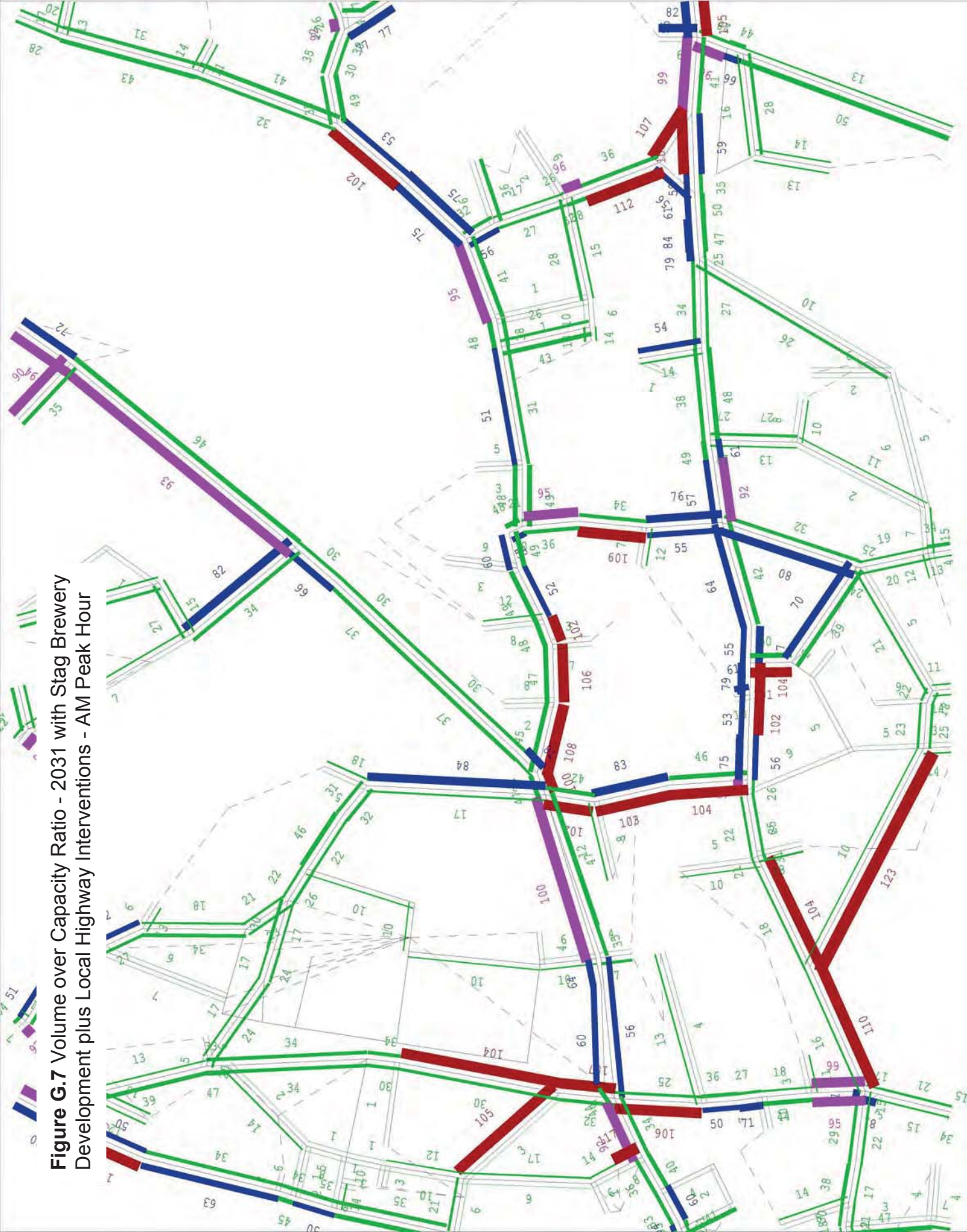


Figure G.7 Volume over Capacity Ratio - 2031 with Stag Brewery Development plus Local Highway Interventions - AM Peak Hour



SATURN

Atkins Ltd /
DVV / ITS

8NET_R001_AM
SB_WD0a.UFS

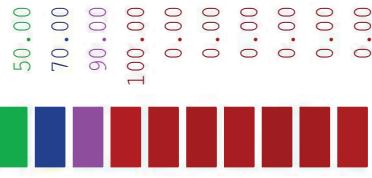
Scale 12696

Link Annot:

VoverC %

Bandwidths =
50./mm

Colour Bands



Node data:

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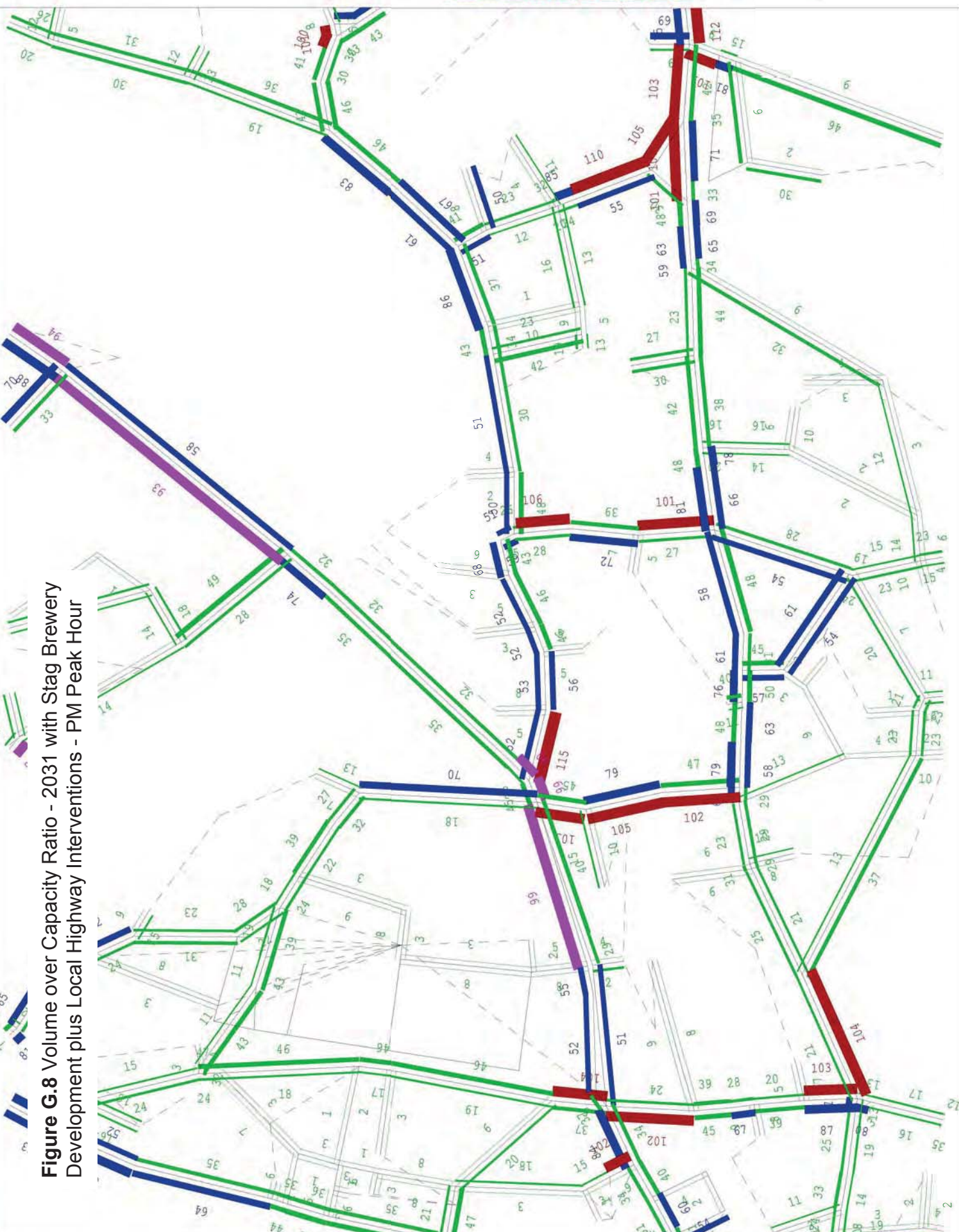
0- 0

0- 1

9441-175

PETER BRETT

Figure G.8 Volume over Capacity Ratio - 2031 with Stag Brewery Development plus Local Highway Interventions - PM Peak Hour



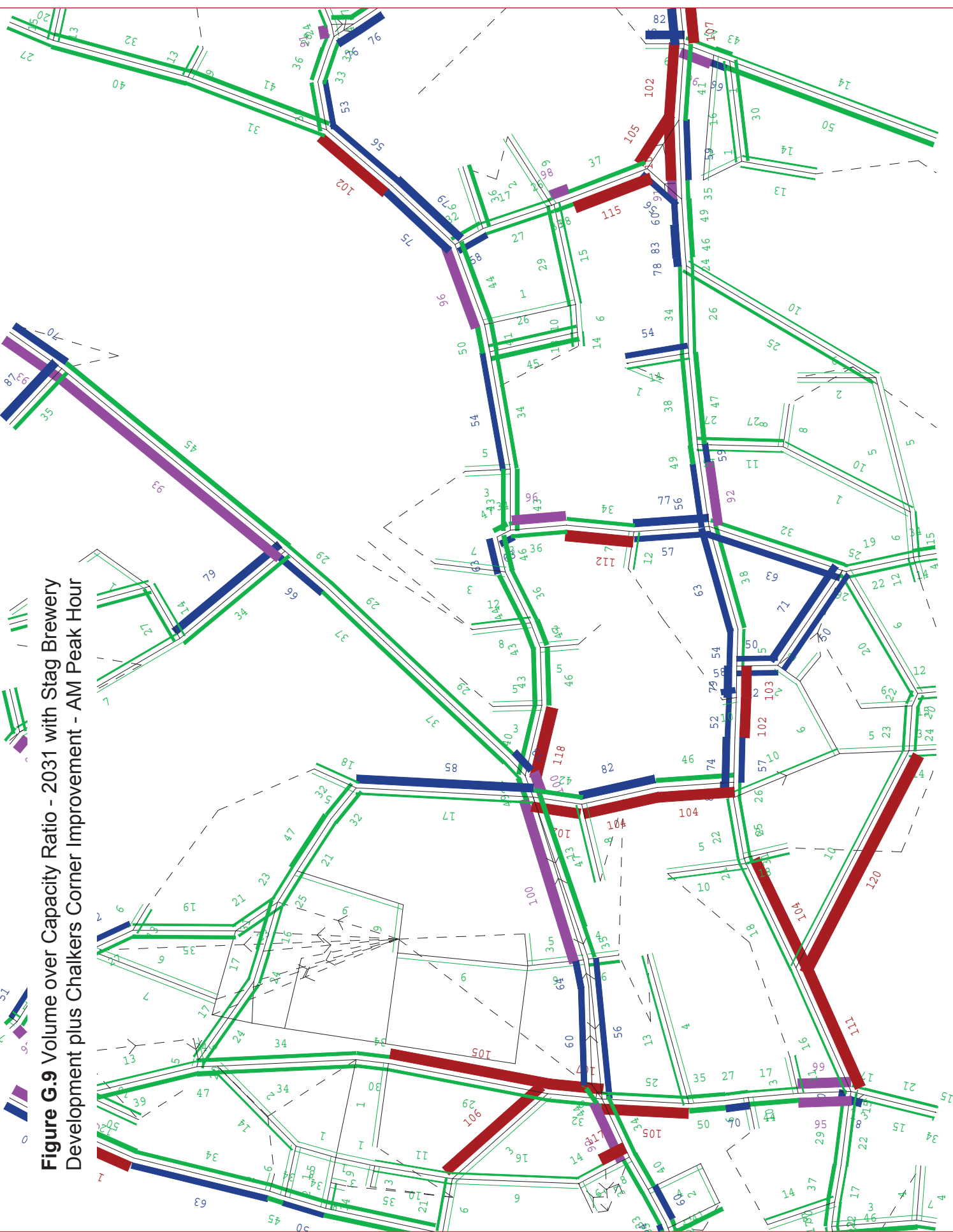
SATURN
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 Scale 12696
 Link Annot:
 VoverC %
 Bandwidths =
 50./mm

Colour Bands

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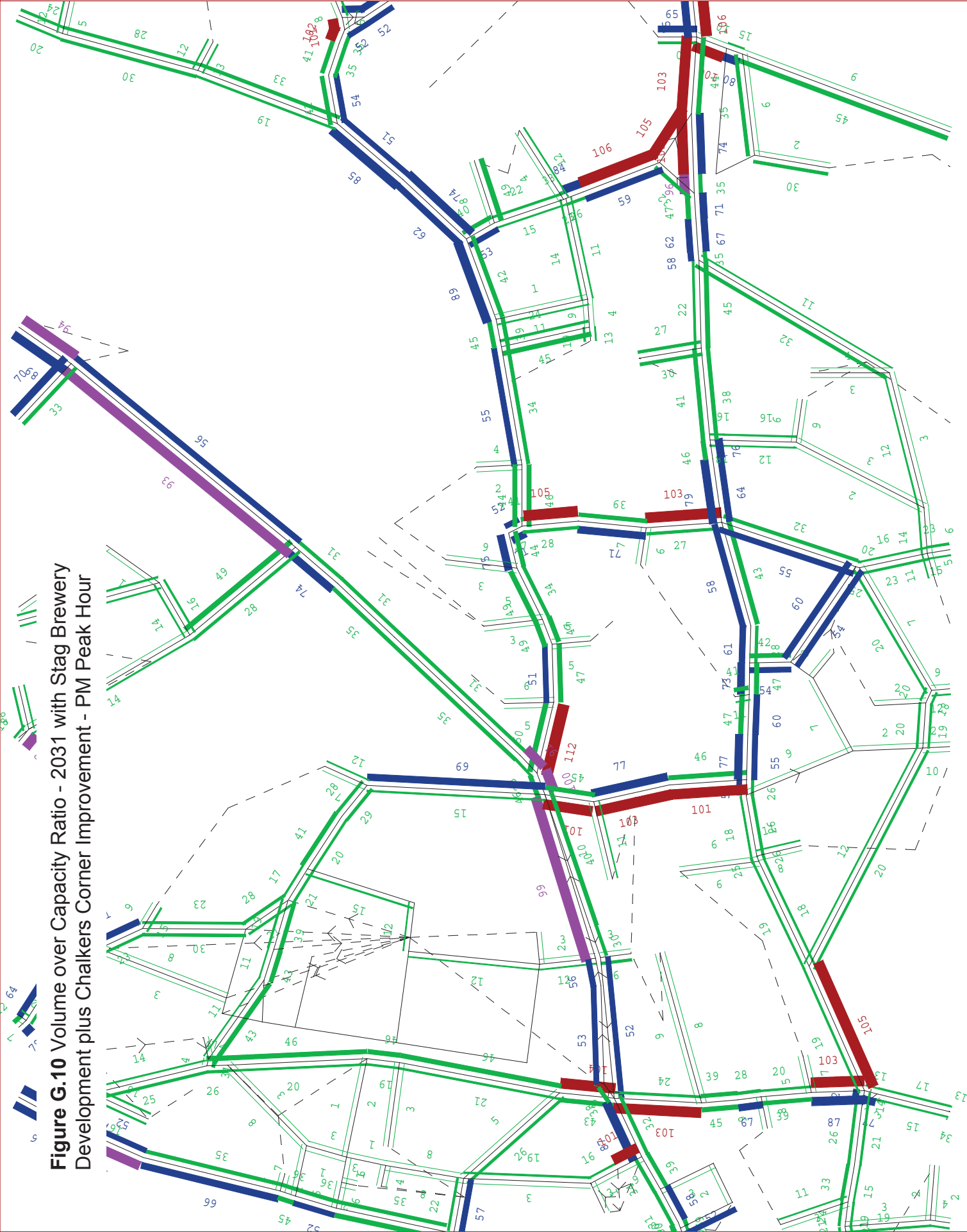
Node data:
 Converge-IN
 Multi-Colour
 = 200.00/mm
 by user-set
 ranges:
 0- 0
 1- 5
 9-11-17

Figure G.9 Volume over Capacity Ratio - 2031 with Stag Brewery Development plus Chalkers Corner Improvement - AM Peak Hour



SATURN
 Atkins Ltd /
 DW / ITS
 ET_R001_AM_S
 B_WDCC0d.UFS
 Scale 12696
 Link Annot:
 VoverC %
 Bandwidths =
 50./mm
 Colour Bands
 50.00
 70.00
 90.00
 100.00
 0.00
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Figure G.10 Volume over Capacity Ratio - 2031 with Stag Brewery Development plus Chalkers Corner Improvement - PM Peak Hour



SATURN

Atkins Ltd /
DWW / ITS

ET_R001_PM_S
B_WDCC0c.UFS

Scale 12696

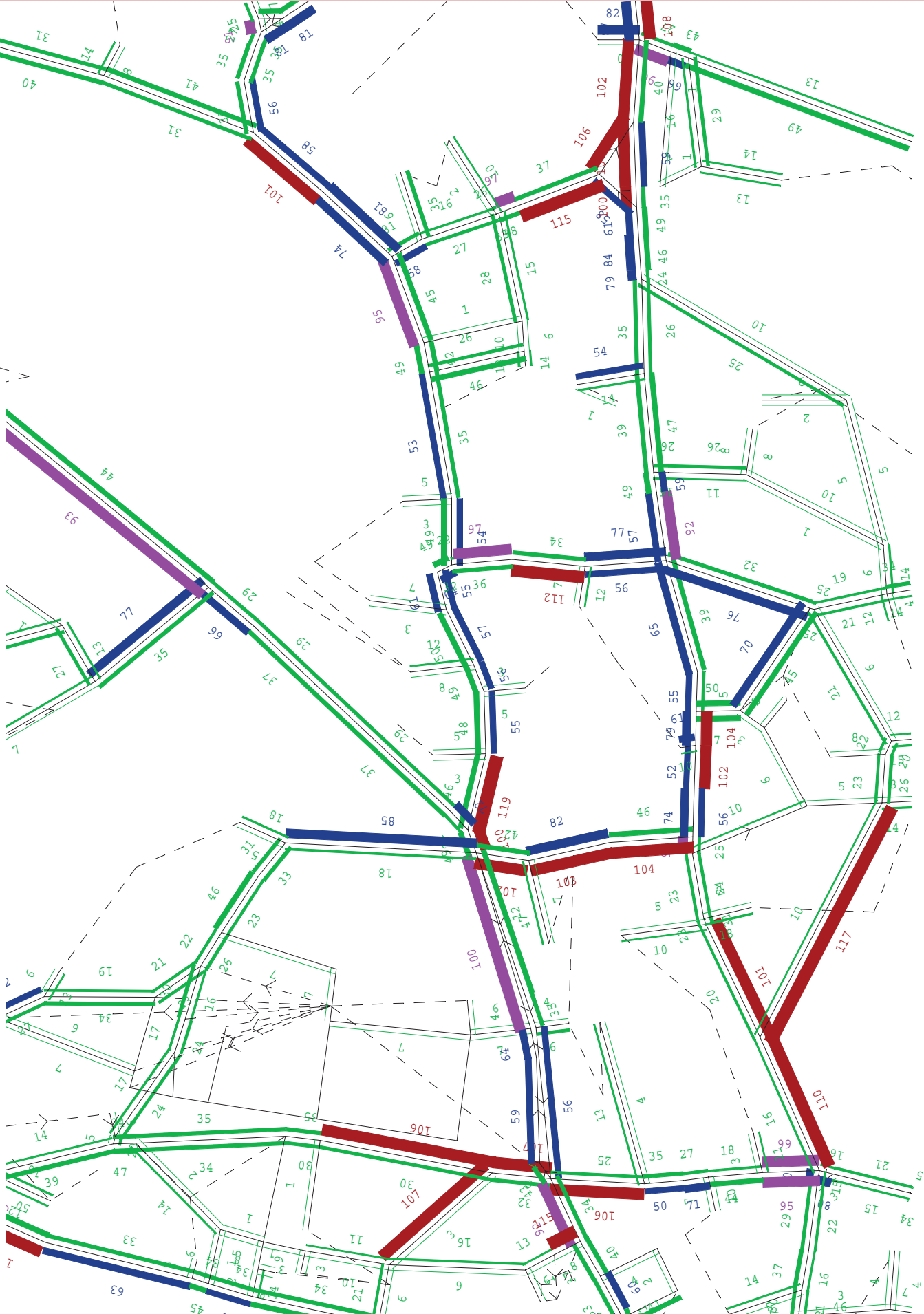
Link Annot:

VoverC %

Bandwidths =
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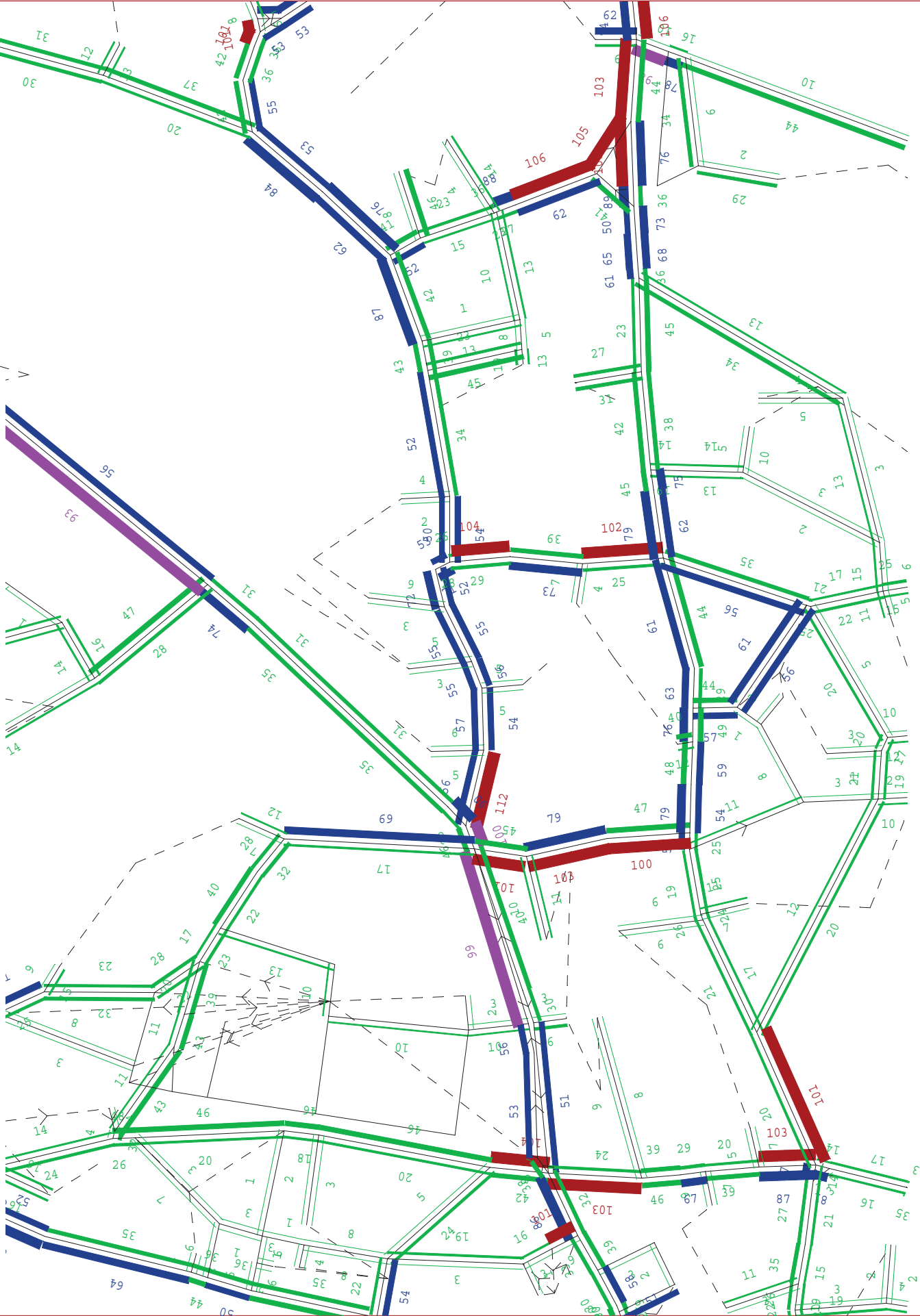
Colour Bands
50.00
70.00
90.00
100.00
0.00
0.00
0.00
0.00
0.00
0.00

Figure G.11 Volume over Capacity Ratio - 2031 with Stag Brewery Development plus Local Highway Interventions and Chalkers Corner Improvement - AM Peak Hour



SATURN
 Atkins Ltd /
 DWV / ITS
 8NET_R001_AM
 _SB_WW0d.UFS
 Scale 12696
 Link Annot:
 VoverC %
 Bandwidths =
 50./mm
 Colour Bands
 50.00
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 90.00
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Figure G.12 Volume over Capacity Ratio - 2031 with Stag Brewery Development plus Local Highway Interventions and Chalkers Corner Improvement - PM Peak Hour



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8NET_R001_PM

_SB_WM0c.UFS

Scale 12696

Link Annot:

VoverC %

Bandwidths =

50./mm

Colour Bands

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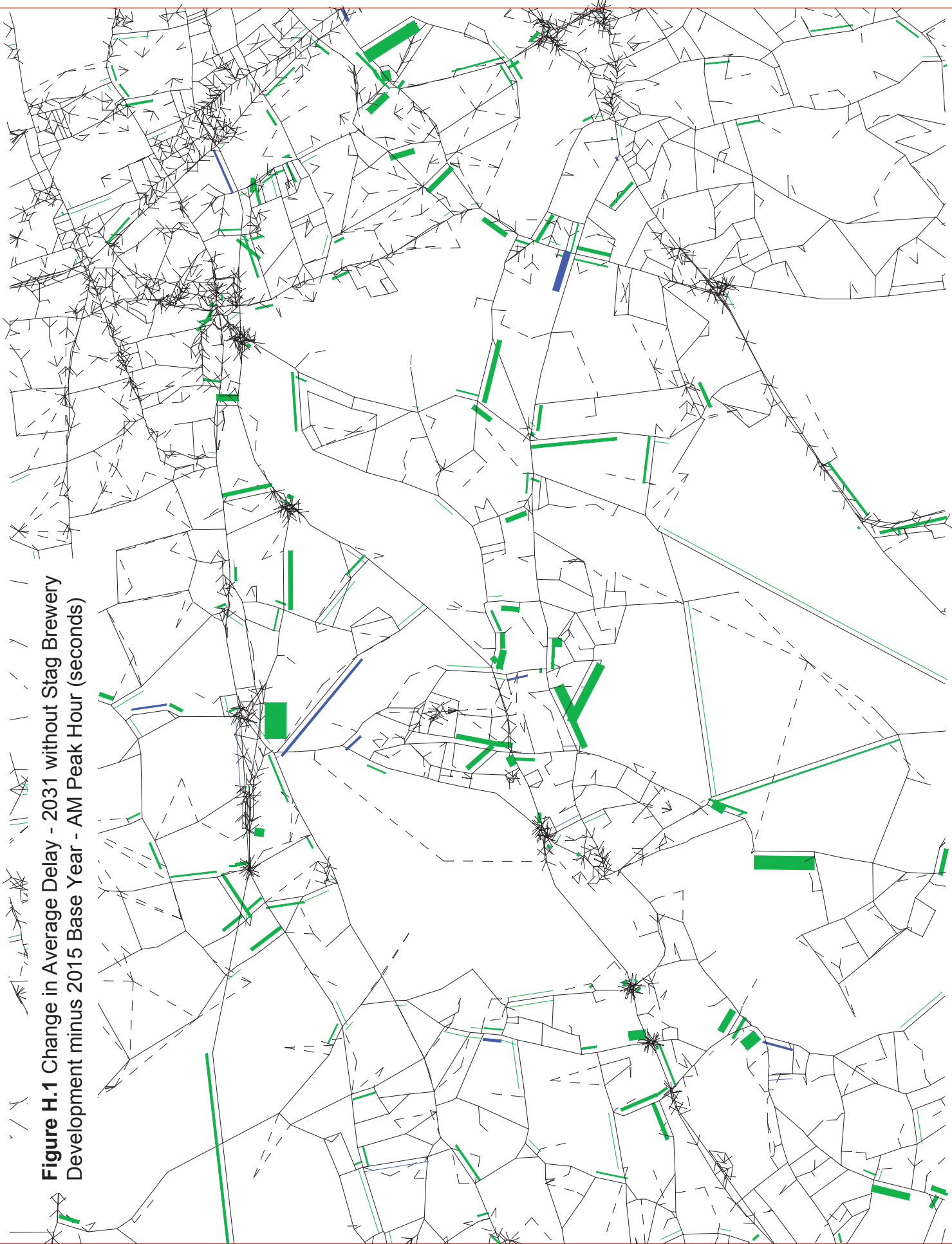
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0.00

Appendix H Change in Delay



Figure H.1 Change in Average Delay - 2031 without Stag Brewery Development minus 2015 Base Year - AM Peak Hour (seconds)



SATURN

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V3d_v2aME_Re
RunIt6_F.UFS
1_AM_SB_FB0a

Scale 48432

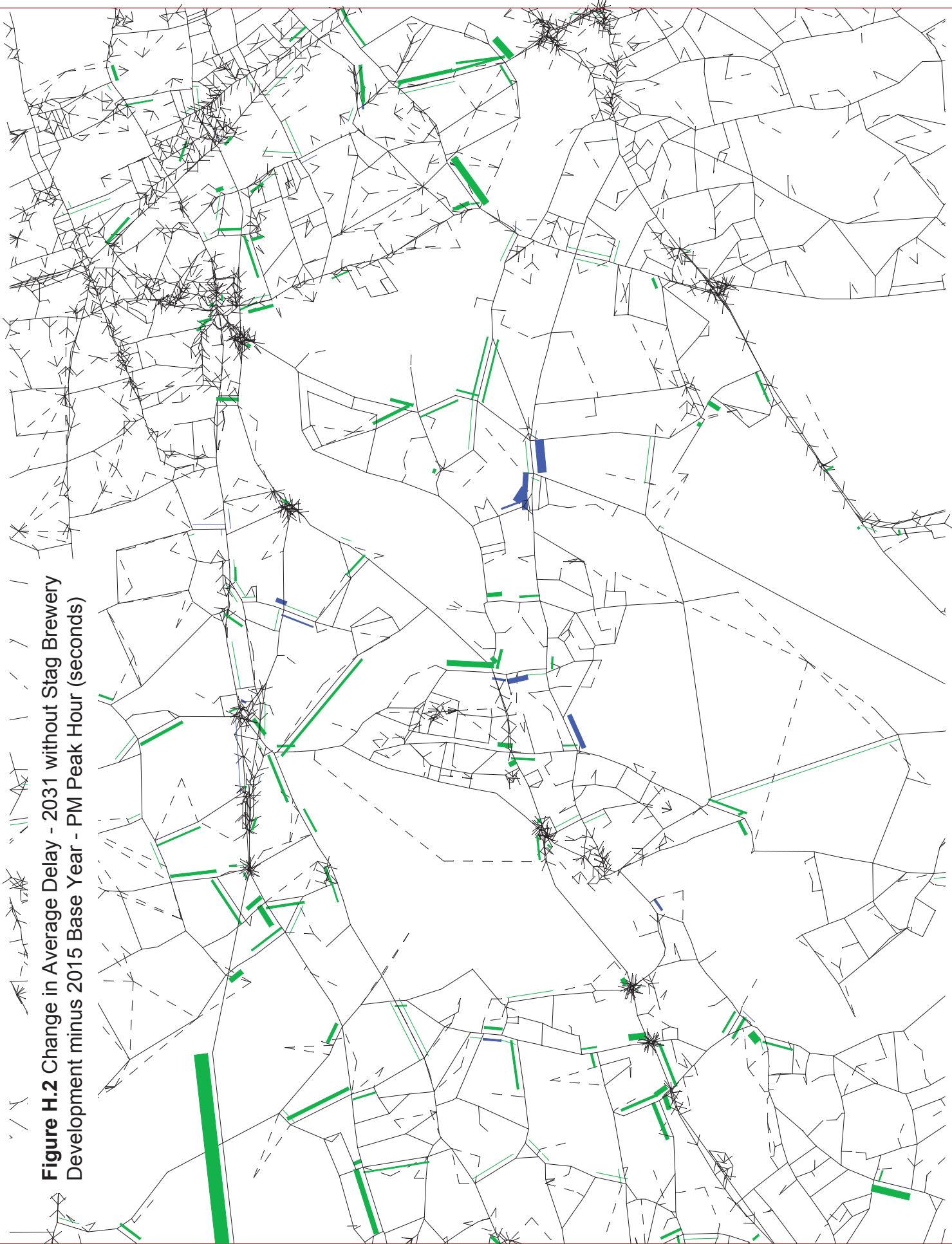
Link Annot:

+ Delay sec
- Delay sec

Differ: 2-1

Bandwidths =
200./mm

Figure H.2 Change in Average Delay - 2031 without Stag Brewery Development minus 2015 Base Year - PM Peak Hour (seconds)



SATURN

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DWW / ITS

V3d_v2aME_Re
RunIt6_F_UFS
1_PM_SB_FB0a

Scale 48432

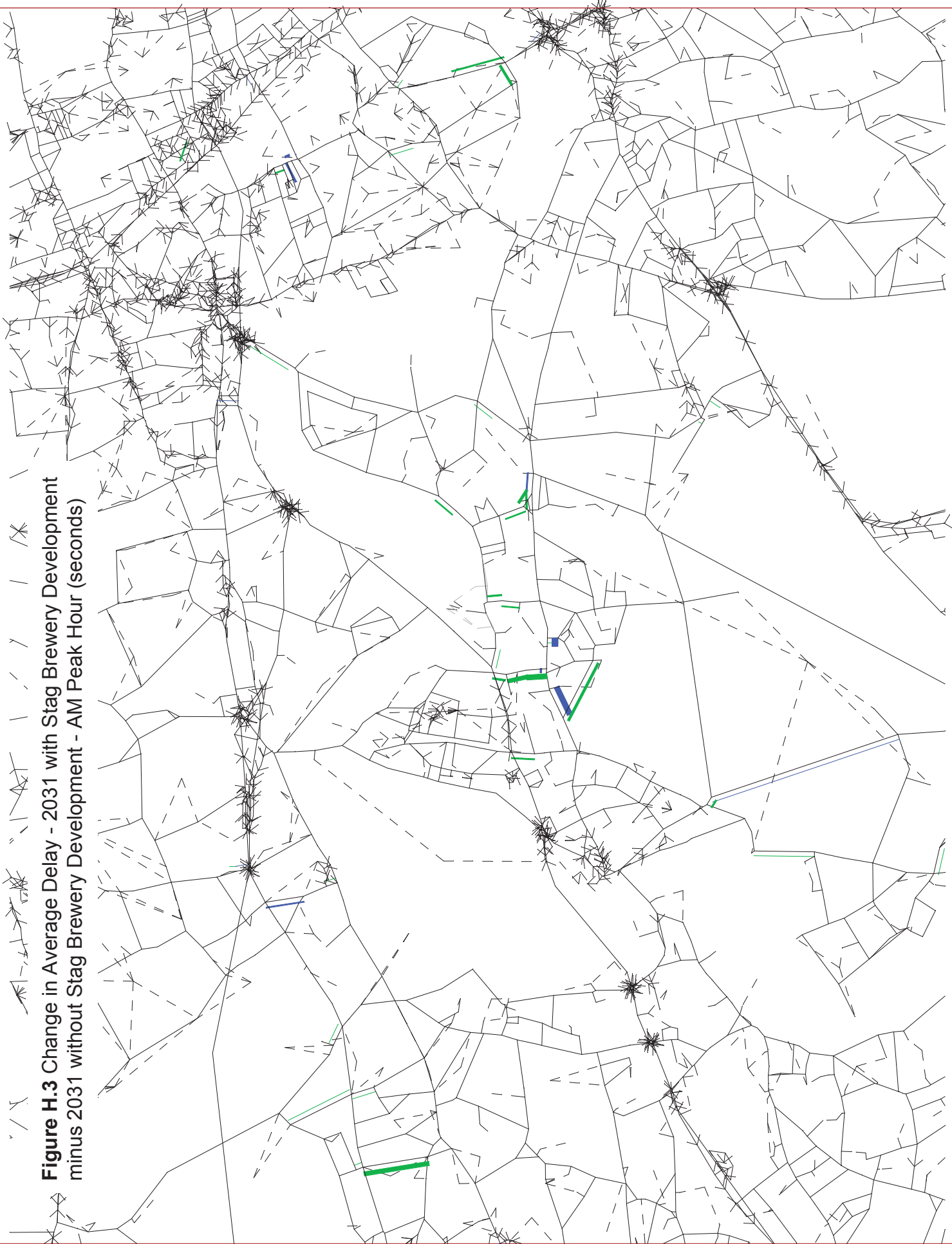
Link Annot:

+ Delay sec
- Delay sec

Differ: 2-1

Bandwidths =
200./mm

Figure H.3 Change in Average Delay - 2031 with Stag Brewery Development minus 2031 without Stag Brewery Development - AM Peak Hour (seconds)



SATURN

Atkins Ltd /
DW / ITS

8NET_R001_AM
_SB_FB0a.UFS
AM_SB_WDMM0a

Scale 48432

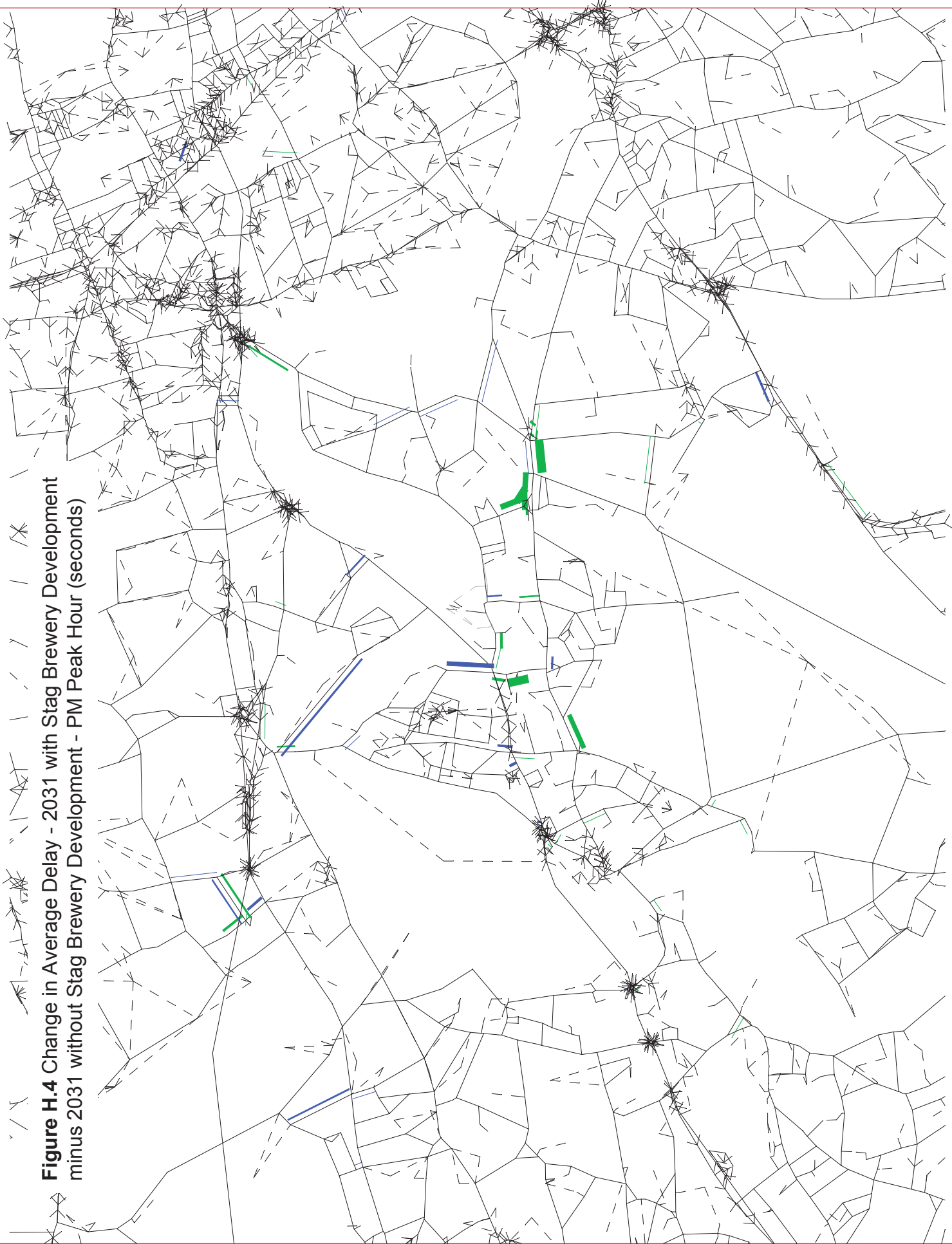
Link Annot:

+ Delay sec
- Delay sec

Differ: 2-1

Bandwidths =
200./mm

Figure H.4 Change in Average Delay - 2031 with Stag Brewery Development minus 2031 without Stag Brewery Development - PM Peak Hour (seconds)



SATURN

Atkins Ltd /
DWW / ITS

8NET_R001_PM
_SB_FB0a.UFS
PM_SB_WDMM0a

Scale 48432

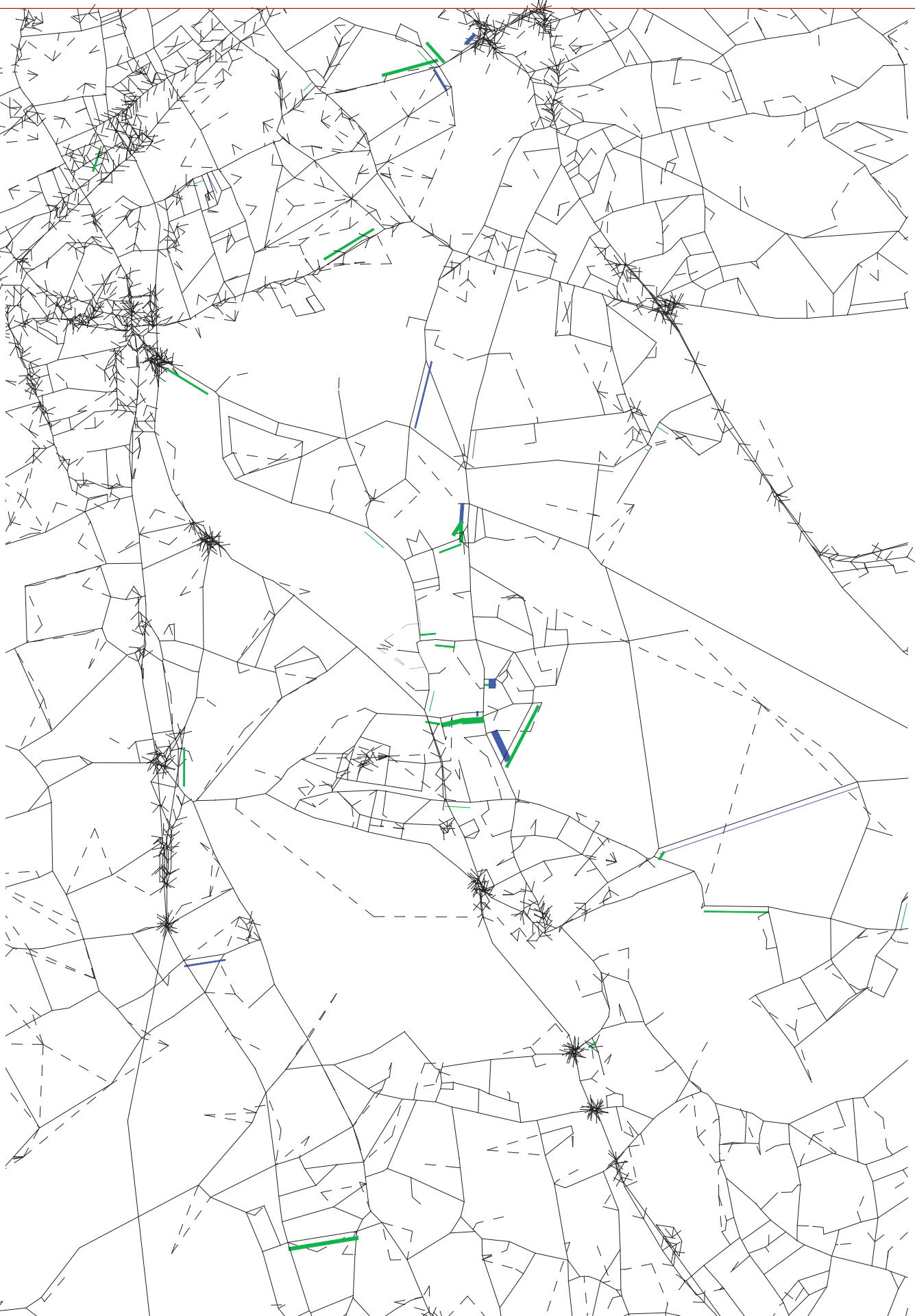
Link Annot:

+ Delay sec
- Delay sec

Differ: 2-1

Bandwidths =
200./mm

Figure H.5 Change in Average Delay - 2031 with Stag Brewery Development plus Local Highway Interventions minus 2031 without Stag Brewery Development - AM Peak Hour (seconds)



SATURN

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8NET_R001_AM
_SB_FB0a.UFS
1_AM_SB_WD0a

Scale 48432

Link Annot:

+ Delay sec
- Delay sec

Differ: 2-1

Bandwidths =
200./mm

Figure H.6 Change in Average Delay - 2031 with Stag Brewery Development plus Local Highway Interventions minus 2031 without Stag Brewery Development - PM Peak Hour (seconds)

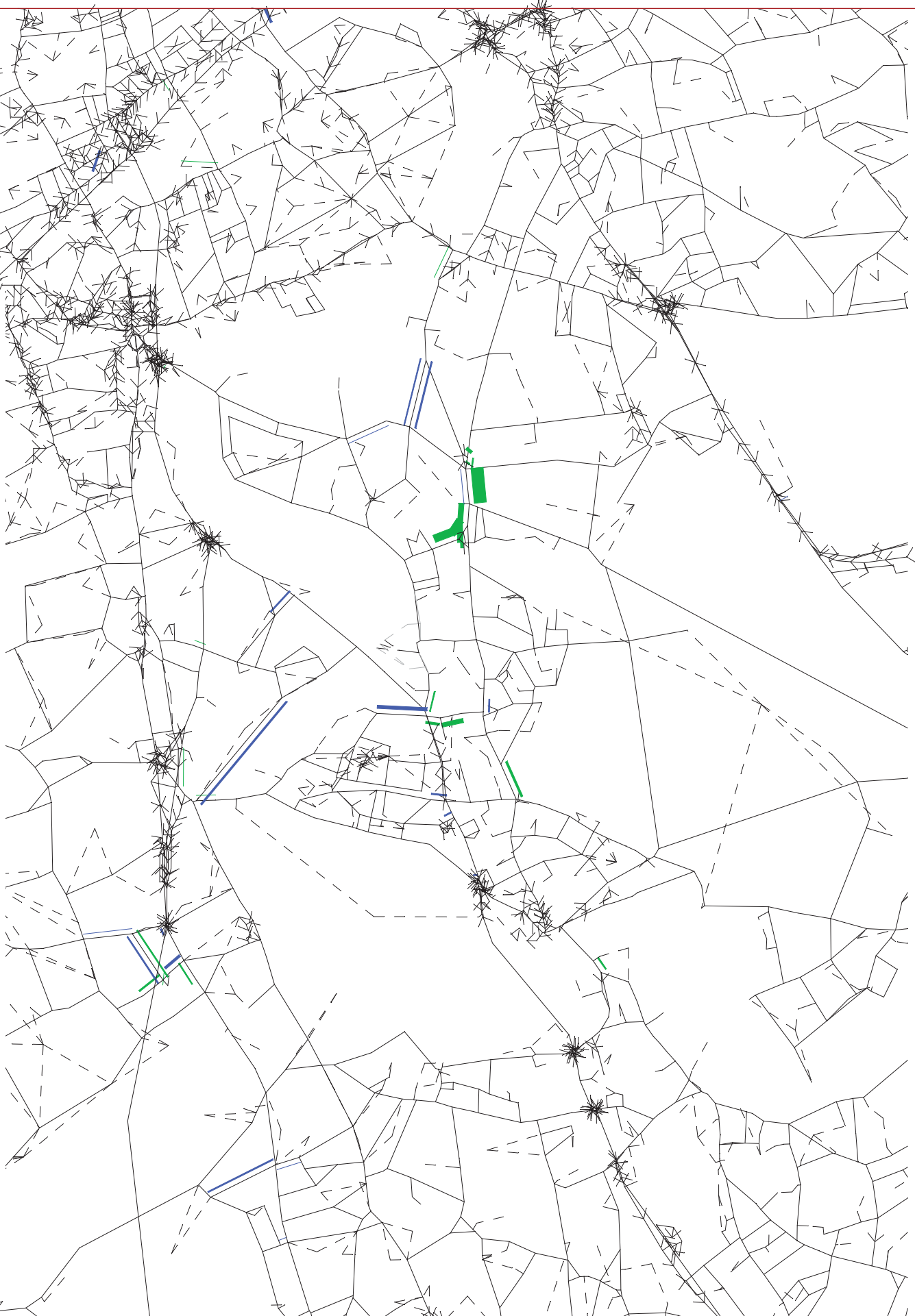
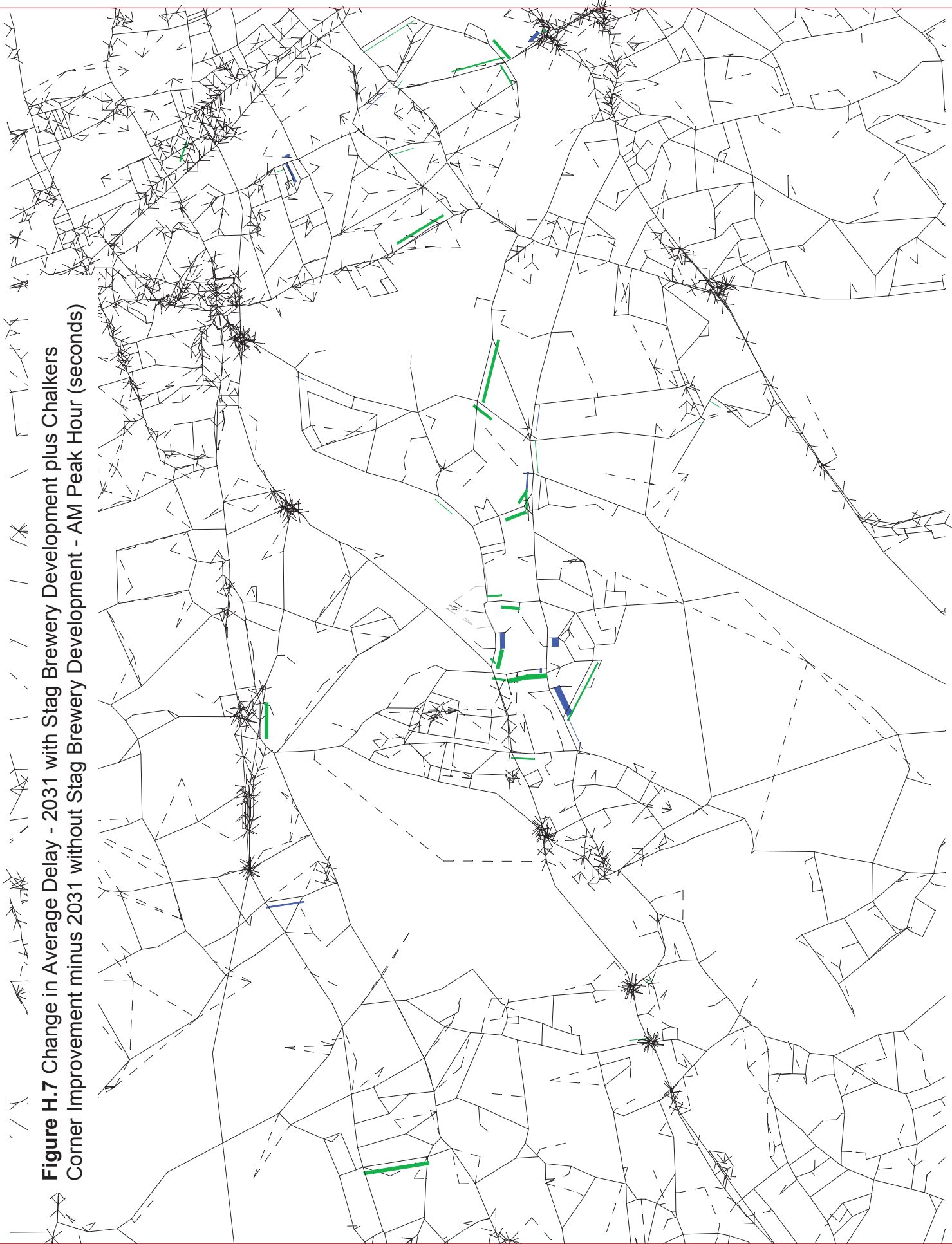


Figure H.7 Change in Average Delay - 2031 with Stag Brewery Development plus Chalkers Corner Improvement minus 2031 without Stag Brewery Development - AM Peak Hour (seconds)



SATURN

Atkins Ltd /
DWW / ITS

8NET_R001_AM
_SB_FB0a.UFS
AM_SB_WDCC0d

Scale 48432

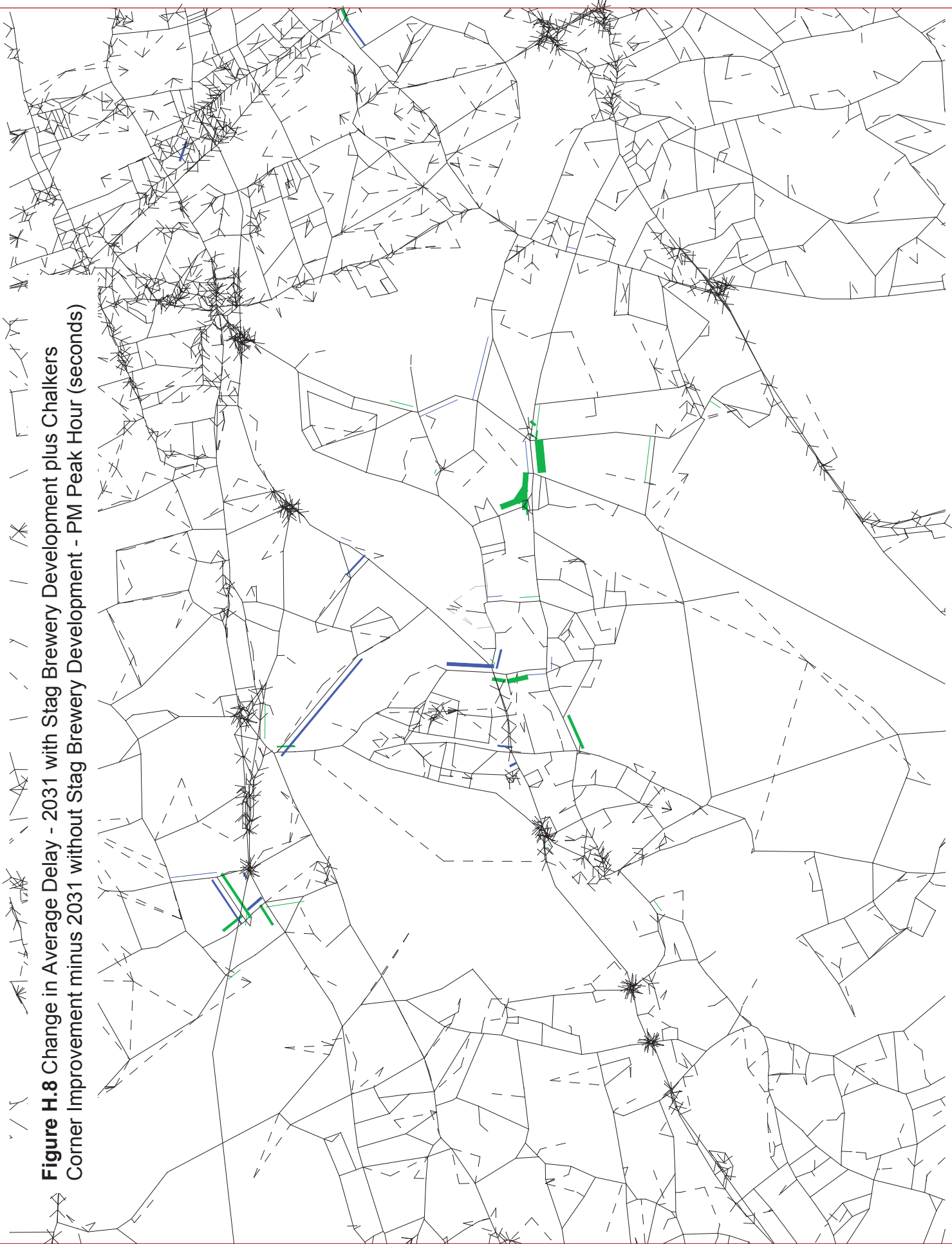
Link Annot:

+ Delay sec
- Delay sec

Differ: 2-1

Bandwidths =
200./mm

Figure H.8 Change in Average Delay - 2031 with Stag Brewery Development plus Chalkers Corner Improvement minus 2031 without Stag Brewery Development - PM Peak Hour (seconds)



SATURN

Atkins Ltd /
DWW / ITS

8NET_R001_PM
_SB_FB0a.UFS
PM_SB_WDCC0C

Scale 48432

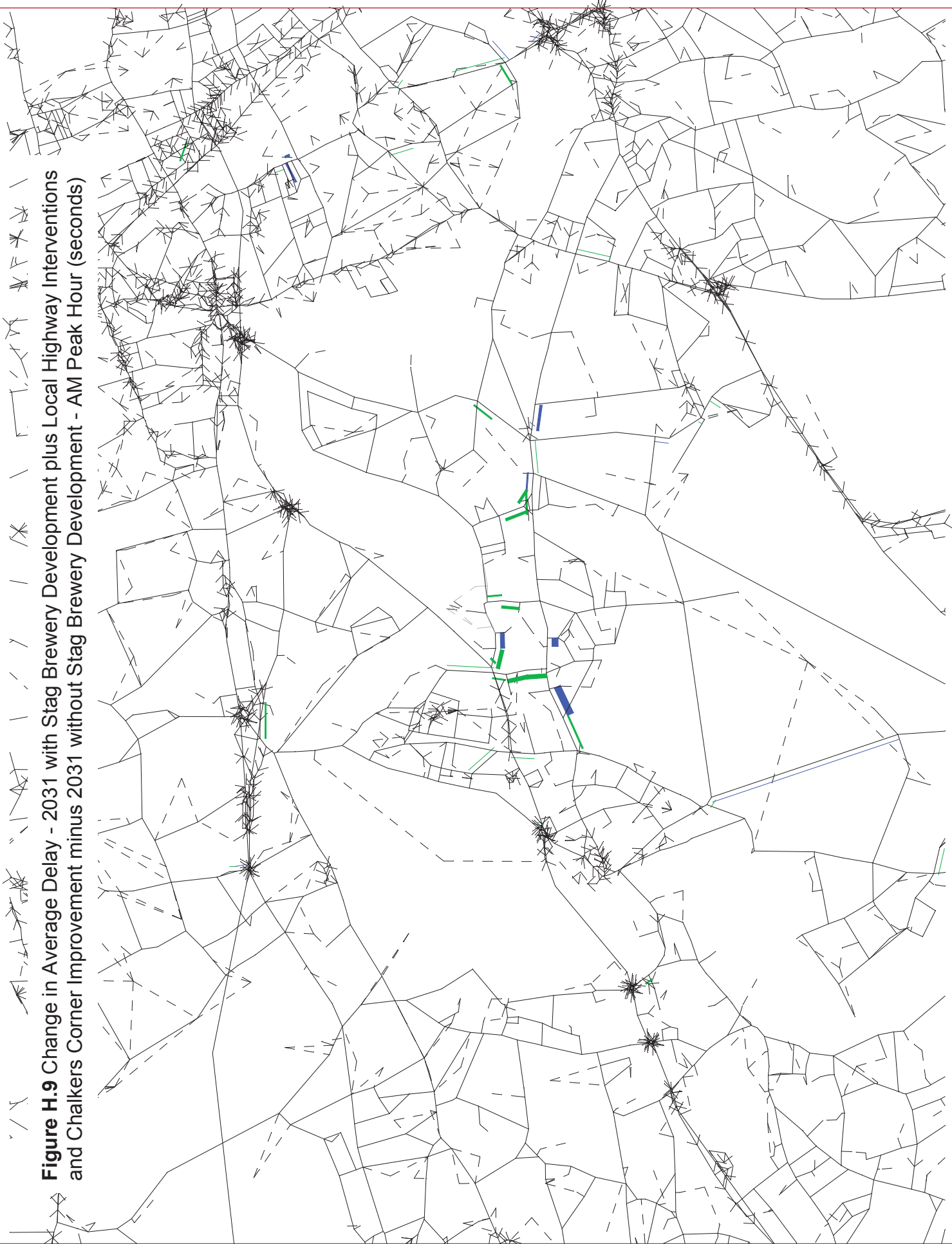
Link Annot:

+ Delay sec
- Delay sec

Differ: 2-1

Bandwidths =
200./mm

Figure H.9 Change in Average Delay - 2031 with Stag Brewery Development plus Local Highway Interventions and Chalkers Corner Improvement minus 2031 without Stag Brewery Development - AM Peak Hour (seconds)



SATURN

Atkins Ltd /

DW / ITS

8NET_R001_AM

_SB_FB0a.UFS

1_AM_SB_WM0d

Scale 48432

Link Annot:

+ Delay sec

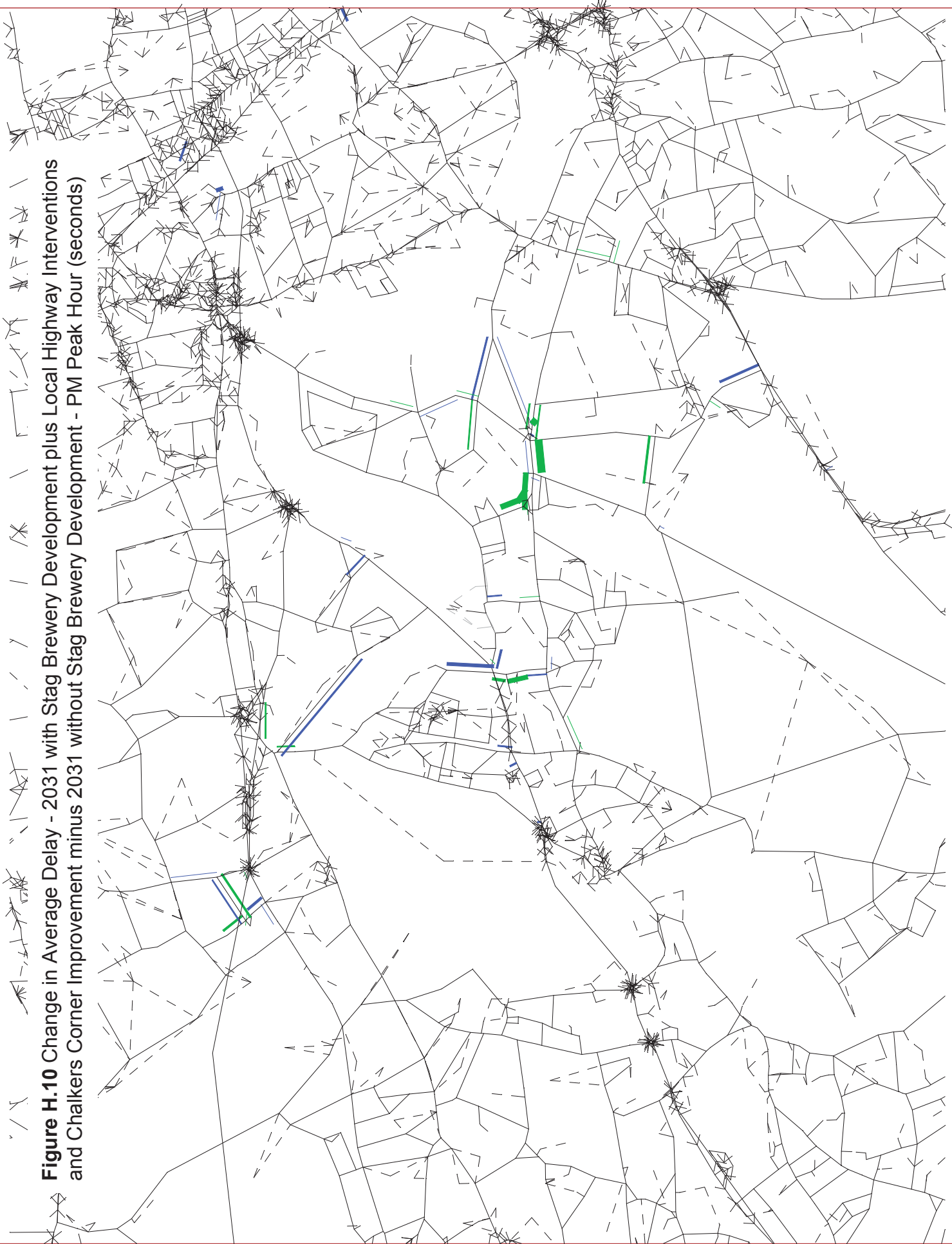
- Delay sec

Differ: 2-1

Bandwidths =

200./mm

Figure H.10 Change in Average Delay - 2031 with Stag Brewery Development plus Local Highway Interventions and Chalkers Corner Improvement minus 2031 without Stag Brewery Development - PM Peak Hour (seconds)



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All of our work, from the engineering of landmark buildings and critical infrastructure to the spatial planning and economic evidence in support of development, is evidence based and informed by a deep understanding of what it takes to deliver construction.



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Water, Environment and
Geotechnical
Planning, Development
and Economics

Appendix O Technical Note 22 – C2 vs C3 Comparison

T I L T

o ame	Stag Brewery, Mortlake
o o	38262
ote o	Technical Note 22
ate	January 2018
Prepared y	M Bolshaw
hec ed y	R Parker
Su ect	e ie of Trip eneration due to Scheme hanges

Introduction

This note sets out the recent changes that have been made to the proposed development and to the associated trip generation estimates.

These changes involve the relocation of the secondary school within the western part of the Site, small changes to proposed floor areas including a reduction in the number of residential units and removal of the proposed health centre from the care village. In addition, there is a change to the designation of the apartment units within the care village. These were intended to provide up to 150 assisted living apartments and therefore had a C2 designation. This has now been changed to an open C3/C2 designation in order to provide greater flexibility and allow these units to be designed as residential apartments with no age restriction. These changes all respond to feedback from LBRuT.

This note therefore provides a summary of the trip generation for the AM and PM peak hour for three scenarios as follows:

- Scenario 1 - Table 1 below summarises the development schedule and trip numbers used for the highway modelling, which were based upon the pre-Christmas scheme which included the health centre;
- Scenario 2 - Table 2 shows the updated trip numbers based on the revised scheme but still assuming an age restriction on the 150 units within the Care Village; and
- Scenario 3 - Table 3 shows the revised numbers if all 150 units were occupied as residential with no age restriction.

the note also compares daily trips for these scenarios and any impacts on the Environmental Assessment and reviews revised residential parking ratios for the different scenarios.

It should be noted that the relocation of the school will not affect either trip generation or the loading of school trips onto the network.

T Trip eneration

Tables 1 to 3 show the detailed breakdown of vehicular trips by land use type for each of the development scenarios identified above, whilst Table 4 provides an overall summary of the trip changes.



T I L T

Table Current Trip Generation Assumptions Vehicles Scenario

Land Use	Floor areas/no. of units	08:00 – 09:00			17:00 – 18:00		
		Arrival	Departure	Two Way	Arrival	Departure	Two Way
Detailed Application							
Residential	452	33	54	88	45	29	74
Retail	1,259 sqm	7	6	13	8	10	18
Restaurant	1,353 sqm	0	0	0	6	4	10
Hotel	16 Rooms	0	1	1	1	0	1
Office	2,424 sqm	14	3	17	5	15	20
Cinema	370 seats	0	0	0	8	11	20
Gym	757 sqm	2	4	5	2	1	2
Community Space	854 sqm	0	0	0	0	0	0
Detailed Total		56 (26)	67 (26)	123 (52)	75 (6)	70 (6)	145 (12)
Detailed Total including HGVs		82	93	175	81	76	157
Outline Application							
Residential	211	17	28	46	23	15	38
Extra Care	150 assisted living units, 70 care home residents	5	4	9	4	4	8
Health Care	4 consulting rooms	2	1	3	2	2	4
Outline Total		25 (2)	33 (2)	58 (4)	29 (2)	21 (2)	50 (4)
Outline Total including HGVs		27	35	62	31	23	54
Detailed School Application							
Education	1,260 pupils	105	85	191	12	27	39
Total		186 (28)	185 (28)	371 (56)	116 (8)	118 (8)	234 (16)
Total including HGVs		214	213	427	124	126	250



T I L T

Table 1: Modified Trip Generation to take account of January financial scheme changes - assume element age restricted Scenario

Land Use	Floor areas/no. of units	08:00 – 09:00			17:00 – 18:00		
		Arrival	Departure	Two Way	Arrival	Departure	Two Way
Detailed Application							
Residential	443	33	53	86	44	28	73
Retail	1,255 sqm	7	6	13	8	10	18
Restaurant	1,281 sqm	0	0	0	6	4	10
Hotel	16 rooms	0	1	1	1	0	1
Office	2,424 sqm	14	3	17	5	15	20
Cinema	370 seats	0	0	0	8	11	20
Gym	740 sqm	2	4	5	2	1	2
Community Space	822 sqm	0	0	0	0	0	0
Detailed Total		56 (27)	67 (27)	122 (54)	74 (7)	69 (7)	144 (14)
Detailed Total including HGVs		83	94	226	81	76	158
Outline Application							
Residential	225	17	27	44	22	14	37
Extra Care	150 assisted living units, 70 care home residents	5	4	9	4	4	8
Outline Total		22 (1)	31 (1)	53 (2)	26 (1)	18 (1)	45 (2)
Outline Total including HGVs		23	32	55	27	19	47
Detailed School Application							
Education	1,260 pupils	105	85	191	12	27	39
Total		183 (28)	183 (28)	366 (56)	112 (8)	114 (8)	228 (16)
Total including HGVs		211	211	422	120	122	244



T I L T

Table Modified Trip Generation to take account of January traffic scheme changes - Unrestricted Scenario

Land Use	Land Use	08:00 – 09:00			17:00 – 18:00		
		Arrival	Departure	Two Way	Arrival	Departure	Two Way
	Detailed Application						
Residential	443	33	53	86	44	28	73
Retail	1,255 sqm	7	6	13	8	10	18
Restaurant	1,281 sqm	0	0	0	6	4	10
Hotel	16 rooms	0	1	1	1	0	1
Office	2,424 sqm	14	3	17	5	15	19
Cinema	370 seats	0	0	0	8	11	20
Gym	740 sqm	2	3	5	2	1	2
Community Space	822 sqm	0	0	0	0	0	0
Detailed Total		56 (28)	66 (28)	122 (56)	74 (7)	69 (7)	143 (14)
Detailed Total including HGVs		84	94	178	81	76	157
	Outline Application						
Residential	351	28	45	73	37	24	61
Extra Care	70 care home residents	2	2	3	1	2	3
Outline Total		30 (2)	47 (2)	76 (4)	38 (1)	26 (1)	64 (2)
Outline Total including HGVs		32	49	80	39	27	66
	Detailed School Application						
Education	1,260 pupils	105	85	191	12	27	39
Total		191 (30)	198 (30)	389 (60)	124 (8)	122 (8)	246 (16)
Total including HGVs		221	228	449	132	130	262



T I L T

Table 4 below provides a summary of Tables 1 to 3.

Table 4: AM and PM Peak comparisons between scenarios vehicles

Scenario	AM Peak			PM Peak		
	Arrival	Departure	Two Way	Arrival	Departure	Two Way
Scenario 1 - Trip Generation	214	213	427	124	126	250
Scenario 2 - January Update	211	211	422	120	122	244
Scenario 3 - No Extra Care	221	228	449	132	130	262
% increase between scenario 1 and 3	+3.3%	+7.0%	+5.2%	+6.5%	+3.2%	+4.8%

As can be seen, the minor changes in floorspace resulting from the recent changes show a small reduction in trips in both peaks as compared with the scenario tested in the draft TA and used as input into the strategic highway modelling (comparison between Scenario 1 and Scenario 2 above). There is a reduction of 5 trips in the AM peak and 6 trips in the PM peak.

If all 150 apartments within the Care Village were used a residential (with no age restriction) rather than as C2 assisted living units there would be a small overall increase in trips as compared with the draft TA. The increase is modest, an additional 22 trips in the AM peak (plus 5.2%) and 12 in the PM peak (+4.8%).

Considered against existing background traffic these increases would be very small, less than a 1% increase on any link. It is considered that this level of increase will not materially affect any of the conclusions arising from the transport assessment work.

S o l s

Table 5 summarises the impact of the changes on daily vehicular traffic flows ES flows for the different development scenarios.

Table 5: Daily development flows

Scenario	Daily Flows		
	Arrival	Departure	Two Way
Scenario 1 TA Trip Generation	1474	1423	2897
Scenario 2 Changes to floor areas	1437	1389	2826
Scenario 3 Change from C2 to C3	1438	1388	2825

As can be seen from the table above, regardless of whether the extra care units are converted to residential or not from a daily perspective the flows are slightly lower than those assessed in the existing ES chapter.



T I L T

Parking

No changes are proposed to the quantum of parking consequent on these changes. There would therefore be small changes to the proposed ratio of parking per residential apartment. The table below summarises:

Proposed Parking – Scenario 1 (Draft TA)

	Units	Spaces	Ratio
East Residential	452	331	0.732
West Residential*	211	148	0.701
Assisted Living	150	77	0.513
Overall Residential	663	479	0.722

Proposed Parking - Scenario 2 – (January Updates)

	Units	Spaces	Ratio
East Residential	443	331	0.747
West Residential*	201	148	0.736
Assisted Living	150	77	0.513
Overall Residential	644	479	0.744

Proposed Parking - Scenario 3 – (Potential Change from C2 to C3)

	Units	Spaces	Ratio
East Residential	443	331	0.747
West Residential*	351	225	0.641
Assisted Living	0	0	n/a
Overall Residential	794	556	0.700

*Excluding the 24 houses with 1:1 parking at ground level

If the 24 town houses and their parking are taken into account, then the parking ratio for the western area (Scenario 3) increases to 0.664 and the overall residential ratio to 0.709. TfL has formally supported a ratio of up to 0.75 spaces per unit for residential as being appropriate for such a development in this area.

Should a Controlled Parking Zone (CPZ) be required to address any issues that might occur as a result of overspill parking onto adjacent residential streets, it would be funded by the developer/Education and Skills Funding Council. The principal of a CPZ was generally supported by local residents that attended the public consultation events.

conclusions and say or ard

- 1) The impacts on the peak hour TA flows are modest and should not affect any of the conclusions arising from the assessment.
- 2) We consider, therefore, that there would be no benefit in re-running the strategic HAM model. However, in order to present a robust highway assessment, we will to re-run the various local models, as a sensitivity test, to take account of the potential increase in flows.

T I L L T

- 3) It is also worth noting that the TA has made no allowance for the previous trip generation associated with the Site and so on that basis already provides a robust highway impact assessment.
- 4) The daily traffic flows, which are of relevance to the various ES chapters, are not materially affected by the change from C2 to C3. Indeed, the flows are slightly reduced as a result of the minor changes in floor space from the pre-Christmas (draft TA) scheme.
- 5) A change from C2 to C3 will further reduce the average number of parking spaces per residential unit within the area of the Outline Application to an average of 0.64 spaces per unit (0.66 per unit if the 24 town houses with 1:1 parking are included). This would further help to reduce trip generation.
- 6) Should a CPZ be required to address any issues that might occur as a result of overspill parking onto adjacent residential streets, it would be funded by the developer/Education and Skills Funding Council. The principal of a CPZ was generally supported by local residents that attended the public consultation events.

T ISS

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
Job No/Brief/TN001	-	24.01.18	MB	RP	RP	GC
Job No/Brief/TN001						

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Appendix P Technical Note 23 Trip Generation Sensitivity Test

TECHNICAL NOTE

Job Name: Stag Brewery, Mortlake
Job No: 38262
Note No: Technical Note 23
Date: 6th February 2018
Prepared By: M Bolshaw
Checked By: R Parker
Subject: **Local Modelling Sensitivity Test**

Introduction

The sensitivity test has been carried out in order to assess the impact in the change of floor areas and uses within the development post the strategic modelling. A final trip generation was agreed with both TfL and LBRuT and this was used to provide inputs for the strategic modelling which in turn provided outputs used within the local junction modelling.

It was agreed with both TfL and LBRuT that in order to assess a worst case scenario, taking account of the updated floor areas/unit numbers (flexible use of the assisted living) that the local junction modelling would be re-run as a sensitivity test, without the need to update the strategic models, due to the marginal increase in trip numbers.

Methodology

To take into the account the impact of the additional trips, these trips were added to the existing trips departing and arriving from the site with the distribution from the strategic model used to disperse these trips across the local junctions.

The differences between the two scenarios are shown in Table 1.1 below.

Table 1.1 Flow differences between approved trip generation and sensitivity test

	Total Vehicle Trips								
	Approved Trip Generation			Sensitivity Test			Difference		
	Arr	Dep	Two Way	Arr	Dep	Two Way	Arr	Dep	Two Way
08:00 – 09:00	214	214	428	217	224	441	+3	+10	+13
17:00 – 18:00	123	127	250	130	129	259	+7	+2	+9

These additional trips were then distributed around the network using the distribution taken from the strategic model, as previous.

Results

The following junctions were then deemed to be affected by the increase in flows, based on the distribution of flows out of the development:



TECHNICAL NOTE

- Ship Lane/Lower Richmond Road
- Vineyard Path/Car Park Access/Mortlake High Street
- Sheen Lane Mini Roundabout
- Chalkers Corner and
- Sheen Lane/Upper Richmond Road.

A summary of these results is provided in the tables below.

Table 1.2 Ship Lane/Lower Richmond Road

Movement	Ratio of Flow to Capacity			
	AM Peak Hour		PM Peak Hour	
	2031 FB + Dev	2031 FB + Dev + Highway Works	2031 FB + Dev	2031 FB + Dev + Highway Works
Ship Lane to LRR (E and W)	0.24	0.29	0.21	0.27
LRR (E) to Ship Lane and LRR (W)	0.01	0.02	0.02	0.02

Table 1.3 Vineyard Path/Car Park Access/Mortlake High Street

	Ratio of Flow to Capacity			
	AM Peak Hour		PM Peak Hour	
	2031 FB + Dev	2031 FB + Dev + Highway Works	2031 FB + Dev	2031 FB + Dev + Highway Works
Car Park Access to MHS* (E)	0.07	0.07	0.05	0.05
MHS (W) to Vineyard Path	0.06	0.06	0.04	0.04
Vineyard Path to Car Park Access and MHS (E and W)	0.11	0.11	0.10	0.10
MHS (E) to Car Park Access	0.05	0.04	0.04	0.04

Table 1.4 Sheen Lane Mini Roundabout

Arm	Ratio of Flow to Capacity			
	AM Peak Hour		PM Peak Hour	
	2031 FB + Dev	2031 FB + Dev + Highway Works	2031 FB + Dev	2031 FB + Dev + Highway Works
Lower Richmond Road	1.08	0.96	1.05	0.96
Mortlake High Street	0.63	0.67	0.52	0.60
Sheen Lane	0.37	0.47	0.37	0.49

TECHNICAL NOTE

Table 1.5 Chalkers Corner

	Degree of Saturation (%)			
	AM Peak Hour		PM Peak Hour	
	2031 FB + Dev	2031 FB + Dev + Highway Works	2031 FB + Dev	2031 FB + Dev + Highway Works
J2:2/2 Clifford Ave SB Lane 2	99.4	90.4	125.3	97.9
J2:2/3 Clifford Ave SB Lane 3	96.9	82.2	124.8	93.6
J2:3/2 Lower Richmond Road	99.2	56.3	115.2	62.7
J1:4/1 S Circular Road NB	97.4	88.5	97.3	90.2
J1:1/1 Clifford Ave NB Lane 1	91.2	90.7	94.0	83.3
J1:1/2 Clifford Ave NB Lane 2	91.8	91.3	93.8	81.3
J1:1/3 Clifford Ave NB Lane 3	92.8	91.6	96.3	84.8
J1:2/1 Mortlake Road SB Lane 1	96.3	91.0	105.7	81.4
J1:2/2 Mortlake Road SB Lane 2	95.9	90.9	106.1	82.9
Whole Junction PRC	-10.4	-1.8	-39.2	-8.8

Table 1.6 Sheen Lane/Upper Richmond Road

	Degree of Saturation (%)			
	AM Peak Hour		PM Peak Hour	
	2031 FB + Dev	2031 FB + Dev + Highway Works	2031 FB + Dev	2031 FB + Dev + Highway Works
Upper Richmond Road West (E) Lane 1	83.5	80.1	66.4	56.1
Upper Richmond Road West (E) Lane 2	34.6	34.9	61.5	64.7
Sheen Lane NB	84.2	82.3	48.4	47.1
Upper Richmond Road West (W) Lane 1	44.4	44.6	50.0	52.9
Upper Richmond Road West (W) Lane 2	42.9	43.2	48.9	51.2
Sheen Lane SB	79.5	76.6	69.3	64.7
Whole Junction PRC (%)	6.8	9.3	29.9	36.5



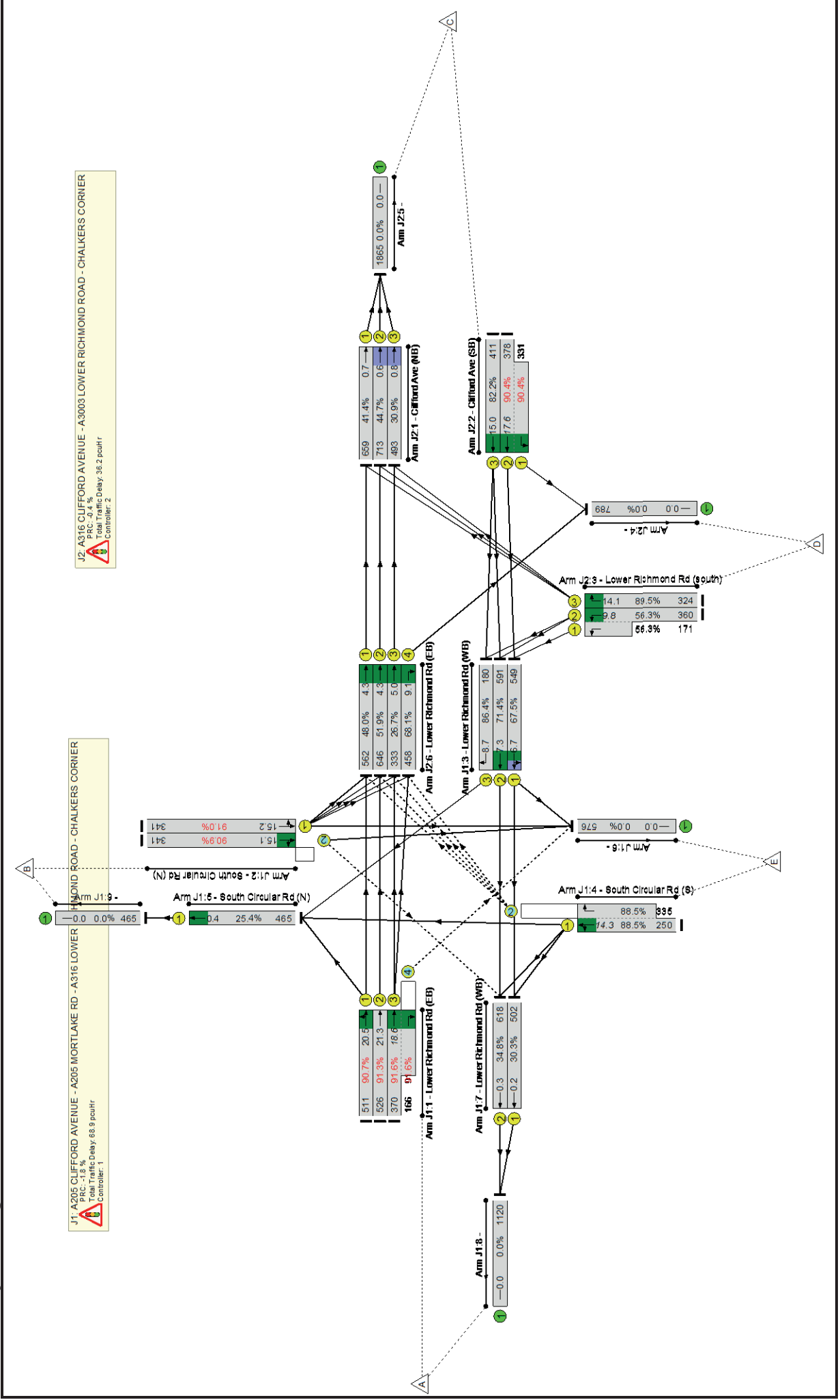
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	Stag Brewery
Title:	Chalkers Corner_Proposed Layout
Location:	
File name:	Chalkers Corner_2017_proposed_v2.0 additional flow.lsg3x
Author:	
Company:	Peter Brett Associates
Address:	
Notes:	

Basic Results Summary

Scenario 1: 'AM_FutureBase_WM_2031' (FG7: 'FutureBase WM AM Peak', Plan 1: 'Network Control Plan 1')
 Network Layout Diagram



Basic Results Summary
Traffic Flows, Desired
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	67	1099	241	166	1573
	B	0	0	107	217	358	682
	C	768	2	0	331	19	1120
	D	320	178	324	0	33	855
	E	32	218	335	0	0	585
	Tot.	1120	465	1865	789	576	4815

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Chalkers Corner_Proposed Layout																	
J1: A205 CLIFFORD AVENUE - A205 MORTLAKE RD - A316 LOWER RICHMOND ROAD - CHALKERS CORNER																	
1/1	Lower Richmond Rd (EB) Left Ahead	U	C1:A		1	39	-	511	1780	564	90.7%	-	-	-	9.8	68.8	20.5
1/2	Lower Richmond Rd (EB) Ahead	U	C1:A		1	39	-	526	1728	576	91.3%	-	-	-	10.1	68.9	21.3
1/3+1/4	Lower Richmond Rd (EB) Right Ahead	U+O	C1:A	C1:H	1	39	4	536	1714:1929	404+181	91.6% : 91.6%	95	32	39	11.2	75.0	18.6
2/1	South Circular Rd (N) Ahead Left	U	C1:G		1	25	-	341	1729	375	91.0%	-	-	-	8.4	88.9	15.2
2/2	South Circular Rd (N) Ahead Right	O	C1:G		1	25	-	341	1876	375	90.9%	0	0	0	8.5	89.5	15.1
3/1	Lower Richmond Rd (WB) Left Ahead	U	C1:C		1	51	-	549	1774	813	67.5%	-	-	-	2.8	18.5	6.7
3/2	Lower Richmond Rd (WB) Ahead	U	C1:C		1	51	-	591	1806	828	71.4%	-	-	-	3.0	18.6	7.3
3/3	Lower Richmond Rd (WB) Right	U	C1:D		1	15	-	180	1563	208	86.4%	-	-	-	4.5	90.7	8.7

Basic Results Summary

	South Circular Rd (S) Ahead Left Right	U+O	C1:F	C1:I	1	45	11	585	1617:1831	282+378	88.5 : 88.5%	23	244	68	9.9	60.8	14.3	
4/1+4/2																		
5/1	South Circular Rd (N) Ahead	U	C1:E		1	101	-	465	2115	1833	25.4%	-	-	-	0.2	1.6	0.4	
7/1	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	502	1947	1655	30.3%	-	-	-	0.2	1.6	0.2	
7/2	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	618	2087	1774	34.8%	-	-	-	0.3	1.6	0.3	
J2: A316 CLIFFORD AVENUE - A3003 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-		-	-	-	-	-	-	90.4%	0	0	0	36.2	-	-	
1/1	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	659	1912	1593	41.4%	-	-	-	0.4	2.0	0.7	
1/2	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	713	1912	1593	44.7%	-	-	-	0.4	2.1	0.6	
1/3	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	493	1912	1593	30.9%	-	-	-	0.2	1.8	0.8	
2/2+2/1	Clifford Ave (SB) Ahead Left	U	C2:D	C2:G	1	37:54	17	709	1853:1689	418+366	90.4 : 90.4%	-	-	-	10.8	55.1	17.6	
2/3	Clifford Ave (SB) Ahead	U	C2:D		1	37	-	411	1765	500	82.2%	-	-	-	6.8	59.4	15.0	
3/2+3/1	Lower Richmond Rd (south) Left	U	C2:A	C2:F	1	58	38:38	531	1723:1756	640+304	56.3 : 56.3%	-	-	-	3.4	23.3	9.8	
3/3	Lower Richmond Rd (south) Right	U	C2:A		1	20	-	324	1889	362	89.5%	-	-	-	7.8	87.1	14.1	
6/1	Lower Richmond Rd (EB) Ahead	U	C2:B		1	87	-	562	1899	1171	48.0%	-	-	-	1.2	7.8	4.3	
6/2	Lower Richmond Rd (EB) Ahead	U	C2:B		1	87	-	646	2020	1246	51.9%	-	-	-	1.3	7.2	4.3	

Basic Results Summary

	Lower Richmond Rd (EB) Ahead	U	C2:B	1	87	-	333	2020	1246	26.7%	-	1.4	14.6	5.0
6/3														
6/4	Lower Richmond Rd (EB) Right	U	C2:E	1	48	-	458	1682	673	68.1%	-	2.4	18.9	9.1
C1 - STCL T800 Mk 1 UTC Cntr, Integral FacilitiesStream: 1 PRC for Signalled Lanes (%): -1.8 C1 - STCL T800 Mk 1 UTC Cntr, Integral FacilitiesStream: 2 PRC for Signalled Lanes (%): 158.3 C1 - STCL T800 Mk 1 UTC Cntr, Integral FacilitiesStream: 3 PRC for Signalled Lanes (%): 254.8 C2 - STCL T800 Mk 1 UTC Cntr, Integral FacilitiesStream: 1 PRC for Signalled Lanes (%): -0.4 C2 - STCL T800 Mk 1 UTC Cntr, Integral FacilitiesStream: 2 PRC for Signalled Lanes (%): 101.1 PRC Over All Lanes (%): -1.8														
Total Delay for Signalled Lanes (pcuHr): 68.17 Total Delay for Signalled Lanes (pcuHr): 0.50 Total Delay for Signalled Lanes (pcuHr): 0.20 Total Delay for Signalled Lanes (pcuHr): 35.17 Total Delay for Signalled Lanes (pcuHr): 1.01 Total Delay Over All Lanes (pcuHr): 105.05														
Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120														

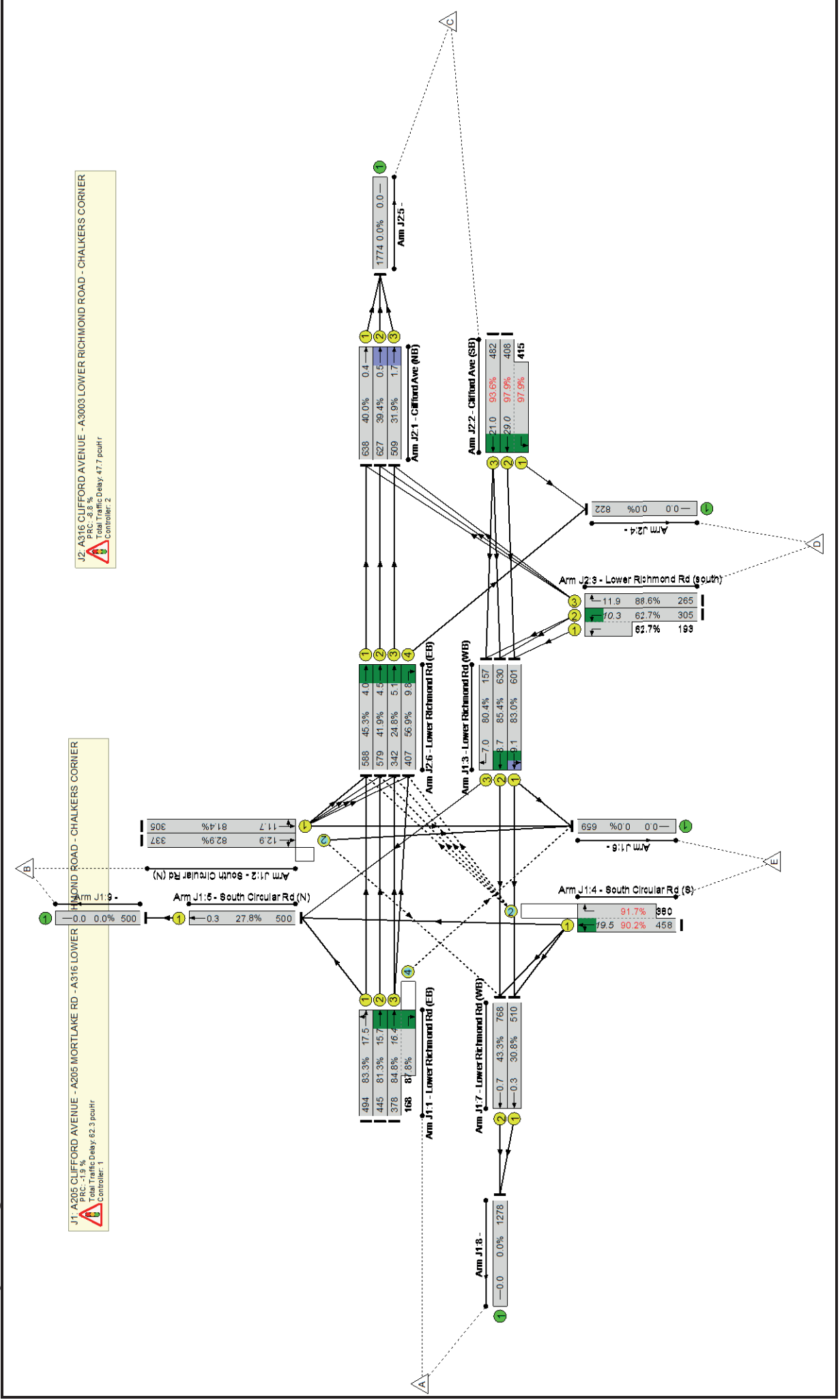
Basic Results Summary
Traffic Flows, Actual
Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	67	1099	241	166	1573
	B	0	0	107	217	358	682
	C	768	2	0	331	19	1120
	D	320	178	324	0	33	855
	E	32	218	335	0	0	585
	Tot.	1120	465	1865	789	576	4815

Basic Results Summary

Scenario 2: 'PM_FutureBase_WM_2031' (FG8: 'FutureBase WM PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary
Traffic Flows, Desired
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	18	1026	273	168	1485
	B	28	0	105	132	377	642
	C	767	27	0	415	96	1305
	D	350	130	265	0	18	763
	E	133	325	378	2	0	838
	Tot.	1278	500	1774	822	659	5033

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Chalkers Corner_Proposed Layout																		
J1: A205 CLIFFORD AVENUE - A205 MORTLAKE RD - A316 LOWER RICHMOND ROAD - CHALKERS CORNER																		
1/1	Lower Richmond Rd (EB) Left Ahead	U	C1:A		1	39	-	494	1780	593	83.3%	-	-	-	7.4	54.2	17.5	
1/2	Lower Richmond Rd (EB) Ahead	U	C1:A		1	39	-	445	1728	547	81.3%	-	-	-	6.8	54.7	15.7	
1/3+1/4	Lower Richmond Rd (EB) Right Ahead	U+O	C1:A	C1:H	1	39	9	546	1714:1929	446+191	84.8 : 87.8%	14	113	41	9.2	60.7	16.4	
2/1	South Circular Rd (N) Ahead Left	U	C1:G		1	25	-	305	1729	375	81.4%	-	-	-	5.9	69.1	11.7	
2/2	South Circular Rd (N) Ahead Right	O	C1:G		1	25	-	337	1876	406	82.9%	28	0	0	6.6	70.7	12.9	
3/1	Lower Richmond Rd (WB) Left Ahead	U	C1:C		1	45	-	601	1774	724	83.0%	-	-	-	4.2	24.9	9.1	
3/2	Lower Richmond Rd (WB) Ahead	U	C1:C		1	45	-	630	1806	737	85.4%	-	-	-	4.3	24.7	8.7	
3/3	Lower Richmond Rd (WB) Right	U	C1:D		1	14	-	157	1563	195	80.4%	-	-	-	3.6	83.3	7.0	

Basic Results Summary

	South Circular Rd (S) Ahead Left Right	U+O	C1:F	C1:I	1	46	12	838	1617:1831	508+414	90.2 : 91.7%	34	259	86	13.5	58.1	19.5
4/1+4/2																	
5/1	South Circular Rd (N) Ahead	U	C1:E		1	101	-	500	2115	1798	27.8%	-	-	-	0.2	1.5	0.3
7/1	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	510	1947	1655	30.8%	-	-	-	0.2	1.6	0.3
7/2	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	768	2087	1774	43.3%	-	-	-	0.4	1.9	0.7
J2: A316 CLIFFORD AVENUE - A3003 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-		-	-	-	-	-	-	97.9%	0	0	0	47.7	-	-
1/1	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	638	1912	1593	40.0%	-	-	-	0.3	1.9	0.4
1/2	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	627	1912	1593	39.4%	-	-	-	0.3	2.0	0.5
1/3	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	509	1912	1593	31.9%	-	-	-	0.4	3.1	1.7
2/2+2/1	Clifford Ave (SB) Ahead Left	U	C2:D	C2:G	1	36:51	15	823	1853:1689	417+424	97.9 : 97.9%	-	-	-	18.7	81.9	29.0
2/3	Clifford Ave (SB) Ahead	U	C2:D		1	36	-	482	1765	515	93.6%	-	-	-	11.0	82.5	21.0
3/2+3/1	Lower Richmond Rd (south) Left	U	C2:A	C2:F	1	46	28:28	498	1723:1756	487+308	62.7 : 62.7%	-	-	-	4.5	32.5	10.3
3/3	Lower Richmond Rd (south) Right	U	C2:A		1	18	-	265	1889	299	88.6%	-	-	-	6.9	93.8	11.9
6/1	Lower Richmond Rd (EB) Ahead	U	C2:B		1	89	-	588	1899	1298	45.3%	-	-	-	1.1	6.6	4.0
6/2	Lower Richmond Rd (EB) Ahead	U	C2:B		1	89	-	579	2020	1380	41.9%	-	-	-	1.1	7.0	4.5

Basic Results Summary

6/3	Lower Richmond Rd (EB) Ahead	U	C2:B	1	89	-	342	2020	1380	24.8%	-	-	1.1	11.7	5.1
6/4	Lower Richmond Rd (EB) Right	U	C2:E	1	51	-	407	1682	715	56.9%	-	-	2.1	18.7	9.8
<p>C1 - STCL T800 Mk 1 UTC Cntr, Integral FacilitiesStream: 1 PRC for Signalled Lanes (%): -1.9 C1 - STCL T800 Mk 1 UTC Cntr, Integral FacilitiesStream: 2 PRC for Signalled Lanes (%): 107.9 C1 - STCL T800 Mk 1 UTC Cntr, Integral FacilitiesStream: 3 PRC for Signalled Lanes (%): 223.6 C2 - STCL T800 Mk 1 UTC Cntr, Integral FacilitiesStream: 1 PRC for Signalled Lanes (%): -8.8 C2 - STCL T800 Mk 1 UTC Cntr, Integral FacilitiesStream: 2 PRC for Signalled Lanes (%): 124.8 PRC Over All Lanes (%): -8.8</p> <p>Total Delay for Signalled Lanes (pcuHr): 61.51 Total Delay for Signalled Lanes (pcuHr): 0.62 Total Delay for Signalled Lanes (pcuHr): 0.21 Total Delay for Signalled Lanes (pcuHr): 46.59 Total Delay for Signalled Lanes (pcuHr): 1.12 Total Delay Over All Lanes (pcuHr): 110.05</p> <p>Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120</p>															

Basic Results Summary
Traffic Flows, Actual
Actual Flow :

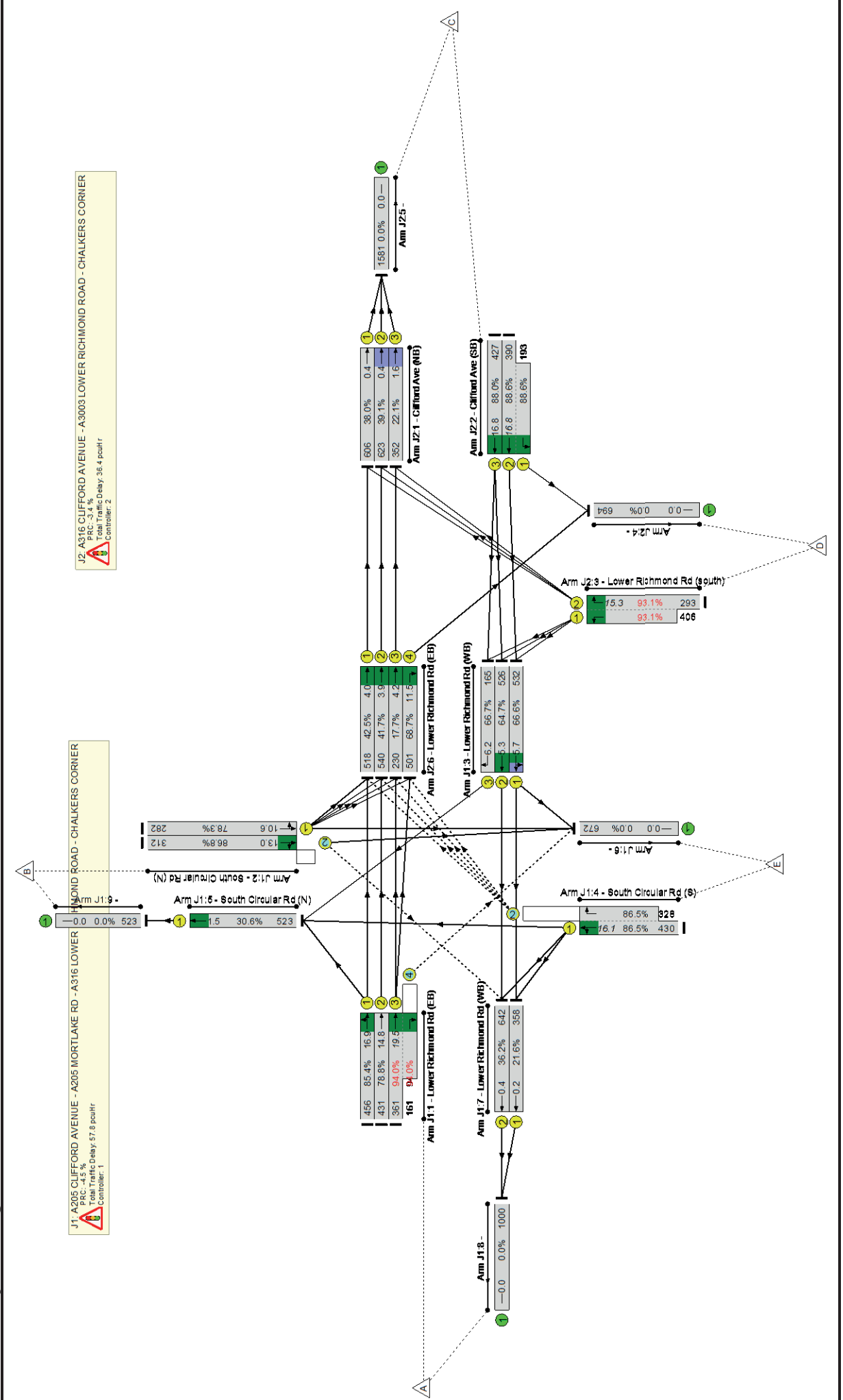
		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	18	1026	273	168	1485
	B	28	0	105	132	377	642
	C	767	27	0	415	96	1305
	D	350	130	265	0	18	763
	E	133	325	378	2	0	838
	Tot.	1278	500	1774	822	659	5033

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	Stag Brewery
Title:	Chalkers Corner
Location:	
File name:	Chalkers Corner_Base_FB_Withdev_v2.0 Additional Flow.lsg3x
Author:	
Company:	Peter Brett Associates
Address:	
Notes:	

Basic Results Summary
 Scenario 1: 'AM_Base_2017' (FG1: 'Base AM Peak', Plan 1: 'Network Control Plan 1')
 Network Layout Diagram



Basic Results Summary
Traffic Flows, Desired
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	49	897	302	161	1409
	B	16	0	74	188	316	594
	C	621	34	0	193	162	1010
	D	242	131	293	0	33	699
	E	121	309	317	11	0	758
	Tot.	1000	523	1581	694	672	4470

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Chalkers Corner																	
J1: A205 CLIFFORD AVENUE - A205 MORTLAKE RD - A316 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-	-	-	-	-	-	-	-	94.0%	190	270	46	94.2	-	-
1/1	Lower Richmond Rd (EB) Left Ahead	U	C1:A		1	37	-	456	1780	534	85.4%	-	-	-	7.7	61.1	16.9
1/2	Lower Richmond Rd (EB) Ahead	U	C1:A		1	37	-	431	1728	547	78.8%	-	-	-	6.3	52.4	14.8
1/3+1/4	Lower Richmond Rd (EB) Right Ahead	U+O	C1:A	C1:H	1	37	6	522	1714:1929	384+171	94.0% 94.0%	131	25	4	12.2	84.0	19.5
2/1	South Circular Rd (N) Ahead Left	U	C1:G		1	24	-	282	1729	360	78.3%	-	-	-	5.2	67.0	10.6
2/2	South Circular Rd (N) Ahead Right	O	C1:G		1	24	-	312	1876	360	86.8%	16	0	0	7.1	81.6	13.0
3/1	Lower Richmond Rd (WB) Left Ahead	U	C1:C		1	50	-	532	1774	798	66.6%	-	-	-	2.3	15.7	5.7
3/2	Lower Richmond Rd (WB) Ahead	U	C1:C		1	50	-	526	1806	813	64.7%	-	-	-	2.1	14.5	5.3
3/3	Lower Richmond Rd (WB) Right	U	C1:D		1	18	-	165	1563	247	66.7%	-	-	-	2.9	63.3	6.2
4/1+4/2	South Circular Rd (S) Ahead Left Right	U+O	C1:F	C1:I	1	44	11	758	1617:1831	497+379	86.5% 86.5%	42	244	42	11.2	53.0	16.1

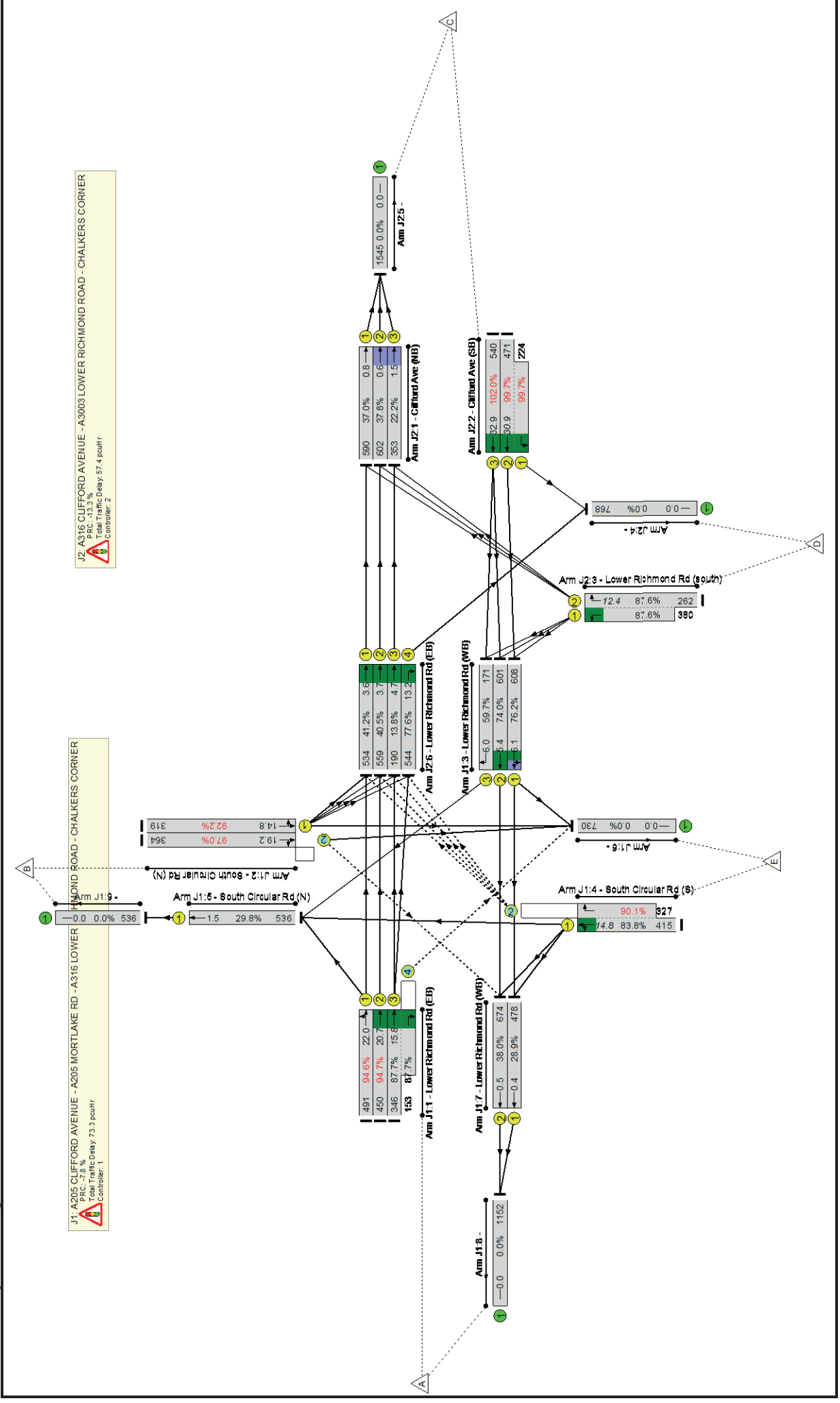
Basic Results Summary

5/1	South Circular Rd (N) Ahead	U	C1:E		1	94	-	523	2115	1710	30.6%	-	-	-	0.3	2.4	1.5
7/1	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	358	1947	1655	21.6%	-	-	-	0.1	1.4	0.2
7/2	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	642	2087	1774	36.2%	-	-	-	0.3	1.6	0.4
J2: A316 CLIFFORD AVENUE - A3003 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-		-	-	-	-	-	-	93.1%	0	0	0	36.4	-	-
1/1	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	606	1912	1593	38.0%	-	-	-	0.3	1.9	0.4
1/2	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	623	1912	1593	39.1%	-	-	-	0.3	1.9	0.4
1/3	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	352	1912	1593	22.1%	-	-	-	0.3	3.3	1.6
2/2+2/1	Clifford Ave (SB) Ahead Left	U	C2:D	C2:G	1	36:50	14	583	1853:1689	440+218	88.6 : 88.6%	-	-	-	9.4	58.1	16.8
2/3	Clifford Ave (SB) Ahead	U	C2:D		1	36	-	427	1765	485	88.0%	-	-	-	8.2	69.3	16.8
3/2+3/1	Lower Richmond Rd (south) Left Right	U	C2:A	C2:F	1	17:51	34	699	1889:1709	315+436	93.1 : 93.1%	-	-	-	12.3	63.4	15.3
6/1	Lower Richmond Rd (EB) Ahead	U	C2:B		1	90	-	518	1899	1219	42.5%	-	-	-	1.0	7.0	4.0
6/2	Lower Richmond Rd (EB) Ahead	U	C2:B		1	90	-	540	2020	1296	41.7%	-	-	-	1.0	6.5	3.9
6/3	Lower Richmond Rd (EB) Ahead	U	C2:B		1	90	-	230	2020	1296	17.7%	-	-	-	1.0	15.2	4.2
6/4	Lower Richmond Rd (EB) Right	U	C2:E		1	52	-	501	1682	729	68.7%	-	-	-	2.6	18.4	11.5

Basic Results Summary

C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 1	PRC for Signalled Lanes (%)	-4.5	Total Delay for Signalled Lanes (pcuHr):	57.01	Cycle Time (s):	120
C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 2	PRC for Signalled Lanes (%)	148.7	Total Delay for Signalled Lanes (pcuHr):	0.43	Cycle Time (s):	120
C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 3	PRC for Signalled Lanes (%)	194.2	Total Delay for Signalled Lanes (pcuHr):	0.35	Cycle Time (s):	120
C2 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 1	PRC for Signalled Lanes (%)	-3.4	Total Delay for Signalled Lanes (pcuHr):	35.45	Cycle Time (s):	120
C2 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 2	PRC for Signalled Lanes (%)	130.2	Total Delay for Signalled Lanes (pcuHr):	0.96	Cycle Time (s):	120
	PRC Over All Lanes (%)	-4.5	Total Delay Over All Lanes (pcuHr):	94.20		

Basic Results Summary
 Scenario 2: 'PM_Base_2017' (FG2: 'Base PM Peak', Plan 1: 'Network Control Plan 1')
 Network Layout Diagram



Basic Results Summary
Traffic Flows, Desired
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	68	885	334	153	1440
	B	13	0	81	200	389	683
	C	784	50	0	224	177	1235
	D	247	122	262	0	11	642
	E	118	297	317	10	0	742
	Tot.	1162	537	1545	768	730	4742

Basic Results Summary

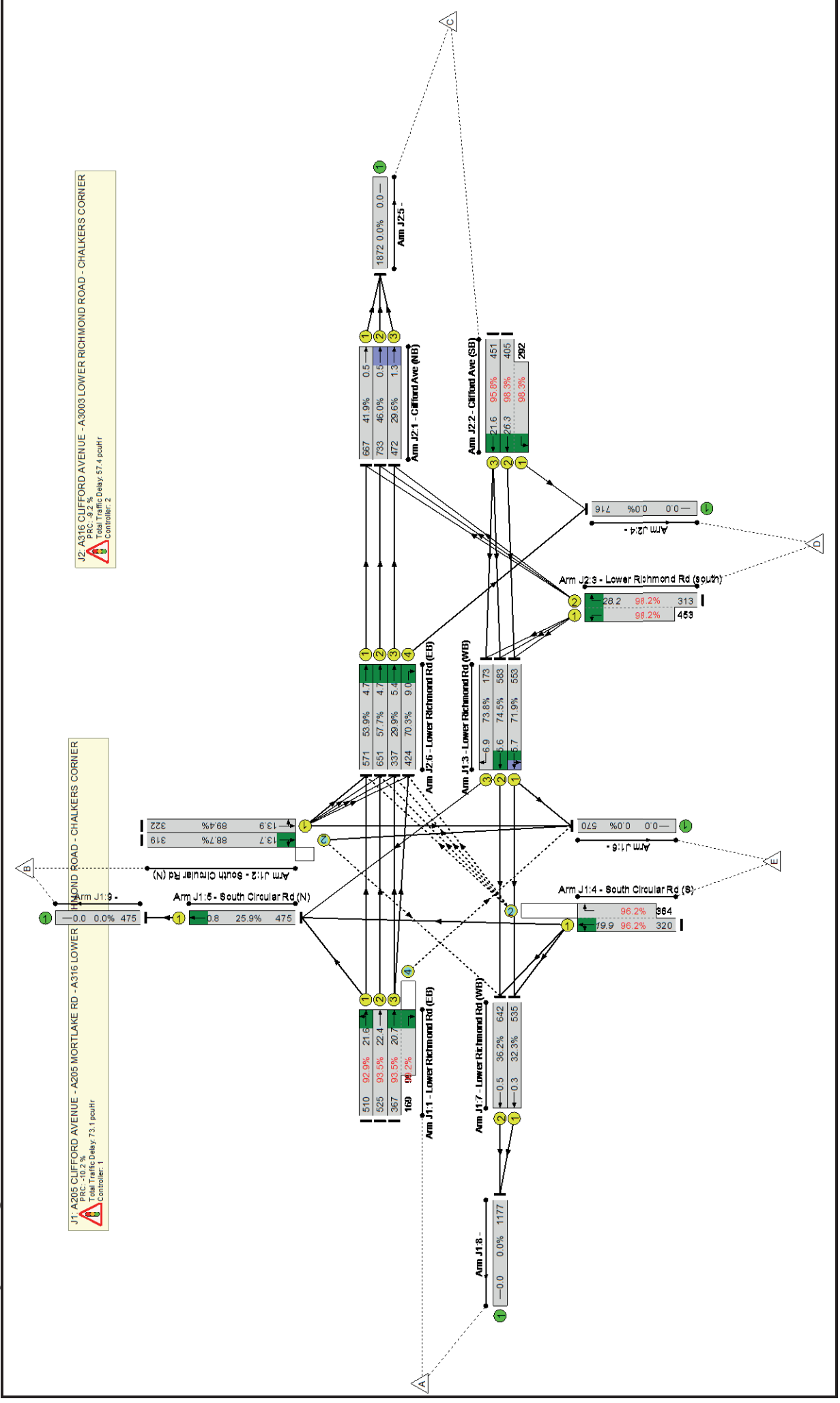
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Chalkers Corner	-	-	-	-	-	-	-	-	-	-	102.0%	94	324	76	130.7	-	-
J1: A205 CLIFFORD AVENUE - A205 MORTLAKE RD - A316 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-	-	-	-	-	-	-	-	97.0%	94	324	76	73.3	-	-
1/1	Lower Richmond Rd (EB) Left Ahead	U	C1:A		1	34	-	491	1780	519	94.6%	-	-	-	11.8	86.2	22.0
1/2	Lower Richmond Rd (EB) Ahead	U	C1:A		1	34	-	450	1728	475	94.7%	-	-	-	11.4	90.9	20.7
1/3+1/4	Lower Richmond Rd (EB) Right Ahead	U+O	C1:A	C1:H	1	34	6	499	1714:1929	395+174	87.7 : 87.7%	76	64	13	9.3	67.4	15.8
2/1	South Circular Rd (N) Ahead Left	U	C1:G		1	23	-	319	1729	346	92.2%	-	-	-	8.6	97.5	14.8
2/2	South Circular Rd (N) Ahead Right	O	C1:G		1	23	-	364	1876	375	97.0%	13	0	0	12.0	118.8	19.2
3/1	Lower Richmond Rd (WB) Left Ahead	U	C1:C		1	50	-	608	1774	798	76.2%	-	-	-	2.9	17.2	6.1
3/2	Lower Richmond Rd (WB) Ahead	U	C1:C		1	50	-	611	1806	813	74.0%	-	-	-	2.5	15.3	5.4
3/3	Lower Richmond Rd (WB) Right	U	C1:D		1	21	-	172	1563	287	59.7%	-	-	-	2.8	58.8	6.0

Basic Results Summary

4/1+4/2	South Circular Rd (S) Ahead Left Right	U+O	C1:F	C1:I	1	44	12	742	1617:1831	495+363	83.8 : 90.1%	5	259	63	11.1	53.7	14.8
5/1	South Circular Rd (N) Ahead	U	C1:E		1	101	-	537	2115	1798	29.8%	-	-	-	0.3	2.1	1.5
7/1	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	478	1947	1655	28.9%	-	-	-	0.2	1.6	0.4
7/2	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	684	2087	1774	38.0%	-	-	-	0.3	1.7	0.5
J2: A316 CLIFFORD AVENUE - A3003 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-		-	-	-	-	-	-	102.0%	0	0	0	57.4	-	-
1/1	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	590	1912	1593	37.0%	-	-	-	0.3	2.1	0.8
1/2	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	602	1912	1593	37.8%	-	-	-	0.3	2.0	0.6
1/3	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	353	1912	1593	22.2%	-	-	-	0.3	2.8	1.5
2/2+2/1	Clifford Ave (SB) Ahead Left	U	C2:D	C2:G	1	37:52	15	695	1853:1689	473+225	99.7 : 99.7%	-	-	-	19.9	103.3	30.9
2/3	Clifford Ave (SB) Ahead	U	C2:D		1	37	-	540	1765	529	102.0%	-	-	-	21.3	142.2	32.9
3/2+3/1	Lower Richmond Rd (south) Left Right	U	C2:A	C2:F	1	18:51	33	642	1889:1709	299+434	87.6 : 87.6%	-	-	-	9.4	52.8	12.4
6/1	Lower Richmond Rd (EB) Ahead	U	C2:B		1	89	-	534	1899	1298	41.2%	-	-	-	0.9	5.8	3.6
6/2	Lower Richmond Rd (EB) Ahead	U	C2:B		1	89	-	559	2020	1380	40.5%	-	-	-	0.9	5.5	3.7
6/3	Lower Richmond Rd (EB) Ahead	U	C2:B		1	89	-	190	2020	1380	13.8%	-	-	-	0.9	16.4	4.7

Basic Results Summary
Scenario 10: 'AM_FutureBase_2031' (FG3: 'FutureBase AM Peak', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary
Traffic Flows, Desired
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	66	1106	230	169	1571
	B	0	0	94	189	358	641
	C	829	6	0	292	21	1148
	D	264	167	313	0	22	766
	E	84	236	359	5	0	684
	Tot.	1177	475	1872	716	570	4810

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Chalkers Corner	-	-	-	-	-	-	-	-	-	-	99.2%	38	345	150	130.6	-	-
J1: A205 CLIFFORD AVENUE - A205 MORTLAKE RD - A316 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-	-	-	-	-	-	-	-	99.2%	38	345	150	73.1	-	-
1/1	Lower Richmond Rd (EB) Left Ahead	U	C1:A		1	38	-	510	1780	549	92.9%	-	-	-	10.9	76.8	21.6
1/2	Lower Richmond Rd (EB) Ahead	U	C1:A		1	38	-	525	1728	562	93.5%	-	-	-	11.2	77.1	22.4
1/3+1/4	Lower Richmond Rd (EB) Right Ahead	U+O	C1:A	C1:H	1	38	8	536	1714:1929	392+170	93.5% : 99.2%	13	96	60	13.5	90.7	20.7
2/1	South Circular Rd (N) Ahead Left	U	C1:G		1	24	-	322	1729	360	89.4%	-	-	-	7.7	85.9	13.9
2/2	South Circular Rd (N) Ahead Right	O	C1:G		1	24	-	319	1876	360	88.7%	0	0	0	7.6	85.3	13.7
3/1	Lower Richmond Rd (WB) Left Ahead	U	C1:C		1	48	-	553	1774	769	71.9%	-	-	-	1.8	11.9	5.7
3/2	Lower Richmond Rd (WB) Ahead	U	C1:C		1	48	-	583	1806	783	74.5%	-	-	-	1.9	12.0	5.6
3/3	Lower Richmond Rd (WB) Right	U	C1:D		1	17	-	173	1563	234	73.8%	-	-	-	2.1	43.9	6.9
4/1+4/2	South Circular Rd (S) Ahead Left Right	U+O	C1:F	C1:I	1	44	11	684	1617:1831	333+378	96.2% : 96.2%	25	249	90	15.6	82.1	19.9

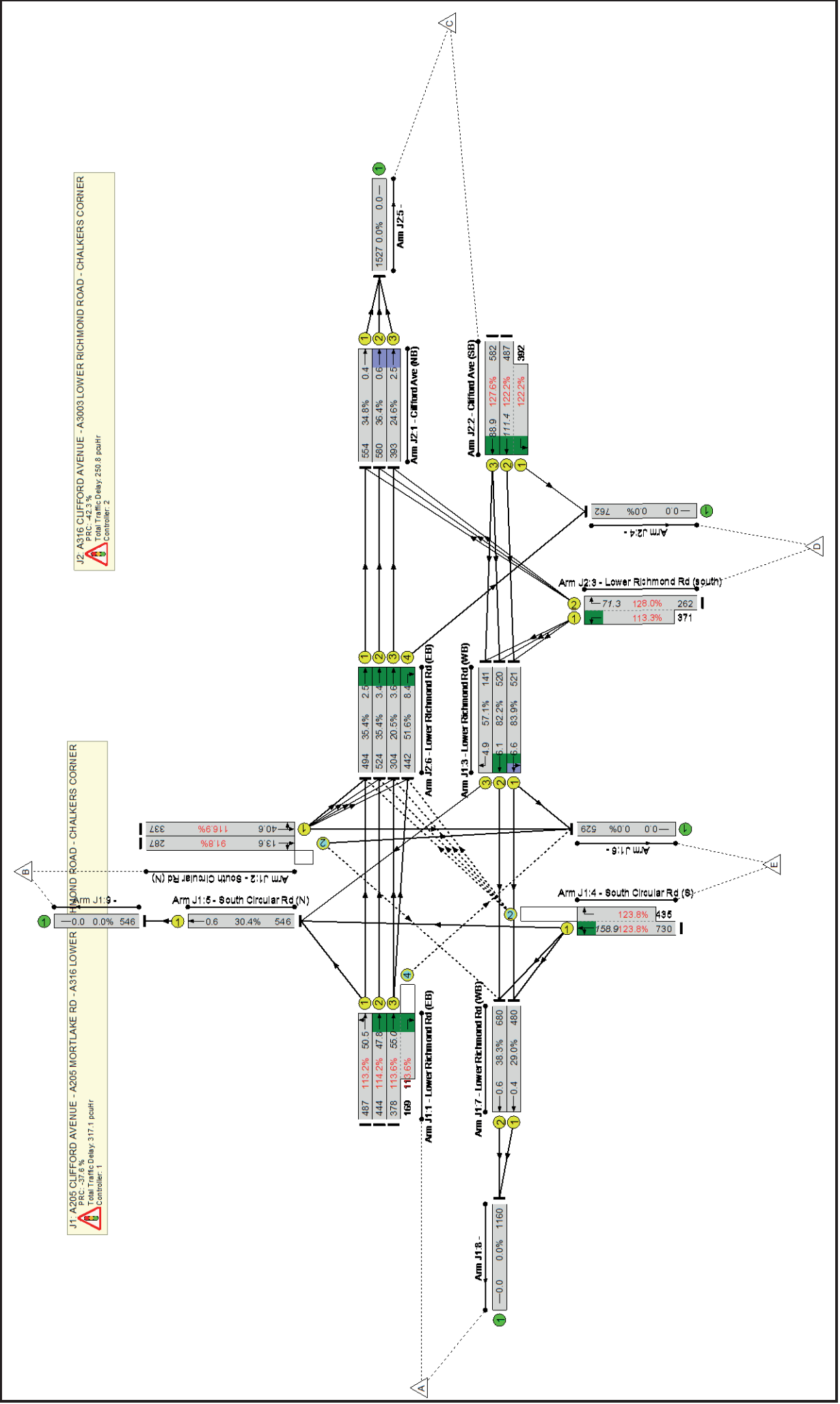
Basic Results Summary

5/1	South Circular Rd (N) Ahead	U	C1:E		1	101	-	475	2115	1833	25.9%	-	-	-	0.2	1.8	0.8
7/1	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	535	1947	1655	32.3%	-	-	-	0.2	1.7	0.3
7/2	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	642	2087	1774	36.2%	-	-	-	0.3	1.7	0.5
J2: A316 CLIFFORD AVENUE - A3003 LOWER RICHMOND ROAD - CHALKERS CORNER																	
1/1	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	667	1912	1593	41.9%	-	-	-	0.4	2.0	0.5
1/2	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	733	1912	1593	46.0%	-	-	-	0.4	2.2	0.5
1/3	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	472	1912	1593	29.6%	-	-	-	0.4	2.8	1.3
2/2+2/1	Clifford Ave (SB) Ahead Left	U	C2:D	C2:G	1	35:59	24	697	1853:1689	412+297	98.3% 98.3%	-	-	-	17.5	90.5	26.3
2/3	Clifford Ave (SB) Ahead	U	C2:D		1	35	-	451	1765	471	95.8%	-	-	-	12.2	97.5	21.6
3/2+3/1	Lower Richmond Rd (south) Left Right	U	C2:A	C2:F	1	27:36	9	766	1889:1709	319+461	98.2% 98.2%	-	-	-	19.1	89.9	28.2
6/1	Lower Richmond Rd (EB) Ahead	U	C2:B		1	80	-	571	1899	1060	53.9%	-	-	-	1.5	9.6	4.7
6/2	Lower Richmond Rd (EB) Ahead	U	C2:B		1	80	-	651	2020	1128	57.7%	-	-	-	1.6	8.9	4.7
6/3	Lower Richmond Rd (EB) Ahead	U	C2:B		1	80	-	337	2020	1128	29.9%	-	-	-	1.7	18.2	5.4
6/4	Lower Richmond Rd (EB) Right	U	C2:E		1	43	-	424	1682	603	70.3%	-	-	-	2.6	21.9	9.0

Basic Results Summary

C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 1	PRC for Signalled Lanes (%):	-10.2	Total Delay for Signalled Lanes (pcuHr):	72.36	Cycle Time (s):	120
C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 2	PRC for Signalled Lanes (%):	148.7	Total Delay for Signalled Lanes (pcuHr):	0.55	Cycle Time (s):	120
C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 3	PRC for Signalled Lanes (%):	247.3	Total Delay for Signalled Lanes (pcuHr):	0.24	Cycle Time (s):	120
C2 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 1	PRC for Signalled Lanes (%):	-9.2	Total Delay for Signalled Lanes (pcuHr):	56.26	Cycle Time (s):	120
C2 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 2	PRC for Signalled Lanes (%):	95.6	Total Delay for Signalled Lanes (pcuHr):	1.18	Cycle Time (s):	120
	PRC Over All Lanes (%):	-10.2	Total Delay Over All Lanes (pcuHr):	130.59		

Basic Results Summary
 Scenario 11: 'PM_FutureBase_2031' (FG4: 'FutureBase PM Peak', Plan 1: 'Network Control Plan 1')
 Network Layout Diagram



Basic Results Summary
Traffic Flows, Desired
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	31	1010	268	169	1478
	B	29	0	105	232	258	624
	C	871	62	0	392	136	1461
	D	254	105	262	0	12	633
	E	263	467	426	9	0	1165
	Tot.	1417	665	1803	901	575	5361

Basic Results Summary

Network Results

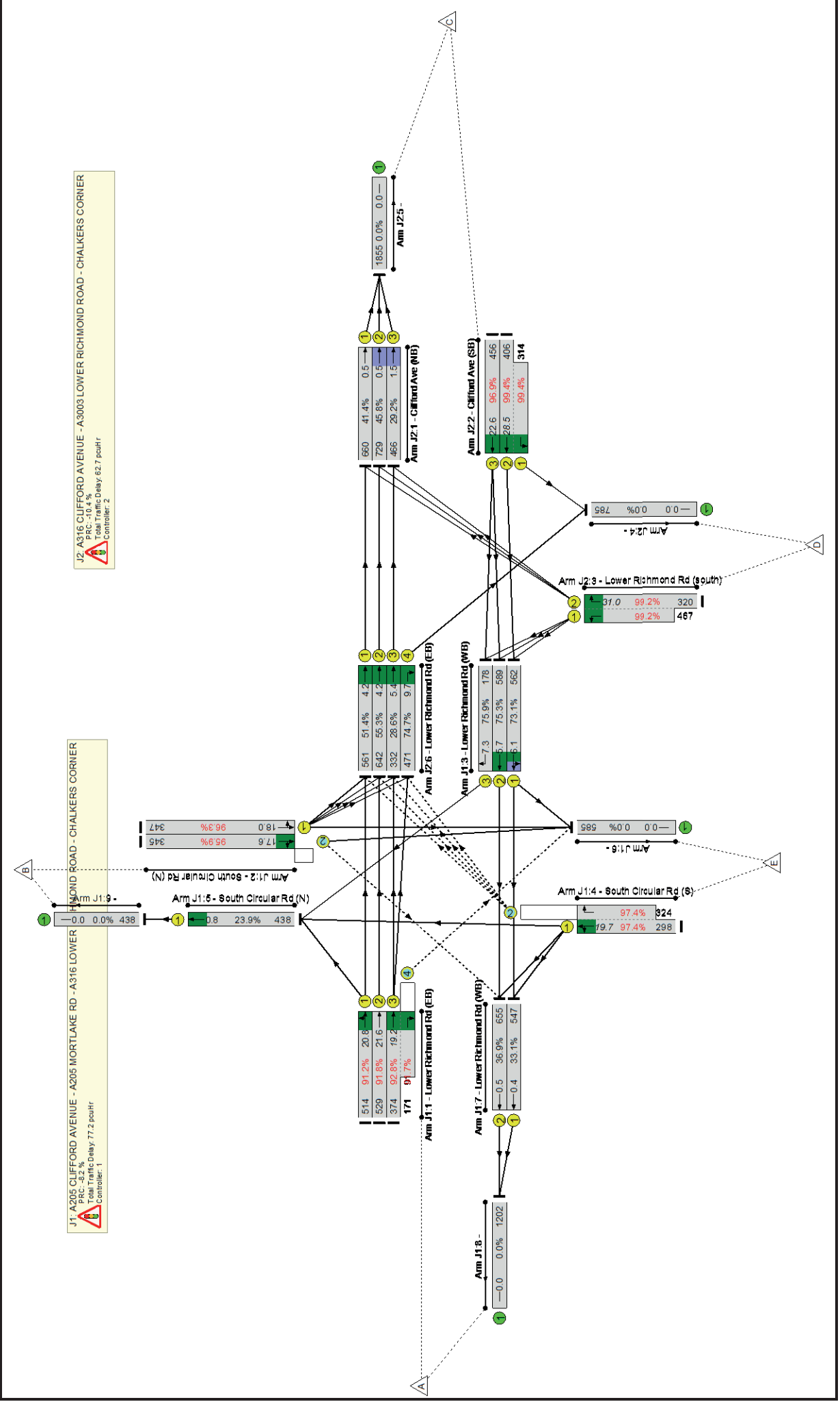
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Chalkers Corner																	
J1: A205 CLIFFORD AVENUE - A205 MORTLAKE RD - A316 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-	-	-	-	-	-	-	-	128.0%	40	432	56	567.9	-	-
1/1	Lower Richmond Rd (EB) Left Ahead	U	C1:A		1	28	-	487	1780	430	113.2%	-	-	-	40.8	301.8	50.5
1/2	Lower Richmond Rd (EB) Ahead	U	C1:A		1	28	-	444	1728	389	114.2%	-	-	-	39.2	317.7	47.8
1/3+1/4	Lower Richmond Rd (EB) Right Ahead	U+O	C1:A	C1:H	1	28	9	547	1714:1929	333+149	113.6 : 113.6%	11	113	25	46.3	304.8	55.0
2/1	South Circular Rd (N) Ahead Left	U	C1:G		1	19	-	337	1729	288	116.9%	-	-	-	35.4	377.7	40.6
2/2	South Circular Rd (N) Ahead Right	O	C1:G		1	19	-	287	1876	313	91.8%	29	0	0	8.3	104.2	13.6
3/1	Lower Richmond Rd (WB) Left Ahead	U	C1:C		1	38	-	626	1774	621	83.9%	-	-	-	2.9	20.2	6.6
3/2	Lower Richmond Rd (WB) Ahead	U	C1:C		1	38	-	647	1806	632	82.2%	-	-	-	2.6	18.2	6.1
3/3	Lower Richmond Rd (WB) Right	U	C1:D		1	18	-	167	1563	247	57.1%	-	-	-	1.8	46.7	4.9

Basic Results Summary

4/1+4/2	South Circular Rd (S) Ahead Left Right	U+O	C1:F	C1:I	1	53	25	1165	1617:1831	590+351	123.8 : 123.8%	0	320	32	138.9	429.2	158.9
5/1	South Circular Rd (N) Ahead	U	C1:E		1	101	-	665	2115	1798	30.4%	-	-	-	0.2	1.6	0.6
7/1	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	578	1947	1655	29.0%	-	-	-	0.2	1.6	0.4
7/2	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	839	2087	1774	38.3%	-	-	-	0.3	1.7	0.6
J2: A316 CLIFFORD AVENUE - A3003 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-		-	-	-	-	-	-	128.0%	0	0	0	250.8	-	-
1/1	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	646	1912	1593	34.8%	-	-	-	0.3	1.8	0.4
1/2	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	682	1912	1593	36.4%	-	-	-	0.3	2.0	0.6
1/3	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	475	1912	1593	24.6%	-	-	-	0.4	3.7	2.5
2/2+2/1	Clifford Ave (SB) Ahead Left	U	C2:D	C2:G	1	32:41	9	879	1853:1689	398+321	122.2 : 122.2%	-	-	-	100.4	411.0	111.4
2/3	Clifford Ave (SB) Ahead	U	C2:D		1	32	-	582	1765	456	127.6%	-	-	-	78.3	484.3	88.9
3/2+3/1	Lower Richmond Rd (south) Left Right	U	C2:A	C2:F	1	12:21	9	633	1889:1709	205+328	128.0 : 113.3%	-	-	-	67.7	385.1	71.3
6/1	Lower Richmond Rd (EB) Ahead	U	C2:B		1	95	-	568	1899	1393	35.4%	-	-	-	0.7	5.0	2.5
6/2	Lower Richmond Rd (EB) Ahead	U	C2:B		1	95	-	611	2020	1481	35.4%	-	-	-	0.9	6.1	3.4
6/3	Lower Richmond Rd (EB) Ahead	U	C2:B		1	95	-	362	2020	1481	20.5%	-	-	-	0.8	9.5	3.6

Basic Results Summary

Scenario 12: 'AM_FutureBase_WDNM_2031' (FG5: 'FutureBase WDNM AM Peak', Plan 1: 'Network Control Plan 1')
 Network Layout Diagram



Basic Results Summary
Traffic Flows, Desired
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	68	1104	245	171	1588
	B	0	0	107	226	359	692
	C	830	5	0	314	27	1176
	D	266	173	320	0	28	787
	E	106	192	324	0	0	622
	Tot.	1202	438	1855	785	585	4865

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Chalkers Corner																	
J1: A205 CLIFFORD AVENUE - A205 MORTLAKE RD - A316 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-	-	-	-	-	-	-	-	99.4%	16	341	137	139.9	-	-
1/1	Lower Richmond Rd (EB) Left Ahead	U	C1:A		1	39	-	514	1780	564	91.2%	-	-	-	10.0	70.2	20.8
1/2	Lower Richmond Rd (EB) Ahead	U	C1:A		1	39	-	529	1728	576	91.8%	-	-	-	10.3	70.4	21.6
1/3+1/4	Lower Richmond Rd (EB) Right Ahead	U+O	C1:A	C1:H	1	39	9	545	1714:1929	403+186	92.8 : 91.7%	7	113	51	11.8	77.9	19.2
2/1	South Circular Rd (N) Ahead Left	U	C1:G		1	24	-	347	1729	360	96.3%	-	-	-	11.1	115.3	18.0
2/2	South Circular Rd (N) Ahead Right	O	C1:G		1	24	-	345	1876	360	95.9%	0	0	0	10.9	114.1	17.6
3/1	Lower Richmond Rd (WB) Left Ahead	U	C1:C		1	48	-	562	1774	769	73.1%	-	-	-	2.0	12.6	6.1
3/2	Lower Richmond Rd (WB) Ahead	U	C1:C		1	48	-	589	1806	783	75.3%	-	-	-	2.0	12.4	5.7
3/3	Lower Richmond Rd (WB) Right	U	C1:D		1	17	-	178	1563	234	75.9%	-	-	-	2.3	46.2	7.3
4/1+4/2	South Circular Rd (S) Ahead Left Right	U+O	C1:F	C1:I	1	43	10	622	1617:1831	306+333	97.4 : 97.4%	9	229	86	15.9	92.2	19.7

Basic Results Summary

5/1	South Circular Rd (N) Ahead	U	C1:E		1	101	-	438	2115	1833	23.9%	-	-	-	0.2	1.8	0.8
7/1	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	547	1947	1655	33.1%	-	-	-	0.3	1.7	0.4
7/2	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	655	2087	1774	36.9%	-	-	-	0.3	1.7	0.5
J2: A316 CLIFFORD AVENUE - A3003 LOWER RICHMOND ROAD - CHALKERS CORNER																	
1/1	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	660	1912	1593	41.4%	-	-	-	0.4	2.0	0.5
1/2	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	729	1912	1593	45.8%	-	-	-	0.4	2.2	0.5
1/3	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	466	1912	1593	29.2%	-	-	-	0.4	3.0	1.5
2/2+2/1	Clifford Ave (SB) Ahead Left	U	C2:D	C2:G	1	35:57	22	720	1853:1689	409+316	99.4% 99.4%	-	-	-	19.8	98.8	28.5
2/3	Clifford Ave (SB) Ahead	U	C2:D		1	35	-	456	1765	471	96.9%	-	-	-	13.1	103.7	22.6
3/2+3/1	Lower Richmond Rd (south) Left Right	U	C2:A	C2:F	1	25:37	12	787	1889:1709	323+471	99.2% 99.2%	-	-	-	21.3	97.5	31.0
6/1	Lower Richmond Rd (EB) Ahead	U	C2:B		1	82	-	561	1899	1092	51.4%	-	-	-	1.3	8.6	4.2
6/2	Lower Richmond Rd (EB) Ahead	U	C2:B		1	82	-	642	2020	1162	55.3%	-	-	-	1.4	7.9	4.2
6/3	Lower Richmond Rd (EB) Ahead	U	C2:B		1	82	-	332	2020	1162	28.6%	-	-	-	1.7	17.9	5.4
6/4	Lower Richmond Rd (EB) Right	U	C2:E		1	45	-	471	1682	631	74.7%	-	-	-	2.8	21.8	9.7

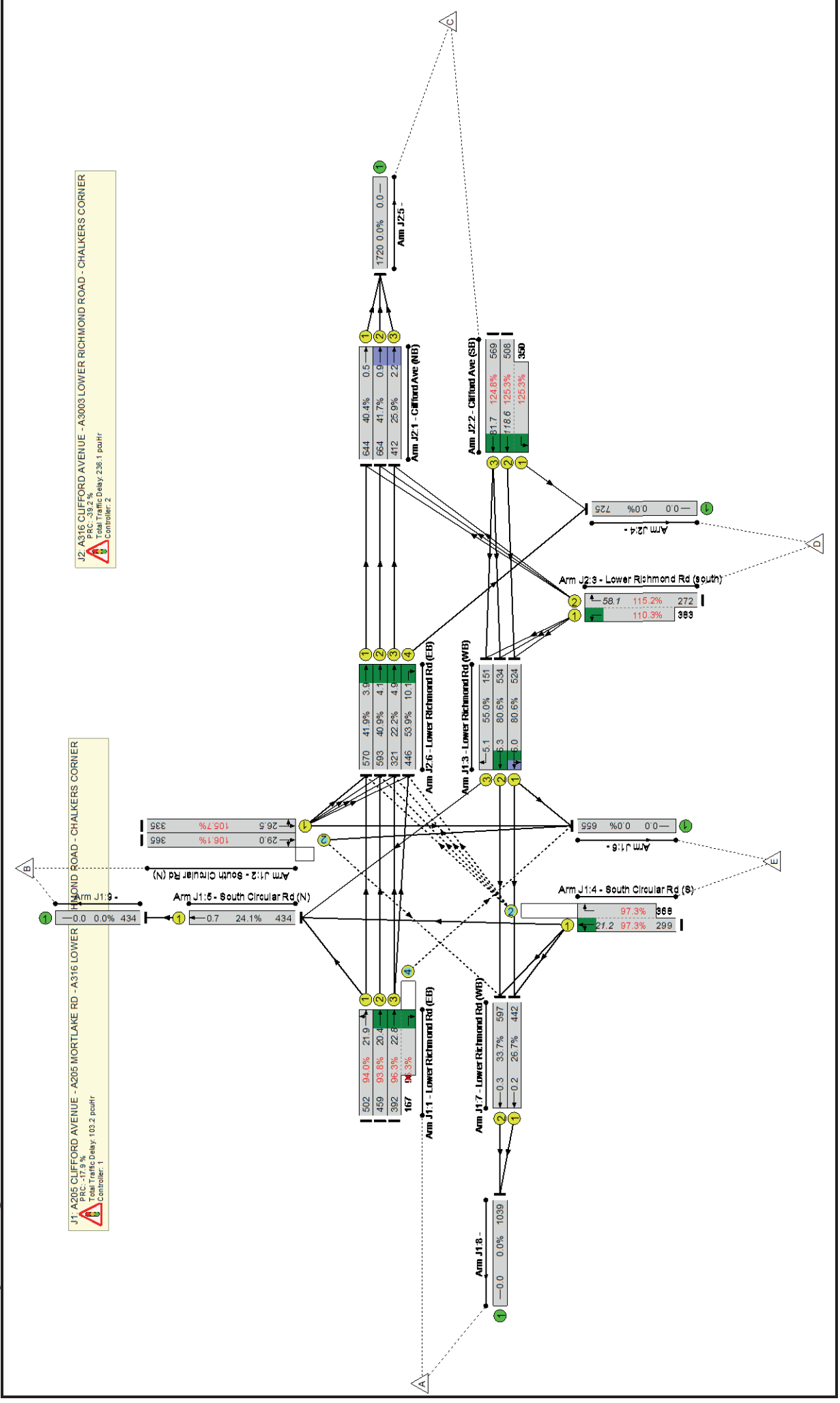
Basic Results Summary

C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 1	PRC for Signalled Lanes (%)	-8.2	Total Delay for Signalled Lanes (pcuHr):	76.43	Cycle Time (s):	120
C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 2	PRC for Signalled Lanes (%)	143.7	Total Delay for Signalled Lanes (pcuHr):	0.58	Cycle Time (s):	120
C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 3	PRC for Signalled Lanes (%)	276.6	Total Delay for Signalled Lanes (pcuHr):	0.22	Cycle Time (s):	120
C2 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 1	PRC for Signalled Lanes (%)	-10.4	Total Delay for Signalled Lanes (pcuHr):	61.47	Cycle Time (s):	120
C2 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 2	PRC for Signalled Lanes (%)	96.7	Total Delay for Signalled Lanes (pcuHr):	1.19	Cycle Time (s):	120
	PRC Over All Lanes (%)	-10.4	Total Delay Over All Lanes (pcuHr):	139.88		

Basic Results Summary

Scenario 13: 'PM_FutureBase_WDNM_2031' (FG6: 'FutureBase WDNM PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary
Traffic Flows, Desired
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	39	1026	288	167	1520
	B	33	0	104	157	406	700
	C	899	60	0	350	118	1427
	D	258	113	272	0	12	655
	E	55	244	359	9	0	667
	Tot.	1245	456	1761	804	703	4969

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Chalkers Corner																	
J1: A205 CLIFFORD AVENUE - A205 MORTLAKE RD - A316 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-	-	-	-	-	-	-	-	125.3%	42	439	85	339.3	-	-
1/1	Lower Richmond Rd (EB) Left Ahead	U	C1:A		1	35	-	502	1780	534	94.0%	-	-	-	11.5	82.3	21.9
1/2	Lower Richmond Rd (EB) Ahead	U	C1:A		1	35	-	459	1728	490	93.8%	-	-	-	10.9	85.2	20.4
1/3+1/4	Lower Richmond Rd (EB) Right Ahead	U+O	C1:A	C1:H	1	35	16	559	1714:1929	407+173	96.3 : 96.3%	11	152	4	14.3	92.4	22.8
2/1	South Circular Rd (N) Ahead Left	U	C1:G		1	21	-	335	1729	317	105.7%	-	-	-	20.4	219.2	26.5
2/2	South Circular Rd (N) Ahead Right	O	C1:G		1	21	-	365	1876	344	106.1%	31	0	0	22.5	222.2	29.0
3/1	Lower Richmond Rd (WB) Left Ahead	U	C1:C		1	40	-	639	1774	650	80.6%	-	-	-	2.4	16.6	6.0
3/2	Lower Richmond Rd (WB) Ahead	U	C1:C		1	40	-	648	1806	662	80.6%	-	-	-	2.5	16.5	6.3
3/3	Lower Richmond Rd (WB) Right	U	C1:D		1	20	-	173	1563	274	55.0%	-	-	-	1.8	42.6	5.1

Basic Results Summary

4/1+4/2	South Circular Rd (S) Ahead Left Right	U+O	C1:F	C1:I	1	44	14	667	1617:1831	307+378	97.3 : 97.3%	0	287	81	16.3	88.1	21.2
5/1	South Circular Rd (N) Ahead	U	C1:E		1	101	-	456	2115	1798	24.1%	-	-	-	0.2	1.6	0.7
7/1	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	532	1947	1655	26.7%	-	-	-	0.2	1.5	0.2
7/2	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	713	2087	1774	33.7%	-	-	-	0.3	1.6	0.3
J2: A316 CLIFFORD AVENUE - A3003 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-		-	-	-	-	-	-	125.3%	0	0	0	236.1	-	-
1/1	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	655	1912	1593	40.4%	-	-	-	0.4	2.1	0.5
1/2	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	676	1912	1593	41.7%	-	-	-	0.4	2.2	0.9
1/3	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	430	1912	1593	25.9%	-	-	-	0.3	2.7	2.2
2/2+2/1	Clifford Ave (SB) Ahead Left	U	C2:D	C2:G	1	32:43	11	858	1853:1689	406+279	125.3 : 125.3%	-	-	-	106.9	448.7	118.6
2/3	Clifford Ave (SB) Ahead	U	C2:D		1	32	-	569	1765	456	124.8%	-	-	-	71.2	450.5	81.7
3/2+3/1	Lower Richmond Rd (south) Left Right	U	C2:A	C2:F	1	14:23	9	655	1889:1709	236+347	115.2 : 110.3%	-	-	-	52.8	290.0	58.1
6/1	Lower Richmond Rd (EB) Ahead	U	C2:B		1	93	-	570	1899	1361	41.9%	-	-	-	0.9	5.9	3.9
6/2	Lower Richmond Rd (EB) Ahead	U	C2:B		1	93	-	594	2020	1448	40.9%	-	-	-	1.0	5.8	4.1
6/3	Lower Richmond Rd (EB) Ahead	U	C2:B		1	93	-	325	2020	1448	22.2%	-	-	-	1.0	10.7	4.9

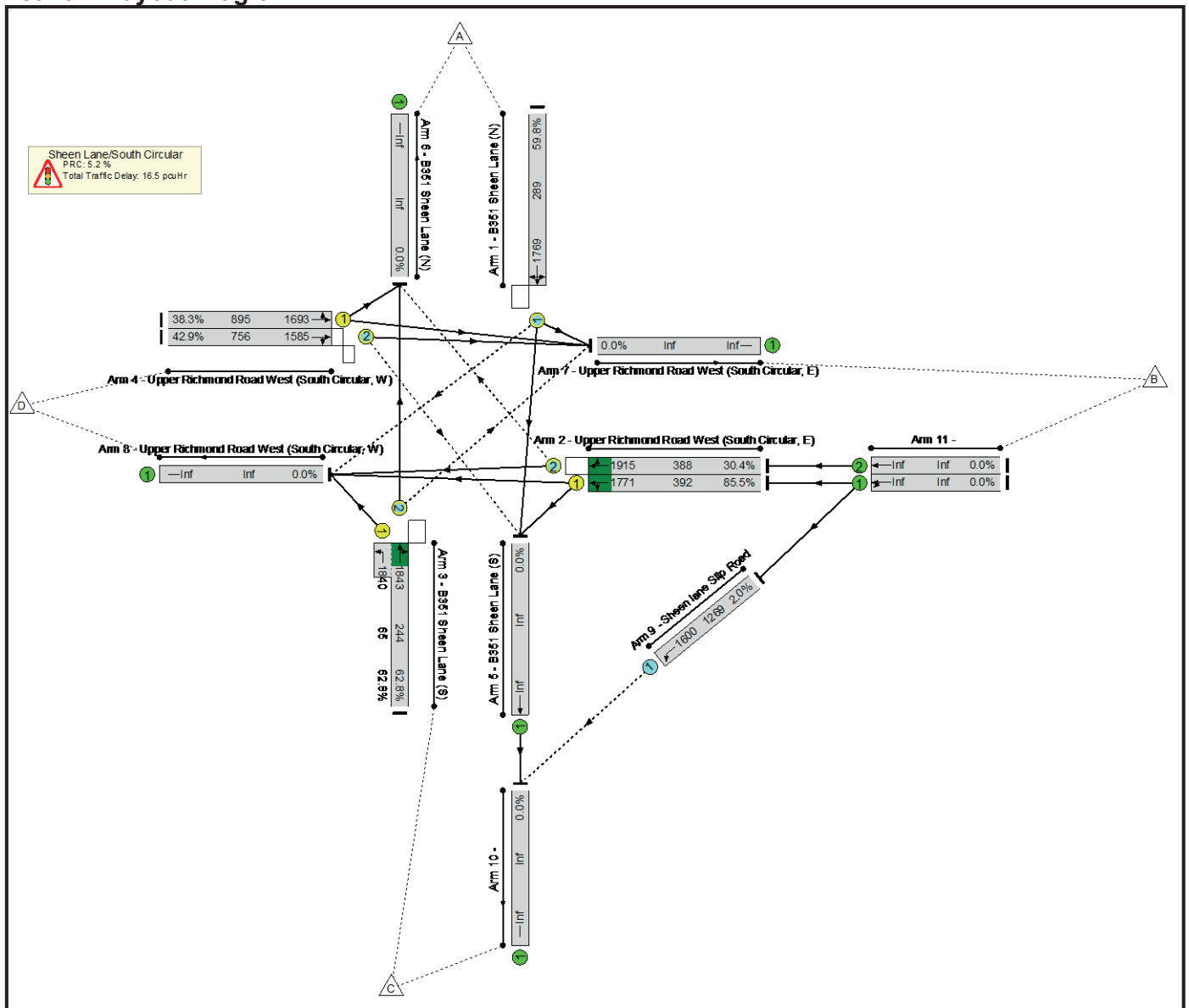
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	Stag Brewery
Title:	Sheen Lane/South Circular
Location:	Mortlake
File name:	Sheen Lane_South Circular_Base_FB_Withdev_WithdevCC_v2.0 additional flow.lsg3x
Author:	M Bolshaw
Company:	Peter Brett Associates
Address:	16 Brewhouse Yard
Notes:	

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

Network Layout Diagram



Basic Results Summary

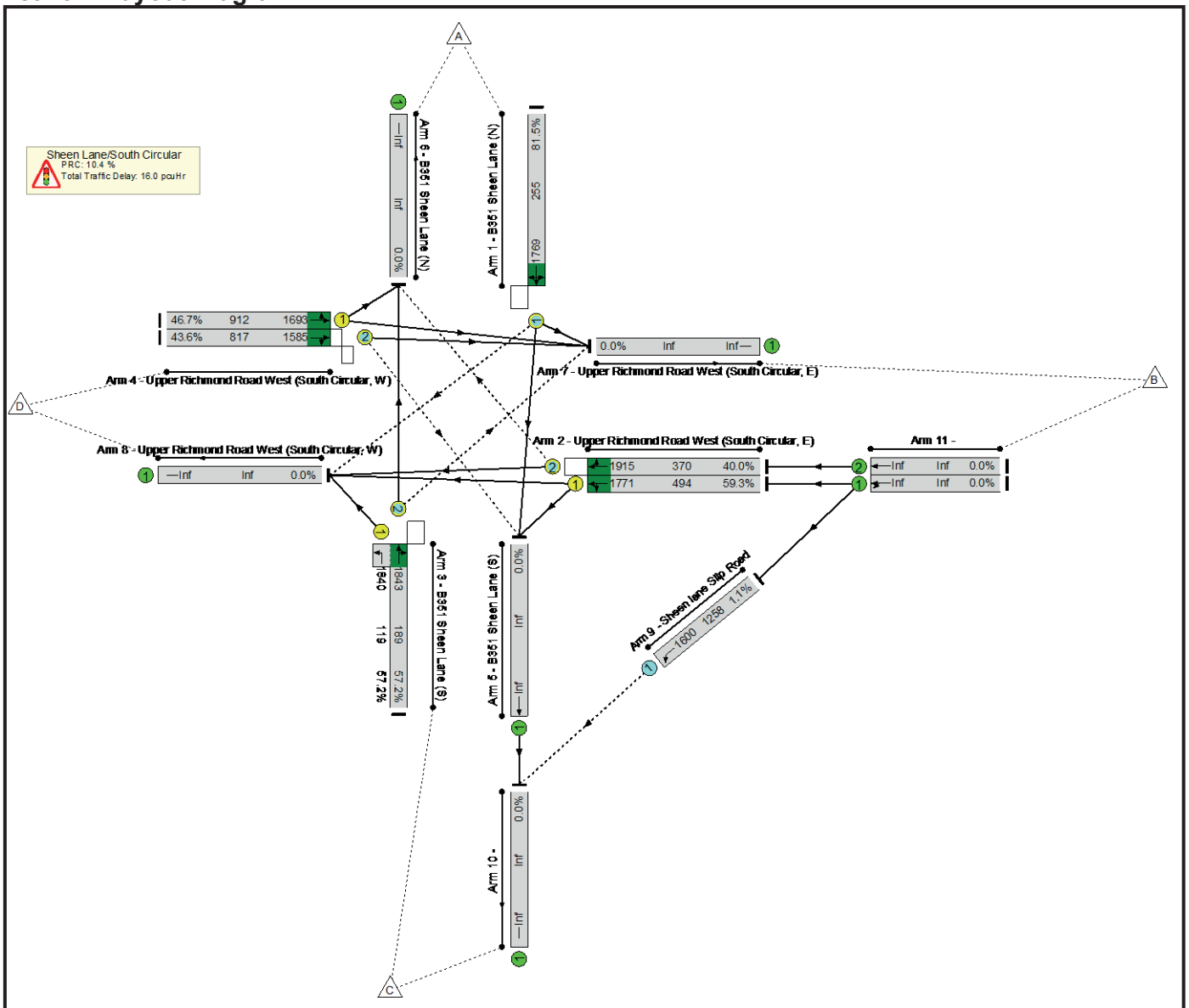
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
	Network: Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	85.5%	195	2	2	16.5	-	-
	Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	85.5%	195	2	2	16.5	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	16	-	173	1769	289	59.8%	35	0	0	2.7	56.7	5.3
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	54	-	335	1771	392	85.5%	-	-	-	6.3	67.9	11.9
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	54	-	118	1915	388	30.4%	66	0	1	0.9	28.8	2.1
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	16	-	194	1843:1840	244+65	62.8 : 62.8%	24	0	0	3.0	56.4	5.2
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	54	-	343	1693	895	38.3%	-	-	-	1.7	17.7	6.1
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	54	-	324	1585	756	42.9%	45	2	1	1.8	20.1	5.9
9/1	Sheen lane Slip Road Left	O	-		-	-	-	25	1600	1269	2.0%	25	0	0	0.0	1.4	0.0
		C1	PRC for Signalised Lanes (%): 5.2		PRC Over All Lanes (%): 5.2		Total Delay for Signalised Lanes (pcuHr): 16.53		Total Delay Over All Lanes (pcuHr): 16.54		Cycle Time (s): 104						

Basic Results Summary
Traffic Flows, Actual
Actual Flow :

Origin	Destination					Tot.
	A	B	C	D		
A	0	40	98	35		173
B	67	0	35	376		478
C	129	24	0	41		194
D	75	544	48	0		667
Tot.	271	608	181	452		1512

Scenario 2: 'PM Peak Base' (FG2: 'Base PM Peak', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary

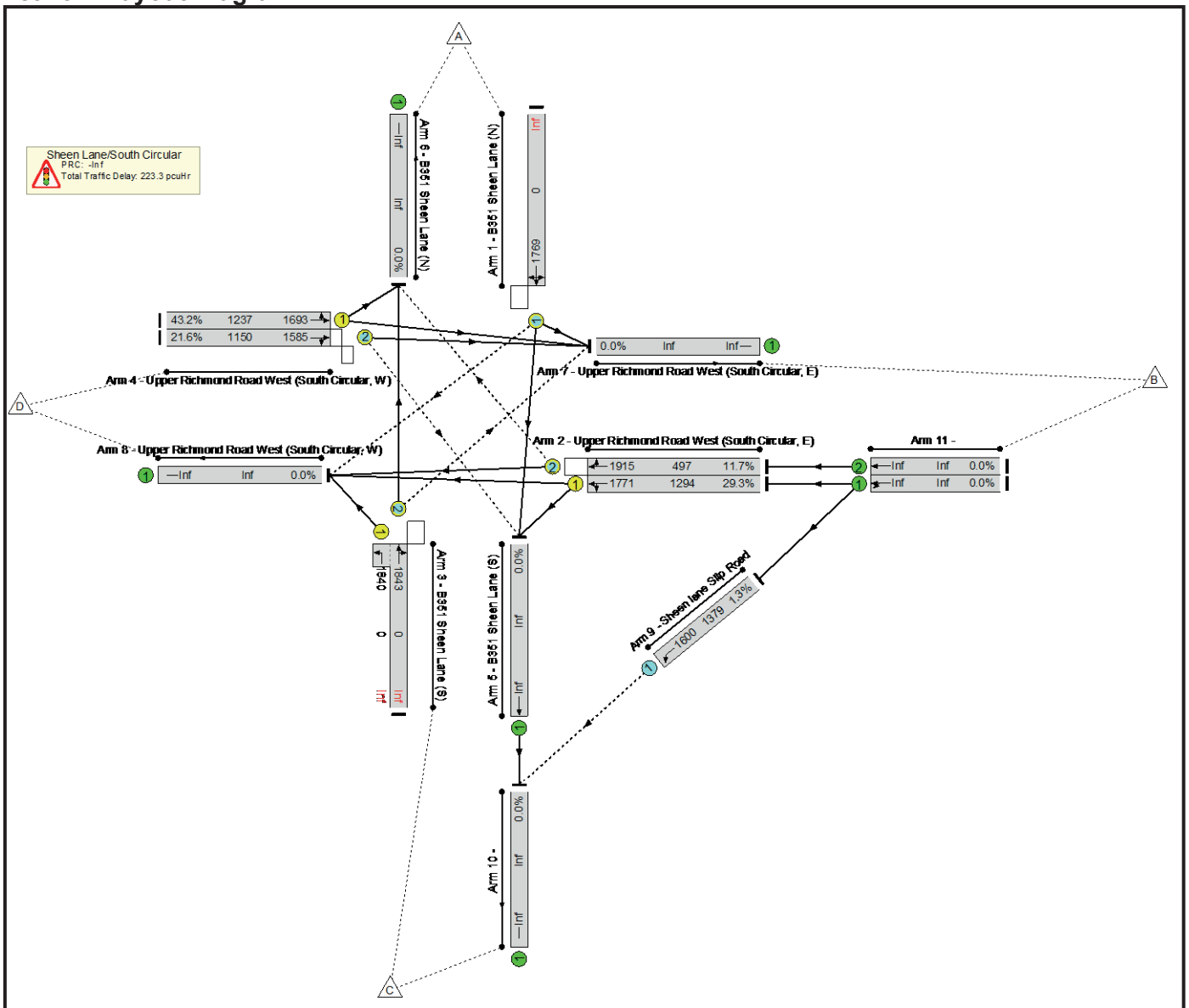
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
	Network: Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	81.5%	182	4	2	16.0	-	-
	Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	81.5%	182	4	2	16.0	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	16	-	208	1769	255	81.5%	48	0	0	4.6	79.0	7.8
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	54	-	293	1771	494	59.3%	-	-	-	3.4	41.3	8.0
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	54	-	148	1915	370	40.0%	47	0	1	1.3	32.8	3.7
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	16	-	176	1843:1840	189+119	57.2 : 57.2%	23	0	0	2.7	54.5	4.0
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	54	-	426	1693	912	46.7%	-	-	-	2.2	18.5	8.0
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	54	-	356	1585	817	43.6%	50	4	1	1.9	19.1	6.4
9/1	Sheen lane Slip Road Left	O	-		-	-	-	14	1600	1258	1.1%	14	0	0	0.0	1.4	0.0
		C1				PRC for Signalised Lanes (%): 10.4 PRC Over All Lanes (%): 10.4		Total Delay for Signalised Lanes (pcuHr): 16.02 Total Delay Over All Lanes (pcuHr): 16.02									Cycle Time (s): 104

Basic Results Summary
Traffic Flows, Actual
Actual Flow :

Origin	Destination					Tot.
	A	B	C	D	Tot.	
A	0	53	107	48	208	
B	48	0	18	389	455	
C	85	23	0	68	176	
D	76	651	55	0	782	
Tot.	209	727	180	505	1621	

Scenario 3: 'PM - DD Stage 3' (FG2: 'Base PM Peak', Plan 2: 'DD Stage 3')
Network Layout Diagram



Basic Results Summary

Network Results

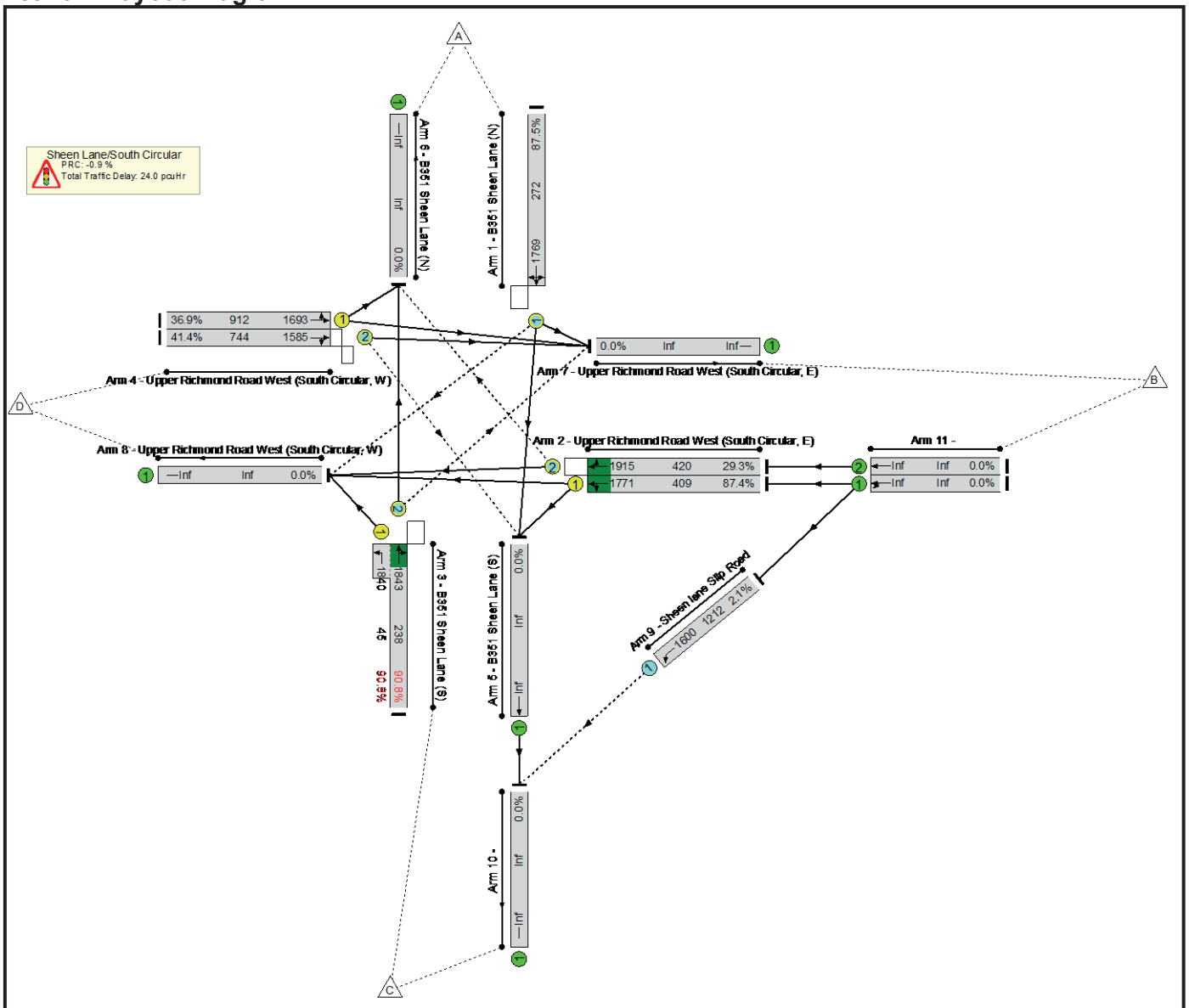
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Sheen Lane/South Circular		-	-	-	-	-	-	-	-	-	Inf %	120	0	1	223.3	-	-
Sheen Lane/South Circular		-	-	-	-	-	-	-	-	-	Inf %	120	0	1	223.3	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		0	0	-	208	1769	0	Inf %	0	0	0	119.5	2069.1	122.5
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	75	-	379	1771	1294	29.3%	-	-	-	0.7	6.8	3.9
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	75	-	58	1915	497	11.7%	47	0	1	0.2	12.1	0.5
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		0	0	-	176	1843:1840	0+0	Inf : Inf %	0	0	0	101.1	2068.7	102.4
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	75	-	534	1693	1237	43.2%	-	-	-	1.2	8.1	6.3
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	75	-	248	1585	1150	21.6%	54	0	1	0.5	6.9	2.4
9/1	Sheen lane Slip Road Left	O	-		-	-	-	18	1600	1379	1.3%	18	0	0	0.0	1.3	0.0
		C1															
						PRC for Signalised Lanes (%):	-Inf	Total Delay for Signalised Lanes (pcuHr):	223.26	Cycle Time (s):	104						
						PRC Over All Lanes (%):	-Inf	Total Delay Over All Lanes (pcuHr):	223.27								

Basic Results Summary
Traffic Flows, Actual
Actual Flow :

Origin	Destination					Tot.
	A	B	C	D	Tot.	
A	0	53	107	48	208	
B	48	0	18	389	455	
C	85	23	0	68	176	
D	76	651	55	0	782	
Tot.	209	727	180	505	1621	

Scenario 4: 'FutureBase AM Peak' (FG3: 'FutureBase AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

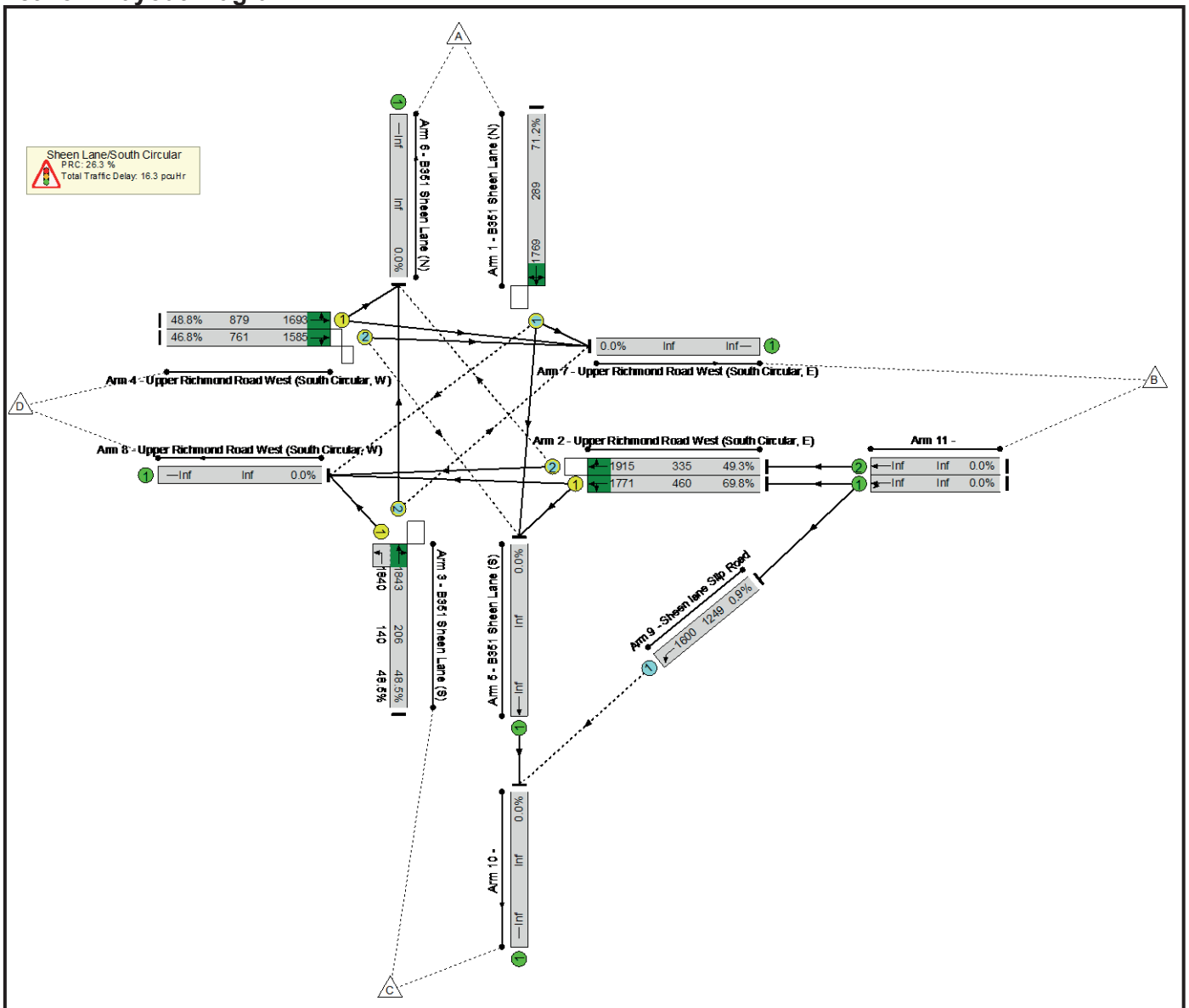
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
	Network: Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	90.8%	196	2	15	24.0	-	-	
	Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	90.8%	196	2	15	24.0	-	-	
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	15	-	238	1769	272	87.5%	32	0	13	5.9	89.5	9.6	
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	55	-	357	1771	409	87.4%	-	-	-	6.9	69.6	13.0	
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	55	-	123	1915	420	29.3%	68	0	1	0.9	27.1	2.2	
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	15	-	257	1843:1840	238+45	90.8 : 90.8%	25	0	0	7.0	97.5	10.5	
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	55	-	336	1693	912	36.9%	-	-	-	1.6	16.9	5.8	
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	55	-	308	1585	744	41.4%	45	2	1	1.7	19.6	5.4	
9/1	Sheen lane Slip Road Left	O	-		-	-	-	26	1600	1212	2.1%	26	0	0	0.0	1.5	0.0	
		C1																
							PRC for Signalised Lanes (%):	-0.9	Total Delay for Signalised Lanes (pcuHr):		23.96	Cycle Time (s):		104				
							PRC Over All Lanes (%):	-0.9	Total Delay Over All Lanes (pcuHr):		23.97							

Basic Results Summary
Traffic Flows, Actual
Actual Flow :

Origin	Destination					Tot.
	A	B	C	D	Tot.	
A	0	43	150	45	238	
B	69	0	36	401	506	
C	191	25	0	41	257	
D	83	513	48	0	644	
Tot.	343	581	234	487	1645	

Scenario 5: 'FutureBase PM Peak' (FG4: 'FutureBase PM Peak', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary

Network Results

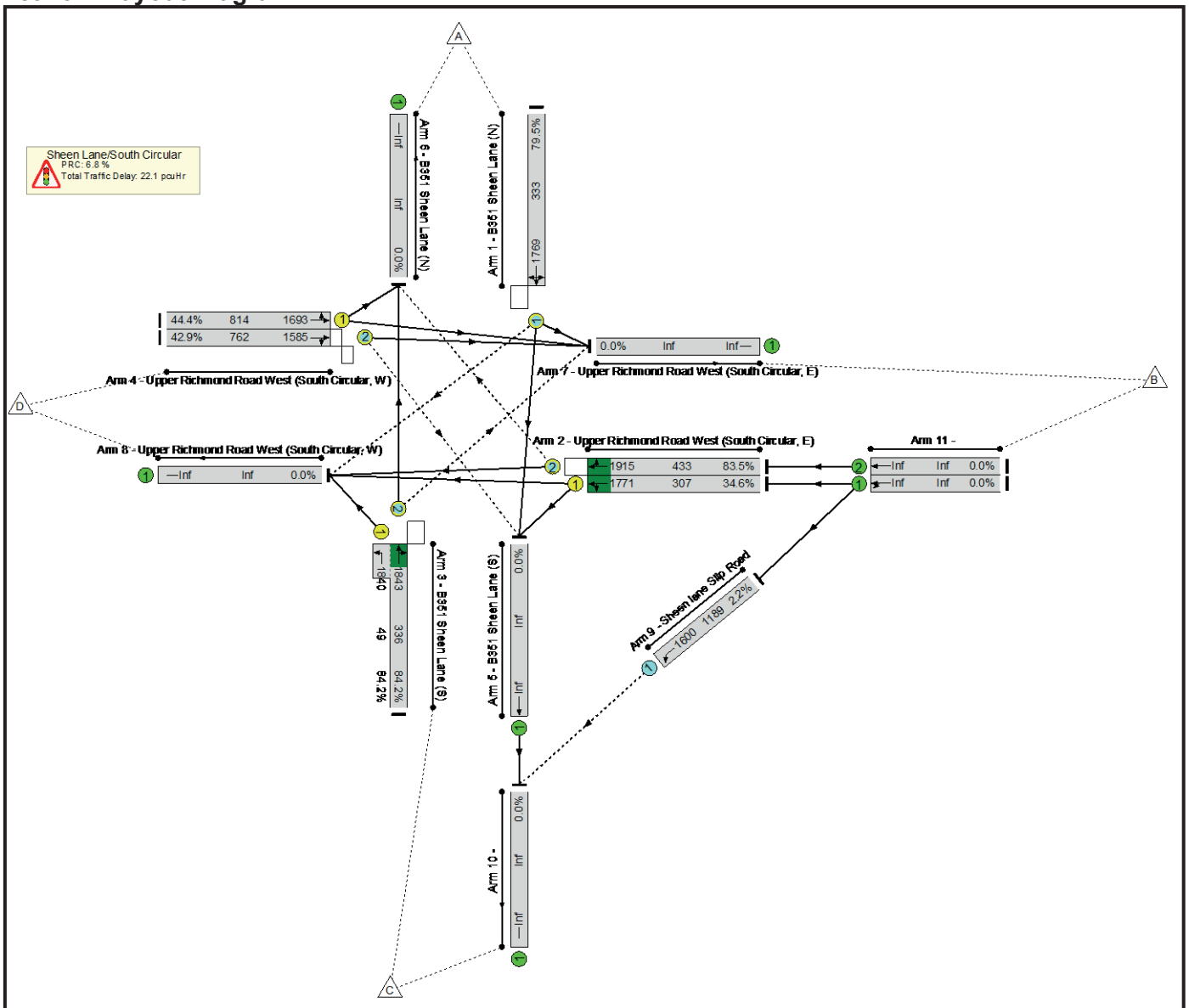
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
	Network: Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	71.2%	166	4	2	16.3	-	-
	Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	71.2%	166	4	2	16.3	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	18	-	206	1769	289	71.2%	32	0	0	3.6	62.5	6.8
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	52	-	321	1771	460	69.8%	-	-	-	4.2	47.6	9.5
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	52	-	165	1915	335	49.3%	54	0	1	1.8	38.4	4.4
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	18	-	168	1843:1840	206+140	48.5 : 48.5%	19	0	0	2.3	48.7	3.4
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	52	-	429	1693	879	48.8%	-	-	-	2.4	20.1	8.3
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	52	-	356	1585	761	46.8%	50	4	1	2.1	21.1	6.8
9/1	Sheen lane Slip Road Left	O	-		-	-	-	11	1600	1249	0.9%	11	0	0	0.0	1.5	0.0
		C1				PRC for Signalled Lanes (%): 26.3 PRC Over All Lanes (%): 26.3		Total Delay for Signalled Lanes (pcuHr): 16.34 Total Delay Over All Lanes (pcuHr): 16.34									Cycle Time (s): 104

Basic Results Summary
Traffic Flows, Actual
Actual Flow :

Origin	Destination					Tot.
	A	B	C	D	Tot.	
A	0	58	116	32	206	
B	55	0	14	428	497	
C	81	19	0	68	168	
D	78	652	55	0	785	
Tot.	214	729	185	528	1656	

Scenario 6: 'FutureBase WDNM AM Peak' (FG5: 'FutureBase WDNM AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
	Network: Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	84.2%	221	2	2	22.1	-	-
	Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	84.2%	221	2	2	22.1	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	21	-	265	1769	333	79.5%	56	0	0	4.8	65.5	8.9
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	49	-	106	1771	307	34.6%	-	-	-	1.4	46.8	2.9
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	49	-	362	1915	433	83.5%	71	0	1	5.7	56.6	12.1
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	21	-	324	1843:1840	336+49	84.2 : 84.2%	23	0	0	6.1	67.3	10.9
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	49	-	361	1693	814	44.4%	-	-	-	2.2	21.8	7.2
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	49	-	327	1585	762	42.9%	45	2	1	2.0	22.0	6.6
9/1	Sheen lane Slip Road Left	O	-		-	-	-	26	1600	1189	2.2%	26	0	0	0.0	1.5	0.0
		C1	PRC for Signalised Lanes (%): 6.8 PRC Over All Lanes (%): 6.8		Total Delay for Signalised Lanes (pcuHr): 22.13 Total Delay Over All Lanes(pcuHr): 22.14		Cycle Time (s): 104										

Basic Results Summary

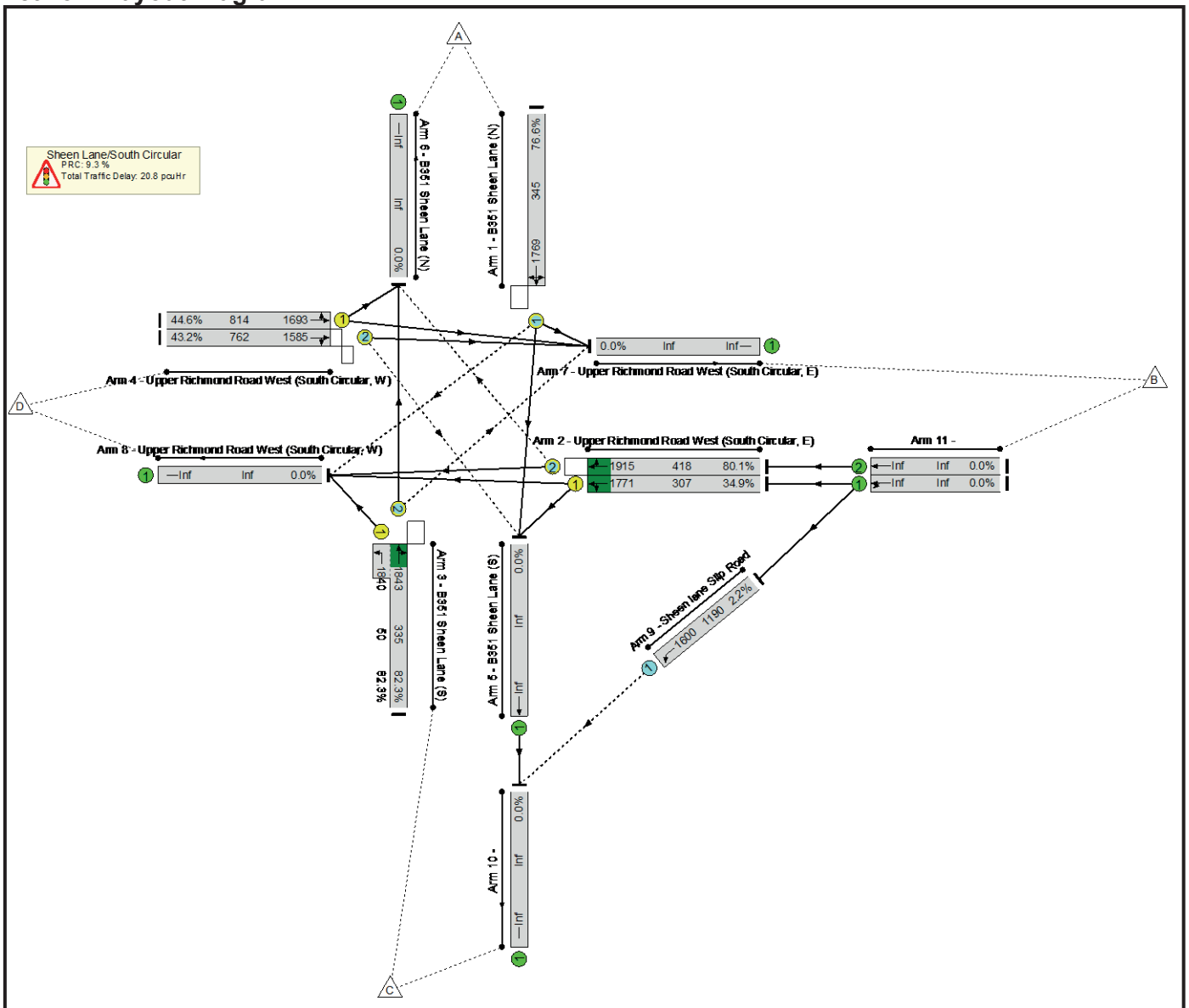
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
	Network: Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	69.3%	186	4	2	17.0	-	-	
	Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	69.3%	186	4	2	17.0	-	-	
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	20	-	224	1769	323	69.3%	48	0	0	3.6	58.1	7.1	
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	50	-	262	1771	426	61.5%	-	-	-	3.4	46.1	7.5	
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	50	-	210	1915	316	66.4%	57	0	1	2.8	48.4	6.4	
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	20	-	182	1843:1840	236+141	48.4 : 48.4%	19	0	0	2.4	46.6	3.9	
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	50	-	423	1693	847	50.0%	-	-	-	2.5	21.6	8.6	
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	50	-	376	1585	769	48.9%	50	4	1	2.3	22.4	7.6	
9/1	Sheen lane Slip Road Left	O	-		-	-	-	12	1600	1238	1.0%	12	0	0	0.0	1.5	0.0	
C1							PRC for Signalled Lanes (%): 29.9	Total Delay for Signalled Lanes (pcuHr): 17.02	Cycle Time (s): 104									
							PRC Over All Lanes (%): 29.9	Total Delay Over All Lanes (pcuHr): 17.02										

Basic Results Summary
Traffic Flows, Actual
Actual Flow :

Origin	Destination					Tot.
	A	B	C	D	Tot.	
A	0	50	126	48	224	
B	58	0	15	411	484	
C	95	19	0	68	182	
D	93	651	55	0	799	
Tot.	246	720	196	527	1689	

Scenario 8: 'FutureBase WM AM Peak' (FG7: 'FutureBase WM AM Peak', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary

Network Results

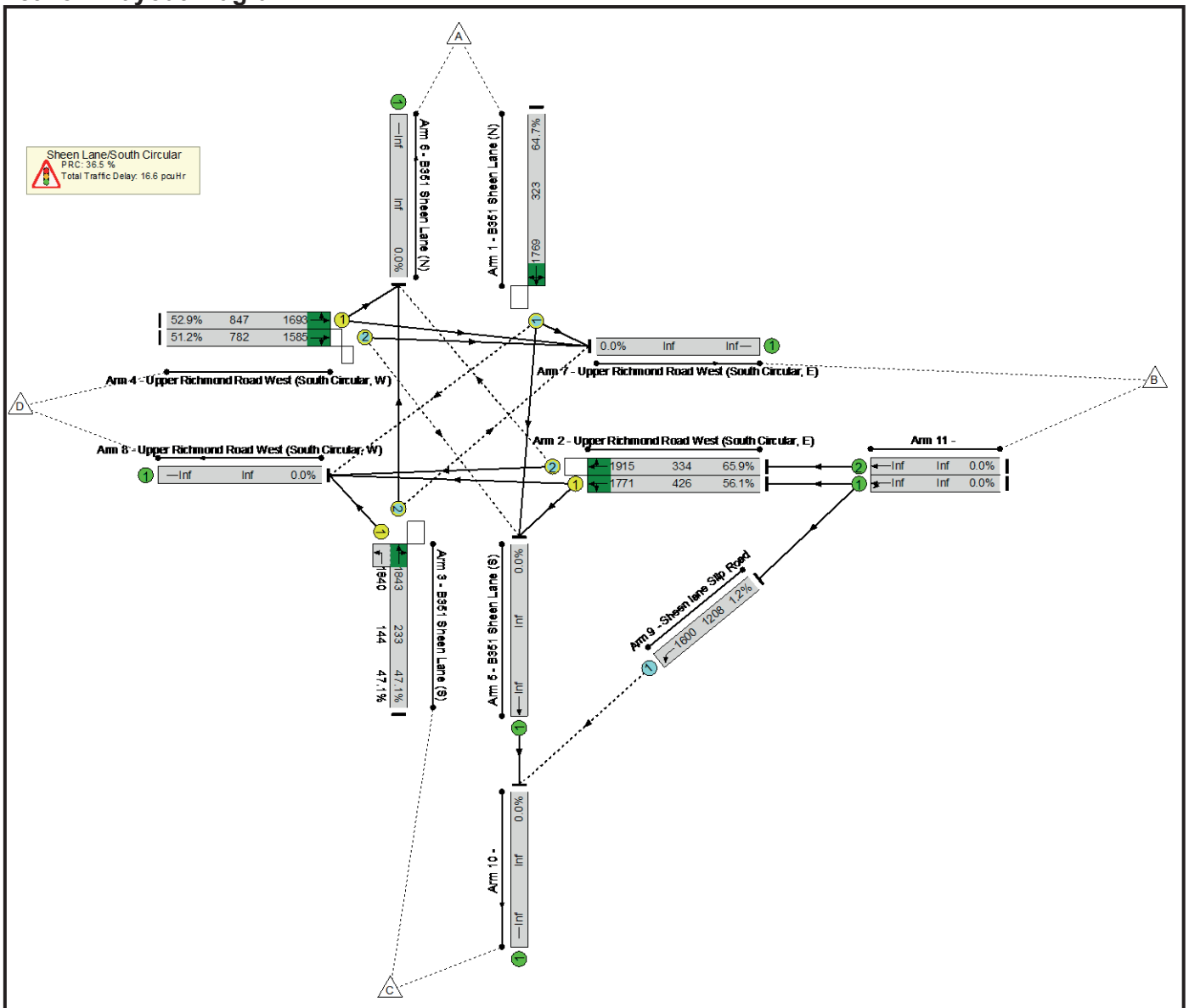
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
	Network: Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	82.3%	226	2	2	20.8	-	-
	Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	82.3%	226	2	2	20.8	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	21	-	264	1769	345	76.6%	54	0	0	4.5	61.8	8.6
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	49	-	107	1771	307	34.9%	-	-	-	1.4	46.9	3.0
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	49	-	335	1915	418	80.1%	77	0	2	4.9	53.1	10.8
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	21	-	317	1843:1840	335+50	82.3 : 82.3%	24	0	0	5.7	64.6	10.5
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	49	-	363	1693	814	44.6%	-	-	-	2.2	21.8	7.3
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	49	-	329	1585	762	43.2%	45	2	1	2.0	22.0	6.6
9/1	Sheen lane Slip Road Left	O	-		-	-	-	26	1600	1190	2.2%	26	0	0	0.0	1.5	0.0
		C1	PRC for Signalised Lanes (%): 9.3 PRC Over All Lanes (%): 9.3		Total Delay for Signalised Lanes (pcuHr): 20.76 Total Delay Over All Lanes(pcuHr): 20.77		Cycle Time (s): 104										

Basic Results Summary
Traffic Flows, Actual
Actual Flow :

Origin	Destination					Tot.
	A	B	C	D	Tot.	
A	0	40	170	54	264	
B	78	0	36	354	468	
C	252	24	0	41	317	
D	83	561	48	0	692	
Tot.	413	625	254	449	1741	

Scenario 9: 'FutureBase WM PM Peak' (FG8: 'FutureBase WM PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

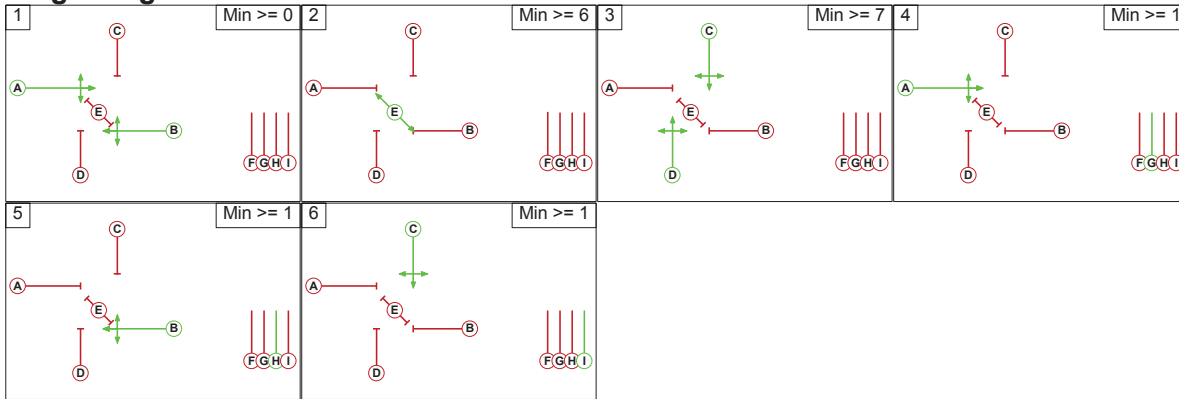
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	65.9%	137	4	2	16.6	-	-
Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	65.9%	137	4	2	16.6	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	20	-	209	1769	323	64.7%	18	0	0	3.2	55.1	6.5
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	50	-	239	1771	426	56.1%	-	-	-	2.9	44.3	6.7
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	50	-	220	1915	334	65.9%	36	0	1	2.9	47.4	6.6
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	20	-	178	1843:1840	233+144	47.1 : 47.1%	19	0	0	2.3	46.2	3.7
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	50	-	448	1693	847	52.9%	-	-	-	2.8	22.2	9.3
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	50	-	400	1585	782	51.2%	50	4	1	2.5	22.7	8.3
9/1	Sheen lane Slip Road Left	O	-		-	-	-	14	1600	1208	1.2%	14	0	0	0.0	1.5	0.0
		C1	PRC for Signalised Lanes (%): PRC Over All Lanes (%)		36.5 36.5	Total Delay for Signalised Lanes (pcuHr): Total Delay Over All Lanes (pcuHr):		16.60 16.60	Cycle Time (s):		104						

Basic Results Summary
Traffic Flows, Actual
Actual Flow :

		Destination					Tot.
		A	B	C	D		
Origin	A	0	36	155	18	209	
	B	37	0	16	420	473	
	C	91	19	0	68	178	
	D	103	690	55	0	848	
	Tot.	231	745	226	506	1708	

Stage Diagram



Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2018
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Filename: 171218 - Ship Lane Proposed.arc8
Path: A:\38262 Stag Brewery, Mortlake\5. Drawings & Models\Traffic Modelling\PICADY
Report generation date: 19/01/2018 15:11:35

- » Proposed - 2031 Future Base + Dev, AM
- » Proposed - 2031 Future Base + Dev, PM
- » Proposed - 2031 Future Base + Dev + Chalkers Corner + local mitigation, AM
- » Proposed - 2031 Future Base + Dev + Chalkers Corner + local mitigation, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Proposed - 2031 Future Base + Dev								
Stream B-AC	0.31	15.04	0.24	C	0.26	16.92	0.21	C
Stream C-AB	0.01	7.70	0.01	A	0.02	8.14	0.02	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Proposed - 2031 Future Base + Dev + Chalkers Corner + local mitigation								
Stream B-AC	0.41	17.33	0.29	C	0.37	22.69	0.27	C
Stream C-AB	0.02	7.84	0.02	A	0.02	8.48	0.02	A
Stream C-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.

"D3 - 2031 Future Base + Dev, AM " model duration: 07:45 - 09:15
 "D4 - 2031 Future Base + Dev, PM" model duration: 16:45 - 18:15
 "D7 - 2031 Future Base + Dev + Chalkers Corner + local mitigation, AM" model duration: 07:45 - 09:15
 "D8 - 2031 Future Base + Dev + Chalkers Corner + local mitigation, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 19/01/2018 15:11:33

File summary

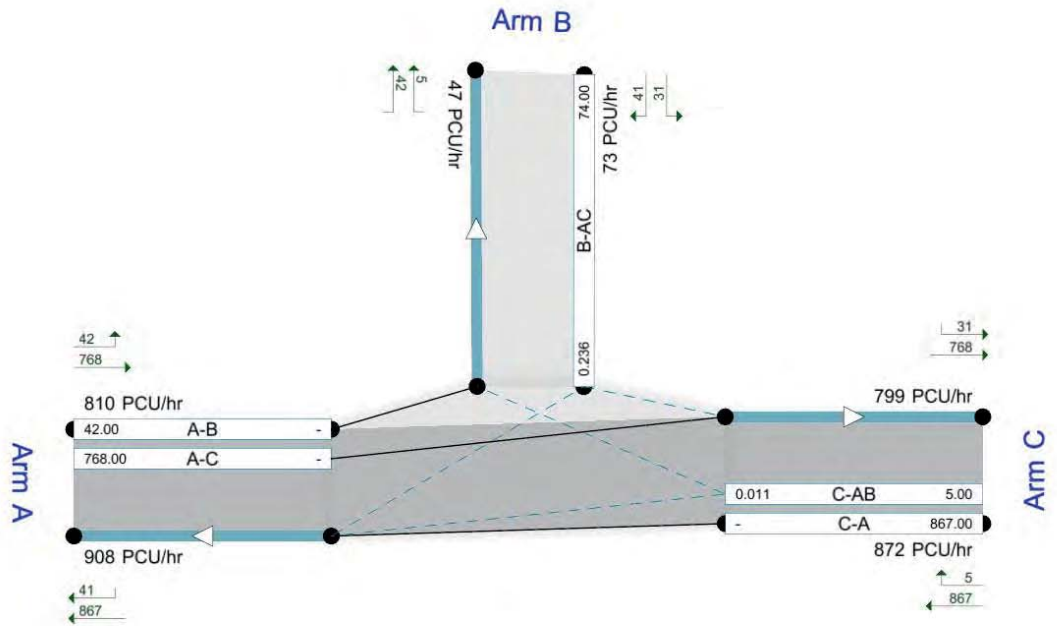
Title	Ship Lane/Lower Richmond Road
Location	Mortlake
Site Number	38262
Date	28/11/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	jtsmith
Description	2031 development with mitigation

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



Showing modelled flow through junction (PCU/hr)
Streams (upstreams) show Total Demand (PCU/hr); Streams (downstreams) show RFC ()
Time Segment: (07:45-08:00)
Showing Analysis Set "A1 - Proposed"; Demand Set "D3 - 2031 Future Base + Dev, AM"

The junction diagram reflects the last run of ARCADY.

Proposed - 2031 Future Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base + Dev, AM	2031 Future Base + Dev	AM		FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Ship Lane/Lower Richmond Road	T-Junction	Two-way	A,B,C		14.58	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Lower Richmond Road (W)		Major
B	B	Ship Lane		Minor
C	C	Lower Richmond Road (E)		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	7.45		0.00		2.20	164.00	✓	2.00

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	4.30										57	19

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	570.656	0.097	0.246	0.155	0.352
1	B-C	718.306	0.103	0.261	-	-
1	C-B	668.937	0.243	0.243	-	-

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	FLAT	✓	810.00	100.000
B	FLAT	✓	74.00	100.000
C	FLAT	✓	872.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	810.00	810.00		
07:45-08:00	B	74.00	74.00		
07:45-08:00	C	872.00	872.00		
08:00-08:15	A	810.00	810.00		
08:00-08:15	B	74.00	74.00		
08:00-08:15	C	872.00	872.00		
08:15-08:30	A	810.00	810.00		
08:15-08:30	B	74.00	74.00		
08:15-08:30	C	872.00	872.00		
08:30-08:45	A	810.00	810.00		
08:30-08:45	B	74.00	74.00		
08:30-08:45	C	872.00	872.00		
08:45-09:00	A	810.00	810.00		
08:45-09:00	B	74.00	74.00		
08:45-09:00	C	872.00	872.00		
09:00-09:15	A	810.00	810.00		
09:00-09:15	B	74.00	74.00		
09:00-09:15	C	872.00	872.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	42.000	768.000
	B	42.000	0.000	32.000
	C	867.000	5.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.57	0.00	0.43
	C	0.99	0.01	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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.24	15.04	0.31	C	74.00	111.00	27.27	14.74	0.30	27.28	14.75
C-AB	0.01	7.70	0.01	A	5.00	7.50	0.96	7.68	0.01	0.96	7.68
C-A	-	-	-	-	867.00	1300.50	-	-	-	-	-
A-B	-	-	-	-	42.00	63.00	-	-	-	-	-
A-C	-	-	-	-	768.00	1152.00	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	74.00	18.50	72.79	0.00	313.30	0.236	0.00	0.30	14.895	B
C-AB	5.00	1.25	4.96	0.00	472.32	0.011	0.00	0.01	7.703	A
C-A	867.00	216.75	867.00	0.00	-	-	-	-	-	-
A-B	42.00	10.50	42.00	0.00	-	-	-	-	-	-
A-C	768.00	192.00	768.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	74.00	18.50	73.99	0.00	313.29	0.236	0.30	0.31	15.040	C
C-AB	5.00	1.25	5.00	0.00	472.32	0.011	0.01	0.01	7.703	A
C-A	867.00	216.75	867.00	0.00	-	-	-	-	-	-
A-B	42.00	10.50	42.00	0.00	-	-	-	-	-	-
A-C	768.00	192.00	768.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	74.00	18.50	74.00	0.00	313.29	0.236	0.31	0.31	15.043	C
C-AB	5.00	1.25	5.00	0.00	472.32	0.011	0.01	0.01	7.703	A
C-A	867.00	216.75	867.00	0.00	-	-	-	-	-	-
A-B	42.00	10.50	42.00	0.00	-	-	-	-	-	-
A-C	768.00	192.00	768.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	74.00	18.50	74.00	0.00	313.29	0.236	0.31	0.31	15.043	C
C-AB	5.00	1.25	5.00	0.00	472.32	0.011	0.01	0.01	7.703	A
C-A	867.00	216.75	867.00	0.00	-	-	-	-	-	-
A-B	42.00	10.50	42.00	0.00	-	-	-	-	-	-
A-C	768.00	192.00	768.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	74.00	18.50	74.00	0.00	313.29	0.236	0.31	0.31	15.043	C
C-AB	5.00	1.25	5.00	0.00	472.32	0.011	0.01	0.01	7.703	A
C-A	867.00	216.75	867.00	0.00	-	-	-	-	-	-
A-B	42.00	10.50	42.00	0.00	-	-	-	-	-	-
A-C	768.00	192.00	768.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	74.00	18.50	74.00	0.00	313.29	0.236	0.31	0.31	15.043	C
C-AB	5.00	1.25	5.00	0.00	472.32	0.011	0.01	0.01	7.703	A
C-A	867.00	216.75	867.00	0.00	-	-	-	-	-	-
A-B	42.00	10.50	42.00	0.00	-	-	-	-	-	-
A-C	768.00	192.00	768.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.26	0.28	14.895	B	B
C-AB	0.16	0.01	7.703	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.57	0.30	15.040	C	B
C-AB	0.16	0.01	7.703	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.60	0.31	15.043	C	B
C-AB	0.16	0.01	7.703	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.61	0.31	15.043	C	B
C-AB	0.16	0.01	7.703	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.62	0.31	15.043	C	B
C-AB	0.16	0.01	7.703	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.62	0.31	15.043	C	B
C-AB	0.16	0.01	7.703	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Proposed - 2031 Future Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base + Dev, PM	2031 Future Base + Dev	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Ship Lane/Lower Richmond Road	T-Junction	Two-way	A,B,C		15.94	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Lower Richmond Road (W)		Major
B	B	Ship Lane		Minor
C	C	Lower Richmond Road (E)		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	7.45		0.00		2.20	164.00	✓	2.00

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	4.30										57	19

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	570.656	0.097	0.246	0.155	0.352
1	B-C	718.306	0.103	0.261	-	-
1	C-B	668.937	0.243	0.243	-	-

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	FLAT	✓	905.00	100.000
B	FLAT	✓	56.00	100.000
C	FLAT	✓	774.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	905.00	905.00		
16:45-17:00	B	56.00	56.00		
16:45-17:00	C	774.00	774.00		
17:00-17:15	A	905.00	905.00		
17:00-17:15	B	56.00	56.00		
17:00-17:15	C	774.00	774.00		
17:15-17:30	A	905.00	905.00		
17:15-17:30	B	56.00	56.00		
17:15-17:30	C	774.00	774.00		
17:30-17:45	A	905.00	905.00		
17:30-17:45	B	56.00	56.00		
17:30-17:45	C	774.00	774.00		
17:45-18:00	A	905.00	905.00		
17:45-18:00	B	56.00	56.00		
17:45-18:00	C	774.00	774.00		
18:00-18:15	A	905.00	905.00		
18:00-18:15	B	56.00	56.00		
18:00-18:15	C	774.00	774.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	47.000	858.000
	B	42.000	0.000	14.000
	C	767.000	7.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.75	0.00	0.25
	C	0.99	0.01	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		
From		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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.21	16.92	0.26	C	56.00	84.00	23.18	16.56	0.26	23.18	16.56
C-AB	0.02	8.14	0.02	A	7.00	10.50	1.42	8.12	0.02	1.42	8.12
C-A	-	-	-	-	767.00	1150.50	-	-	-	-	-
A-B	-	-	-	-	47.00	70.50	-	-	-	-	-
A-C	-	-	-	-	858.00	1287.00	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	56.00	14.00	54.97	0.00	268.80	0.208	0.00	0.26	16.785	C
C-AB	7.00	1.75	6.94	0.00	449.31	0.016	0.00	0.02	8.137	A
C-A	767.00	191.75	767.00	0.00	-	-	-	-	-	-
A-B	47.00	11.75	47.00	0.00	-	-	-	-	-	-
A-C	858.00	214.50	858.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	56.00	14.00	55.99	0.00	268.77	0.208	0.26	0.26	16.915	C
C-AB	7.00	1.75	7.00	0.00	449.31	0.016	0.02	0.02	8.138	A
C-A	767.00	191.75	767.00	0.00	-	-	-	-	-	-
A-B	47.00	11.75	47.00	0.00	-	-	-	-	-	-
A-C	858.00	214.50	858.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	56.00	14.00	56.00	0.00	268.77	0.208	0.26	0.26	16.917	C
C-AB	7.00	1.75	7.00	0.00	449.31	0.016	0.02	0.02	8.138	A
C-A	767.00	191.75	767.00	0.00	-	-	-	-	-	-
A-B	47.00	11.75	47.00	0.00	-	-	-	-	-	-
A-C	858.00	214.50	858.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	56.00	14.00	56.00	0.00	268.77	0.208	0.26	0.26	16.919	C
C-AB	7.00	1.75	7.00	0.00	449.31	0.016	0.02	0.02	8.138	A
C-A	767.00	191.75	767.00	0.00	-	-	-	-	-	-
A-B	47.00	11.75	47.00	0.00	-	-	-	-	-	-
A-C	858.00	214.50	858.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	56.00	14.00	56.00	0.00	268.77	0.208	0.26	0.26	16.919	C
C-AB	7.00	1.75	7.00	0.00	449.31	0.016	0.02	0.02	8.138	A
C-A	767.00	191.75	767.00	0.00	-	-	-	-	-	-
A-B	47.00	11.75	47.00	0.00	-	-	-	-	-	-
A-C	858.00	214.50	858.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	56.00	14.00	56.00	0.00	268.77	0.208	0.26	0.26	16.919	C
C-AB	7.00	1.75	7.00	0.00	449.31	0.016	0.02	0.02	8.138	A
C-A	767.00	191.75	767.00	0.00	-	-	-	-	-	-
A-B	47.00	11.75	47.00	0.00	-	-	-	-	-	-
A-C	858.00	214.50	858.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.60	0.24	16.785	C	B
C-AB	0.23	0.02	8.137	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.88	0.26	16.915	C	B
C-AB	0.24	0.02	8.138	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.91	0.26	16.917	C	B
C-AB	0.24	0.02	8.138	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.92	0.26	16.919	C	B
C-AB	0.24	0.02	8.138	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.93	0.26	16.919	C	B
C-AB	0.24	0.02	8.138	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.93	0.26	16.919	C	B
C-AB	0.24	0.02	8.138	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Proposed - 2031 Future Base + Dev + Chalkers Corner + local mitigation, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relation
2031 Future Base + Dev + Chalkers Corner + local mitigation, AM	2031 Future Base + Dev + Chalkers Corner + local mitigation	AM		FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Ship Lane/Lower Richmond Road	T-Junction	Two-way	A,B,C		16.52	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Lower Richmond Road (W)		Major
B	B	Ship Lane		Minor
C	C	Lower Richmond Road (E)		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	7.45		0.00		2.20	164.00	✓	2.00

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	4.30										57	19

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	570.656	0.097	0.246	0.155	0.352
1	B-C	718.306	0.103	0.261	-	-
1	C-B	668.937	0.243	0.243	-	-

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	FLAT	✓	831.00	100.000
B	FLAT	✓	86.00	100.000
C	FLAT	✓	959.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	831.00	831.00		
07:45-08:00	B	86.00	86.00		
07:45-08:00	C	959.00	959.00		
08:00-08:15	A	831.00	831.00		
08:00-08:15	B	86.00	86.00		
08:00-08:15	C	959.00	959.00		
08:15-08:30	A	831.00	831.00		
08:15-08:30	B	86.00	86.00		
08:15-08:30	C	959.00	959.00		
08:30-08:45	A	831.00	831.00		
08:30-08:45	B	86.00	86.00		
08:30-08:45	C	959.00	959.00		
08:45-09:00	A	831.00	831.00		
08:45-09:00	B	86.00	86.00		
08:45-09:00	C	959.00	959.00		
09:00-09:15	A	831.00	831.00		
09:00-09:15	B	86.00	86.00		
09:00-09:15	C	959.00	959.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	45.000	786.000
	B	49.000	0.000	37.000
	C	951.000	8.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.57	0.00	0.43
	C	0.99	0.01	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		
From		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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.29	17.33	0.41	C	86.00	129.00	36.36	16.91	0.40	36.38	16.92
C-AB	0.02	7.84	0.02	A	8.00	12.01	1.56	7.82	0.02	1.56	7.82
C-A	-	-	-	-	951.00	1426.49	-	-	-	-	-
A-B	-	-	-	-	45.00	67.50	-	-	-	-	-
A-C	-	-	-	-	786.00	1179.00	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	86.00	21.50	84.39	0.00	293.79	0.293	0.00	0.40	17.067	C
C-AB	8.00	2.00	7.94	0.00	467.35	0.017	0.00	0.02	7.835	A
C-A	951.00	237.75	951.00	0.00	-	-	-	-	-	-
A-B	45.00	11.25	45.00	0.00	-	-	-	-	-	-
A-C	786.00	196.50	786.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	86.00	21.50	85.98	0.00	293.76	0.293	0.40	0.41	17.317	C
C-AB	8.00	2.00	8.00	0.00	467.35	0.017	0.02	0.02	7.836	A
C-A	951.00	237.75	951.00	0.00	-	-	-	-	-	-
A-B	45.00	11.25	45.00	0.00	-	-	-	-	-	-
A-C	786.00	196.50	786.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	86.00	21.50	85.99	0.00	293.76	0.293	0.41	0.41	17.322	C
C-AB	8.00	2.00	8.00	0.00	467.35	0.017	0.02	0.02	7.836	A
C-A	951.00	237.75	951.00	0.00	-	-	-	-	-	-
A-B	45.00	11.25	45.00	0.00	-	-	-	-	-	-
A-C	786.00	196.50	786.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	86.00	21.50	86.00	0.00	293.76	0.293	0.41	0.41	17.325	C
C-AB	8.00	2.00	8.00	0.00	467.35	0.017	0.02	0.02	7.836	A
C-A	951.00	237.75	951.00	0.00	-	-	-	-	-	-
A-B	45.00	11.25	45.00	0.00	-	-	-	-	-	-
A-C	786.00	196.50	786.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	86.00	21.50	86.00	0.00	293.76	0.293	0.41	0.41	17.325	C
C-AB	8.00	2.00	8.00	0.00	467.35	0.017	0.02	0.02	7.836	A
C-A	951.00	237.75	951.00	0.00	-	-	-	-	-	-
A-B	45.00	11.25	45.00	0.00	-	-	-	-	-	-
A-C	786.00	196.50	786.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	86.00	21.50	86.00	0.00	293.76	0.293	0.41	0.41	17.327	C
C-AB	8.00	2.00	8.00	0.00	467.35	0.017	0.02	0.02	7.836	A
C-A	951.00	237.75	951.00	0.00	-	-	-	-	-	-
A-B	45.00	11.25	45.00	0.00	-	-	-	-	-	-
A-C	786.00	196.50	786.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	5.62	0.37	17.067	C	B
C-AB	0.26	0.02	7.835	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	6.09	0.41	17.317	C	B
C-AB	0.26	0.02	7.836	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	6.14	0.41	17.322	C	B
C-AB	0.26	0.02	7.836	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	6.16	0.41	17.325	C	B
C-AB	0.26	0.02	7.836	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	6.17	0.41	17.325	C	B
C-AB	0.26	0.02	7.836	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	6.18	0.41	17.327	C	B
C-AB	0.26	0.02	7.836	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Proposed - 2031 Future Base + Dev + Chalkers Corner + local mitigation, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relation
2031 Future Base + Dev + Chalkers Corner + local mitigation, PM	2031 Future Base + Dev + Chalkers Corner + local mitigation	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Ship Lane/Lower Richmond Road	T-Junction	Two-way	A,B,C		20.63	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Lower Richmond Road (W)		Major
B	B	Ship Lane		Minor
C	C	Lower Richmond Road (E)		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	7.45		0.00		2.20	164.00	✓	2.00

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	4.30										57	19

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	570.656	0.097	0.246	0.155	0.352
1	B-C	718.306	0.103	0.261	-	-
1	C-B	668.937	0.243	0.243	-	-

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	FLAT	✓	968.00	100.000
B	FLAT	✓	59.00	100.000
C	FLAT	✓	933.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	968.00	968.00		
16:45-17:00	B	59.00	59.00		
16:45-17:00	C	933.00	933.00		
17:00-17:15	A	968.00	968.00		
17:00-17:15	B	59.00	59.00		
17:00-17:15	C	933.00	933.00		
17:15-17:30	A	968.00	968.00		
17:15-17:30	B	59.00	59.00		
17:15-17:30	C	933.00	933.00		
17:30-17:45	A	968.00	968.00		
17:30-17:45	B	59.00	59.00		
17:30-17:45	C	933.00	933.00		
17:45-18:00	A	968.00	968.00		
17:45-18:00	B	59.00	59.00		
17:45-18:00	C	933.00	933.00		
18:00-18:15	A	968.00	968.00		
18:00-18:15	B	59.00	59.00		
18:00-18:15	C	933.00	933.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	52.000	916.000
	B	48.000	0.000	11.000
	C	923.000	10.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.81	0.00	0.19
	C	0.99	0.01	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		
From		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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.27	22.69	0.37	C	59.00	88.50	32.50	22.03	0.36	32.52	22.04
C-AB	0.02	8.48	0.02	A	10.01	15.02	2.12	8.47	0.02	2.12	8.47
C-A	-	-	-	-	922.99	1384.48	-	-	-	-	-
A-B	-	-	-	-	52.00	78.00	-	-	-	-	-
A-C	-	-	-	-	916.00	1374.00	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	59.00	14.75	57.56	0.00	217.69	0.271	0.00	0.36	22.295	C
C-AB	10.01	2.50	9.92	0.00	434.25	0.023	0.00	0.02	8.482	A
C-A	922.99	230.75	922.99	0.00	-	-	-	-	-	-
A-B	52.00	13.00	52.00	0.00	-	-	-	-	-	-
A-C	916.00	229.00	916.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	59.00	14.75	58.98	0.00	217.65	0.271	0.36	0.37	22.680	C
C-AB	10.01	2.50	10.01	0.00	434.25	0.023	0.02	0.02	8.485	A
C-A	922.99	230.75	922.99	0.00	-	-	-	-	-	-
A-B	52.00	13.00	52.00	0.00	-	-	-	-	-	-
A-C	916.00	229.00	916.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	59.00	14.75	58.99	0.00	217.65	0.271	0.37	0.37	22.683	C
C-AB	10.01	2.50	10.01	0.00	434.25	0.023	0.02	0.02	8.485	A
C-A	922.99	230.75	922.99	0.00	-	-	-	-	-	-
A-B	52.00	13.00	52.00	0.00	-	-	-	-	-	-
A-C	916.00	229.00	916.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	59.00	14.75	59.00	0.00	217.65	0.271	0.37	0.37	22.684	C
C-AB	10.01	2.50	10.01	0.00	434.25	0.023	0.02	0.02	8.485	A
C-A	922.99	230.75	922.99	0.00	-	-	-	-	-	-
A-B	52.00	13.00	52.00	0.00	-	-	-	-	-	-
A-C	916.00	229.00	916.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	59.00	14.75	59.00	0.00	217.65	0.271	0.37	0.37	22.687	C
C-AB	10.01	2.50	10.01	0.00	434.25	0.023	0.02	0.02	8.485	A
C-A	922.99	230.75	922.99	0.00	-	-	-	-	-	-
A-B	52.00	13.00	52.00	0.00	-	-	-	-	-	-
A-C	916.00	229.00	916.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	59.00	14.75	59.00	0.00	217.65	0.271	0.37	0.37	22.687	C
C-AB	10.01	2.50	10.01	0.00	434.25	0.023	0.02	0.02	8.485	A
C-A	922.99	230.75	922.99	0.00	-	-	-	-	-	-
A-B	52.00	13.00	52.00	0.00	-	-	-	-	-	-
A-C	916.00	229.00	916.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.95	0.33	22.295	C	C
C-AB	0.35	0.02	8.482	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	5.45	0.36	22.680	C	C
C-AB	0.35	0.02	8.485	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	5.50	0.37	22.683	C	C
C-AB	0.35	0.02	8.485	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

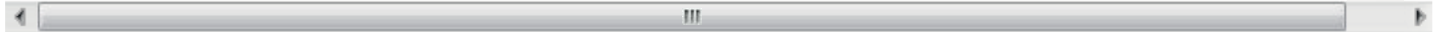
Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	5.52	0.37	22.684	C	C
C-AB	0.35	0.02	8.485	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	5.54	0.37	22.687	C	C
C-AB	0.35	0.02	8.485	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	5.54	0.37	22.687	C	C
C-AB	0.35	0.02	8.485	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-



Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]
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Filename: 180119 - Vineyard Path.arc8

Path: \\pba.int\bg\Projects\38262 Stag Brewery, Mortlake\5. Drawings & Models\Traffic Modelling\PICADY

Report generation date: 19/01/2018 15:40:45

-
- » (Default Analysis Set) - 2016 Base, AM
 - » (Default Analysis Set) - 2016 Base, PM
 - » (Default Analysis Set) - 2031 Future Base, AM
 - » (Default Analysis Set) - 2031 Future Base, PM
 - » (Default Analysis Set) - 2031 Future Base + Dev, AM
 - » (Default Analysis Set) - 2031 Future Base + Dev, PM
 - » (Default Analysis Set) - 2031 Future Base + Dev + Chalkers Corner + local mitigation, AM
 - » (Default Analysis Set) - 2031 Future Base + Dev + Chalkers Corner + local mitigation, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2016 Base								
Stream B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream A-D	0.06	6.27	0.06	A	0.04	6.16	0.03	A
Stream D-ABC	0.11	7.22	0.10	A	0.11	6.87	0.10	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
A1 - 2031 Future Base								
Stream B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream A-D	0.06	6.44	0.06	A	0.04	6.18	0.04	A
Stream D-ABC	0.13	7.45	0.11	A	0.11	6.90	0.10	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
A1 - 2031 Future Base + Dev								
Stream B-ACD	0.08	6.61	0.07	A	0.05	6.85	0.05	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream A-D	0.06	6.43	0.06	A	0.04	6.08	0.04	A
Stream D-ABC	0.13	7.33	0.11	A	0.11	6.69	0.10	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.05	6.62	0.05	A	0.04	7.14	0.04	A
A1 - 2031 Future Base + Dev + Chalkers Corner + local mitigation								
Stream B-ACD	0.08	6.63	0.07	A	0.05	6.91	0.05	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream A-D	0.06	6.55	0.06	A	0.04	6.26	0.04	A
Stream D-ABC	0.13	7.49	0.11	A	0.11	6.93	0.10	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.05	6.62	0.04	A	0.04	7.17	0.04	A

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

"D7 - 2016 Base, AM" model duration: 08:00 - 09:30

"D8 - 2016 Base, PM" model duration: 16:45 - 18:15

"D9 - 2031 Future Base, AM" model duration: 08:00 - 09:30

"D10 - 2031 Future Base, PM" model duration: 16:45 - 18:15

"D11 - 2031 Future Base + Dev, AM" model duration: 08:00 - 09:30

"D12 - 2031 Future Base + Dev, PM" model duration: 16:45 - 18:15

"D13 - 2031 Future Base + Dev + Chalkers Corner + local mitigation, AM" model duration: 08:00 - 09:30

"D14 - 2031 Future Base + Dev + Chalkers Corner + local mitigation, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 19/01/2018 15:40:41

File summary

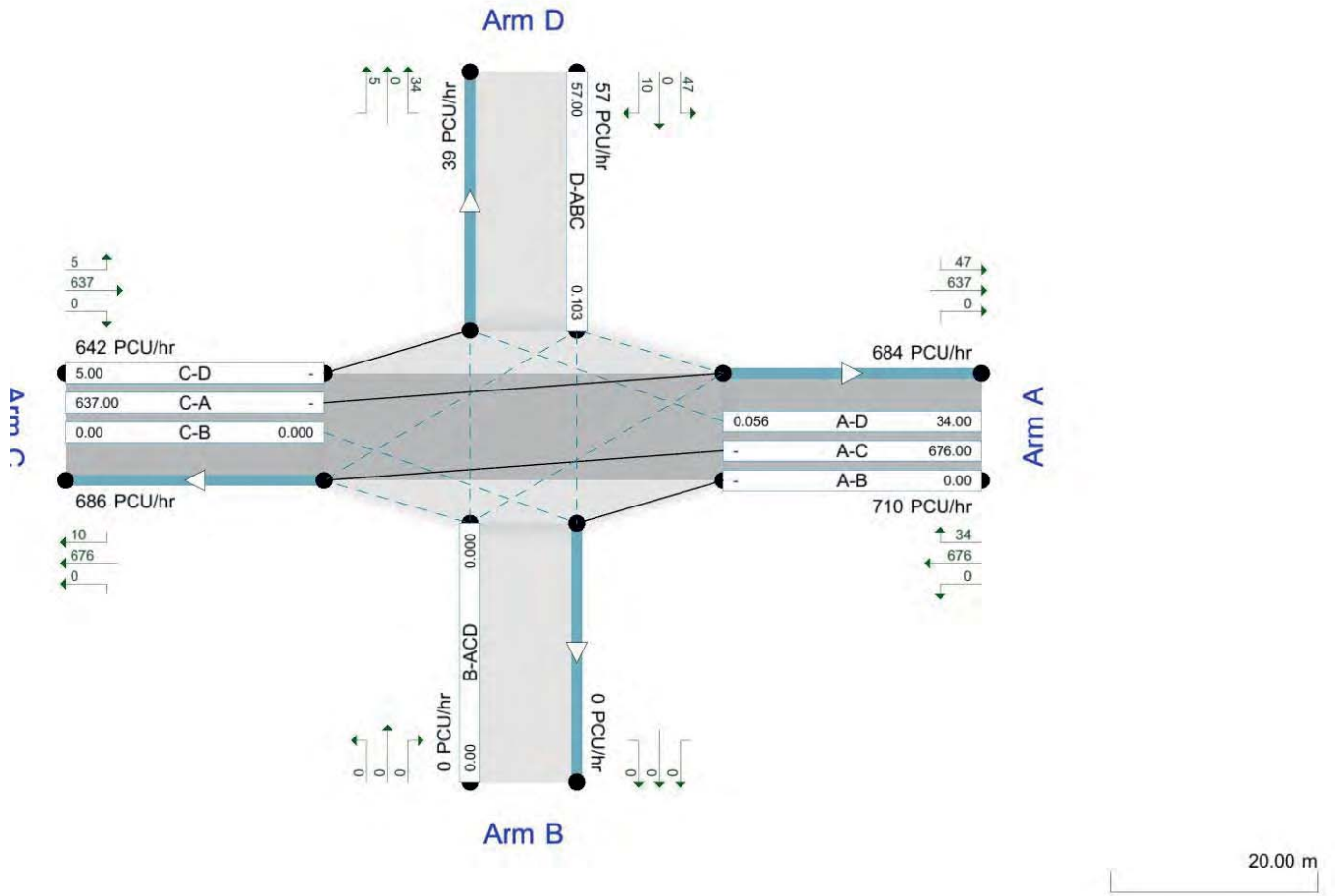
Title	Mortlake High Street/Access/Vineyard Path
Location	Mortlake
Site Number	38262
Date	28/11/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	jtsmith
Description	

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



Showing modelled flow through junction (PCU/hr)
Streams (upstreams) show Total Demand (PCU/hr), Streams (downstreams) show RFC ()
Time Segment: (08:00-08:15)
Showing Analysis Set "A1", Demand Set "D7 - 2016 Base, AM"

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2016 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Base, AM	2016 Base	AM		FLAT	08:00	09:30	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D		6.87	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Mortlake High Street (W)	2031 - Development with mitigation	Major
B	B	Access Point	2031 - Development with mitigation	Minor
C	C	Mortlake High Street (E)	2031 - Development with mitigation	Major
D	D	Vineyard Path	2031 - Development with mitigation	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	12.25		0.00	✓	2.50	250.00		
C	12.25		0.00	✓	2.90	120.00		

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	4.60										15	17
D	One lane	4.76										21	34

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-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	742.208	-	-	-	-	-	-	0.209	0.299	0.209	-	-	-
1	B-A	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	-	0.191	0.191	0.095
1	B-C	736.300	0.082	0.208	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	B-D, offside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	C-B	692.478	0.195	0.195	0.279	-	-	-	-	-	-	-	-	-
1	D-A	759.054	-	-	-	-	-	-	0.214	-	0.085	-	-	-
1	D-B, nearside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-B, offside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-C	589.421	-	0.124	0.282	0.099	0.198	0.198	0.198	0.198	0.078	-	-	-

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	FLAT	✓	710.00	100.000
B	FLAT	✓	0.00	100.000
C	FLAT	✓	642.00	100.000
D	FLAT	✓	57.00	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	676.000	34.000
	B	0.000	0.000	0.000	0.000
	C	637.000	0.000	0.000	5.000
	D	47.000	0.000	10.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.00	0.95	0.05
	B	0.25	0.25	0.25	0.25
	C	0.99	0.00	0.00	0.01
	D	0.82	0.00	0.18	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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	676.00	1014.00	-	-	-	-	-
A-D	0.06	6.27	0.06	A	34.00	51.00	5.29	6.22	0.06	5.29	6.22
D-ABC	0.10	7.22	0.11	A	57.00	85.50	10.19	7.15	0.11	10.19	7.15
C-D	-	-	-	-	5.00	7.50	-	-	-	-	-
C-A	-	-	-	-	637.00	955.50	-	-	-	-	-
C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	393.70	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	676.00	169.00	676.00	0.00	-	-	-	-	-	-
A-D	34.00	8.50	33.76	0.00	607.79	0.056	0.00	0.06	6.268	A
D-ABC	57.00	14.25	56.55	0.00	555.59	0.103	0.00	0.11	7.208	A
C-D	5.00	1.25	5.00	0.00	-	-	-	-	-	-
C-A	637.00	159.25	637.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	550.93	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	393.63	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	676.00	169.00	676.00	0.00	-	-	-	-	-	-
A-D	34.00	8.50	34.00	0.00	607.79	0.056	0.06	0.06	6.273	A
D-ABC	57.00	14.25	57.00	0.00	555.56	0.103	0.11	0.11	7.219	A
C-D	5.00	1.25	5.00	0.00	-	-	-	-	-	-
C-A	637.00	159.25	637.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	550.87	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	393.63	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	676.00	169.00	676.00	0.00	-	-	-	-	-	-
A-D	34.00	8.50	34.00	0.00	607.79	0.056	0.06	0.06	6.273	A
D-ABC	57.00	14.25	57.00	0.00	555.56	0.103	0.11	0.11	7.219	A
C-D	5.00	1.25	5.00	0.00	-	-	-	-	-	-
C-A	637.00	159.25	637.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	550.87	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	393.63	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	676.00	169.00	676.00	0.00	-	-	-	-	-	-
A-D	34.00	8.50	34.00	0.00	607.79	0.056	0.06	0.06	6.273	A
D-ABC	57.00	14.25	57.00	0.00	555.56	0.103	0.11	0.11	7.219	A
C-D	5.00	1.25	5.00	0.00	-	-	-	-	-	-
C-A	637.00	159.25	637.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	550.87	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	393.63	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	676.00	169.00	676.00	0.00	-	-	-	-	-	-
A-D	34.00	8.50	34.00	0.00	607.79	0.056	0.06	0.06	6.273	A
D-ABC	57.00	14.25	57.00	0.00	555.56	0.103	0.11	0.11	7.219	A
C-D	5.00	1.25	5.00	0.00	-	-	-	-	-	-
C-A	637.00	159.25	637.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	550.87	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	393.63	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	676.00	169.00	676.00	0.00	-	-	-	-	-	-
A-D	34.00	8.50	34.00	0.00	607.79	0.056	0.06	0.06	6.273	A
D-ABC	57.00	14.25	57.00	0.00	555.56	0.103	0.11	0.11	7.219	A
C-D	5.00	1.25	5.00	0.00	-	-	-	-	-	-
C-A	637.00	159.25	637.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	550.87	0.000	0.00	0.00	0.000	A

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.86	0.06	6.268	A	A
D-ABC	1.64	0.11	7.208	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.88	0.06	6.273	A	A
D-ABC	1.70	0.11	7.219	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.89	0.06	6.273	A	A
D-ABC	1.71	0.11	7.219	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.89	0.06	6.273	A	A
D-ABC	1.71	0.11	7.219	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.89	0.06	6.273	A	A
D-ABC	1.71	0.11	7.219	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.89	0.06	6.273	A	A
D-ABC	1.71	0.11	7.219	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

(Default Analysis Set) - 2016 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Base, FM	2016 Base	FM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D		6.68	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Mortlake High Street (W)	2031 - Development with mitigation	Major
B	B	Access Point	2031 - Development with mitigation	Minor
C	C	Mortlake High Street (E)	2031 - Development with mitigation	Major
D	D	Vineyard Path	2031 - Development with mitigation	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	12.25		0.00	✓	2.50	250.00		
C	12.25		0.00	✓	2.90	120.00		

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	4.60										15	17
D	One lane	4.76										21	34

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-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	742.208	-	-	-	-	-	-	0.209	0.299	0.209	-	-	-
1	B-A	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	-	0.191	0.191	0.095
1	B-C	736.300	0.082	0.208	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	B-D, offside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	C-B	692.478	0.195	0.195	0.279	-	-	-	-	-	-	-	-	-
1	D-A	759.054	-	-	-	-	-	-	0.214	-	0.085	-	-	-
1	D-B, nearside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-B, offside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-C	589.421	-	0.124	0.282	0.099	0.198	0.198	0.198	0.198	0.078	-	-	-

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	FLAT	✓	870.00	100.000
B	FLAT	✓	0.00	100.000
C	FLAT	✓	654.00	100.000
D	FLAT	✓	58.00	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	849.000	21.000
	B	0.000	0.000	0.000	0.000
	C	643.000	0.000	0.000	11.000
	D	53.000	0.000	5.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.00	0.98	0.02
	B	0.25	0.25	0.25	0.25
	C	0.98	0.00	0.00	0.02
	D	0.91	0.00	0.09	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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	849.00	1273.50	-	-	-	-	-
A-D	0.03	6.16	0.04	A	21.00	31.50	3.21	6.12	0.04	3.21	6.12
D-ABC	0.10	6.87	0.11	A	58.00	87.00	9.88	6.81	0.11	9.88	6.81
C-D	-	-	-	-	11.00	16.50	-	-	-	-	-
C-A	-	-	-	-	643.00	964.50	-	-	-	-	-
C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	360.02	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	849.00	212.25	849.00	0.00	-	-	-	-	-	-
A-D	21.00	5.25	20.86	0.00	605.28	0.035	0.00	0.04	6.158	A
D-ABC	58.00	14.50	57.56	0.00	581.71	0.100	0.00	0.11	6.862	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	643.00	160.75	643.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	520.77	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	359.96	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	849.00	212.25	849.00	0.00	-	-	-	-	-	-
A-D	21.00	5.25	21.00	0.00	605.28	0.035	0.04	0.04	6.160	A
D-ABC	58.00	14.50	58.00	0.00	581.70	0.100	0.11	0.11	6.873	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	643.00	160.75	643.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	520.73	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	359.96	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	849.00	212.25	849.00	0.00	-	-	-	-	-	-
A-D	21.00	5.25	21.00	0.00	605.28	0.035	0.04	0.04	6.160	A
D-ABC	58.00	14.50	58.00	0.00	581.70	0.100	0.11	0.11	6.873	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	643.00	160.75	643.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	520.73	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	359.96	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	849.00	212.25	849.00	0.00	-	-	-	-	-	-
A-D	21.00	5.25	21.00	0.00	605.28	0.035	0.04	0.04	6.160	A
D-ABC	58.00	14.50	58.00	0.00	581.70	0.100	0.11	0.11	6.873	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	643.00	160.75	643.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	520.73	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	359.96	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	849.00	212.25	849.00	0.00	-	-	-	-	-	-
A-D	21.00	5.25	21.00	0.00	605.28	0.035	0.04	0.04	6.163	A
D-ABC	58.00	14.50	58.00	0.00	581.70	0.100	0.11	0.11	6.873	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	643.00	160.75	643.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	520.73	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	359.96	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	849.00	212.25	849.00	0.00	-	-	-	-	-	-
A-D	21.00	5.25	21.00	0.00	605.28	0.035	0.04	0.04	6.163	A
D-ABC	58.00	14.50	58.00	0.00	581.70	0.100	0.11	0.11	6.873	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	643.00	160.75	643.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	520.73	0.000	0.00	0.00	0.000	A

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.52	0.03	6.158	A	A
D-ABC	1.59	0.11	6.862	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.54	0.04	6.160	A	A
D-ABC	1.65	0.11	6.873	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.54	0.04	6.160	A	A
D-ABC	1.66	0.11	6.873	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.54	0.04	6.160	A	A
D-ABC	1.66	0.11	6.873	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.54	0.04	6.163	A	A
D-ABC	1.66	0.11	6.873	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.54	0.04	6.163	A	A
D-ABC	1.66	0.11	6.873	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

(Default Analysis Set) - 2031 Future Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base, AM	2031 Future Base	AM		FLAT	08:00	09:30	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D		7.10	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Mortlake High Street (W)	2031 - Development with mitigation	Major
B	B	Access Point	2031 - Development with mitigation	Minor
C	C	Mortlake High Street (E)	2031 - Development with mitigation	Major
D	D	Vineyard Path	2031 - Development with mitigation	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	12.25		0.00	✓	2.50	250.00		
C	12.25		0.00	✓	2.90	120.00		

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	4.60										15	17
D	One lane	4.76										21	34

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-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	742.208	-	-	-	-	-	-	0.209	0.299	0.209	-	-	-
1	B-A	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	-	0.191	0.191	0.095
1	B-C	736.300	0.082	0.208	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	B-D, offside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	C-B	692.478	0.195	0.195	0.279	-	-	-	-	-	-	-	-	-
1	D-A	759.054	-	-	-	-	-	-	0.214	-	0.085	-	-	-
1	D-B, nearside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-B, offside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-C	589.421	-	0.124	0.282	0.099	0.198	0.198	0.198	0.198	0.078	-	-	-

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	FLAT	✓	686.00	100.000
B	FLAT	✓	0.00	100.000
C	FLAT	✓	719.00	100.000
D	FLAT	✓	62.00	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	653.000	33.000
	B	0.000	0.000	0.000	0.000
	C	713.000	0.000	0.000	6.000
	D	52.000	0.000	10.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.00	0.95	0.05
	B	0.25	0.25	0.25	0.25
	C	0.99	0.00	0.00	0.01
	D	0.84	0.00	0.16	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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	653.00	979.50	-	-	-	-	-
A-D	0.06	6.44	0.06	A	33.00	49.50	5.27	6.39	0.06	5.27	6.39
D-ABC	0.11	7.45	0.13	A	62.00	93.00	11.44	7.38	0.13	11.44	7.38
C-D	-	-	-	-	6.00	9.00	-	-	-	-	-
C-A	-	-	-	-	713.00	1069.50	-	-	-	-	-
C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	389.59	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	653.00	163.25	653.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	32.77	0.00	591.67	0.056	0.00	0.06	6.438	A
D-ABC	62.00	15.50	61.49	0.00	544.86	0.114	0.00	0.13	7.440	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	713.00	178.25	713.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	555.71	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	389.52	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	653.00	163.25	653.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	591.67	0.056	0.06	0.06	6.443	A
D-ABC	62.00	15.50	62.00	0.00	544.84	0.114	0.13	0.13	7.454	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	713.00	178.25	713.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	555.64	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	389.52	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	653.00	163.25	653.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	591.67	0.056	0.06	0.06	6.443	A
D-ABC	62.00	15.50	62.00	0.00	544.84	0.114	0.13	0.13	7.454	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	713.00	178.25	713.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	555.64	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	389.52	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	653.00	163.25	653.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	591.67	0.056	0.06	0.06	6.443	A
D-ABC	62.00	15.50	62.00	0.00	544.84	0.114	0.13	0.13	7.454	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	713.00	178.25	713.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	555.64	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	389.52	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	653.00	163.25	653.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	591.67	0.056	0.06	0.06	6.443	A
D-ABC	62.00	15.50	62.00	0.00	544.84	0.114	0.13	0.13	7.454	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	713.00	178.25	713.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	555.64	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	389.52	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	653.00	163.25	653.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	591.67	0.056	0.06	0.06	6.443	A
D-ABC	62.00	15.50	62.00	0.00	544.84	0.114	0.13	0.13	7.454	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	713.00	178.25	713.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	555.64	0.000	0.00	0.00	0.000	A

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.85	0.06	6.438	A	A
D-ABC	1.84	0.12	7.440	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.88	0.06	6.443	A	A
D-ABC	1.91	0.13	7.454	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.88	0.06	6.443	A	A
D-ABC	1.92	0.13	7.454	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.88	0.06	6.443	A	A
D-ABC	1.92	0.13	7.454	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.88	0.06	6.443	A	A
D-ABC	1.92	0.13	7.454	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.89	0.06	6.443	A	A
D-ABC	1.92	0.13	7.454	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

(Default Analysis Set) - 2031 Future Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base, FM	2031 Future Base	FM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D		6.70	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Mortlake High Street (W)	2031 - Development with mitigation	Major
B	B	Access Point	2031 - Development with mitigation	Minor
C	C	Mortlake High Street (E)	2031 - Development with mitigation	Major
D	D	Vineyard Path	2031 - Development with mitigation	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	12.25		0.00	✓	2.50	250.00		
C	12.25		0.00	✓	2.90	120.00		

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	4.60										15	17
D	One lane	4.76										21	34

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-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	742.208	-	-	-	-	-	-	0.209	0.299	0.209	-	-	-
1	B-A	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	-	0.191	0.191	0.095
1	B-C	736.300	0.082	0.208	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	B-D, offside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	C-B	692.478	0.195	0.195	0.279	-	-	-	-	-	-	-	-	-
1	D-A	759.054	-	-	-	-	-	-	0.214	-	0.085	-	-	-
1	D-B, nearside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-B, offside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-C	589.421	-	0.124	0.282	0.099	0.198	0.198	0.198	0.198	0.078	-	-	-

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	FLAT	✓	876.00	100.000
B	FLAT	✓	0.00	100.000
C	FLAT	✓	659.00	100.000
D	FLAT	✓	59.00	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	854.000	22.000
	B	0.000	0.000	0.000	0.000
	C	648.000	0.000	0.000	11.000
	D	54.000	0.000	5.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.00	0.97	0.03
	B	0.25	0.25	0.25	0.25
	C	0.98	0.00	0.00	0.02
	D	0.92	0.00	0.08	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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	854.00	1281.00	-	-	-	-	-
A-D	0.04	6.18	0.04	A	22.00	33.00	3.38	6.14	0.04	3.38	6.14
D-ABC	0.10	6.90	0.11	A	59.00	88.50	10.08	6.83	0.11	10.08	6.83
C-D	-	-	-	-	11.00	16.50	-	-	-	-	-
C-A	-	-	-	-	648.00	972.00	-	-	-	-	-
C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	358.21	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	854.00	213.50	854.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	21.85	0.00	604.23	0.036	0.00	0.04	6.180	A
D-ABC	59.00	14.75	58.55	0.00	581.02	0.102	0.00	0.11	6.884	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	648.00	162.00	648.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	519.51	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	358.15	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	854.00	213.50	854.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	604.23	0.036	0.04	0.04	6.182	A
D-ABC	59.00	14.75	59.00	0.00	581.01	0.102	0.11	0.11	6.895	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	648.00	162.00	648.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	519.47	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	358.15	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	854.00	213.50	854.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	604.23	0.036	0.04	0.04	6.182	A
D-ABC	59.00	14.75	59.00	0.00	581.01	0.102	0.11	0.11	6.895	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	648.00	162.00	648.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	519.47	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	358.15	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	854.00	213.50	854.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	604.23	0.036	0.04	0.04	6.182	A
D-ABC	59.00	14.75	59.00	0.00	581.01	0.102	0.11	0.11	6.895	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	648.00	162.00	648.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	519.47	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	358.15	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	854.00	213.50	854.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	604.23	0.036	0.04	0.04	6.184	A
D-ABC	59.00	14.75	59.00	0.00	581.01	0.102	0.11	0.11	6.895	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	648.00	162.00	648.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	519.47	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	358.15	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	854.00	213.50	854.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	604.23	0.036	0.04	0.04	6.184	A
D-ABC	59.00	14.75	59.00	0.00	581.01	0.102	0.11	0.11	6.895	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	648.00	162.00	648.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	519.47	0.000	0.00	0.00	0.000	A

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.55	0.04	6.180	A	A
D-ABC	1.63	0.11	6.884	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.56	0.04	6.182	A	A
D-ABC	1.69	0.11	6.895	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.57	0.04	6.182	A	A
D-ABC	1.69	0.11	6.895	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.57	0.04	6.182	A	A
D-ABC	1.69	0.11	6.895	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.57	0.04	6.184	A	A
D-ABC	1.69	0.11	6.895	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.57	0.04	6.184	A	A
D-ABC	1.69	0.11	6.895	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

(Default Analysis Set) - 2031 Future Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base + Dev, AM	2031 Future Base + Dev	AM		FLAT	08:00	09:30	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D		6.85	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Mortlake High Street (W)	2031 - Development with mitigation	Major
B	B	Access Point	2031 - Development with mitigation	Minor
C	C	Mortlake High Street (E)	2031 - Development with mitigation	Major
D	D	Vineyard Path	2031 - Development with mitigation	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	12.25		0.00	✓	2.50	250.00		
C	12.25		0.00	✓	2.90	120.00		

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	4.60										15	17
D	One lane	4.76										21	34

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-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	742.208	-	-	-	-	-	-	0.209	0.299	0.209	-	-	-
1	B-A	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	-	0.191	0.191	0.095
1	B-C	736.300	0.082	0.208	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	B-D, offside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	C-B	692.478	0.195	0.195	0.279	-	-	-	-	-	-	-	-	-
1	D-A	759.054	-	-	-	-	-	-	0.214	-	0.085	-	-	-
1	D-B, nearside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-B, offside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-C	589.421	-	0.124	0.282	0.099	0.198	0.198	0.198	0.198	0.078	-	-	-

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	FLAT	✓	614.00	100.000
B	FLAT	✓	42.00	100.000
C	FLAT	✓	702.00	100.000
D	FLAT	✓	62.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	15.000	566.000	33.000
	B	3.000	0.000	39.000	0.000
	C	670.000	26.000	0.000	6.000
	D	52.000	0.000	10.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.02	0.92	0.05
	B	0.07	0.00	0.93	0.00
	C	0.95	0.04	0.00	0.01
	D	0.84	0.00	0.16	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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.07	6.61	0.08	A	42.00	63.00	6.88	6.55	0.08	6.88	6.55
A-B	-	-	-	-	15.00	22.50	-	-	-	-	-
A-C	-	-	-	-	566.00	849.00	-	-	-	-	-
A-D	0.06	6.43	0.06	A	33.00	49.50	5.26	6.38	0.06	5.26	6.38
D-ABC	0.11	7.33	0.13	A	62.00	93.00	11.24	7.25	0.12	11.25	7.25
C-D	-	-	-	-	6.00	9.00	-	-	-	-	-
C-A	-	-	-	-	670.00	1005.00	-	-	-	-	-
C-B	0.05	6.62	0.05	A	26.00	39.00	4.27	6.57	0.05	4.27	6.57

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	42.00	10.50	41.69	0.00	586.64	0.072	0.00	0.08	6.603	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	566.00	141.50	566.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	32.77	0.00	592.89	0.056	0.00	0.06	6.424	A
D-ABC	62.00	15.50	61.50	0.00	553.42	0.112	0.00	0.13	7.310	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	670.00	167.50	670.00	0.00	-	-	-	-	-	-
C-B	26.00	6.50	25.81	0.00	569.77	0.046	0.00	0.05	6.617	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	42.00	10.50	42.00	0.00	586.60	0.072	0.08	0.08	6.609	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	566.00	141.50	566.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	592.84	0.056	0.06	0.06	6.429	A
D-ABC	62.00	15.50	62.00	0.00	553.36	0.112	0.13	0.13	7.325	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	670.00	167.50	670.00	0.00	-	-	-	-	-	-
C-B	26.00	6.50	26.00	0.00	569.71	0.046	0.05	0.05	6.620	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	42.00	10.50	42.00	0.00	586.60	0.072	0.08	0.08	6.609	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	566.00	141.50	566.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	592.84	0.056	0.06	0.06	6.429	A
D-ABC	62.00	15.50	62.00	0.00	553.36	0.112	0.13	0.13	7.325	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	670.00	167.50	670.00	0.00	-	-	-	-	-	-
C-B	26.00	6.50	26.00	0.00	569.71	0.046	0.05	0.05	6.620	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	42.00	10.50	42.00	0.00	586.60	0.072	0.08	0.08	6.609	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	566.00	141.50	566.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	592.84	0.056	0.06	0.06	6.429	A
D-ABC	62.00	15.50	62.00	0.00	553.36	0.112	0.13	0.13	7.325	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	670.00	167.50	670.00	0.00	-	-	-	-	-	-
C-B	26.00	6.50	26.00	0.00	569.71	0.046	0.05	0.05	6.620	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	42.00	10.50	42.00	0.00	586.60	0.072	0.08	0.08	6.609	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	566.00	141.50	566.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	592.84	0.056	0.06	0.06	6.429	A
D-ABC	62.00	15.50	62.00	0.00	553.36	0.112	0.13	0.13	7.325	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	670.00	167.50	670.00	0.00	-	-	-	-	-	-
C-B	26.00	6.50	26.00	0.00	569.71	0.046	0.05	0.05	6.620	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	42.00	10.50	42.00	0.00	586.60	0.072	0.08	0.08	6.609	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	566.00	141.50	566.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	592.84	0.056	0.06	0.06	6.429	A
D-ABC	62.00	15.50	62.00	0.00	553.36	0.112	0.13	0.13	7.325	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	670.00	167.50	670.00	0.00	-	-	-	-	-	-
C-B	26.00	6.50	26.00	0.00	569.71	0.046	0.05	0.05	6.620	A

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.11	0.07	6.603	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.85	0.06	6.424	A	A
D-ABC	1.81	0.12	7.310	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.69	0.05	6.617	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.15	0.08	6.609	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.88	0.06	6.429	A	A
D-ABC	1.88	0.13	7.325	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.71	0.05	6.620	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.15	0.08	6.609	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.88	0.06	6.429	A	A
D-ABC	1.89	0.13	7.325	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.72	0.05	6.620	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.15	0.08	6.609	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.88	0.06	6.429	A	A
D-ABC	1.89	0.13	7.325	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.72	0.05	6.620	A	A

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.15	0.08	6.609	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.88	0.06	6.429	A	A
D-ABC	1.89	0.13	7.325	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.72	0.05	6.620	A	A

Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.16	0.08	6.609	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.88	0.06	6.429	A	A
D-ABC	1.89	0.13	7.325	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.72	0.05	6.620	A	A

(Default Analysis Set) - 2031 Future Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base + Dev, RM	2031 Future Base + Dev	FM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D		6.69	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Mortlake High Street (W)	2031 - Development with mitigation	Major
B	B	Access Point	2031 - Development with mitigation	Minor
C	C	Mortlake High Street (E)	2031 - Development with mitigation	Major
D	D	Vineyard Path	2031 - Development with mitigation	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	12.25		0.00	✓	2.50	250.00		
C	12.25		0.00	✓	2.90	120.00		

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	4.60										15	17
D	One lane	4.76										21	34

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-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	742.208	-	-	-	-	-	-	0.209	0.299	0.209	-	-	-
1	B-A	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	-	0.191	0.191	0.095
1	B-C	736.300	0.082	0.208	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	B-D, offside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	C-B	692.478	0.195	0.195	0.279	-	-	-	-	-	-	-	-	-
1	D-A	759.054	-	-	-	-	-	-	0.214	-	0.085	-	-	-
1	D-B, nearside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-B, offside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-C	589.421	-	0.124	0.282	0.099	0.198	0.198	0.198	0.198	0.078	-	-	-

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	FLAT	✓	841.00	100.000
B	FLAT	✓	27.00	100.000
C	FLAT	✓	603.00	100.000
D	FLAT	✓	59.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	14.000	805.000	22.000
	B	1.000	0.000	26.000	0.000
	C	570.000	22.000	0.000	11.000
	D	54.000	0.000	5.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.02	0.96	0.03
	B	0.04	0.00	0.96	0.00
	C	0.95	0.04	0.00	0.02
	D	0.92	0.00	0.08	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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.05	6.85	0.05	A	27.00	40.50	4.58	6.79	0.05	4.58	6.79
A-B	-	-	-	-	14.00	21.00	-	-	-	-	-
A-C	-	-	-	-	805.00	1207.50	-	-	-	-	-
A-D	0.04	6.08	0.04	A	22.00	33.00	3.32	6.04	0.04	3.32	6.04
D-ABC	0.10	6.69	0.11	A	59.00	88.50	9.78	6.63	0.11	9.78	6.63
C-D	-	-	-	-	11.00	16.50	-	-	-	-	-
C-A	-	-	-	-	570.00	855.00	-	-	-	-	-
C-B	0.04	7.14	0.04	A	22.00	33.00	3.89	7.08	0.04	3.89	7.08

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	26.80	0.00	552.68	0.049	0.00	0.05	6.846	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	805.00	201.25	805.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	21.85	0.00	613.98	0.036	0.00	0.04	6.078	A
D-ABC	59.00	14.75	58.57	0.00	597.28	0.099	0.00	0.11	6.676	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	570.00	142.50	570.00	0.00	-	-	-	-	-	-
C-B	22.00	5.50	21.83	0.00	526.35	0.042	0.00	0.04	7.134	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	27.00	0.00	552.66	0.049	0.05	0.05	6.847	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	805.00	201.25	805.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	613.93	0.036	0.04	0.04	6.081	A
D-ABC	59.00	14.75	59.00	0.00	597.25	0.099	0.11	0.11	6.687	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	570.00	142.50	570.00	0.00	-	-	-	-	-	-
C-B	22.00	5.50	22.00	0.00	526.31	0.042	0.04	0.04	7.137	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	27.00	0.00	552.66	0.049	0.05	0.05	6.847	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	805.00	201.25	805.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	613.93	0.036	0.04	0.04	6.081	A
D-ABC	59.00	14.75	59.00	0.00	597.25	0.099	0.11	0.11	6.687	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	570.00	142.50	570.00	0.00	-	-	-	-	-	-
C-B	22.00	5.50	22.00	0.00	526.31	0.042	0.04	0.04	7.137	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	27.00	0.00	552.66	0.049	0.05	0.05	6.847	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	805.00	201.25	805.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	613.93	0.036	0.04	0.04	6.081	A
D-ABC	59.00	14.75	59.00	0.00	597.25	0.099	0.11	0.11	6.687	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	570.00	142.50	570.00	0.00	-	-	-	-	-	-
C-B	22.00	5.50	22.00	0.00	526.31	0.042	0.04	0.04	7.137	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	27.00	0.00	552.66	0.049	0.05	0.05	6.847	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	805.00	201.25	805.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	613.93	0.036	0.04	0.04	6.081	A
D-ABC	59.00	14.75	59.00	0.00	597.25	0.099	0.11	0.11	6.687	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	570.00	142.50	570.00	0.00	-	-	-	-	-	-
C-B	22.00	5.50	22.00	0.00	526.31	0.042	0.04	0.04	7.137	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	27.00	0.00	552.66	0.049	0.05	0.05	6.847	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	805.00	201.25	805.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	613.93	0.036	0.04	0.04	6.081	A
D-ABC	59.00	14.75	59.00	0.00	597.25	0.099	0.11	0.11	6.687	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	570.00	142.50	570.00	0.00	-	-	-	-	-	-
C-B	22.00	5.50	22.00	0.00	526.31	0.042	0.04	0.04	7.137	A

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.74	0.05	6.846	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.54	0.04	6.078	A	A
D-ABC	1.58	0.11	6.676	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.63	0.04	7.134	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.77	0.05	6.847	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.55	0.04	6.081	A	A
D-ABC	1.63	0.11	6.687	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.65	0.04	7.137	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.77	0.05	6.847	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.56	0.04	6.081	A	A
D-ABC	1.64	0.11	6.687	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.65	0.04	7.137	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.77	0.05	6.847	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.56	0.04	6.081	A	A
D-ABC	1.64	0.11	6.687	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.65	0.04	7.137	A	A

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.77	0.05	6.847	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.56	0.04	6.081	A	A
D-ABC	1.64	0.11	6.687	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.65	0.04	7.137	A	A

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.77	0.05	6.847	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.56	0.04	6.081	A	A
D-ABC	1.64	0.11	6.687	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.65	0.04	7.137	A	A

(Default Analysis Set) - 2031 Future Base + Dev + Chalkers Corner + local mitigation, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relation
2031 Future Base + Dev + Chalkers Corner + local mitigation, AM	2031 Future Base + Dev + Chalkers Corner + local mitigation	AM		FLAT	08:00	09:30	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D		6.94	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Mortlake High Street (W)	2031 - Development with mitigation	Major
B	B	Access Point	2031 - Development with mitigation	Minor
C	C	Mortlake High Street (E)	2031 - Development with mitigation	Major
D	D	Vineyard Path	2031 - Development with mitigation	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	12.25		0.00	✓	2.50	250.00		
C	12.25		0.00	✓	2.90	120.00		

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	4.60										15	17
D	One lane	4.76										21	34

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-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	742.208	-	-	-	-	-	-	0.209	0.299	0.209	-	-	-
1	B-A	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	-	0.191	0.191	0.095
1	B-C	736.300	0.082	0.208	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	B-D, offside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	C-B	692.478	0.195	0.195	0.279	-	-	-	-	-	-	-	-	-
1	D-A	759.054	-	-	-	-	-	-	0.214	-	0.085	-	-	-
1	D-B, nearside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-B, offside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-C	589.421	-	0.124	0.282	0.099	0.198	0.198	0.198	0.198	0.078	-	-	-

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	FLAT	✓	619.00	100.000
B	FLAT	✓	41.00	100.000
C	FLAT	✓	751.00	100.000
D	FLAT	✓	62.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	15.000	571.000	33.000
	B	3.000	0.000	38.000	0.000
	C	720.000	25.000	0.000	6.000
	D	52.000	0.000	10.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.02	0.92	0.05
	B	0.07	0.00	0.93	0.00
	C	0.96	0.03	0.00	0.01
	D	0.84	0.00	0.16	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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.07	6.63	0.08	A	41.00	61.50	6.74	6.58	0.07	6.74	6.58
A-B	-	-	-	-	15.00	22.50	-	-	-	-	-
A-C	-	-	-	-	571.00	856.50	-	-	-	-	-
A-D	0.06	6.55	0.06	A	33.00	49.50	5.36	6.49	0.06	5.36	6.50
D-ABC	0.11	7.49	0.13	A	62.00	93.00	11.50	7.42	0.13	11.50	7.42
C-D	-	-	-	-	6.00	9.00	-	-	-	-	-
C-A	-	-	-	-	720.00	1080.00	-	-	-	-	-
C-B	0.04	6.62	0.05	A	25.00	37.50	4.10	6.57	0.05	4.10	6.57

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	41.00	10.25	40.70	0.00	583.71	0.070	0.00	0.07	6.627	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	571.00	142.75	571.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	32.76	0.00	582.72	0.057	0.00	0.06	6.542	A
D-ABC	62.00	15.50	61.49	0.00	542.36	0.114	0.00	0.13	7.478	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	720.00	180.00	720.00	0.00	-	-	-	-	-	-
C-B	25.00	6.25	24.82	0.00	568.79	0.044	0.00	0.05	6.616	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	41.00	10.25	41.00	0.00	583.67	0.070	0.07	0.08	6.633	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	571.00	142.75	571.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	582.67	0.057	0.06	0.06	6.548	A
D-ABC	62.00	15.50	62.00	0.00	542.30	0.114	0.13	0.13	7.494	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	720.00	180.00	720.00	0.00	-	-	-	-	-	-
C-B	25.00	6.25	25.00	0.00	568.73	0.044	0.05	0.05	6.620	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	41.00	10.25	41.00	0.00	583.67	0.070	0.08	0.08	6.633	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	571.00	142.75	571.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	582.67	0.057	0.06	0.06	6.548	A
D-ABC	62.00	15.50	62.00	0.00	542.30	0.114	0.13	0.13	7.494	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	720.00	180.00	720.00	0.00	-	-	-	-	-	-
C-B	25.00	6.25	25.00	0.00	568.73	0.044	0.05	0.05	6.620	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	41.00	10.25	41.00	0.00	583.67	0.070	0.08	0.08	6.633	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	571.00	142.75	571.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	582.67	0.057	0.06	0.06	6.548	A
D-ABC	62.00	15.50	62.00	0.00	542.30	0.114	0.13	0.13	7.494	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	720.00	180.00	720.00	0.00	-	-	-	-	-	-
C-B	25.00	6.25	25.00	0.00	568.73	0.044	0.05	0.05	6.620	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	41.00	10.25	41.00	0.00	583.67	0.070	0.08	0.08	6.633	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	571.00	142.75	571.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	582.67	0.057	0.06	0.06	6.548	A
D-ABC	62.00	15.50	62.00	0.00	542.30	0.114	0.13	0.13	7.494	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	720.00	180.00	720.00	0.00	-	-	-	-	-	-
C-B	25.00	6.25	25.00	0.00	568.73	0.044	0.05	0.05	6.620	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	41.00	10.25	41.00	0.00	583.67	0.070	0.08	0.08	6.633	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	571.00	142.75	571.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	582.67	0.057	0.06	0.06	6.548	A
D-ABC	62.00	15.50	62.00	0.00	542.30	0.114	0.13	0.13	7.494	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	720.00	180.00	720.00	0.00	-	-	-	-	-	-
C-B	25.00	6.25	25.00	0.00	568.73	0.044	0.05	0.05	6.620	A

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.09	0.07	6.627	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.87	0.06	6.542	A	A
D-ABC	1.85	0.12	7.478	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.66	0.04	6.616	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.13	0.08	6.633	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.90	0.06	6.548	A	A
D-ABC	1.92	0.13	7.494	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.69	0.05	6.620	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.13	0.08	6.633	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.90	0.06	6.548	A	A
D-ABC	1.93	0.13	7.494	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.69	0.05	6.620	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.13	0.08	6.633	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.90	0.06	6.548	A	A
D-ABC	1.93	0.13	7.494	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.69	0.05	6.620	A	A

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.13	0.08	6.633	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.90	0.06	6.548	A	A
D-ABC	1.93	0.13	7.494	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.69	0.05	6.620	A	A

Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.13	0.08	6.633	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.90	0.06	6.548	A	A
D-ABC	1.93	0.13	7.494	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.69	0.05	6.620	A	A

(Default Analysis Set) - 2031 Future Base + Dev + Chalkers Corner + local mitigation, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relation
2031 Future Base + Dev + Chalkers Corner + local mitigation, PM	2031 Future Base + Dev + Chalkers Corner + local mitigation	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D		6.85	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Mortlake High Street (W)	2031 - Development with mitigation	Major
B	B	Access Point	2031 - Development with mitigation	Minor
C	C	Mortlake High Street (E)	2031 - Development with mitigation	Major
D	D	Vineyard Path	2031 - Development with mitigation	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	12.25		0.00	✓	2.50	250.00		
C	12.25		0.00	✓	2.90	120.00		

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	4.60										15	17
D	One lane	4.76										21	34

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-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	742.208	-	-	-	-	-	-	0.209	0.299	0.209	-	-	-
1	B-A	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	-	0.191	0.191	0.095
1	B-C	736.300	0.082	0.208	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	B-D, offside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	C-B	692.478	0.195	0.195	0.279	-	-	-	-	-	-	-	-	-
1	D-A	759.054	-	-	-	-	-	-	0.214	-	0.085	-	-	-
1	D-B, nearside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-B, offside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-C	589.421	-	0.124	0.282	0.099	0.198	0.198	0.198	0.198	0.078	-	-	-

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	FLAT	✓	857.00	100.000
B	FLAT	✓	27.00	100.000
C	FLAT	✓	685.00	100.000
D	FLAT	✓	59.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	14.000	821.000	22.000
	B	1.000	0.000	26.000	0.000
	C	653.000	21.000	0.000	11.000
	D	54.000	0.000	5.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.02	0.96	0.03
	B	0.04	0.00	0.96	0.00
	C	0.95	0.03	0.00	0.02
	D	0.92	0.00	0.08	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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.05	6.91	0.05	A	27.00	40.50	4.62	6.85	0.05	4.62	6.85
A-B	-	-	-	-	14.00	21.00	-	-	-	-	-
A-C	-	-	-	-	821.00	1231.50	-	-	-	-	-
A-D	0.04	6.26	0.04	A	22.00	33.00	3.42	6.22	0.04	3.42	6.22
D-ABC	0.10	6.93	0.11	A	59.00	88.50	10.12	6.86	0.11	10.12	6.86
C-D	-	-	-	-	11.00	16.50	-	-	-	-	-
C-A	-	-	-	-	653.00	979.50	-	-	-	-	-
C-B	0.04	7.17	0.04	A	21.00	31.50	3.73	7.11	0.04	3.73	7.11

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	26.79	0.00	548.25	0.049	0.00	0.05	6.898	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	821.00	205.25	821.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	21.85	0.00	596.90	0.037	0.00	0.04	6.258	A
D-ABC	59.00	14.75	58.55	0.00	578.65	0.102	0.00	0.11	6.916	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	653.00	163.25	653.00	0.00	-	-	-	-	-	-
C-B	21.00	5.25	20.83	0.00	523.22	0.040	0.00	0.04	7.164	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	27.00	0.00	548.23	0.049	0.05	0.05	6.905	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	821.00	205.25	821.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	596.85	0.037	0.04	0.04	6.261	A
D-ABC	59.00	14.75	59.00	0.00	578.63	0.102	0.11	0.11	6.927	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	653.00	163.25	653.00	0.00	-	-	-	-	-	-
C-B	21.00	5.25	21.00	0.00	523.18	0.040	0.04	0.04	7.167	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	27.00	0.00	548.23	0.049	0.05	0.05	6.905	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	821.00	205.25	821.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	596.85	0.037	0.04	0.04	6.261	A
D-ABC	59.00	14.75	59.00	0.00	578.63	0.102	0.11	0.11	6.927	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	653.00	163.25	653.00	0.00	-	-	-	-	-	-
C-B	21.00	5.25	21.00	0.00	523.18	0.040	0.04	0.04	7.167	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	27.00	0.00	548.23	0.049	0.05	0.05	6.905	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	821.00	205.25	821.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	596.85	0.037	0.04	0.04	6.261	A
D-ABC	59.00	14.75	59.00	0.00	578.63	0.102	0.11	0.11	6.927	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	653.00	163.25	653.00	0.00	-	-	-	-	-	-
C-B	21.00	5.25	21.00	0.00	523.18	0.040	0.04	0.04	7.167	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	27.00	0.00	548.23	0.049	0.05	0.05	6.905	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	821.00	205.25	821.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	596.85	0.037	0.04	0.04	6.261	A
D-ABC	59.00	14.75	59.00	0.00	578.63	0.102	0.11	0.11	6.927	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	653.00	163.25	653.00	0.00	-	-	-	-	-	-
C-B	21.00	5.25	21.00	0.00	523.18	0.040	0.04	0.04	7.167	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	27.00	0.00	548.23	0.049	0.05	0.05	6.905	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	821.00	205.25	821.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	596.85	0.037	0.04	0.04	6.261	A
D-ABC	59.00	14.75	59.00	0.00	578.63	0.102	0.11	0.11	6.927	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	653.00	163.25	653.00	0.00	-	-	-	-	-	-
C-B	21.00	5.25	21.00	0.00	523.18	0.040	0.04	0.04	7.167	A

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.75	0.05	6.898	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.55	0.04	6.258	A	A
D-ABC	1.63	0.11	6.916	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.60	0.04	7.164	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.77	0.05	6.905	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.57	0.04	6.261	A	A
D-ABC	1.69	0.11	6.927	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.62	0.04	7.167	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.77	0.05	6.905	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.57	0.04	6.261	A	A
D-ABC	1.70	0.11	6.927	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.63	0.04	7.167	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.78	0.05	6.905	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.57	0.04	6.261	A	A
D-ABC	1.70	0.11	6.927	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.63	0.04	7.167	A	A

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.78	0.05	6.905	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.57	0.04	6.261	A	A
D-ABC	1.70	0.11	6.927	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.63	0.04	7.167	A	A

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.78	0.05	6.905	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.57	0.04	6.261	A	A
D-ABC	1.70	0.11	6.927	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.63	0.04	7.167	A	A



Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.4.487 [15039,24/03/2014]
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Filename: Sheen Lane Mini Roundabout.arc8

Path: A:\38262 Stag Brewery, Mortlake\5. Drawings & Models\Traffic Modelling\ARCADY\Sheen Lane Mini Rdb - Dec 2017

Report generation date: 19/01/2018 15:26:10

-
- » Existing Layout - 2017 Base, AM
 - » Existing Layout - 2017 Base, PM
 - » Existing Layout - 2031 Future Base, AM
 - » Existing Layout - 2031 Future Base, PM
 - » Existing Layout - 2031 Future Base + Dev, AM
 - » Existing Layout - 2031 Future Base + Dev, PM
 - » Proposed Layout - 2031 Future Base + Dev + Chalkers Corner + local mitigation, AM
 - » Proposed Layout - 2031 Future Base + Dev + Chalkers Corner + local mitigation, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Existing Layout - 2017 Base								
Lower Richmond Road	109.58	475.74	1.08	F	60.91	273.22	1.04	F
Mortlake High Street	1.31	7.33	0.57	A	1.30	7.35	0.57	A
Sheen Lane	0.50	8.21	0.34	A	0.54	8.25	0.35	A
Existing Layout - 2031 Future Base								
Lower Richmond Road	121.61	532.68	1.10	F	142.41	608.14	1.11	F
Mortlake High Street	1.82	9.22	0.65	A	1.38	7.79	0.58	A
Sheen Lane	0.72	9.75	0.42	A	0.47	8.03	0.32	A
Existing Layout - 2031 Future Base + Dev								
Lower Richmond Road	103.29	450.30	1.08	F	78.33	346.14	1.05	F
Mortlake High Street	1.70	9.15	0.63	A	1.06	6.78	0.52	A
Sheen Lane	0.59	8.74	0.37	A	0.60	8.34	0.37	A

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Proposed Layout - 2031 Future Base + Dev + Chalkers Corner + local mitigation								
Lower Richmond Road	18.38	79.76	0.96	F	18.87	81.97	0.96	F
Mortlake High Street	2.06	10.35	0.67	B	1.47	8.15	0.60	A
Sheen Lane	0.88	12.90	0.47	B	0.95	13.23	0.49	B

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

"D1 - 2017 Base, AM" model duration: 07:45 - 09:15

"D2 - 2017 Base, PM" model duration: 16:45 - 18:15

"D3 - 2031 Future Base, AM" model duration: 07:45 - 09:15

"D4 - 2031 Future Base, PM" model duration: 16:45 - 18:15

"D5 - 2031 Future Base + Dev, AM" model duration: 07:45 - 09:15

"D6 - 2031 Future Base + Dev, PM" model duration: 16:45 - 18:15

"D9 - 2031 Future Base + Dev + Chalkers Corner + local mitigation, AM" model duration: 07:45 - 09:15

"D10 - 2031 Future Base + Dev + Chalkers Corner + local mitigation, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 19/01/2018 15:26:07

File summary

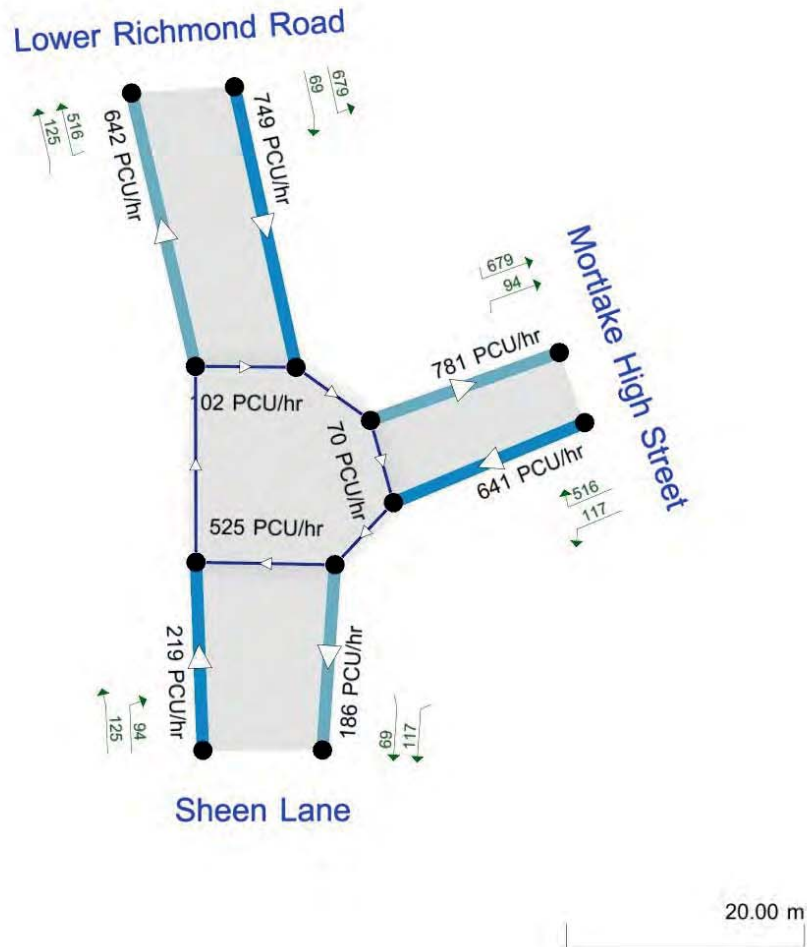
Title	Sheen Lane Mini Roundabout
Location	Mortlake
Site Number	38262
Date	12/12/2017
Version	
Status	
Identifier	
Client	
Jobnumber	38262
Enumerator	nn
Description	

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



Showing modelled flow through junction (PCU/hr)
 Time Segment: (07:45-08:00)
 Showing Analysis Set "A1 - Existing Layout"; Demand Set "D1 - 2017 Base, AM"

The junction diagram reflects the last run of ARCADY.

Existing Layout - 2017 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	ARCADY		✓	✓	D1,D2,D3,D4,D5,D6		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2017 Base, AM	2017 Base	AM		FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout	Mini-roundabout	1,2,3	238.78	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Lower Richmond Road	1	Lower Richmond Road	
Mortlake High Street	2	Mortlake High Street	
Sheen Lane	3	Sheen Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Lower Richmond Road	0.00	99999.00		0.00
Mortlake High Street	0.00	99999.00		0.00
Sheen Lane	0.00	99999.00		0.00

Mini Roundabout Geometry

Name	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
Lower Richmond Road	5.70	4.40	7.10	1.70	15.50	9.80	0.00	✓
Mortlake High Street	7.60	7.60	7.60	0.00	14.90	7.90	0.00	✓
Sheen Lane	4.90	4.60	5.60	0.50	18.60	16.40	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Lower Richmond Road		(calculated)	(calculated)	0.468	828.124
Mortlake High Street		(calculated)	(calculated)	0.603	1181.110
Sheen Lane		(calculated)	(calculated)	0.554	952.382

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Lower Richmond Road	FLAT	✓	846.00	100.000
Mortlake High Street	FLAT	✓	646.00	100.000
Sheen Lane	FLAT	✓	221.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	Lower Richmond Road	846.00	846.00		
07:45-08:00	Mortlake High Street	646.00	646.00		
07:45-08:00	Sheen Lane	221.00	221.00		
08:00-08:15	Lower Richmond Road	846.00	846.00		
08:00-08:15	Mortlake High Street	646.00	646.00		
08:00-08:15	Sheen Lane	221.00	221.00		
08:15-08:30	Lower Richmond Road	846.00	846.00		
08:15-08:30	Mortlake High Street	646.00	646.00		
08:15-08:30	Sheen Lane	221.00	221.00		
08:30-08:45	Lower Richmond Road	846.00	846.00		
08:30-08:45	Mortlake High Street	646.00	646.00		
08:30-08:45	Sheen Lane	221.00	221.00		
08:45-09:00	Lower Richmond Road	846.00	846.00		
08:45-09:00	Mortlake High Street	646.00	646.00		
08:45-09:00	Sheen Lane	221.00	221.00		
09:00-09:15	Lower Richmond Road	846.00	846.00		
09:00-09:15	Mortlake High Street	646.00	646.00		
09:00-09:15	Sheen Lane	221.00	221.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	1.000	767.000	78.000
	Mortlake High Street	520.000	8.000	118.000
	Sheen Lane	126.000	95.000	0.000

Turning Proportions (PCU) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.00	0.91	0.09
	Mortlake High Street	0.80	0.01	0.18
	Sheen Lane	0.57	0.43	0.00

Vehicle Mix

Average PCU Per Vehicle - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	1.000	1.000	1.000
	Mortlake High Street	1.000	1.000	1.000
	Sheen Lane	1.000	1.000	1.000

Heavy Vehicle Percentages - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.0	0.0	0.0
	Mortlake High Street	0.0	0.0	0.0
	Sheen Lane	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Lower Richmond Road	1.08	475.74	109.58	F	846.00	1269.00	5267.53	249.06	58.53	5729.37	270.89
Mortlake High Street	0.57	7.33	1.31	A	646.00	969.00	116.19	7.19	1.29	116.24	7.20
Sheen Lane	0.34	8.21	0.50	A	221.00	331.50	44.70	8.09	0.50	44.71	8.09

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	846.00	211.50	749.36	641.61	102.09	0.00	780.38	733.92	1.084	0.00	24.16	71.496	F
Mortlake High Street	646.00	161.50	640.85	781.47	69.98	0.00	1138.89	1139.76	0.567	0.00	1.29	7.157	A
Sheen Lane	221.00	55.25	219.02	186.15	524.68	0.00	661.64	435.69	0.334	0.00	0.49	8.099	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	846.00	211.50	774.63	646.86	102.99	0.00	779.95	733.92	1.085	24.16	42.00	166.696	F
Mortlake High Street	646.00	161.50	645.94	805.28	72.34	0.00	1137.47	1139.76	0.568	1.29	1.30	7.321	A
Sheen Lane	221.00	55.25	220.98	189.41	528.87	0.00	659.32	435.69	0.335	0.49	0.50	8.212	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	846.00	211.50	777.32	646.90	103.00	0.00	779.95	733.92	1.085	42.00	59.17	245.073	F
Mortlake High Street	646.00	161.50	645.98	807.73	72.59	0.00	1137.31	1139.76	0.568	1.30	1.31	7.326	A
Sheen Lane	221.00	55.25	220.99	189.66	528.90	0.00	659.30	435.69	0.335	0.50	0.50	8.213	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	846.00	211.50	778.35	646.91	103.00	0.00	779.95	733.92	1.085	59.17	76.09	322.296	F
Mortlake High Street	646.00	161.50	645.99	808.67	72.68	0.00	1137.26	1139.76	0.568	1.31	1.31	7.327	A
Sheen Lane	221.00	55.25	221.00	189.76	528.91	0.00	659.30	435.69	0.335	0.50	0.50	8.213	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	846.00	211.50	778.87	646.92	103.00	0.00	779.95	733.92	1.085	76.09	92.87	399.117	F
Mortlake High Street	646.00	161.50	645.99	809.14	72.73	0.00	1137.23	1139.76	0.568	1.31	1.31	7.327	A
Sheen Lane	221.00	55.25	221.00	189.81	528.92	0.00	659.29	435.69	0.335	0.50	0.50	8.213	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	846.00	211.50	779.17	646.92	103.00	0.00	779.95	733.92	1.085	92.87	109.58	475.743	F
Mortlake High Street	646.00	161.50	646.00	809.41	72.76	0.00	1137.21	1139.76	0.568	1.31	1.31	7.327	A
Sheen Lane	221.00	55.25	221.00	189.84	528.92	0.00	659.29	435.69	0.335	0.50	0.50	8.213	A

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	210.26	14.02	71.496	F	E
Mortlake High Street	18.29	1.22	7.157	A	A
Sheen Lane	7.10	0.47	8.099	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	497.63	33.18	166.696	F	F
Mortlake High Street	19.44	1.30	7.321	A	A
Sheen Lane	7.47	0.50	8.212	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	759.29	50.62	245.073	F	F
Mortlake High Street	19.56	1.30	7.326	A	A
Sheen Lane	7.52	0.50	8.213	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1014.66	67.64	322.296	F	F
Mortlake High Street	19.61	1.31	7.327	A	A
Sheen Lane	7.53	0.50	8.213	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1267.28	84.49	399.117	F	F
Mortlake High Street	19.64	1.31	7.327	A	A
Sheen Lane	7.54	0.50	8.213	A	A

Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1518.41	101.23	475.743	F	F
Mortlake High Street	19.66	1.31	7.327	A	A
Sheen Lane	7.54	0.50	8.213	A	A

Existing Layout - 2017 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	ARCADY		✓	✓	D1,D2,D3,D4,D5,D6		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2017 Base, PM	2017 Base	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout	Mini-roundabout	1,2,3	135.42	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Lower Richmond Road	1	Lower Richmond Road	
Mortlake High Street	2	Mortlake High Street	
Sheen Lane	3	Sheen Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Lower Richmond Road	0.00	99999.00		0.00
Mortlake High Street	0.00	99999.00		0.00
Sheen Lane	0.00	99999.00		0.00

Mini Roundabout Geometry

Name	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
Lower Richmond Road	5.70	4.40	7.10	1.70	15.50	9.80	0.00	✓
Mortlake High Street	7.60	7.60	7.60	0.00	14.90	7.90	0.00	✓
Sheen Lane	4.90	4.60	5.60	0.50	18.60	16.40	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Lower Richmond Road		(calculated)	(calculated)	0.468	828.124
Mortlake High Street		(calculated)	(calculated)	0.603	1181.110
Sheen Lane		(calculated)	(calculated)	0.554	952.382

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Lower Richmond Road	FLAT	✓	808.00	100.000
Mortlake High Street	FLAT	✓	636.00	100.000
Sheen Lane	FLAT	✓	235.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	Lower Richmond Road	808.00	808.00		
16:45-17:00	Mortlake High Street	636.00	636.00		
16:45-17:00	Sheen Lane	235.00	235.00		
17:00-17:15	Lower Richmond Road	808.00	808.00		
17:00-17:15	Mortlake High Street	636.00	636.00		
17:00-17:15	Sheen Lane	235.00	235.00		
17:15-17:30	Lower Richmond Road	808.00	808.00		
17:15-17:30	Mortlake High Street	636.00	636.00		
17:15-17:30	Sheen Lane	235.00	235.00		
17:30-17:45	Lower Richmond Road	808.00	808.00		
17:30-17:45	Mortlake High Street	636.00	636.00		
17:30-17:45	Sheen Lane	235.00	235.00		
17:45-18:00	Lower Richmond Road	808.00	808.00		
17:45-18:00	Mortlake High Street	636.00	636.00		
17:45-18:00	Sheen Lane	235.00	235.00		
18:00-18:15	Lower Richmond Road	808.00	808.00		
18:00-18:15	Mortlake High Street	636.00	636.00		
18:00-18:15	Sheen Lane	235.00	235.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	1.000	714.000	93.000
	Mortlake High Street	502.000	4.000	130.000
	Sheen Lane	136.000	97.000	2.000

Turning Proportions (PCU) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.00	0.88	0.12
	Mortlake High Street	0.79	0.01	0.20
	Sheen Lane	0.58	0.41	0.01

Vehicle Mix

Average PCU Per Vehicle - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	1.000	1.000	1.000
	Mortlake High Street	1.000	1.000	1.000
	Sheen Lane	1.000	1.000	1.000

Heavy Vehicle Percentages - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.0	0.0	0.0
	Mortlake High Street	0.0	0.0	0.0
	Sheen Lane	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Lower Richmond Road	1.04	273.22	60.91	F	808.00	1212.00	3185.99	157.72	35.40	3328.70	164.79
Mortlake High Street	0.57	7.35	1.30	A	636.00	954.00	114.72	7.22	1.27	114.77	7.22
Sheen Lane	0.35	8.25	0.54	A	235.00	352.50	47.72	8.12	0.53	47.73	8.12

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	808.00	202.00	738.13	633.68	102.08	0.00	780.38	735.16	1.035	0.00	17.47	56.976	F
Mortlake High Street	636.00	159.00	630.92	752.35	87.85	0.00	1128.10	1127.17	0.564	0.00	1.27	7.171	A
Sheen Lane	235.00	58.75	232.89	215.90	502.88	0.00	673.72	454.95	0.349	0.00	0.53	8.128	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	808.00	202.00	767.53	638.89	102.99	0.00	779.95	735.16	1.036	17.47	27.59	118.896	F
Mortlake High Street	636.00	159.00	635.94	779.23	91.29	0.00	1126.03	1127.17	0.565	1.27	1.28	7.342	A
Sheen Lane	235.00	58.75	234.98	220.33	506.90	0.00	671.49	454.95	0.350	0.53	0.53	8.247	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	808.00	202.00	772.16	638.94	103.00	0.00	779.95	735.16	1.036	27.59	36.55	161.025	F
Mortlake High Street	636.00	159.00	635.98	783.33	91.83	0.00	1125.70	1127.17	0.565	1.28	1.29	7.350	A
Sheen Lane	235.00	58.75	234.99	220.87	506.94	0.00	671.47	454.95	0.350	0.53	0.54	8.247	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	808.00	202.00	774.36	638.95	103.00	0.00	779.95	735.16	1.036	36.55	44.96	199.874	F
Mortlake High Street	636.00	159.00	635.99	785.27	92.09	0.00	1125.55	1127.17	0.565	1.29	1.29	7.352	A
Sheen Lane	235.00	58.75	235.00	221.13	506.95	0.00	671.47	454.95	0.350	0.54	0.54	8.247	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	808.00	202.00	775.66	638.95	103.00	0.00	779.95	735.16	1.036	44.96	53.04	237.061	F
Mortlake High Street	636.00	159.00	635.99	786.42	92.24	0.00	1125.46	1127.17	0.565	1.29	1.29	7.354	A
Sheen Lane	235.00	58.75	235.00	221.28	506.96	0.00	671.46	454.95	0.350	0.54	0.54	8.247	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	808.00	202.00	776.52	638.96	103.00	0.00	779.95	735.16	1.036	53.04	60.91	273.220	F
Mortlake High Street	636.00	159.00	636.00	787.18	92.34	0.00	1125.40	1127.17	0.565	1.29	1.30	7.355	A
Sheen Lane	235.00	58.75	235.00	221.38	506.96	0.00	671.46	454.95	0.350	0.54	0.54	8.247	A

Queueing Delay Results for each time segment
Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	162.07	10.80	56.976	F	E
Mortlake High Street	18.04	1.20	7.171	A	A
Sheen Lane	7.57	0.50	8.128	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	340.12	22.67	118.896	F	F
Mortlake High Street	19.18	1.28	7.342	A	A
Sheen Lane	7.98	0.53	8.247	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	481.90	32.13	161.025	F	F
Mortlake High Street	19.31	1.29	7.350	A	A
Sheen Lane	8.02	0.53	8.247	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	611.76	40.78	199.874	F	F
Mortlake High Street	19.37	1.29	7.352	A	A
Sheen Lane	8.04	0.54	8.247	A	A

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	735.29	49.02	237.061	F	F
Mortlake High Street	19.40	1.29	7.354	A	A
Sheen Lane	8.05	0.54	8.247	A	A

Queueing Delay results: (18:00-18:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	854.86	56.99	273.220	F	F
Mortlake High Street	19.42	1.29	7.355	A	A
Sheen Lane	8.05	0.54	8.247	A	A

Existing Layout - 2031 Future Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	ARCADY		✓	✓	D1,D2,D3,D4,D5,D6		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base, AM	2031 Future Base	AM		FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout	Mini-roundabout	1,2,3	251.27	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Lower Richmond Road	1	Lower Richmond Road	
Mortlake High Street	2	Mortlake High Street	
Sheen Lane	3	Sheen Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Lower Richmond Road	0.00	99999.00		0.00
Mortlake High Street	0.00	99999.00		0.00
Sheen Lane	0.00	99999.00		0.00

Mini Roundabout Geometry

Name	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
Lower Richmond Road	5.70	4.40	7.10	1.70	15.50	9.80	0.00	✓
Mortlake High Street	7.60	7.60	7.60	0.00	14.90	7.90	0.00	✓
Sheen Lane	4.90	4.60	5.60	0.50	18.60	16.40	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Lower Richmond Road		(calculated)	(calculated)	0.468	828.124
Mortlake High Street		(calculated)	(calculated)	0.603	1181.110
Sheen Lane		(calculated)	(calculated)	0.554	952.382

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Lower Richmond Road	FLAT	✓	845.00	100.000
Mortlake High Street	FLAT	✓	715.00	100.000
Sheen Lane	FLAT	✓	268.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	Lower Richmond Road	845.00	845.00		
07:45-08:00	Mortlake High Street	715.00	715.00		
07:45-08:00	Sheen Lane	268.00	268.00		
08:00-08:15	Lower Richmond Road	845.00	845.00		
08:00-08:15	Mortlake High Street	715.00	715.00		
08:00-08:15	Sheen Lane	268.00	268.00		
08:15-08:30	Lower Richmond Road	845.00	845.00		
08:15-08:30	Mortlake High Street	715.00	715.00		
08:15-08:30	Sheen Lane	268.00	268.00		
08:30-08:45	Lower Richmond Road	845.00	845.00		
08:30-08:45	Mortlake High Street	715.00	715.00		
08:30-08:45	Sheen Lane	268.00	268.00		
08:45-09:00	Lower Richmond Road	845.00	845.00		
08:45-09:00	Mortlake High Street	715.00	715.00		
08:45-09:00	Sheen Lane	268.00	268.00		
09:00-09:15	Lower Richmond Road	845.00	845.00		
09:00-09:15	Mortlake High Street	715.00	715.00		
09:00-09:15	Sheen Lane	268.00	268.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.000	707.000	138.000
	Mortlake High Street	569.000	0.000	146.000
	Sheen Lane	144.000	124.000	0.000

Turning Proportions (PCU) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.00	0.84	0.16
	Mortlake High Street	0.80	0.00	0.20
	Sheen Lane	0.54	0.46	0.00

Vehicle Mix

Average PCU Per Vehicle - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	1.000	1.000	1.000
	Mortlake High Street	1.000	1.000	1.000
	Sheen Lane	1.000	1.000	1.000

Heavy Vehicle Percentages - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.0	0.0	0.0
	Mortlake High Street	0.0	0.0	0.0
	Sheen Lane	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Lower Richmond Road	1.10	532.68	121.61	F	845.00	1267.50	5783.02	273.75	64.26	6359.13	301.02
Mortlake High Street	0.65	9.22	1.82	A	715.00	1072.50	160.53	8.98	1.78	160.62	8.99
Sheen Lane	0.42	9.75	0.72	A	268.00	402.00	64.07	9.56	0.71	64.10	9.57

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	845.00	211.25	741.94	705.85	122.69	0.00	770.74	727.89	1.096	0.00	25.76	75.775	F
Mortlake High Street	715.00	178.75	707.92	743.46	121.17	0.00	1108.00	1109.39	0.645	0.00	1.77	8.850	A
Sheen Lane	268.00	67.00	265.17	265.72	563.37	0.00	640.20	463.17	0.419	0.00	0.71	9.530	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	845.00	211.25	765.77	712.87	123.98	0.00	770.14	727.89	1.097	25.76	45.57	180.507	F
Mortlake High Street	715.00	178.75	714.87	764.69	125.06	0.00	1105.65	1109.39	0.647	1.77	1.80	9.203	A
Sheen Lane	268.00	67.00	267.96	271.03	568.90	0.00	637.14	463.17	0.421	0.71	0.72	9.747	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	845.00	211.25	768.07	712.96	123.99	0.00	770.13	727.89	1.097	45.57	64.81	269.262	F
Mortlake High Street	715.00	178.75	714.96	766.62	125.44	0.00	1105.43	1109.39	0.647	1.80	1.81	9.216	A
Sheen Lane	268.00	67.00	267.99	271.43	568.97	0.00	637.10	463.17	0.421	0.72	0.72	9.752	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	845.00	211.25	768.91	712.98	124.00	0.00	770.13	727.89	1.097	64.81	83.83	357.247	F
Mortlake High Street	715.00	178.75	714.98	767.33	125.57	0.00	1105.34	1109.39	0.647	1.81	1.82	9.220	A
Sheen Lane	268.00	67.00	267.99	271.57	568.98	0.00	637.09	463.17	0.421	0.72	0.72	9.753	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	845.00	211.25	769.32	712.99	124.00	0.00	770.13	727.89	1.097	83.83	102.75	445.010	F
Mortlake High Street	715.00	178.75	714.99	767.68	125.64	0.00	1105.30	1109.39	0.647	1.82	1.82	9.221	A
Sheen Lane	268.00	67.00	268.00	271.64	568.99	0.00	637.09	463.17	0.421	0.72	0.72	9.753	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	845.00	211.25	769.55	712.99	124.00	0.00	770.13	727.89	1.097	102.75	121.61	532.676	F
Mortlake High Street	715.00	178.75	714.99	767.87	125.68	0.00	1105.28	1109.39	0.647	1.82	1.82	9.221	A
Sheen Lane	268.00	67.00	268.00	271.68	568.99	0.00	637.09	463.17	0.421	0.72	0.72	9.753	A

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	221.47	14.76	75.775	F	E
Mortlake High Street	24.73	1.65	8.850	A	A
Sheen Lane	10.04	0.67	9.530	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	536.25	35.75	180.507	F	F
Mortlake High Street	26.85	1.79	9.203	A	A
Sheen Lane	10.71	0.71	9.747	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	828.21	55.21	269.262	F	F
Mortlake High Street	27.12	1.81	9.216	A	A
Sheen Lane	10.80	0.72	9.752	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1114.92	74.33	357.247	F	F
Mortlake High Street	27.23	1.82	9.220	A	A
Sheen Lane	10.83	0.72	9.753	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1399.42	93.29	445.010	F	F
Mortlake High Street	27.29	1.82	9.221	A	A
Sheen Lane	10.84	0.72	9.753	A	A

Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1682.75	112.18	532.676	F	F
Mortlake High Street	27.33	1.82	9.221	A	A
Sheen Lane	10.85	0.72	9.753	A	A

Existing Layout - 2031 Future Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	ARCADY		✓	✓	D1,D2,D3,D4,D5,D6		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base, PM	2031 Future Base	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout	Mini-roundabout	1,2,3	312.16	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Lower Richmond Road	1	Lower Richmond Road	
Mortlake High Street	2	Mortlake High Street	
Sheen Lane	3	Sheen Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Lower Richmond Road	0.00	99999.00		0.00
Mortlake High Street	0.00	99999.00		0.00
Sheen Lane	0.00	99999.00		0.00

Mini Roundabout Geometry

Name	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
Lower Richmond Road	5.70	4.40	7.10	1.70	15.50	9.80	0.00	✓
Mortlake High Street	7.60	7.60	7.60	0.00	14.90	7.90	0.00	✓
Sheen Lane	4.90	4.60	5.60	0.50	18.60	16.40	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Lower Richmond Road		(calculated)	(calculated)	0.468	828.124
Mortlake High Street		(calculated)	(calculated)	0.603	1181.110
Sheen Lane		(calculated)	(calculated)	0.554	952.382

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Lower Richmond Road	FLAT	✓	876.00	100.000
Mortlake High Street	FLAT	✓	640.00	100.000
Sheen Lane	FLAT	✓	212.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	Lower Richmond Road	876.00	876.00		
16:45-17:00	Mortlake High Street	640.00	640.00		
16:45-17:00	Sheen Lane	212.00	212.00		
17:00-17:15	Lower Richmond Road	876.00	876.00		
17:00-17:15	Mortlake High Street	640.00	640.00		
17:00-17:15	Sheen Lane	212.00	212.00		
17:15-17:30	Lower Richmond Road	876.00	876.00		
17:15-17:30	Mortlake High Street	640.00	640.00		
17:15-17:30	Sheen Lane	212.00	212.00		
17:30-17:45	Lower Richmond Road	876.00	876.00		
17:30-17:45	Mortlake High Street	640.00	640.00		
17:30-17:45	Sheen Lane	212.00	212.00		
17:45-18:00	Lower Richmond Road	876.00	876.00		
17:45-18:00	Mortlake High Street	640.00	640.00		
17:45-18:00	Sheen Lane	212.00	212.00		
18:00-18:15	Lower Richmond Road	876.00	876.00		
18:00-18:15	Mortlake High Street	640.00	640.00		
18:00-18:15	Sheen Lane	212.00	212.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.000	730.000	146.000
	Mortlake High Street	527.000	0.000	113.000
	Sheen Lane	123.000	89.000	0.000

Turning Proportions (PCU) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.00	0.83	0.17
	Mortlake High Street	0.82	0.00	0.18
	Sheen Lane	0.58	0.42	0.00

Vehicle Mix

Average PCU Per Vehicle - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	1.000	1.000	1.000
	Mortlake High Street	1.000	1.000	1.000
	Sheen Lane	1.000	1.000	1.000

Heavy Vehicle Percentages - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.0	0.0	0.0
	Mortlake High Street	0.0	0.0	0.0
	Sheen Lane	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Lower Richmond Road	1.11	608.14	142.41	F	876.00	1314.00	6694.04	305.66	74.38	7467.58	340.99
Mortlake High Street	0.58	7.79	1.38	A	640.00	960.00	122.14	7.63	1.36	122.19	7.64
Sheen Lane	0.32	8.03	0.47	A	212.00	318.00	41.94	7.91	0.47	41.95	7.91

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	876.00	219.00	760.52	644.48	88.22	0.00	786.86	740.27	1.113	0.00	28.87	80.982	F
Mortlake High Street	640.00	160.00	634.60	721.99	126.75	0.00	1104.63	1106.67	0.579	0.00	1.35	7.575	A
Sheen Lane	212.00	53.00	210.14	238.80	522.55	0.00	662.82	447.42	0.320	0.00	0.46	7.921	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	876.00	219.00	783.16	649.93	88.99	0.00	786.50	740.27	1.114	28.87	52.08	198.317	F
Mortlake High Street	640.00	160.00	639.93	741.63	130.53	0.00	1102.36	1106.67	0.581	1.35	1.37	7.782	A
Sheen Lane	212.00	53.00	211.98	243.51	526.94	0.00	660.39	447.42	0.321	0.46	0.47	8.028	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	876.00	219.00	785.00	649.98	89.00	0.00	786.50	740.27	1.114	52.08	74.83	301.010	F
Mortlake High Street	640.00	160.00	639.98	743.17	130.83	0.00	1102.17	1106.67	0.581	1.37	1.37	7.787	A
Sheen Lane	212.00	53.00	211.99	243.83	526.98	0.00	660.37	447.42	0.321	0.47	0.47	8.028	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	876.00	219.00	785.64	649.99	89.00	0.00	786.50	740.27	1.114	74.83	97.42	403.402	F
Mortlake High Street	640.00	160.00	639.99	743.70	130.94	0.00	1102.11	1106.67	0.581	1.37	1.38	7.790	A
Sheen Lane	212.00	53.00	212.00	243.94	526.99	0.00	660.36	447.42	0.321	0.47	0.47	8.028	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	876.00	219.00	785.94	649.99	89.00	0.00	786.50	740.27	1.114	97.42	119.93	505.767	F
Mortlake High Street	640.00	160.00	639.99	743.95	130.99	0.00	1102.08	1106.67	0.581	1.38	1.38	7.790	A
Sheen Lane	212.00	53.00	212.00	243.99	526.99	0.00	660.36	447.42	0.321	0.47	0.47	8.029	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	876.00	219.00	786.11	650.00	89.00	0.00	786.50	740.27	1.114	119.93	142.41	608.137	F
Mortlake High Street	640.00	160.00	640.00	744.09	131.02	0.00	1102.06	1106.67	0.581	1.38	1.38	7.790	A
Sheen Lane	212.00	53.00	212.00	244.02	527.00	0.00	660.36	447.42	0.321	0.47	0.47	8.029	A

Queueing Delay Results for each time segment
Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	244.05	16.27	80.982	F	F
Mortlake High Street	19.13	1.28	7.575	A	A
Sheen Lane	6.67	0.44	7.921	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	608.13	40.54	198.317	F	F
Mortlake High Street	20.43	1.36	7.782	A	A
Sheen Lane	7.01	0.47	8.028	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	952.11	63.47	301.010	F	F
Mortlake High Street	20.58	1.37	7.787	A	A
Sheen Lane	7.05	0.47	8.028	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1291.98	86.13	403.402	F	F
Mortlake High Street	20.64	1.38	7.790	A	A
Sheen Lane	7.06	0.47	8.028	A	A

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1630.20	108.68	505.767	F	F
Mortlake High Street	20.67	1.38	7.790	A	A
Sheen Lane	7.07	0.47	8.029	A	A

Queueing Delay results: (18:00-18:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1967.58	131.17	608.137	F	F
Mortlake High Street	20.69	1.38	7.790	A	A
Sheen Lane	7.07	0.47	8.029	A	A

Existing Layout - 2031 Future Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	ARCADY		✓	✓	D1,D2,D3,D4,D5,D6		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base + Dev, AM	2031 Future Base + Dev	AM		FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout	Mini-roundabout	1,2,3	220.24	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Lower Richmond Road	1	Lower Richmond Road	
Mortlake High Street	2	Mortlake High Street	
Sheen Lane	3	Sheen Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Lower Richmond Road	0.00	99999.00		0.00
Mortlake High Street	0.00	99999.00		0.00
Sheen Lane	0.00	99999.00		0.00

Mini Roundabout Geometry

Name	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
Lower Richmond Road	5.70	4.40	7.10	1.70	15.50	9.80	0.00	✓
Mortlake High Street	7.60	7.60	7.60	0.00	14.90	7.90	0.00	✓
Sheen Lane	4.90	4.60	5.60	0.50	18.60	16.40	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Lower Richmond Road		(calculated)	(calculated)	0.468	828.124
Mortlake High Street		(calculated)	(calculated)	0.603	1181.110
Sheen Lane		(calculated)	(calculated)	0.554	952.382

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Lower Richmond Road	FLAT	✓	840.00	100.000
Mortlake High Street	FLAT	✓	672.00	100.000
Sheen Lane	FLAT	✓	243.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	Lower Richmond Road	840.00	840.00		
07:45-08:00	Mortlake High Street	672.00	672.00		
07:45-08:00	Sheen Lane	243.00	243.00		
08:00-08:15	Lower Richmond Road	840.00	840.00		
08:00-08:15	Mortlake High Street	672.00	672.00		
08:00-08:15	Sheen Lane	243.00	243.00		
08:15-08:30	Lower Richmond Road	840.00	840.00		
08:15-08:30	Mortlake High Street	672.00	672.00		
08:15-08:30	Sheen Lane	243.00	243.00		
08:30-08:45	Lower Richmond Road	840.00	840.00		
08:30-08:45	Mortlake High Street	672.00	672.00		
08:30-08:45	Sheen Lane	243.00	243.00		
08:45-09:00	Lower Richmond Road	840.00	840.00		
08:45-09:00	Mortlake High Street	672.00	672.00		
08:45-09:00	Sheen Lane	243.00	243.00		
09:00-09:15	Lower Richmond Road	840.00	840.00		
09:00-09:15	Mortlake High Street	672.00	672.00		
09:00-09:15	Sheen Lane	243.00	243.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.000	633.000	207.000
	Mortlake High Street	537.000	0.000	135.000
	Sheen Lane	137.000	106.000	0.000

Turning Proportions (PCU) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.00	0.75	0.25
	Mortlake High Street	0.80	0.00	0.20
	Sheen Lane	0.56	0.44	0.00

Vehicle Mix

Average PCU Per Vehicle - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	1.000	1.000	1.000
	Mortlake High Street	1.000	1.000	1.000
	Sheen Lane	1.000	1.000	1.000

Heavy Vehicle Percentages - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.0	0.0	0.0
	Mortlake High Street	0.0	0.0	0.0
	Sheen Lane	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Lower Richmond Road	1.08	450.30	103.29	F	840.00	1260.00	4996.01	237.91	55.51	5407.13	257.48
Mortlake High Street	0.63	9.15	1.70	A	672.00	1008.00	149.58	8.90	1.66	149.66	8.91
Sheen Lane	0.37	8.74	0.59	A	243.00	364.50	52.22	8.60	0.58	52.23	8.60

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	840.00	210.00	746.92	667.44	104.99	0.00	779.02	730.70	1.078	0.00	23.27	69.693	F
Mortlake High Street	672.00	168.00	665.42	667.85	184.06	0.00	1070.05	1072.47	0.628	0.00	1.64	8.762	A
Sheen Lane	243.00	60.75	240.69	317.74	531.74	0.00	657.73	477.48	0.369	0.00	0.58	8.586	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	840.00	210.00	772.68	673.88	105.99	0.00	778.55	730.70	1.079	23.27	40.10	160.690	F
Mortlake High Street	672.00	168.00	671.86	688.26	190.41	0.00	1066.22	1072.47	0.630	1.64	1.68	9.122	A
Sheen Lane	243.00	60.75	242.97	325.38	536.89	0.00	654.87	477.48	0.371	0.58	0.58	8.738	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	840.00	210.00	775.58	673.96	106.00	0.00	778.55	730.70	1.079	40.10	56.20	234.439	F
Mortlake High Street	672.00	168.00	671.96	690.45	191.12	0.00	1065.79	1072.47	0.631	1.68	1.69	9.137	A
Sheen Lane	243.00	60.75	242.99	326.12	536.97	0.00	654.83	477.48	0.371	0.58	0.59	8.741	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	840.00	210.00	776.72	673.98	106.00	0.00	778.55	730.70	1.079	56.20	72.03	306.817	F
Mortlake High Street	672.00	168.00	671.98	691.31	191.41	0.00	1065.62	1072.47	0.631	1.69	1.69	9.143	A
Sheen Lane	243.00	60.75	243.00	326.40	536.98	0.00	654.82	477.48	0.371	0.59	0.59	8.741	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	840.00	210.00	777.30	673.99	106.00	0.00	778.55	730.70	1.079	72.03	87.70	378.685	F
Mortlake High Street	672.00	168.00	671.99	691.75	191.55	0.00	1065.54	1072.47	0.631	1.69	1.70	9.145	A
Sheen Lane	243.00	60.75	243.00	326.55	536.99	0.00	654.82	477.48	0.371	0.59	0.59	8.741	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	840.00	210.00	777.64	673.99	106.00	0.00	778.55	730.70	1.079	87.70	103.29	450.296	F
Mortlake High Street	672.00	168.00	671.99	692.00	191.63	0.00	1065.49	1072.47	0.631	1.70	1.70	9.146	A
Sheen Lane	243.00	60.75	243.00	326.63	536.99	0.00	654.82	477.48	0.371	0.59	0.59	8.741	A

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	203.86	13.59	69.693	F	E
Mortlake High Street	23.04	1.54	8.762	A	A
Sheen Lane	8.25	0.55	8.586	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	476.77	31.78	160.690	F	F
Mortlake High Street	24.99	1.67	9.122	A	A
Sheen Lane	8.73	0.58	8.738	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	722.79	48.19	234.439	F	F
Mortlake High Street	25.27	1.68	9.137	A	A
Sheen Lane	8.79	0.59	8.741	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	961.97	64.13	306.817	F	F
Mortlake High Street	25.38	1.69	9.143	A	A
Sheen Lane	8.81	0.59	8.741	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1198.08	79.87	378.685	F	F
Mortlake High Street	25.44	1.70	9.145	A	A
Sheen Lane	8.82	0.59	8.741	A	A

Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1432.53	95.50	450.296	F	F
Mortlake High Street	25.47	1.70	9.146	A	A
Sheen Lane	8.82	0.59	8.741	A	A

Existing Layout - 2031 Future Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	ARCADY		✓	✓	D1,D2,D3,D4,D5,D6		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base + Dev, PM	2031 Future Base + Dev	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout	Mini-roundabout	1,2,3	176.39	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Lower Richmond Road	1	Lower Richmond Road	
Mortlake High Street	2	Mortlake High Street	
Sheen Lane	3	Sheen Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Lower Richmond Road	0.00	99999.00		0.00
Mortlake High Street	0.00	99999.00		0.00
Sheen Lane	0.00	99999.00		0.00

Mini Roundabout Geometry

Name	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
Lower Richmond Road	5.70	4.40	7.10	1.70	15.50	9.80	0.00	✓
Mortlake High Street	7.60	7.60	7.60	0.00	14.90	7.90	0.00	✓
Sheen Lane	4.90	4.60	5.60	0.50	18.60	16.40	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Lower Richmond Road		(calculated)	(calculated)	0.468	828.124
Mortlake High Street		(calculated)	(calculated)	0.603	1181.110
Sheen Lane		(calculated)	(calculated)	0.554	952.382

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Lower Richmond Road	FLAT	✓	821.00	100.000
Mortlake High Street	FLAT	✓	566.00	100.000
Sheen Lane	FLAT	✓	258.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	Lower Richmond Road	821.00	821.00		
16:45-17:00	Mortlake High Street	566.00	566.00		
16:45-17:00	Sheen Lane	258.00	258.00		
17:00-17:15	Lower Richmond Road	821.00	821.00		
17:00-17:15	Mortlake High Street	566.00	566.00		
17:00-17:15	Sheen Lane	258.00	258.00		
17:15-17:30	Lower Richmond Road	821.00	821.00		
17:15-17:30	Mortlake High Street	566.00	566.00		
17:15-17:30	Sheen Lane	258.00	258.00		
17:30-17:45	Lower Richmond Road	821.00	821.00		
17:30-17:45	Mortlake High Street	566.00	566.00		
17:30-17:45	Sheen Lane	258.00	258.00		
17:45-18:00	Lower Richmond Road	821.00	821.00		
17:45-18:00	Mortlake High Street	566.00	566.00		
17:45-18:00	Sheen Lane	258.00	258.00		
18:00-18:15	Lower Richmond Road	821.00	821.00		
18:00-18:15	Mortlake High Street	566.00	566.00		
18:00-18:15	Sheen Lane	258.00	258.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.000	674.000	147.000
	Mortlake High Street	474.000	0.000	92.000
	Sheen Lane	152.000	106.000	0.000

Turning Proportions (PCU) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.00	0.82	0.18
	Mortlake High Street	0.84	0.00	0.16
	Sheen Lane	0.59	0.41	0.00

Vehicle Mix

Average PCU Per Vehicle - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	1.000	1.000	1.000
	Mortlake High Street	1.000	1.000	1.000
	Sheen Lane	1.000	1.000	1.000

Heavy Vehicle Percentages - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.0	0.0	0.0
	Mortlake High Street	0.0	0.0	0.0
	Sheen Lane	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Lower Richmond Road	1.05	346.14	78.33	F	821.00	1231.50	3927.08	191.33	43.63	4163.50	202.85
Mortlake High Street	0.52	6.78	1.06	A	566.00	849.00	94.25	6.66	1.05	94.28	6.66
Sheen Lane	0.37	8.34	0.60	A	258.00	387.00	52.95	8.21	0.59	52.96	8.21

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	821.00	205.25	741.62	621.13	105.04	0.00	779.00	743.27	1.054	0.00	19.84	62.280	F
Mortlake High Street	566.00	141.50	561.83	713.87	132.79	0.00	1100.99	1100.81	0.514	0.00	1.04	6.628	A
Sheen Lane	258.00	64.50	255.65	224.11	470.51	0.00	691.66	441.54	0.373	0.00	0.59	8.212	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	821.00	205.25	769.61	625.94	105.99	0.00	778.55	743.27	1.055	19.84	32.69	136.196	F
Mortlake High Street	566.00	141.50	565.95	737.80	137.80	0.00	1097.97	1100.81	0.516	1.04	1.05	6.766	A
Sheen Lane	258.00	64.50	257.97	229.79	473.96	0.00	689.75	441.54	0.374	0.59	0.59	8.336	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	821.00	205.25	773.48	625.98	106.00	0.00	778.55	743.27	1.055	32.69	44.57	191.209	F
Mortlake High Street	566.00	141.50	565.98	740.99	138.49	0.00	1097.55	1100.81	0.516	1.05	1.06	6.771	A
Sheen Lane	258.00	64.50	257.99	230.49	473.99	0.00	689.73	441.54	0.374	0.59	0.59	8.338	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	821.00	205.25	775.17	625.99	106.00	0.00	778.55	743.27	1.055	44.57	56.03	243.796	F
Mortlake High Street	566.00	141.50	565.99	742.38	138.79	0.00	1097.37	1100.81	0.516	1.06	1.06	6.774	A
Sheen Lane	258.00	64.50	258.00	230.79	473.99	0.00	689.73	441.54	0.374	0.59	0.60	8.338	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	821.00	205.25	776.11	626.00	106.00	0.00	778.55	743.27	1.055	56.03	67.25	295.284	F
Mortlake High Street	566.00	141.50	566.00	743.14	138.96	0.00	1097.27	1100.81	0.516	1.06	1.06	6.775	A
Sheen Lane	258.00	64.50	258.00	230.96	474.00	0.00	689.73	441.54	0.374	0.60	0.60	8.338	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	821.00	205.25	776.69	626.00	106.00	0.00	778.55	743.27	1.055	67.25	78.33	346.142	F
Mortlake High Street	566.00	141.50	566.00	743.62	139.07	0.00	1097.20	1100.81	0.516	1.06	1.06	6.776	A
Sheen Lane	258.00	64.50	258.00	231.07	474.00	0.00	689.73	441.54	0.374	0.60	0.60	8.338	A

Queueing Delay Results for each time segment
Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	179.26	11.95	62.280	F	E
Mortlake High Street	14.91	0.99	6.628	A	A
Sheen Lane	8.39	0.56	8.212	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	395.93	26.40	136.196	F	F
Mortlake High Street	15.75	1.05	6.766	A	A
Sheen Lane	8.85	0.59	8.336	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	580.20	38.68	191.209	F	F
Mortlake High Street	15.85	1.06	6.771	A	A
Sheen Lane	8.90	0.59	8.338	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	754.87	50.32	243.796	F	F
Mortlake High Street	15.89	1.06	6.774	A	A
Sheen Lane	8.92	0.59	8.338	A	A

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	924.82	61.65	295.284	F	F
Mortlake High Street	15.92	1.06	6.775	A	A
Sheen Lane	8.93	0.60	8.338	A	A

Queueing Delay results: (18:00-18:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1092.00	72.80	346.142	F	F
Mortlake High Street	15.93	1.06	6.776	A	A
Sheen Lane	8.94	0.60	8.338	A	A

Proposed Layout - 2031 Future Base + Dev + Chalkers Corner + local mitigation, AM

Data Errors and Warnings
No errors or warnings
Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed Layout	ARCADY		✓	✓	D9,D10		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relation
2031 Future Base + Dev + Chalkers Corner + local mitigation, AM	2031 Future Base + Dev + Chalkers Corner + local mitigation	AM		FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout	Mini-roundabout	1,2,3	43.53	E

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Lower Richmond Road	1	Lower Richmond Road	
Mortlake High Street	2	Mortlake High Street	
Sheen Lane	3	Sheen Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Lower Richmond Road	0.00	99999.00		0.00
Mortlake High Street	0.00	99999.00		0.00
Sheen Lane	0.00	99999.00		0.00

Mini Roundabout Geometry

Name	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
Lower Richmond Road	7.20	5.70	6.50	1.60	15.50	7.30	0.00	✓
Mortlake High Street	6.10	6.10	7.60	9.50	14.90	7.90	0.00	✓
Sheen Lane	3.80	3.40	3.80	5.30	18.40	16.40	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Lower Richmond Road		(calculated)	(calculated)	0.523	954.607
Mortlake High Street		(calculated)	(calculated)	0.578	1195.532
Sheen Lane		(calculated)	(calculated)	0.503	824.011

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Lower Richmond Road	FLAT	✓	868.00	100.000
Mortlake High Street	FLAT	✓	721.00	100.000
Sheen Lane	FLAT	✓	246.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	Lower Richmond Road	868.00	868.00		
07:45-08:00	Mortlake High Street	721.00	721.00		
07:45-08:00	Sheen Lane	246.00	246.00		
08:00-08:15	Lower Richmond Road	868.00	868.00		
08:00-08:15	Mortlake High Street	721.00	721.00		
08:00-08:15	Sheen Lane	246.00	246.00		
08:15-08:30	Lower Richmond Road	868.00	868.00		
08:15-08:30	Mortlake High Street	721.00	721.00		
08:15-08:30	Sheen Lane	246.00	246.00		
08:30-08:45	Lower Richmond Road	868.00	868.00		
08:30-08:45	Mortlake High Street	721.00	721.00		
08:30-08:45	Sheen Lane	246.00	246.00		
08:45-09:00	Lower Richmond Road	868.00	868.00		
08:45-09:00	Mortlake High Street	721.00	721.00		
08:45-09:00	Sheen Lane	246.00	246.00		
09:00-09:15	Lower Richmond Road	868.00	868.00		
09:00-09:15	Mortlake High Street	721.00	721.00		
09:00-09:15	Sheen Lane	246.00	246.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.000	648.000	220.000
	Mortlake High Street	594.000	0.000	127.000
	Sheen Lane	146.000	100.000	0.000

Turning Proportions (PCU) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.00	0.75	0.25
	Mortlake High Street	0.82	0.00	0.18
	Sheen Lane	0.59	0.41	0.00

Vehicle Mix

Average PCU Per Vehicle - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	1.000	1.000	1.000
	Mortlake High Street	1.000	1.000	1.000
	Sheen Lane	1.000	1.000	1.000

Heavy Vehicle Percentages - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.0	0.0	0.0
	Mortlake High Street	0.0	0.0	0.0
	Sheen Lane	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Lower Richmond Road	0.96	79.76	18.38	F	868.00	1302.00	1284.74	59.20	14.27	1295.97	59.72
Mortlake High Street	0.67	10.35	2.06	B	721.00	1081.50	180.30	10.00	2.00	180.42	10.01
Sheen Lane	0.47	12.90	0.88	B	246.00	369.00	77.28	12.57	0.86	77.33	12.57

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	868.00	217.00	825.43	731.48	98.62	0.00	902.99	873.50	0.961	0.00	10.64	36.161	E
Mortlake High Street	721.00	180.25	713.11	714.84	209.21	0.00	1074.57	1067.52	0.671	0.00	1.97	9.759	A
Sheen Lane	246.00	61.50	242.60	334.82	587.50	0.00	528.21	381.20	0.466	0.00	0.85	12.464	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	868.00	217.00	856.10	739.78	99.97	0.00	902.28	873.50	0.962	10.64	13.62	59.518	F
Mortlake High Street	721.00	180.25	720.79	739.08	216.98	0.00	1070.07	1067.52	0.674	1.97	2.02	10.292	B
Sheen Lane	246.00	61.50	245.93	343.95	593.83	0.00	525.02	381.20	0.469	0.85	0.87	12.891	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	868.00	217.00	860.78	739.93	99.99	0.00	902.27	873.50	0.962	13.62	15.42	67.737	F
Mortlake High Street	721.00	180.25	720.93	742.60	218.17	0.00	1069.39	1067.52	0.674	2.02	2.04	10.324	B
Sheen Lane	246.00	61.50	245.98	345.16	593.94	0.00	524.97	381.20	0.469	0.87	0.87	12.901	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	868.00	217.00	862.95	739.97	100.00	0.00	902.27	873.50	0.962	15.42	16.68	73.019	F
Mortlake High Street	721.00	180.25	720.97	744.23	218.72	0.00	1069.07	1067.52	0.674	2.04	2.05	10.336	B
Sheen Lane	246.00	61.50	245.99	345.71	593.97	0.00	524.95	381.20	0.469	0.87	0.88	12.902	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	868.00	217.00	864.20	739.98	100.00	0.00	902.27	873.50	0.962	16.68	17.63	76.836	F
Mortlake High Street	721.00	180.25	720.98	745.16	219.04	0.00	1068.89	1067.52	0.675	2.05	2.06	10.343	B
Sheen Lane	246.00	61.50	245.99	346.03	593.98	0.00	524.95	381.20	0.469	0.88	0.88	12.904	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	868.00	217.00	865.01	739.99	100.00	0.00	902.27	873.50	0.962	17.63	18.38	79.765	F
Mortlake High Street	721.00	180.25	720.99	745.77	219.24	0.00	1068.77	1067.52	0.675	2.06	2.06	10.349	B
Sheen Lane	246.00	61.50	246.00	346.24	593.99	0.00	524.94	381.20	0.469	0.88	0.88	12.905	B

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	112.52	7.50	36.161	E	D
Mortlake High Street	27.34	1.82	9.759	A	A
Sheen Lane	11.88	0.79	12.464	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	184.22	12.28	59.518	F	E
Mortlake High Street	30.09	2.01	10.292	B	B
Sheen Lane	12.92	0.86	12.891	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	218.71	14.58	67.737	F	E
Mortlake High Street	30.52	2.03	10.324	B	B
Sheen Lane	13.06	0.87	12.901	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	241.29	16.09	73.019	F	E
Mortlake High Street	30.70	2.05	10.336	B	B
Sheen Lane	13.12	0.87	12.902	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	257.69	17.18	76.836	F	E
Mortlake High Street	30.80	2.05	10.343	B	B
Sheen Lane	13.14	0.88	12.904	B	B

Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	270.31	18.02	79.765	F	E
Mortlake High Street	30.86	2.06	10.349	B	B
Sheen Lane	13.16	0.88	12.905	B	B

Proposed Layout - 2031 Future Base + Dev + Chalkers Corner + local mitigation, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed Layout	ARCADY		✓	✓	D9,D10		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relation
2031 Future Base + Dev + Chalkers Corner + local mitigation, PM	2031 Future Base + Dev + Chalkers Corner + local mitigation	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout	Mini-roundabout	1,2,3	44.87	E

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Lower Richmond Road	1	Lower Richmond Road	
Mortlake High Street	2	Mortlake High Street	
Sheen Lane	3	Sheen Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Lower Richmond Road	0.00	99999.00		0.00
Mortlake High Street	0.00	99999.00		0.00
Sheen Lane	0.00	99999.00		0.00

Mini Roundabout Geometry

Name	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
Lower Richmond Road	7.20	5.70	6.50	1.60	15.50	7.30	0.00	✓
Mortlake High Street	6.10	6.10	7.60	9.50	14.90	7.90	0.00	✓
Sheen Lane	3.80	3.40	3.80	5.30	18.40	16.40	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Lower Richmond Road		(calculated)	(calculated)	0.523	954.607
Mortlake High Street		(calculated)	(calculated)	0.578	1195.532
Sheen Lane		(calculated)	(calculated)	0.503	824.011

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Lower Richmond Road	FLAT	✓	867.00	100.000
Mortlake High Street	FLAT	✓	653.00	100.000
Sheen Lane	FLAT	✓	259.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	Lower Richmond Road	867.00	867.00		
16:45-17:00	Mortlake High Street	653.00	653.00		
16:45-17:00	Sheen Lane	259.00	259.00		
17:00-17:15	Lower Richmond Road	867.00	867.00		
17:00-17:15	Mortlake High Street	653.00	653.00		
17:00-17:15	Sheen Lane	259.00	259.00		
17:15-17:30	Lower Richmond Road	867.00	867.00		
17:15-17:30	Mortlake High Street	653.00	653.00		
17:15-17:30	Sheen Lane	259.00	259.00		
17:30-17:45	Lower Richmond Road	867.00	867.00		
17:30-17:45	Mortlake High Street	653.00	653.00		
17:30-17:45	Sheen Lane	259.00	259.00		
17:45-18:00	Lower Richmond Road	867.00	867.00		
17:45-18:00	Mortlake High Street	653.00	653.00		
17:45-18:00	Sheen Lane	259.00	259.00		
18:00-18:15	Lower Richmond Road	867.00	867.00		
18:00-18:15	Mortlake High Street	653.00	653.00		
18:00-18:15	Sheen Lane	259.00	259.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.000	692.000	175.000
	Mortlake High Street	582.000	0.000	71.000
	Sheen Lane	154.000	105.000	0.000

Turning Proportions (PCU) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
From		Lower Richmond Road	Mortlake High Street	Sheen Lane
	Lower Richmond Road	0.00	0.80	0.20
	Mortlake High Street	0.89	0.00	0.11
	Sheen Lane	0.59	0.41	0.00

Vehicle Mix

Average PCU Per Vehicle - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
From		Lower Richmond Road	Mortlake High Street	Sheen Lane
	Lower Richmond Road	1.000	1.000	1.000
	Mortlake High Street	1.000	1.000	1.000
	Sheen Lane	1.000	1.000	1.000

Heavy Vehicle Percentages - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
From		Lower Richmond Road	Mortlake High Street	Sheen Lane
	Lower Richmond Road	0.0	0.0	0.0
	Mortlake High Street	0.0	0.0	0.0
	Sheen Lane	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Lower Richmond Road	0.96	81.97	18.87	F	867.00	1300.50	1311.03	60.49	14.57	1322.90	61.03
Mortlake High Street	0.60	8.15	1.47	A	653.00	979.50	129.94	7.96	1.44	130.00	7.96
Sheen Lane	0.49	13.23	0.95	B	259.00	388.50	83.40	12.88	0.93	83.45	12.89

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	867.00	216.75	823.92	728.71	103.51	0.00	900.43	883.77	0.963	0.00	10.77	36.535	E
Mortlake High Street	653.00	163.25	647.27	761.13	166.31	0.00	1099.38	1092.39	0.594	0.00	1.43	7.867	A
Sheen Lane	259.00	64.75	255.33	236.68	576.90	0.00	533.55	333.80	0.485	0.00	0.92	12.782	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	867.00	216.75	854.68	735.87	104.97	0.00	899.67	883.77	0.964	10.77	13.85	60.513	F
Mortlake High Street	653.00	163.25	652.90	787.14	172.51	0.00	1095.79	1092.39	0.596	1.43	1.46	8.125	A
Sheen Lane	259.00	64.75	258.92	243.50	581.91	0.00	531.02	333.80	0.488	0.92	0.94	13.223	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	867.00	216.75	859.45	735.96	104.99	0.00	899.66	883.77	0.964	13.85	15.74	69.131	F
Mortlake High Street	653.00	163.25	652.97	790.97	173.48	0.00	1095.23	1092.39	0.596	1.46	1.46	8.138	A
Sheen Lane	259.00	64.75	258.98	244.47	581.97	0.00	530.99	333.80	0.488	0.94	0.94	13.229	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	867.00	216.75	861.67	735.98	105.00	0.00	899.65	883.77	0.964	15.74	17.07	74.733	F
Mortlake High Street	653.00	163.25	652.98	792.75	173.93	0.00	1094.97	1092.39	0.596	1.46	1.47	8.143	A
Sheen Lane	259.00	64.75	258.99	244.92	581.99	0.00	530.99	333.80	0.488	0.94	0.95	13.232	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	867.00	216.75	862.97	735.99	105.00	0.00	899.65	883.77	0.964	17.07	18.08	78.813	F
Mortlake High Street	653.00	163.25	652.99	793.78	174.19	0.00	1094.82	1092.39	0.596	1.47	1.47	8.147	A
Sheen Lane	259.00	64.75	258.99	245.19	581.99	0.00	530.98	333.80	0.488	0.95	0.95	13.232	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	867.00	216.75	863.81	735.99	105.00	0.00	899.65	883.77	0.964	18.08	18.87	81.968	F
Mortlake High Street	653.00	163.25	652.99	794.45	174.36	0.00	1094.72	1092.39	0.597	1.47	1.47	8.149	A
Sheen Lane	259.00	64.75	259.00	245.36	581.99	0.00	530.98	333.80	0.488	0.95	0.95	13.235	B

Queueing Delay Results for each time segment
Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	113.52	7.57	36.535	E	D
Mortlake High Street	20.22	1.35	7.867	A	A
Sheen Lane	12.80	0.85	12.782	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	186.94	12.46	60.513	F	E
Mortlake High Street	21.71	1.45	8.125	A	A
Sheen Lane	13.95	0.93	13.223	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	222.82	14.85	69.131	F	E
Mortlake High Street	21.91	1.46	8.138	A	A
Sheen Lane	14.10	0.94	13.229	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	246.54	16.44	74.733	F	E
Mortlake High Street	21.99	1.47	8.143	A	A
Sheen Lane	14.16	0.94	13.232	B	B

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	263.89	17.59	78.813	F	E
Mortlake High Street	22.04	1.47	8.147	A	A
Sheen Lane	14.19	0.95	13.232	B	B

Queueing Delay results: (18:00-18:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	277.33	18.49	81.968	F	F
Mortlake High Street	22.07	1.47	8.149	A	A
Sheen Lane	14.21	0.95	13.235	B	B



Appendix Q LinSig Technical Note

Stag Brewery Modelling Technical Note_v1_Draft



Job Name: Stag Brewery Development
Date: 11th December 2017
Subject: LinSig Modelling Technical Note_v1_draft
Prepared by: Siddharth Iyer
Reviewed by: Robert Parker
Approved by: Robert Parker

	Name	Position	Signature	Date
Prepared by:	Siddharth Iyer	Transport Modelling Consultant	SI	December 2017
Reviewed by:	Robert Parker	Director of Transport Planning	RP	December 2017
Approved by:	Robert Parker	Director of Transport Planning	RP	December 2017
For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved

This report has been prepared by Peter Brett Associates LLP ('PBA') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which PBA was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). PBA accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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1 Introduction and Modelling Scope

1.1 Introduction

- 1.1.1 Brett Associates LLP (PBA) has been commissioned by Dartmouth Capital on behalf of Reselton Properties to produce a Transport Assessment (TA) in support of the Stag Brewery development in Mortlake, London Borough of Richmond upon Thames (LBRuT).
- 1.1.2 The Stag Brewery site is located in Mortlake and lies between the River Thames and Lower Richmond Road/Mortlake High Street in the London Borough of Richmond upon Thames. The site comprises two distinct parts separated by Ship Lane. The eastern section of the site is adjacent to Mortlake High Street and backs onto the River Thames, whilst Lower Richmond Road borders the western section although this part of the site does not have direct access to the River. Williams Lane borders the site to the west, whilst Boat Race House is located to the east of the site. The site location is demonstrated below in Figure 1.1.

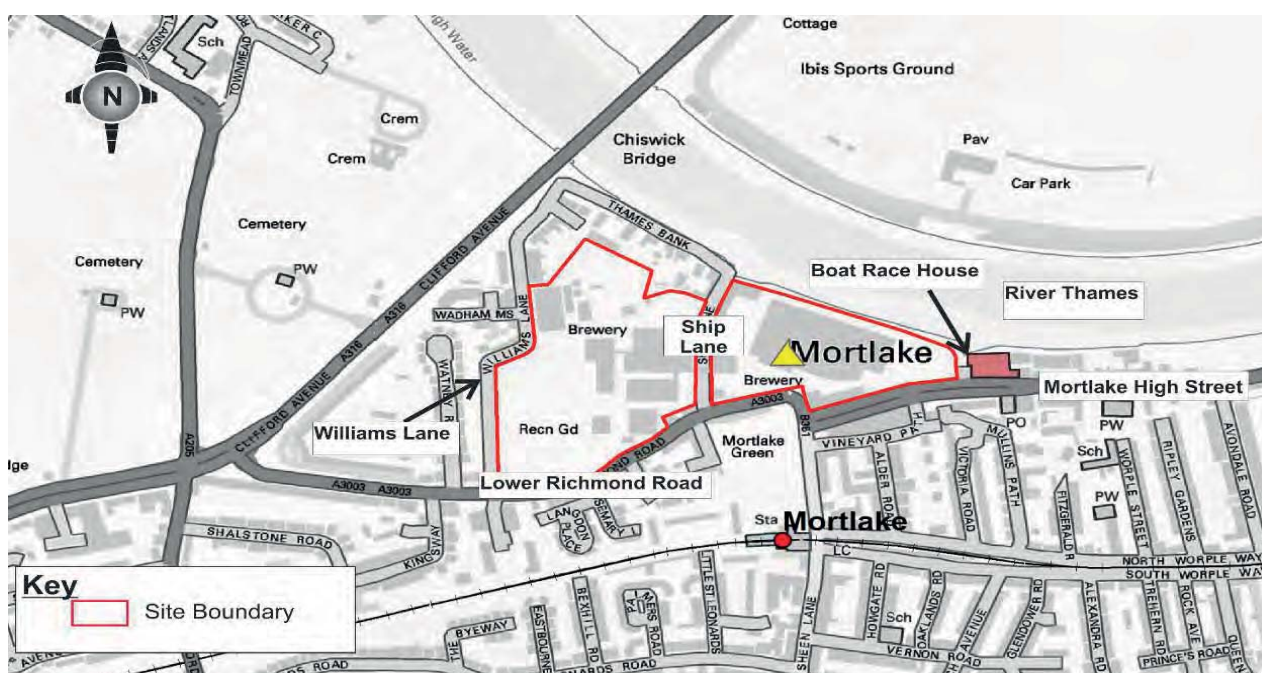


Figure 1.1 Site Location Plan

This note relates to the LinSig modelling methodology undertaken to produce calibrated/validated base models for Chalkers Corner Junction and S Circular/Sheen Lane Junction and subsequently future base scenarios (with and without Stag Brewery development) to assess the impact of Stag Brewery development.

1.2 Extent of Model

- 1.2.1 The 2017 base and 2031 forecast year LinSig models have been developed for the AM and PM peak period for following junctions:

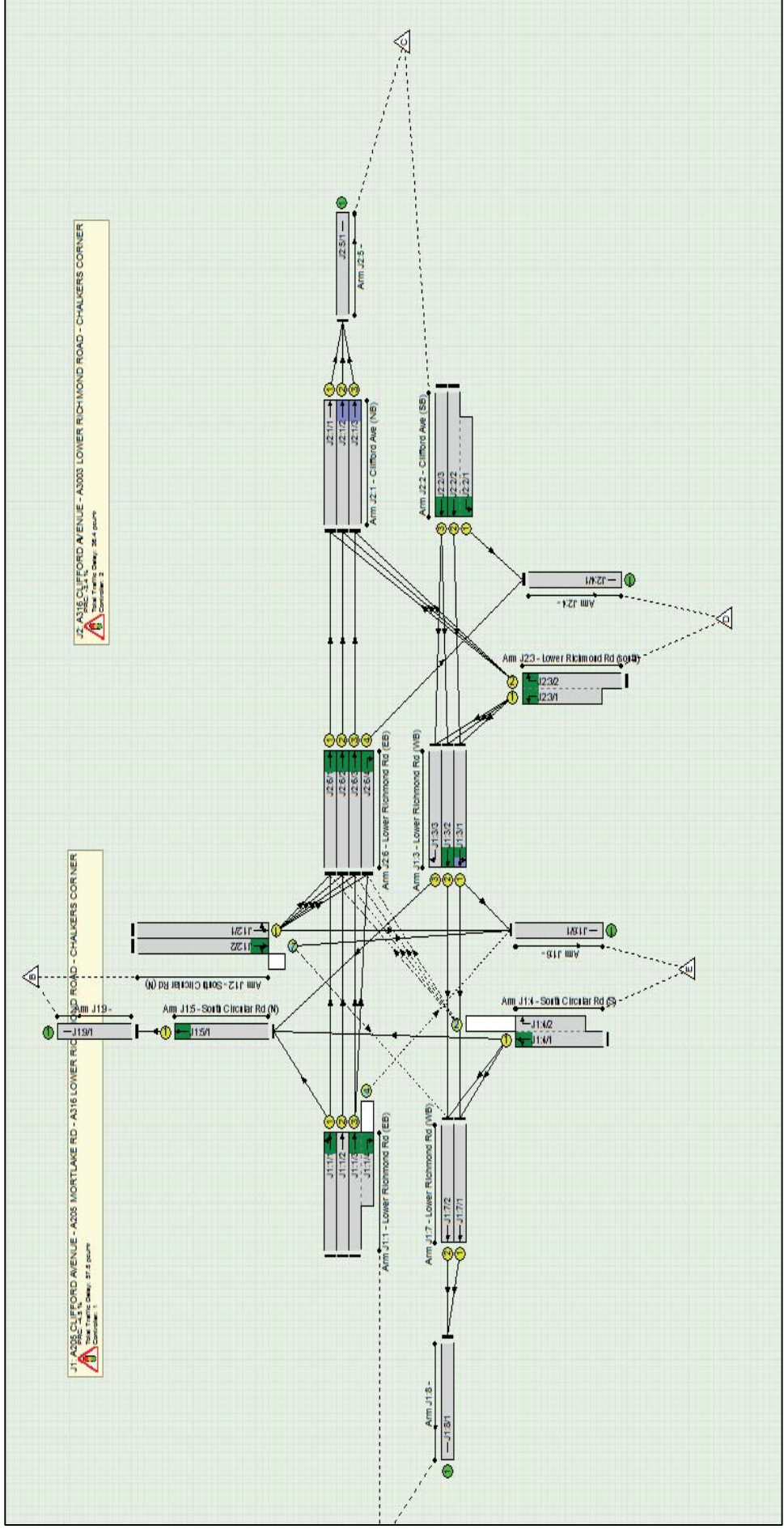
TfL Site Ref	Junction Name	Type
24/011,24/201, 24/202 & 24/199,24/200	Chalkers Corner Junction	Multi node junction with Ped streams
24/005	S Circular Road / Sheen Lane Junction	Junction

Stag Brewery Modelling Technical Note_v1_Draft



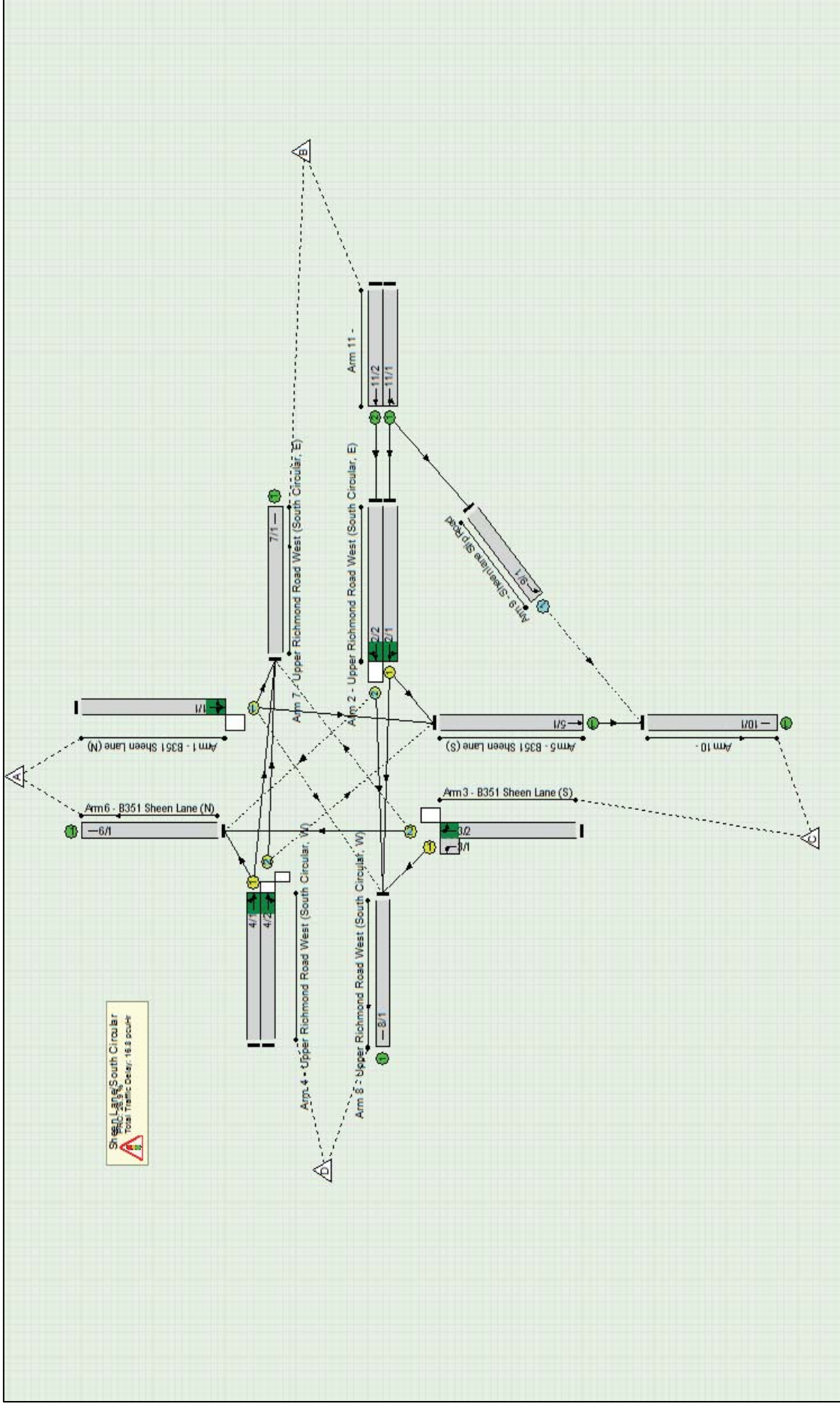
2 Base Model Calibration

2.1 Network Layout Chalkers Corner Junction



Stag Brewery Modelling Technical Note_v1_Draft

Sheen Lane / South Circular Road Junction



2.2 Lane / Connector Data

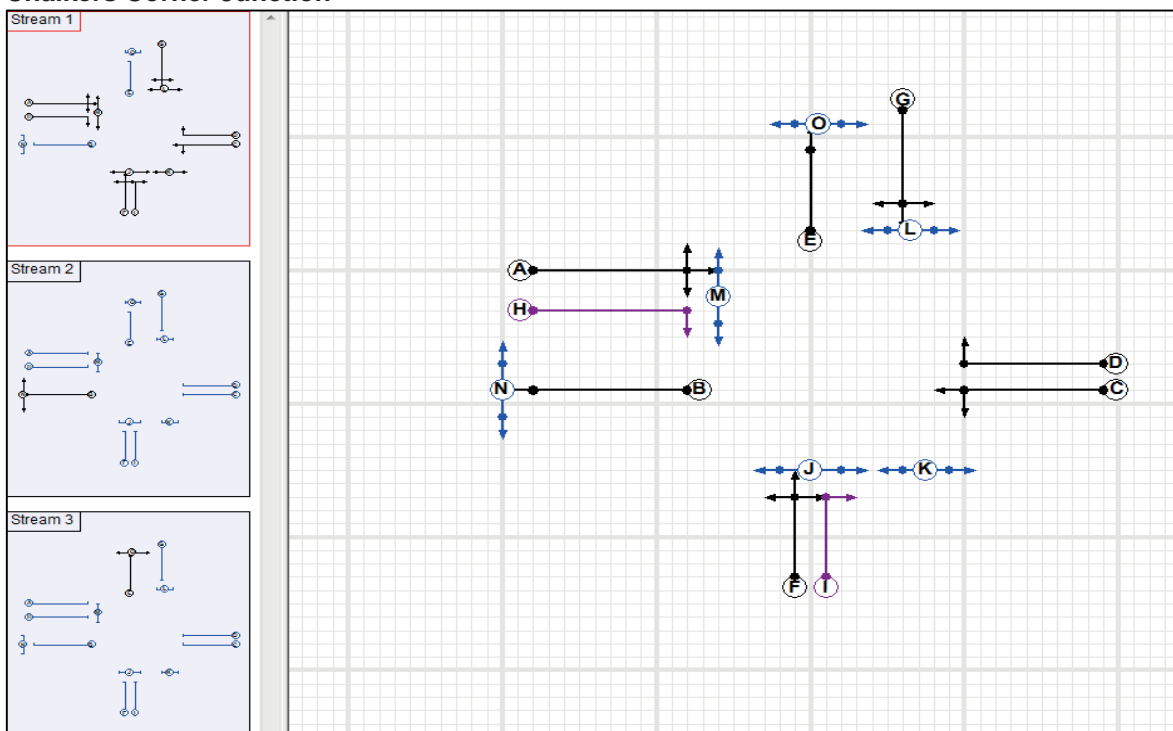
- 2.2.1 All Entry links have been modelled as long lanes using a default value of 60 pcus.
- 2.2.2 Lane lengths for internal stop lines at Chalkers Corner junction have been measured on site.
- 2.2.3 Flare lengths for both junctions have been observed from traffic survey video footage and coded into the models. This has been applied to the following stop lines:
 - S Circular NB Right turn
 - Clifford Avenue EB Right turn
 - Clifford Avenue WB Left turn
 - Lower Richmond Road NB left turn
 - Sheen Lane NB Left turn
- 2.2.4 Saturation flows where possible have been measured on site and coded as “directly entered lane saturation flow in the LinSig model”. A quick review of Model Audit View in LinSig will confirm this. Additionally, spreadsheets listing site observed saturation flow measurements can be provided if required.
- 2.2.5 Right turn Storage in front of Stop line: Observed on site.
- 2.2.6 Non-blocking storage: Observed on site.
- 2.2.7 Maximum turners during intergreen: Observed on site.
- 2.2.8 Connector Cruise times: Default LinSig values as modelling individual junctions.

2.3 Controller / Phase Data

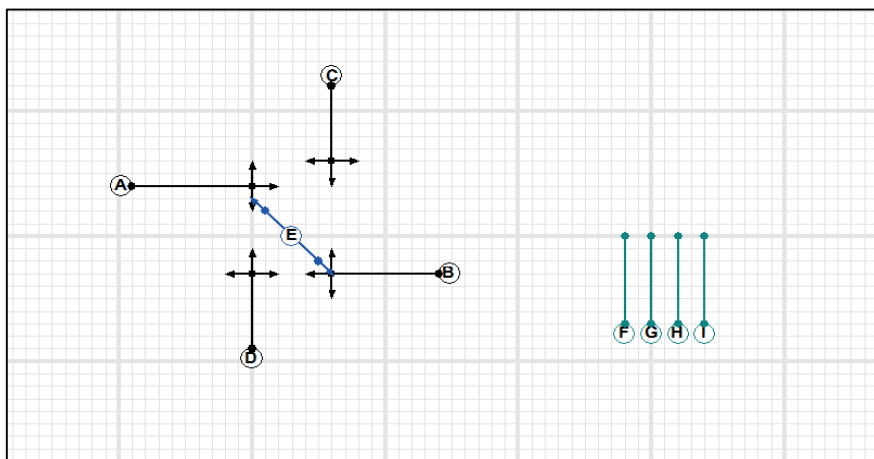
- 2.3.1 Each LinSig controller has been modelled as show on the TfL Signal Timing sheet.
- 2.3.2 Phase minima have been modelled as controller minimums.
- 2.3.3 Multiple stage streams have been correctly represented as per TfL Signal Timing sheet and associated with correct controller.
- 2.3.4 Phase description modelled correctly and assigned to correct controller and stream as per TfL Signal Timing sheet.

Controller Phases

Chalkers Corner Junction



Sheen Lane / South Circular Road Junction



2.4 Intergreen and Interstage Data

2.4.1 Intergreen and Interstage data for each controller has been modelled using TfL Signal Timing sheet and shown below:

Chalkers Corner Junction Intergreen view

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
A	7	-	-	7	-	7	9	-	7	-	10	-	6	-	-
B	-	-	-	-	-	-	-	-	-	-	-	-	-	5	-
C	-	-	-	-	-	8	7	5	7	-	11	-	-	-	-
D	6	-	-	-	-	5	5	6	5	-	-	-	-	-	-
E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5
F	8	-	7	8	-	-	-	8	-	6	-	-	-	-	-
G	8	-	8	8	-	-	-	9	7	-	11	6	-	-	-
H	-	-	6	7	-	7	7	-	7	-	8	-	6	-	-
I	6	-	6	6	-	-	11	8	-	6	-	-	-	-	-
J	-	-	-	-	-	9	-	-	9	-	-	-	-	-	-
K	8	-	8	-	-	-	8	8	-	-	-	-	-	-	-
L	-	-	-	-	-	-	9	-	-	-	-	-	-	-	-
M	12	-	-	-	-	-	-	12	-	-	-	-	-	-	-
N	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
O	-	-	-	-	8	-	-	-	-	-	-	-	-	-	-

Sheen Lane / S Circular Road Junction Intergreen view

	A	B	C	D	E	F	G	H	I
A	6	6	9	3	-	3	6		
B	-	6	6	9	3	3	-	6	
C	5	5	-	9	3	5	5	-	
D	5	5	-	9	3	5	5	3	
E	14	14	14	14	6	14	14	14	
F	2	2	2	2	2	2	2	2	
G	-	3	6	6	9	3	-	3	6
H	3	-	6	6	9	3	3	-	6
I	5	5	-	3	9	3	5	5	-

2.4.2 Phase delays have been coded as per TfL signal timing sheet.

2.5 Stage sequence and Signal Timings

- 2.5.1 The junctions operate under UTC/SCOOT control.
- 2.5.2 Appropriate stage sequence has been used for both models after reviewing the SCOOT output, UTC plans and confirming these with TfL.
- 2.5.3 M16 SCOOT data provided by TfL extracted from the ASTRID data base has been analysed to calculate the average stage green times and subsequently the stage change points for each modelled junction.
- 2.5.4 The stage change points modelled in LinSig also take into account any relationship between SCOOT output and UTC stages from the plan structure and have been summarised below:

AM Peak period

Chalker Corner 24/011

- UTC stage 1 starts 11 seconds after SCOOT stage 1 pulse point
- UTC stage 2 starts 8 seconds after SCOOT stage 2 pulse point
- UTC stage 3 starts at the same time as SCOOT stage 3 pulse point
- UTC stage 4 starts at the same time as SCOOT stage 4 pulse point
- UTC stage 6 starts 18 seconds after SCOOT stage 4 pulse point

Chalkers Corner 24/201

- UTC stage 1 starts 3 seconds after SCOOT stage 3 pulse point
- UTC stage 2 starts 11 seconds before UTC stage 1

Chalkers Corner 24/202

- UTC stage 2 starts 23 seconds after SCOOT stage 1 pulse point
- UTC stage 1 starts 18 seconds after UTC stage 2 pulse point

Chalkers Corner 24/199

- UTC stage 1 starts at the same time as SCOOT stage 1 pulse point
- UTC stage 2 starts at the same time as SCOOT stage 2 pulse point
- UTC stage 3 starts at the same time as SCOOT stage 3 pulse point
- UTC stage 6 starts 5 seconds after SCOOT stage 4 pulse point

Chalkers Corner 24/200

- UTC stage 2 starts 14 seconds after SCOOT stage 3 pulse point
- UTC stage 1 starts 11 seconds after UTC stage 2

Sheen Lane / S Circular Road Junction

- Each UTC stage starts at the same time as corresponding SCOOT stage pulse point

PM Peak period

Chalker Corner 24/011

- UTC stage 1 starts 15 seconds after SCOOT stage 1 pulse point
- UTC stage 2 starts 8 seconds after SCOOT stage 2 pulse point
- UTC stage 3 starts 9 seconds after SCOOT stage 3 pulse point
- UTC stage 4 starts at the same time as SCOOT stage 4 pulse point
- UTC stage 6 starts 19 seconds after SCOOT stage 4 pulse point

Chalkers Corner 24/201

- UTC stage 2 starts 3 seconds after SCOOT stage 3 pulse point
- UTC stage 1 starts 11 seconds before UTC stage 2

Chalkers Corner 24/202

- UTC stage 2 starts 28 seconds after SCOOT stage 1 pulse point
- UTC stage 1 starts 11 seconds after UTC stage 2 pulse point

Chalkers Corner 24/199

- UTC stage 1 starts at the same time as SCOOT stage 1 pulse point
- UTC stage 2 starts at the same time as SCOOT stage 2 pulse point
- UTC stage 3 starts 8 seconds after SCOOT stage 3 pulse point
- UTC stage 6 starts 4 seconds after SCOOT stage 4 pulse point

Chalkers Corner 24/200

- UTC stage 2 starts 22 seconds after SCOOT stage 3 pulse point
- UTC stage 1 starts 11 seconds after UTC stage 2

Sheen Lane / S Circular Road Junction

- Each UTC stage starts at the same time as corresponding SCOOT stage pulse point

2.6 Adjustments for Demand Dependency, Underutilised Green Time

- 2.6.1 ACHK data received from TfL has been used to analysed demand dependency data.
- 2.6.2 Underutilised green time has been observed on site while collecting DoS data and this has been applied to each appropriate lane in both models.
- 2.6.3 DD data and UGT adjustments have been made by adjusting the start and end of lane green times in the LinSig Lane Timings view window.
- 2.6.4 Analysed spreadsheets will be submitted along with this technical note.

2.7 Traffic Flows

- 2.7.1 PBA commissioned survey company ATR to observe MCCs for the study area on 13th September for AM & PM peak periods. Additionally, ATCs have also been recorded for the study area.
- 2.7.2 After dialogue with TfL it was agreed that the following hours will be modelled as they represent the development peak.
- AM Peak: 0800 -0900
 - PM Peak: 1700 – 1800
- 2.7.3 Flows have been modelled using Origin-Destination Matrix.
- 2.7.4 Bus flows have been included in the flow matrix as the modelled junctions do not have any operational bus lanes.

2.8 LinSig Scenarios

- 2.8.1 The following LinSig scenarios have been modelled in the Base scenario:
- AM Peak
 - PM Peak

2.9 Degree of Saturation / Fit for Purpose Model

- 2.9.1 On-site measured saturation flow values and Degree of Saturation (DoS %) calculations were undertaken for all the major links at both junctions, where applicable for both AM and PM peak periods.
- 2.9.2 These observed DoS values were then compared against the modelled DoS for the purpose of validation and the difference observed is within 5% for both modelled junctions.
- 2.9.3 Detailed DoS calculation spreadsheets are provided for each peak period.
- 2.9.4 A validation table including comparison between on-site and modelled DoS is provided at the end of this section.

2.9.5 The model results compare well (within 5%) with the DoS survey results observed on site and therefore the model is considered to be representative of the actual performance of the junction. In addition, given the junction is part of a SCOOT network and has signal timings in the model have been derived using SCOOT messages and UTC plans, the results are considered reasonable and robust.

2.9.6 The base and proposed model files are named as follows:

- Chalkers Corner_Base_FB_Withdev_v1.0 - Chalkers Corner base, Future Base and Future base with Stag Brewery development
- Chalkers Corner_2017_proposed_v1.0 – Future Base plus Stag Brewery development + Chalkers Corner and local highway improvements on LRR
- Sheen Lane_South Circular_Base_FB_Withdev_WithdevCC_v1.0 – includes all scenarios

DoS Summary

Chalkers Corner Junction AM Peak (0800 - 0900)	Modelled	Observed	% difference	within 5%
J2:2/2 Clifford Ave SB Lane 2	88.6	86.0	3%	Y
J2:2/3 Clifford Ave SB Lane 3	88.0	87.0	1%	Y
J2:3/2 Lower Richmond Road	93.1	92.0	1%	Y
J1:4/1 S Circular Road NB	86.5	83.0	4%	Y
J1:1/1 Clifford Ave NB Lane 1	85.4	84.0	2%	Y
J1:1/2 Clifford Ave NB Lane 2	78.8	81.0	-3%	Y
J1:1/3 Clifford Ave NB Lane 3	94.0	97.0	-3%	Y
J1:2/1 Mortlake Road SB Lane 1	78.3	81.0	-3%	Y
J1:2/2 Mortlake Road SB Lane 2	86.8	89.0	-2%	Y

Chalkers Corner Junction AM Peak (1700 - 1800)	Modelled	Observed	% difference	within 5%
J2:2/2 Clifford Ave SB Lane 2	99.7	98.0	2%	Y
J2:2/3 Clifford Ave SB Lane 3	102.0	98.0	4%	Y
J2:3/2 Lower Richmond Road	87.6	91.0	-4%	Y
J1:4/1 S Circular Road NB	83.8	80.0	5%	Y
J1:1/1 Clifford Ave NB Lane 1	94.6	99.0	-4%	Y
J1:1/2 Clifford Ave NB Lane 2	94.7	92.0	3%	Y
J1:1/3 Clifford Ave NB Lane 3	87.7	87.0	1%	Y
J1:2/1 Mortlake Road SB Lane 1	92.2	89.0	4%	Y
J1:2/2 Mortlake Road SB Lane 2	97.0	94.0	3%	Y

Sheen Lane/S Circular Junction AM Peak (0800 - 0900)	Modelled	Observed	% difference	within 5%
Upper Richmond Road West (E) Lane 1	85.5	88.0	-3%	Y
Upper Richmond Road West (E) Lane 2	30.4	29.0	5%	Y
Sheen Lane NB	62.8	61.0	3%	Y
Upper Richmond Road West (W) Lane 1	38.3	39.0	-2%	Y
Upper Richmond Road West (W) Lane 2	42.9	41.0	5%	Y
Sheen Lane SB	59.8	58.0	3%	Y

Sheen Lane/S Circular Junction AM Peak (1700 - 1800)	Modelled	Observed	% difference	within 5%
Upper Richmond Road West (E) Lane 1	59.3	60.0	-1%	Y
Upper Richmond Road West (E) Lane 2	40.0	39.0	3%	Y
Sheen Lane NB	57.2	60.0	-5%	Y
Upper Richmond Road West (W) Lane 1	46.7	48.0	-3%	Y
Upper Richmond Road West (W) Lane 2	43.6	45.0	-3%	Y
Sheen Lane SB	81.5	81.0	1%	Y

3 Proposed Modelling Methodology and Outputs

3.1 Method of Control / Changes to Model

- 3.1.1 Existing methods of control for both Chalkers Corner and Sheen Lane / S Circular Junctions have been retained.
- 3.1.2 Chalkers Corner Junction Controller 2: Intergreen from H to A and H to F changed to 14s (previously 9s).
- 3.1.3 All other intergreen values retained from base models for both junctions.
- 3.1.4 Chalkers Corner Junction (Please see appendix A for proposed layout): Additional left turn flare added to LRR. The following lengths have been modelled to represent proposed LRR layout.
 - Left turn flare 1 (lane 1): **5 PCU**.
 - Left turn flare 2 (lane 2): **13 PCU** – This lane has been modelled as long lane with a 13 PCU physical lane length as LinSig version 3.2.37.0 does not allow modelling of two flared lanes with a long lane.
 - Right turn lane (lane 3): **60 PCU** long lane.
- 3.1.5 Chalkers Corner Junction: Physical lane lengths for SB and NB internal stop lines increased to 9 PCUs (modelled as 5 PCUs in the base).
- 3.1.6 No network layout / method of control changes made to Sheen Lane / S Circular Junction.

3.2 Forecast Model Scenarios and DD/UGT assumptions

- 3.2.1 The following scenarios have been modelled for both Chalkers Corner and Sheen Lane / S Circular Road junctions (AM and PM peak periods):
 - FutureBase_2031 (Future Base)
 - FutureBase_WDNM_2031 (Future Base plus Stag development)
 - FutureBase_WM_2031 (Future Base plus Stag development plus Chalkers Corner Improvements and Local Highway Improvements on LRR)
- 3.2.2 Factors derived from a comparison between base and forecast scenarios from the SoLHAM models have been applied to the traffic flow matrices in LinSig. Spreadsheets confirming the analysis can be provided upon request.
- 3.2.3 Demand dependency % and UGT values from Base model peak period have been retained within each forecast scenario so it is probable that the output from the forecast scenarios is worst case as the longer internal reservoir and additional capacity at LRR should alleviate some of the existing UGT at Chalkers Corner junction

3.3 Model Optimisation Strategy

- 3.3.1 **Chalkers Corner Junction:** As this junction operates as a multi node it was not possible to simply use the optimiser in LinSig as the offsets between the two separate nodes have to be managed. Therefore, the stage change points have been manually adjusted for each scenario to obtain optimum results in terms of PRC.
- 3.3.2 **Sheen Lane / S Circular Junction:** Green splits and offsets optimised for PRC.

3.4 Degrees of Saturation

- 3.4.1 This section provides a quantitative comparison of the base and proposed degrees of saturation and its implications for the operation of the network.
- 3.4.2 No adjustments have been made to saturation flows. However, for majority of the stop lines at Chalkers Corner junction the lane width has slightly increased (however minimal) and therefore the existing saturation flows have been retained.
- 3.4.3 A comparison between the base model and each forecast scenario for AM and PM peak periods is summarised below:

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Chalkers Corner Junction

Degree of Saturation % Comparison	AM Peak (0800 - 0900)					PM Peak (1700 - 1800)			
	Base	Future Base	Future Base with dev	Future Base + Chalkers Corner improvements + LRR	Base	Future Base	Future Base with dev	Future Base + Chalkers Corner improvements + LRR	Future Base + Chalkers Corner improvements + LRR
J2:2/2 Clifford Ave SB Lane 2	88.6	98.3	99.3	90.0	99.7	122.2	125.2	97.8	97.8
J2:2/3 Clifford Ave SB Lane 3	88.0	95.8	96.9	82.6	102.0	127.6	124.8	93.6	93.6
J2:3/2 Lower Richmond Road	93.1	98.2	98.4	55.8	87.6	128.0	114.8	62.5	62.5
J1:4/1 S Circular Road NB	86.5	96.2	97.4	88.5	83.8	123.8	97.3	90.2	90.2
J1:1/1 Clifford Ave NB Lane 1	85.4	92.9	91.9	90.5	94.6	113.2	94.2	83.3	83.3
J1:1/2 Clifford Ave NB Lane 2	78.8	93.5	92.5	91.3	94.7	114.2	92.7	81.1	81.1
J1:1/3 Clifford Ave NB Lane 3	94.0	93.5	90.9	91.6	87.7	113.6	96.8	84.7	84.7
J1:2/1 Mortlake Road SB Lane 1	78.3	89.4	96.1	91.0	92.2	116.9	105.7	81.4	81.4
J1:2/2 Mortlake Road SB Lane 2	86.8	88.7	95.9	90.6	97.0	91.8	105.8	82.7	82.7

Sheen Lane / S Circular Road Junction

Degree of Saturation % Comparison	AM Peak (0800 - 0900)				PM Peak (1700 - 1800)			
	Base	Future Base	Future Base with dev	Future Base + Chalkers Corner improvements + LRR	Base	Future Base	Future Base with dev	Future Base + Chalkers Corner improvements + LRR
Upper Richmond Road West (E) Lane 1	85.5	87.4	96.2	92.8	59.3	69.8	72.3	70.9
Upper Richmond Road West (E) Lane 2	30.4	29.3	35.6	38.7	40.0	49.3	58.3	47.4
Sheen Lane NB	62.8	90.8	97.4	90.4	57.2	48.5	48.1	49.1
Upper Richmond Road West (W) Lane 1	38.3	36.9	41.5	42.4	46.7	48.8	52.3	54.9
Upper Richmond Road West (W) Lane 2	42.9	41.4	46.2	45.5	43.6	46.8	47.8	49.4
Sheen Lane SB	59.8	87.5	84.2	84.6	81.5	71.2	69.3	68.3

3.5 Conclusions

- 3.5.1 The Future Base 2031 without Stag Brewery development scenario indicates notable increase in traffic on the highway network as mentioned in the Stag Brewery SoLHAM forecast assessment note. The resulting flow matrices for both Chalkers Corner and Sheen Lane / S Circular Road junctions derived by comparing HAM base and future base outputs indicates a significant increase at Chalkers Corner junction (approximately 8% in the AM peak 13% in the PM peak) in terms of total junction flow.
- 3.5.2 The total junction flow increase at Sheen Lane / S Circular junction in the Future Base 2031 without Stag Brewery development scenario is approximately 9% in the AM peak a marginal 2% in the PM peak.
- 3.5.3 As expected the PRC for both junctions is impacted due to the increase in forecast background traffic growth. The impact on PRC is severe in the PM peak at Chalkers Corner Junction due to the 13% increase in total junction flow stated above. A table summarising the PRC for each scenario is summarised at the end of this section
- 3.5.4 Additional development traffic results in increased flow on Lower Richmond Road but has minimal impact on the performance of Chalkers Corner junction potentially due to reassignment of traffic in the SoLHAM model and resulting change in the factored flow matrices modelled in LinSig.
- 3.5.5 Additional development traffic does have an impact on Sheen Lane / S Circular junction in the AM peak as the PRC changes from -0.9 % to -8.2%. There is minimal impact in the PM peak.
- 3.5.6 The inclusion of the proposed Chalkers Corner junction improvements and local highway interventions on Lower Richmond Road have a noticeable effect on the operation of Chalkers Corner junction. The additional capacity on the Lower Richmond Road approach to Chalkers Corner helps in reducing congestion at the junction by allowing for green splits to optimised further and subsequently reduce delays for through traffic.
- 3.5.7 The PRC for Chalkers Corner junction in the proposed scenario (including Chalkers Corner and LRR highway improvements) improves significantly when compared against Future Base and Future Base with Stag Brewery development scenarios and in fact indicates that the junction may even operate marginally better than the base scenario.
- 3.5.8 The PRC for Sheen Lane / S Circular junction in the proposed scenario (including Chalkers Corner and LRR highway improvements) improves in the PM peak considerably when compared with Base but suffers minor impact in the AM peak with the junction PRC reducing from 5.4% in the Base to -3.1% in the proposed scenario.

PRC summary table

Modelled Junction	Practical Reserve Capacity (PRC) %							
	AM Peak (0800 - 0900)				PM Peak (1700 - 1800)			
	Base	Future Base	Future Base with dev	Future Base + Chalkers Corner improvements + LRR improvements	Base	Future Base	Future Base with dev	Future Base + Chalkers Corner improvements + LRR improvements
Chalkers Corner Junction	-4.5	-10.2	-10.4	-1.8	-13.3	-42.3	-39.1	-8.7
Sheen Lane / S Circular Junction	5.2	-0.9	-8.2	-3.1	10.4	26.3	24.4	26.9

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Appendix A (Chalkers Corner Proposed Layout)



Appendix R ARCADY and PICADY Results

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.4.487 [15039,24/03/2014]
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Filename: Sheen Lane Mini Roundabout.arc8

Path: A:\38262 Stag Brewery, Mortlake\5. Drawings & Models\Traffic Modelling\ARCADY\Sheen Lane Mini Rdb - Dec 2017

Report generation date: 19/01/2018 15:26:10

-
- » Existing Layout - 2017 Base, AM
 - » Existing Layout - 2017 Base, PM
 - » Existing Layout - 2031 Future Base, AM
 - » Existing Layout - 2031 Future Base, PM
 - » Existing Layout - 2031 Future Base + Dev, AM
 - » Existing Layout - 2031 Future Base + Dev, PM
 - » Proposed Layout - 2031 Future Base + Dev + Chalkers Corner + local mitigation, AM
 - » Proposed Layout - 2031 Future Base + Dev + Chalkers Corner + local mitigation, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Existing Layout - 2017 Base								
Lower Richmond Road	109.58	475.74	1.08	F	60.91	273.22	1.04	F
Mortlake High Street	1.31	7.33	0.57	A	1.30	7.35	0.57	A
Sheen Lane	0.50	8.21	0.34	A	0.54	8.25	0.35	A
Existing Layout - 2031 Future Base								
Lower Richmond Road	121.61	532.68	1.10	F	142.41	608.14	1.11	F
Mortlake High Street	1.82	9.22	0.65	A	1.38	7.79	0.58	A
Sheen Lane	0.72	9.75	0.42	A	0.47	8.03	0.32	A
Existing Layout - 2031 Future Base + Dev								
Lower Richmond Road	103.29	450.30	1.08	F	78.33	346.14	1.05	F
Mortlake High Street	1.70	9.15	0.63	A	1.06	6.78	0.52	A
Sheen Lane	0.59	8.74	0.37	A	0.60	8.34	0.37	A

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Proposed Layout - 2031 Future Base + Dev + Chalkers Corner + local mitigation								
Lower Richmond Road	18.38	79.76	0.96	F	18.87	81.97	0.96	F
Mortlake High Street	2.06	10.35	0.67	B	1.47	8.15	0.60	A
Sheen Lane	0.88	12.90	0.47	B	0.95	13.23	0.49	B

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

"D1 - 2017 Base, AM" model duration: 07:45 - 09:15

"D2 - 2017 Base, PM" model duration: 16:45 - 18:15

"D3 - 2031 Future Base, AM" model duration: 07:45 - 09:15

"D4 - 2031 Future Base, PM" model duration: 16:45 - 18:15

"D5 - 2031 Future Base + Dev, AM" model duration: 07:45 - 09:15

"D6 - 2031 Future Base + Dev, PM" model duration: 16:45 - 18:15

"D9 - 2031 Future Base + Dev + Chalkers Corner + local mitigation, AM" model duration: 07:45 - 09:15

"D10 - 2031 Future Base + Dev + Chalkers Corner + local mitigation, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 19/01/2018 15:26:07

File summary

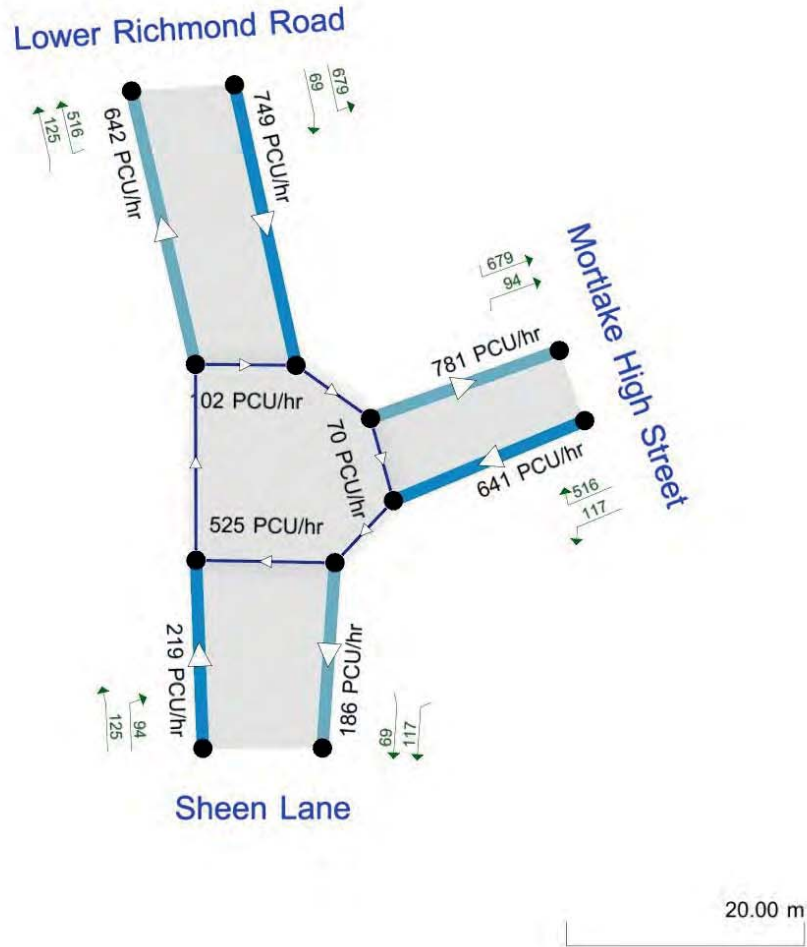
Title	Sheen Lane Mini Roundabout
Location	Mortlake
Site Number	38262
Date	12/12/2017
Version	
Status	
Identifier	
Client	
Jobnumber	38262
Enumerator	nn
Description	

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



Showing modelled flow through junction (PCU/hr)
 Time Segment: (07:45-08:00)
 Showing Analysis Set "A1 - Existing Layout"; Demand Set "D1 - 2017 Base, AM"

The junction diagram reflects the last run of ARCADY.

Existing Layout - 2017 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	ARCADY		✓	✓	D1,D2,D3,D4,D5,D6		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2017 Base, AM	2017 Base	AM		FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout	Mini-roundabout	1,2,3	238.78	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Lower Richmond Road	1	Lower Richmond Road	
Mortlake High Street	2	Mortlake High Street	
Sheen Lane	3	Sheen Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Lower Richmond Road	0.00	99999.00		0.00
Mortlake High Street	0.00	99999.00		0.00
Sheen Lane	0.00	99999.00		0.00

Mini Roundabout Geometry

Name	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
Lower Richmond Road	5.70	4.40	7.10	1.70	15.50	9.80	0.00	✓
Mortlake High Street	7.60	7.60	7.60	0.00	14.90	7.90	0.00	✓
Sheen Lane	4.90	4.60	5.60	0.50	18.60	16.40	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Lower Richmond Road		(calculated)	(calculated)	0.468	828.124
Mortlake High Street		(calculated)	(calculated)	0.603	1181.110
Sheen Lane		(calculated)	(calculated)	0.554	952.382

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Lower Richmond Road	FLAT	✓	846.00	100.000
Mortlake High Street	FLAT	✓	646.00	100.000
Sheen Lane	FLAT	✓	221.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	Lower Richmond Road	846.00	846.00		
07:45-08:00	Mortlake High Street	646.00	646.00		
07:45-08:00	Sheen Lane	221.00	221.00		
08:00-08:15	Lower Richmond Road	846.00	846.00		
08:00-08:15	Mortlake High Street	646.00	646.00		
08:00-08:15	Sheen Lane	221.00	221.00		
08:15-08:30	Lower Richmond Road	846.00	846.00		
08:15-08:30	Mortlake High Street	646.00	646.00		
08:15-08:30	Sheen Lane	221.00	221.00		
08:30-08:45	Lower Richmond Road	846.00	846.00		
08:30-08:45	Mortlake High Street	646.00	646.00		
08:30-08:45	Sheen Lane	221.00	221.00		
08:45-09:00	Lower Richmond Road	846.00	846.00		
08:45-09:00	Mortlake High Street	646.00	646.00		
08:45-09:00	Sheen Lane	221.00	221.00		
09:00-09:15	Lower Richmond Road	846.00	846.00		
09:00-09:15	Mortlake High Street	646.00	646.00		
09:00-09:15	Sheen Lane	221.00	221.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	1.000	767.000	78.000
	Mortlake High Street	520.000	8.000	118.000
	Sheen Lane	126.000	95.000	0.000

Turning Proportions (PCU) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.00	0.91	0.09
	Mortlake High Street	0.80	0.01	0.18
	Sheen Lane	0.57	0.43	0.00

Vehicle Mix

Average PCU Per Vehicle - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	1.000	1.000	1.000
	Mortlake High Street	1.000	1.000	1.000
	Sheen Lane	1.000	1.000	1.000

Heavy Vehicle Percentages - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.0	0.0	0.0
	Mortlake High Street	0.0	0.0	0.0
	Sheen Lane	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Lower Richmond Road	1.08	475.74	109.58	F	846.00	1269.00	5267.53	249.06	58.53	5729.37	270.89
Mortlake High Street	0.57	7.33	1.31	A	646.00	969.00	116.19	7.19	1.29	116.24	7.20
Sheen Lane	0.34	8.21	0.50	A	221.00	331.50	44.70	8.09	0.50	44.71	8.09

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	846.00	211.50	749.36	641.61	102.09	0.00	780.38	733.92	1.084	0.00	24.16	71.496	F
Mortlake High Street	646.00	161.50	640.85	781.47	69.98	0.00	1138.89	1139.76	0.567	0.00	1.29	7.157	A
Sheen Lane	221.00	55.25	219.02	186.15	524.68	0.00	661.64	435.69	0.334	0.00	0.49	8.099	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	846.00	211.50	774.63	646.86	102.99	0.00	779.95	733.92	1.085	24.16	42.00	166.696	F
Mortlake High Street	646.00	161.50	645.94	805.28	72.34	0.00	1137.47	1139.76	0.568	1.29	1.30	7.321	A
Sheen Lane	221.00	55.25	220.98	189.41	528.87	0.00	659.32	435.69	0.335	0.49	0.50	8.212	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	846.00	211.50	777.32	646.90	103.00	0.00	779.95	733.92	1.085	42.00	59.17	245.073	F
Mortlake High Street	646.00	161.50	645.98	807.73	72.59	0.00	1137.31	1139.76	0.568	1.30	1.31	7.326	A
Sheen Lane	221.00	55.25	220.99	189.66	528.90	0.00	659.30	435.69	0.335	0.50	0.50	8.213	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	846.00	211.50	778.35	646.91	103.00	0.00	779.95	733.92	1.085	59.17	76.09	322.296	F
Mortlake High Street	646.00	161.50	645.99	808.67	72.68	0.00	1137.26	1139.76	0.568	1.31	1.31	7.327	A
Sheen Lane	221.00	55.25	221.00	189.76	528.91	0.00	659.30	435.69	0.335	0.50	0.50	8.213	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	846.00	211.50	778.87	646.92	103.00	0.00	779.95	733.92	1.085	76.09	92.87	399.117	F
Mortlake High Street	646.00	161.50	645.99	809.14	72.73	0.00	1137.23	1139.76	0.568	1.31	1.31	7.327	A
Sheen Lane	221.00	55.25	221.00	189.81	528.92	0.00	659.29	435.69	0.335	0.50	0.50	8.213	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	846.00	211.50	779.17	646.92	103.00	0.00	779.95	733.92	1.085	92.87	109.58	475.743	F
Mortlake High Street	646.00	161.50	646.00	809.41	72.76	0.00	1137.21	1139.76	0.568	1.31	1.31	7.327	A
Sheen Lane	221.00	55.25	221.00	189.84	528.92	0.00	659.29	435.69	0.335	0.50	0.50	8.213	A

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	210.26	14.02	71.496	F	E
Mortlake High Street	18.29	1.22	7.157	A	A
Sheen Lane	7.10	0.47	8.099	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	497.63	33.18	166.696	F	F
Mortlake High Street	19.44	1.30	7.321	A	A
Sheen Lane	7.47	0.50	8.212	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	759.29	50.62	245.073	F	F
Mortlake High Street	19.56	1.30	7.326	A	A
Sheen Lane	7.52	0.50	8.213	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1014.66	67.64	322.296	F	F
Mortlake High Street	19.61	1.31	7.327	A	A
Sheen Lane	7.53	0.50	8.213	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1267.28	84.49	399.117	F	F
Mortlake High Street	19.64	1.31	7.327	A	A
Sheen Lane	7.54	0.50	8.213	A	A

Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1518.41	101.23	475.743	F	F
Mortlake High Street	19.66	1.31	7.327	A	A
Sheen Lane	7.54	0.50	8.213	A	A

Existing Layout - 2017 Base, PM

Data Errors and Warnings
No errors or warnings
Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	ARCADY		✓	✓	D1,D2,D3,D4,D5,D6		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2017 Base, PM	2017 Base	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout	Mini-roundabout	1,2,3	135.42	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Lower Richmond Road	1	Lower Richmond Road	
Mortlake High Street	2	Mortlake High Street	
Sheen Lane	3	Sheen Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Lower Richmond Road	0.00	99999.00		0.00
Mortlake High Street	0.00	99999.00		0.00
Sheen Lane	0.00	99999.00		0.00

Mini Roundabout Geometry

Name	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
Lower Richmond Road	5.70	4.40	7.10	1.70	15.50	9.80	0.00	✓
Mortlake High Street	7.60	7.60	7.60	0.00	14.90	7.90	0.00	✓
Sheen Lane	4.90	4.60	5.60	0.50	18.60	16.40	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Lower Richmond Road		(calculated)	(calculated)	0.468	828.124
Mortlake High Street		(calculated)	(calculated)	0.603	1181.110
Sheen Lane		(calculated)	(calculated)	0.554	952.382

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Lower Richmond Road	FLAT	✓	808.00	100.000
Mortlake High Street	FLAT	✓	636.00	100.000
Sheen Lane	FLAT	✓	235.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	Lower Richmond Road	808.00	808.00		
16:45-17:00	Mortlake High Street	636.00	636.00		
16:45-17:00	Sheen Lane	235.00	235.00		
17:00-17:15	Lower Richmond Road	808.00	808.00		
17:00-17:15	Mortlake High Street	636.00	636.00		
17:00-17:15	Sheen Lane	235.00	235.00		
17:15-17:30	Lower Richmond Road	808.00	808.00		
17:15-17:30	Mortlake High Street	636.00	636.00		
17:15-17:30	Sheen Lane	235.00	235.00		
17:30-17:45	Lower Richmond Road	808.00	808.00		
17:30-17:45	Mortlake High Street	636.00	636.00		
17:30-17:45	Sheen Lane	235.00	235.00		
17:45-18:00	Lower Richmond Road	808.00	808.00		
17:45-18:00	Mortlake High Street	636.00	636.00		
17:45-18:00	Sheen Lane	235.00	235.00		
18:00-18:15	Lower Richmond Road	808.00	808.00		
18:00-18:15	Mortlake High Street	636.00	636.00		
18:00-18:15	Sheen Lane	235.00	235.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	1.000	714.000	93.000
	Mortlake High Street	502.000	4.000	130.000
	Sheen Lane	136.000	97.000	2.000

Turning Proportions (PCU) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.00	0.88	0.12
	Mortlake High Street	0.79	0.01	0.20
	Sheen Lane	0.58	0.41	0.01

Vehicle Mix

Average PCU Per Vehicle - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	1.000	1.000	1.000
	Mortlake High Street	1.000	1.000	1.000
	Sheen Lane	1.000	1.000	1.000

Heavy Vehicle Percentages - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.0	0.0	0.0
	Mortlake High Street	0.0	0.0	0.0
	Sheen Lane	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Lower Richmond Road	1.04	273.22	60.91	F	808.00	1212.00	3185.99	157.72	35.40	3328.70	164.79
Mortlake High Street	0.57	7.35	1.30	A	636.00	954.00	114.72	7.22	1.27	114.77	7.22
Sheen Lane	0.35	8.25	0.54	A	235.00	352.50	47.72	8.12	0.53	47.73	8.12

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	808.00	202.00	738.13	633.68	102.08	0.00	780.38	735.16	1.035	0.00	17.47	56.976	F
Mortlake High Street	636.00	159.00	630.92	752.35	87.85	0.00	1128.10	1127.17	0.564	0.00	1.27	7.171	A
Sheen Lane	235.00	58.75	232.89	215.90	502.88	0.00	673.72	454.95	0.349	0.00	0.53	8.128	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	808.00	202.00	767.53	638.89	102.99	0.00	779.95	735.16	1.036	17.47	27.59	118.896	F
Mortlake High Street	636.00	159.00	635.94	779.23	91.29	0.00	1126.03	1127.17	0.565	1.27	1.28	7.342	A
Sheen Lane	235.00	58.75	234.98	220.33	506.90	0.00	671.49	454.95	0.350	0.53	0.53	8.247	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	808.00	202.00	772.16	638.94	103.00	0.00	779.95	735.16	1.036	27.59	36.55	161.025	F
Mortlake High Street	636.00	159.00	635.98	783.33	91.83	0.00	1125.70	1127.17	0.565	1.28	1.29	7.350	A
Sheen Lane	235.00	58.75	234.99	220.87	506.94	0.00	671.47	454.95	0.350	0.53	0.54	8.247	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	808.00	202.00	774.36	638.95	103.00	0.00	779.95	735.16	1.036	36.55	44.96	199.874	F
Mortlake High Street	636.00	159.00	635.99	785.27	92.09	0.00	1125.55	1127.17	0.565	1.29	1.29	7.352	A
Sheen Lane	235.00	58.75	235.00	221.13	506.95	0.00	671.47	454.95	0.350	0.54	0.54	8.247	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	808.00	202.00	775.66	638.95	103.00	0.00	779.95	735.16	1.036	44.96	53.04	237.061	F
Mortlake High Street	636.00	159.00	635.99	786.42	92.24	0.00	1125.46	1127.17	0.565	1.29	1.29	7.354	A
Sheen Lane	235.00	58.75	235.00	221.28	506.96	0.00	671.46	454.95	0.350	0.54	0.54	8.247	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	808.00	202.00	776.52	638.96	103.00	0.00	779.95	735.16	1.036	53.04	60.91	273.220	F
Mortlake High Street	636.00	159.00	636.00	787.18	92.34	0.00	1125.40	1127.17	0.565	1.29	1.30	7.355	A
Sheen Lane	235.00	58.75	235.00	221.38	506.96	0.00	671.46	454.95	0.350	0.54	0.54	8.247	A

Queueing Delay Results for each time segment
Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	162.07	10.80	56.976	F	E
Mortlake High Street	18.04	1.20	7.171	A	A
Sheen Lane	7.57	0.50	8.128	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	340.12	22.67	118.896	F	F
Mortlake High Street	19.18	1.28	7.342	A	A
Sheen Lane	7.98	0.53	8.247	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	481.90	32.13	161.025	F	F
Mortlake High Street	19.31	1.29	7.350	A	A
Sheen Lane	8.02	0.53	8.247	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	611.76	40.78	199.874	F	F
Mortlake High Street	19.37	1.29	7.352	A	A
Sheen Lane	8.04	0.54	8.247	A	A

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	735.29	49.02	237.061	F	F
Mortlake High Street	19.40	1.29	7.354	A	A
Sheen Lane	8.05	0.54	8.247	A	A

Queueing Delay results: (18:00-18:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	854.86	56.99	273.220	F	F
Mortlake High Street	19.42	1.29	7.355	A	A
Sheen Lane	8.05	0.54	8.247	A	A

Existing Layout - 2031 Future Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	ARCADY		✓	✓	D1,D2,D3,D4,D5,D6		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base, AM	2031 Future Base	AM		FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout	Mini-roundabout	1,2,3	251.27	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Lower Richmond Road	1	Lower Richmond Road	
Mortlake High Street	2	Mortlake High Street	
Sheen Lane	3	Sheen Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Lower Richmond Road	0.00	99999.00		0.00
Mortlake High Street	0.00	99999.00		0.00
Sheen Lane	0.00	99999.00		0.00

Mini Roundabout Geometry

Name	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
Lower Richmond Road	5.70	4.40	7.10	1.70	15.50	9.80	0.00	✓
Mortlake High Street	7.60	7.60	7.60	0.00	14.90	7.90	0.00	✓
Sheen Lane	4.90	4.60	5.60	0.50	18.60	16.40	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Lower Richmond Road		(calculated)	(calculated)	0.468	828.124
Mortlake High Street		(calculated)	(calculated)	0.603	1181.110
Sheen Lane		(calculated)	(calculated)	0.554	952.382

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Lower Richmond Road	FLAT	✓	845.00	100.000
Mortlake High Street	FLAT	✓	715.00	100.000
Sheen Lane	FLAT	✓	268.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	Lower Richmond Road	845.00	845.00		
07:45-08:00	Mortlake High Street	715.00	715.00		
07:45-08:00	Sheen Lane	268.00	268.00		
08:00-08:15	Lower Richmond Road	845.00	845.00		
08:00-08:15	Mortlake High Street	715.00	715.00		
08:00-08:15	Sheen Lane	268.00	268.00		
08:15-08:30	Lower Richmond Road	845.00	845.00		
08:15-08:30	Mortlake High Street	715.00	715.00		
08:15-08:30	Sheen Lane	268.00	268.00		
08:30-08:45	Lower Richmond Road	845.00	845.00		
08:30-08:45	Mortlake High Street	715.00	715.00		
08:30-08:45	Sheen Lane	268.00	268.00		
08:45-09:00	Lower Richmond Road	845.00	845.00		
08:45-09:00	Mortlake High Street	715.00	715.00		
08:45-09:00	Sheen Lane	268.00	268.00		
09:00-09:15	Lower Richmond Road	845.00	845.00		
09:00-09:15	Mortlake High Street	715.00	715.00		
09:00-09:15	Sheen Lane	268.00	268.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.000	707.000	138.000
	Mortlake High Street	569.000	0.000	146.000
	Sheen Lane	144.000	124.000	0.000

Turning Proportions (PCU) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.00	0.84	0.16
	Mortlake High Street	0.80	0.00	0.20
	Sheen Lane	0.54	0.46	0.00

Vehicle Mix

Average PCU Per Vehicle - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	1.000	1.000	1.000
	Mortlake High Street	1.000	1.000	1.000
	Sheen Lane	1.000	1.000	1.000

Heavy Vehicle Percentages - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.0	0.0	0.0
	Mortlake High Street	0.0	0.0	0.0
	Sheen Lane	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Lower Richmond Road	1.10	532.68	121.61	F	845.00	1267.50	5783.02	273.75	64.26	6359.13	301.02
Mortlake High Street	0.65	9.22	1.82	A	715.00	1072.50	160.53	8.98	1.78	160.62	8.99
Sheen Lane	0.42	9.75	0.72	A	268.00	402.00	64.07	9.56	0.71	64.10	9.57

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	845.00	211.25	741.94	705.85	122.69	0.00	770.74	727.89	1.096	0.00	25.76	75.775	F
Mortlake High Street	715.00	178.75	707.92	743.46	121.17	0.00	1108.00	1109.39	0.645	0.00	1.77	8.850	A
Sheen Lane	268.00	67.00	265.17	265.72	563.37	0.00	640.20	463.17	0.419	0.00	0.71	9.530	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	845.00	211.25	765.77	712.87	123.98	0.00	770.14	727.89	1.097	25.76	45.57	180.507	F
Mortlake High Street	715.00	178.75	714.87	764.69	125.06	0.00	1105.65	1109.39	0.647	1.77	1.80	9.203	A
Sheen Lane	268.00	67.00	267.96	271.03	568.90	0.00	637.14	463.17	0.421	0.71	0.72	9.747	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	845.00	211.25	768.07	712.96	123.99	0.00	770.13	727.89	1.097	45.57	64.81	269.262	F
Mortlake High Street	715.00	178.75	714.96	766.62	125.44	0.00	1105.43	1109.39	0.647	1.80	1.81	9.216	A
Sheen Lane	268.00	67.00	267.99	271.43	568.97	0.00	637.10	463.17	0.421	0.72	0.72	9.752	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	845.00	211.25	768.91	712.98	124.00	0.00	770.13	727.89	1.097	64.81	83.83	357.247	F
Mortlake High Street	715.00	178.75	714.98	767.33	125.57	0.00	1105.34	1109.39	0.647	1.81	1.82	9.220	A
Sheen Lane	268.00	67.00	267.99	271.57	568.98	0.00	637.09	463.17	0.421	0.72	0.72	9.753	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	845.00	211.25	769.32	712.99	124.00	0.00	770.13	727.89	1.097	83.83	102.75	445.010	F
Mortlake High Street	715.00	178.75	714.99	767.68	125.64	0.00	1105.30	1109.39	0.647	1.82	1.82	9.221	A
Sheen Lane	268.00	67.00	268.00	271.64	568.99	0.00	637.09	463.17	0.421	0.72	0.72	9.753	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	845.00	211.25	769.55	712.99	124.00	0.00	770.13	727.89	1.097	102.75	121.61	532.676	F
Mortlake High Street	715.00	178.75	714.99	767.87	125.68	0.00	1105.28	1109.39	0.647	1.82	1.82	9.221	A
Sheen Lane	268.00	67.00	268.00	271.68	568.99	0.00	637.09	463.17	0.421	0.72	0.72	9.753	A

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	221.47	14.76	75.775	F	E
Mortlake High Street	24.73	1.65	8.850	A	A
Sheen Lane	10.04	0.67	9.530	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	536.25	35.75	180.507	F	F
Mortlake High Street	26.85	1.79	9.203	A	A
Sheen Lane	10.71	0.71	9.747	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	828.21	55.21	269.262	F	F
Mortlake High Street	27.12	1.81	9.216	A	A
Sheen Lane	10.80	0.72	9.752	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1114.92	74.33	357.247	F	F
Mortlake High Street	27.23	1.82	9.220	A	A
Sheen Lane	10.83	0.72	9.753	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1399.42	93.29	445.010	F	F
Mortlake High Street	27.29	1.82	9.221	A	A
Sheen Lane	10.84	0.72	9.753	A	A

Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1682.75	112.18	532.676	F	F
Mortlake High Street	27.33	1.82	9.221	A	A
Sheen Lane	10.85	0.72	9.753	A	A

Existing Layout - 2031 Future Base, PM

Data Errors and Warnings
No errors or warnings
Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	ARCADY		✓	✓	D1,D2,D3,D4,D5,D6		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base, PM	2031 Future Base	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout	Mini-roundabout	1,2,3	312.16	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Lower Richmond Road	1	Lower Richmond Road	
Mortlake High Street	2	Mortlake High Street	
Sheen Lane	3	Sheen Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Lower Richmond Road	0.00	99999.00		0.00
Mortlake High Street	0.00	99999.00		0.00
Sheen Lane	0.00	99999.00		0.00

Mini Roundabout Geometry

Name	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
Lower Richmond Road	5.70	4.40	7.10	1.70	15.50	9.80	0.00	✓
Mortlake High Street	7.60	7.60	7.60	0.00	14.90	7.90	0.00	✓
Sheen Lane	4.90	4.60	5.60	0.50	18.60	16.40	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Lower Richmond Road		(calculated)	(calculated)	0.468	828.124
Mortlake High Street		(calculated)	(calculated)	0.603	1181.110
Sheen Lane		(calculated)	(calculated)	0.554	952.382

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Lower Richmond Road	FLAT	✓	876.00	100.000
Mortlake High Street	FLAT	✓	640.00	100.000
Sheen Lane	FLAT	✓	212.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	Lower Richmond Road	876.00	876.00		
16:45-17:00	Mortlake High Street	640.00	640.00		
16:45-17:00	Sheen Lane	212.00	212.00		
17:00-17:15	Lower Richmond Road	876.00	876.00		
17:00-17:15	Mortlake High Street	640.00	640.00		
17:00-17:15	Sheen Lane	212.00	212.00		
17:15-17:30	Lower Richmond Road	876.00	876.00		
17:15-17:30	Mortlake High Street	640.00	640.00		
17:15-17:30	Sheen Lane	212.00	212.00		
17:30-17:45	Lower Richmond Road	876.00	876.00		
17:30-17:45	Mortlake High Street	640.00	640.00		
17:30-17:45	Sheen Lane	212.00	212.00		
17:45-18:00	Lower Richmond Road	876.00	876.00		
17:45-18:00	Mortlake High Street	640.00	640.00		
17:45-18:00	Sheen Lane	212.00	212.00		
18:00-18:15	Lower Richmond Road	876.00	876.00		
18:00-18:15	Mortlake High Street	640.00	640.00		
18:00-18:15	Sheen Lane	212.00	212.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.000	730.000	146.000
	Mortlake High Street	527.000	0.000	113.000
	Sheen Lane	123.000	89.000	0.000

Turning Proportions (PCU) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.00	0.83	0.17
	Mortlake High Street	0.82	0.00	0.18
	Sheen Lane	0.58	0.42	0.00

Vehicle Mix

Average PCU Per Vehicle - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	1.000	1.000	1.000
	Mortlake High Street	1.000	1.000	1.000
	Sheen Lane	1.000	1.000	1.000

Heavy Vehicle Percentages - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.0	0.0	0.0
	Mortlake High Street	0.0	0.0	0.0
	Sheen Lane	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Lower Richmond Road	1.11	608.14	142.41	F	876.00	1314.00	6694.04	305.66	74.38	7467.58	340.99
Mortlake High Street	0.58	7.79	1.38	A	640.00	960.00	122.14	7.63	1.36	122.19	7.64
Sheen Lane	0.32	8.03	0.47	A	212.00	318.00	41.94	7.91	0.47	41.95	7.91

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	876.00	219.00	760.52	644.48	88.22	0.00	786.86	740.27	1.113	0.00	28.87	80.982	F
Mortlake High Street	640.00	160.00	634.60	721.99	126.75	0.00	1104.63	1106.67	0.579	0.00	1.35	7.575	A
Sheen Lane	212.00	53.00	210.14	238.80	522.55	0.00	662.82	447.42	0.320	0.00	0.46	7.921	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	876.00	219.00	783.16	649.93	88.99	0.00	786.50	740.27	1.114	28.87	52.08	198.317	F
Mortlake High Street	640.00	160.00	639.93	741.63	130.53	0.00	1102.36	1106.67	0.581	1.35	1.37	7.782	A
Sheen Lane	212.00	53.00	211.98	243.51	526.94	0.00	660.39	447.42	0.321	0.46	0.47	8.028	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	876.00	219.00	785.00	649.98	89.00	0.00	786.50	740.27	1.114	52.08	74.83	301.010	F
Mortlake High Street	640.00	160.00	639.98	743.17	130.83	0.00	1102.17	1106.67	0.581	1.37	1.37	7.787	A
Sheen Lane	212.00	53.00	211.99	243.83	526.98	0.00	660.37	447.42	0.321	0.47	0.47	8.028	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	876.00	219.00	785.64	649.99	89.00	0.00	786.50	740.27	1.114	74.83	97.42	403.402	F
Mortlake High Street	640.00	160.00	639.99	743.70	130.94	0.00	1102.11	1106.67	0.581	1.37	1.38	7.790	A
Sheen Lane	212.00	53.00	212.00	243.94	526.99	0.00	660.36	447.42	0.321	0.47	0.47	8.028	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	876.00	219.00	785.94	649.99	89.00	0.00	786.50	740.27	1.114	97.42	119.93	505.767	F
Mortlake High Street	640.00	160.00	639.99	743.95	130.99	0.00	1102.08	1106.67	0.581	1.38	1.38	7.790	A
Sheen Lane	212.00	53.00	212.00	243.99	526.99	0.00	660.36	447.42	0.321	0.47	0.47	8.029	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	876.00	219.00	786.11	650.00	89.00	0.00	786.50	740.27	1.114	119.93	142.41	608.137	F
Mortlake High Street	640.00	160.00	640.00	744.09	131.02	0.00	1102.06	1106.67	0.581	1.38	1.38	7.790	A
Sheen Lane	212.00	53.00	212.00	244.02	527.00	0.00	660.36	447.42	0.321	0.47	0.47	8.029	A

Queueing Delay Results for each time segment
Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	244.05	16.27	80.982	F	F
Mortlake High Street	19.13	1.28	7.575	A	A
Sheen Lane	6.67	0.44	7.921	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	608.13	40.54	198.317	F	F
Mortlake High Street	20.43	1.36	7.782	A	A
Sheen Lane	7.01	0.47	8.028	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	952.11	63.47	301.010	F	F
Mortlake High Street	20.58	1.37	7.787	A	A
Sheen Lane	7.05	0.47	8.028	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1291.98	86.13	403.402	F	F
Mortlake High Street	20.64	1.38	7.790	A	A
Sheen Lane	7.06	0.47	8.028	A	A

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1630.20	108.68	505.767	F	F
Mortlake High Street	20.67	1.38	7.790	A	A
Sheen Lane	7.07	0.47	8.029	A	A

Queueing Delay results: (18:00-18:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1967.58	131.17	608.137	F	F
Mortlake High Street	20.69	1.38	7.790	A	A
Sheen Lane	7.07	0.47	8.029	A	A

Existing Layout - 2031 Future Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	ARCADY		✓	✓	D1,D2,D3,D4,D5,D6		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base + Dev, AM	2031 Future Base + Dev	AM		FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout	Mini-roundabout	1,2,3	220.24	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Lower Richmond Road	1	Lower Richmond Road	
Mortlake High Street	2	Mortlake High Street	
Sheen Lane	3	Sheen Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Lower Richmond Road	0.00	99999.00		0.00
Mortlake High Street	0.00	99999.00		0.00
Sheen Lane	0.00	99999.00		0.00

Mini Roundabout Geometry

Name	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
Lower Richmond Road	5.70	4.40	7.10	1.70	15.50	9.80	0.00	✓
Mortlake High Street	7.60	7.60	7.60	0.00	14.90	7.90	0.00	✓
Sheen Lane	4.90	4.60	5.60	0.50	18.60	16.40	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Lower Richmond Road		(calculated)	(calculated)	0.468	828.124
Mortlake High Street		(calculated)	(calculated)	0.603	1181.110
Sheen Lane		(calculated)	(calculated)	0.554	952.382

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Lower Richmond Road	FLAT	✓	840.00	100.000
Mortlake High Street	FLAT	✓	672.00	100.000
Sheen Lane	FLAT	✓	243.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	Lower Richmond Road	840.00	840.00		
07:45-08:00	Mortlake High Street	672.00	672.00		
07:45-08:00	Sheen Lane	243.00	243.00		
08:00-08:15	Lower Richmond Road	840.00	840.00		
08:00-08:15	Mortlake High Street	672.00	672.00		
08:00-08:15	Sheen Lane	243.00	243.00		
08:15-08:30	Lower Richmond Road	840.00	840.00		
08:15-08:30	Mortlake High Street	672.00	672.00		
08:15-08:30	Sheen Lane	243.00	243.00		
08:30-08:45	Lower Richmond Road	840.00	840.00		
08:30-08:45	Mortlake High Street	672.00	672.00		
08:30-08:45	Sheen Lane	243.00	243.00		
08:45-09:00	Lower Richmond Road	840.00	840.00		
08:45-09:00	Mortlake High Street	672.00	672.00		
08:45-09:00	Sheen Lane	243.00	243.00		
09:00-09:15	Lower Richmond Road	840.00	840.00		
09:00-09:15	Mortlake High Street	672.00	672.00		
09:00-09:15	Sheen Lane	243.00	243.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.000	633.000	207.000
	Mortlake High Street	537.000	0.000	135.000
	Sheen Lane	137.000	106.000	0.000

Turning Proportions (PCU) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.00	0.75	0.25
	Mortlake High Street	0.80	0.00	0.20
	Sheen Lane	0.56	0.44	0.00

Vehicle Mix

Average PCU Per Vehicle - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	1.000	1.000	1.000
	Mortlake High Street	1.000	1.000	1.000
	Sheen Lane	1.000	1.000	1.000

Heavy Vehicle Percentages - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.0	0.0	0.0
	Mortlake High Street	0.0	0.0	0.0
	Sheen Lane	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Lower Richmond Road	1.08	450.30	103.29	F	840.00	1260.00	4996.01	237.91	55.51	5407.13	257.48
Mortlake High Street	0.63	9.15	1.70	A	672.00	1008.00	149.58	8.90	1.66	149.66	8.91
Sheen Lane	0.37	8.74	0.59	A	243.00	364.50	52.22	8.60	0.58	52.23	8.60

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	840.00	210.00	746.92	667.44	104.99	0.00	779.02	730.70	1.078	0.00	23.27	69.693	F
Mortlake High Street	672.00	168.00	665.42	667.85	184.06	0.00	1070.05	1072.47	0.628	0.00	1.64	8.762	A
Sheen Lane	243.00	60.75	240.69	317.74	531.74	0.00	657.73	477.48	0.369	0.00	0.58	8.586	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	840.00	210.00	772.68	673.88	105.99	0.00	778.55	730.70	1.079	23.27	40.10	160.690	F
Mortlake High Street	672.00	168.00	671.86	688.26	190.41	0.00	1066.22	1072.47	0.630	1.64	1.68	9.122	A
Sheen Lane	243.00	60.75	242.97	325.38	536.89	0.00	654.87	477.48	0.371	0.58	0.58	8.738	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	840.00	210.00	775.58	673.96	106.00	0.00	778.55	730.70	1.079	40.10	56.20	234.439	F
Mortlake High Street	672.00	168.00	671.96	690.45	191.12	0.00	1065.79	1072.47	0.631	1.68	1.69	9.137	A
Sheen Lane	243.00	60.75	242.99	326.12	536.97	0.00	654.83	477.48	0.371	0.58	0.59	8.741	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	840.00	210.00	776.72	673.98	106.00	0.00	778.55	730.70	1.079	56.20	72.03	306.817	F
Mortlake High Street	672.00	168.00	671.98	691.31	191.41	0.00	1065.62	1072.47	0.631	1.69	1.69	9.143	A
Sheen Lane	243.00	60.75	243.00	326.40	536.98	0.00	654.82	477.48	0.371	0.59	0.59	8.741	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	840.00	210.00	777.30	673.99	106.00	0.00	778.55	730.70	1.079	72.03	87.70	378.685	F
Mortlake High Street	672.00	168.00	671.99	691.75	191.55	0.00	1065.54	1072.47	0.631	1.69	1.70	9.145	A
Sheen Lane	243.00	60.75	243.00	326.55	536.99	0.00	654.82	477.48	0.371	0.59	0.59	8.741	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	840.00	210.00	777.64	673.99	106.00	0.00	778.55	730.70	1.079	87.70	103.29	450.296	F
Mortlake High Street	672.00	168.00	671.99	692.00	191.63	0.00	1065.49	1072.47	0.631	1.70	1.70	9.146	A
Sheen Lane	243.00	60.75	243.00	326.63	536.99	0.00	654.82	477.48	0.371	0.59	0.59	8.741	A

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	203.86	13.59	69.693	F	E
Mortlake High Street	23.04	1.54	8.762	A	A
Sheen Lane	8.25	0.55	8.586	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	476.77	31.78	160.690	F	F
Mortlake High Street	24.99	1.67	9.122	A	A
Sheen Lane	8.73	0.58	8.738	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	722.79	48.19	234.439	F	F
Mortlake High Street	25.27	1.68	9.137	A	A
Sheen Lane	8.79	0.59	8.741	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	961.97	64.13	306.817	F	F
Mortlake High Street	25.38	1.69	9.143	A	A
Sheen Lane	8.81	0.59	8.741	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1198.08	79.87	378.685	F	F
Mortlake High Street	25.44	1.70	9.145	A	A
Sheen Lane	8.82	0.59	8.741	A	A

Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1432.53	95.50	450.296	F	F
Mortlake High Street	25.47	1.70	9.146	A	A
Sheen Lane	8.82	0.59	8.741	A	A

Existing Layout - 2031 Future Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	ARCADY		✓	✓	D1,D2,D3,D4,D5,D6		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base + Dev, PM	2031 Future Base + Dev	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout	Mini-roundabout	1,2,3	176.39	F

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Lower Richmond Road	1	Lower Richmond Road	
Mortlake High Street	2	Mortlake High Street	
Sheen Lane	3	Sheen Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Lower Richmond Road	0.00	99999.00		0.00
Mortlake High Street	0.00	99999.00		0.00
Sheen Lane	0.00	99999.00		0.00

Mini Roundabout Geometry

Name	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
Lower Richmond Road	5.70	4.40	7.10	1.70	15.50	9.80	0.00	✓
Mortlake High Street	7.60	7.60	7.60	0.00	14.90	7.90	0.00	✓
Sheen Lane	4.90	4.60	5.60	0.50	18.60	16.40	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Lower Richmond Road		(calculated)	(calculated)	0.468	828.124
Mortlake High Street		(calculated)	(calculated)	0.603	1181.110
Sheen Lane		(calculated)	(calculated)	0.554	952.382

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Lower Richmond Road	FLAT	✓	821.00	100.000
Mortlake High Street	FLAT	✓	566.00	100.000
Sheen Lane	FLAT	✓	258.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	Lower Richmond Road	821.00	821.00		
16:45-17:00	Mortlake High Street	566.00	566.00		
16:45-17:00	Sheen Lane	258.00	258.00		
17:00-17:15	Lower Richmond Road	821.00	821.00		
17:00-17:15	Mortlake High Street	566.00	566.00		
17:00-17:15	Sheen Lane	258.00	258.00		
17:15-17:30	Lower Richmond Road	821.00	821.00		
17:15-17:30	Mortlake High Street	566.00	566.00		
17:15-17:30	Sheen Lane	258.00	258.00		
17:30-17:45	Lower Richmond Road	821.00	821.00		
17:30-17:45	Mortlake High Street	566.00	566.00		
17:30-17:45	Sheen Lane	258.00	258.00		
17:45-18:00	Lower Richmond Road	821.00	821.00		
17:45-18:00	Mortlake High Street	566.00	566.00		
17:45-18:00	Sheen Lane	258.00	258.00		
18:00-18:15	Lower Richmond Road	821.00	821.00		
18:00-18:15	Mortlake High Street	566.00	566.00		
18:00-18:15	Sheen Lane	258.00	258.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.000	674.000	147.000
	Mortlake High Street	474.000	0.000	92.000
	Sheen Lane	152.000	106.000	0.000

Turning Proportions (PCU) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.00	0.82	0.18
	Mortlake High Street	0.84	0.00	0.16
	Sheen Lane	0.59	0.41	0.00

Vehicle Mix

Average PCU Per Vehicle - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	1.000	1.000	1.000
	Mortlake High Street	1.000	1.000	1.000
	Sheen Lane	1.000	1.000	1.000

Heavy Vehicle Percentages - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.0	0.0	0.0
	Mortlake High Street	0.0	0.0	0.0
	Sheen Lane	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Lower Richmond Road	1.05	346.14	78.33	F	821.00	1231.50	3927.08	191.33	43.63	4163.50	202.85
Mortlake High Street	0.52	6.78	1.06	A	566.00	849.00	94.25	6.66	1.05	94.28	6.66
Sheen Lane	0.37	8.34	0.60	A	258.00	387.00	52.95	8.21	0.59	52.96	8.21

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	821.00	205.25	741.62	621.13	105.04	0.00	779.00	743.27	1.054	0.00	19.84	62.280	F
Mortlake High Street	566.00	141.50	561.83	713.87	132.79	0.00	1100.99	1100.81	0.514	0.00	1.04	6.628	A
Sheen Lane	258.00	64.50	255.65	224.11	470.51	0.00	691.66	441.54	0.373	0.00	0.59	8.212	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	821.00	205.25	769.61	625.94	105.99	0.00	778.55	743.27	1.055	19.84	32.69	136.196	F
Mortlake High Street	566.00	141.50	565.95	737.80	137.80	0.00	1097.97	1100.81	0.516	1.04	1.05	6.766	A
Sheen Lane	258.00	64.50	257.97	229.79	473.96	0.00	689.75	441.54	0.374	0.59	0.59	8.336	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	821.00	205.25	773.48	625.98	106.00	0.00	778.55	743.27	1.055	32.69	44.57	191.209	F
Mortlake High Street	566.00	141.50	565.98	740.99	138.49	0.00	1097.55	1100.81	0.516	1.05	1.06	6.771	A
Sheen Lane	258.00	64.50	257.99	230.49	473.99	0.00	689.73	441.54	0.374	0.59	0.59	8.338	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	821.00	205.25	775.17	625.99	106.00	0.00	778.55	743.27	1.055	44.57	56.03	243.796	F
Mortlake High Street	566.00	141.50	565.99	742.38	138.79	0.00	1097.37	1100.81	0.516	1.06	1.06	6.774	A
Sheen Lane	258.00	64.50	258.00	230.79	473.99	0.00	689.73	441.54	0.374	0.59	0.60	8.338	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	821.00	205.25	776.11	626.00	106.00	0.00	778.55	743.27	1.055	56.03	67.25	295.284	F
Mortlake High Street	566.00	141.50	566.00	743.14	138.96	0.00	1097.27	1100.81	0.516	1.06	1.06	6.775	A
Sheen Lane	258.00	64.50	258.00	230.96	474.00	0.00	689.73	441.54	0.374	0.60	0.60	8.338	A

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	821.00	205.25	776.69	626.00	106.00	0.00	778.55	743.27	1.055	67.25	78.33	346.142	F
Mortlake High Street	566.00	141.50	566.00	743.62	139.07	0.00	1097.20	1100.81	0.516	1.06	1.06	6.776	A
Sheen Lane	258.00	64.50	258.00	231.07	474.00	0.00	689.73	441.54	0.374	0.60	0.60	8.338	A

Queueing Delay Results for each time segment
Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	179.26	11.95	62.280	F	E
Mortlake High Street	14.91	0.99	6.628	A	A
Sheen Lane	8.39	0.56	8.212	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	395.93	26.40	136.196	F	F
Mortlake High Street	15.75	1.05	6.766	A	A
Sheen Lane	8.85	0.59	8.336	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	580.20	38.68	191.209	F	F
Mortlake High Street	15.85	1.06	6.771	A	A
Sheen Lane	8.90	0.59	8.338	A	A

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	754.87	50.32	243.796	F	F
Mortlake High Street	15.89	1.06	6.774	A	A
Sheen Lane	8.92	0.59	8.338	A	A

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	924.82	61.65	295.284	F	F
Mortlake High Street	15.92	1.06	6.775	A	A
Sheen Lane	8.93	0.60	8.338	A	A

Queueing Delay results: (18:00-18:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	1092.00	72.80	346.142	F	F
Mortlake High Street	15.93	1.06	6.776	A	A
Sheen Lane	8.94	0.60	8.338	A	A

Proposed Layout - 2031 Future Base + Dev + Chalkers Corner + local mitigation, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed Layout	ARCADY		✓	✓	D9,D10		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relation
2031 Future Base + Dev + Chalkers Corner + local mitigation, AM	2031 Future Base + Dev + Chalkers Corner + local mitigation	AM		FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout	Mini-roundabout	1,2,3	43.53	E

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Lower Richmond Road	1	Lower Richmond Road	
Mortlake High Street	2	Mortlake High Street	
Sheen Lane	3	Sheen Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Lower Richmond Road	0.00	99999.00		0.00
Mortlake High Street	0.00	99999.00		0.00
Sheen Lane	0.00	99999.00		0.00

Mini Roundabout Geometry

Name	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
Lower Richmond Road	7.20	5.70	6.50	1.60	15.50	7.30	0.00	✓
Mortlake High Street	6.10	6.10	7.60	9.50	14.90	7.90	0.00	✓
Sheen Lane	3.80	3.40	3.80	5.30	18.40	16.40	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Lower Richmond Road		(calculated)	(calculated)	0.523	954.607
Mortlake High Street		(calculated)	(calculated)	0.578	1195.532
Sheen Lane		(calculated)	(calculated)	0.503	824.011

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Lower Richmond Road	FLAT	✓	868.00	100.000
Mortlake High Street	FLAT	✓	721.00	100.000
Sheen Lane	FLAT	✓	246.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	Lower Richmond Road	868.00	868.00		
07:45-08:00	Mortlake High Street	721.00	721.00		
07:45-08:00	Sheen Lane	246.00	246.00		
08:00-08:15	Lower Richmond Road	868.00	868.00		
08:00-08:15	Mortlake High Street	721.00	721.00		
08:00-08:15	Sheen Lane	246.00	246.00		
08:15-08:30	Lower Richmond Road	868.00	868.00		
08:15-08:30	Mortlake High Street	721.00	721.00		
08:15-08:30	Sheen Lane	246.00	246.00		
08:30-08:45	Lower Richmond Road	868.00	868.00		
08:30-08:45	Mortlake High Street	721.00	721.00		
08:30-08:45	Sheen Lane	246.00	246.00		
08:45-09:00	Lower Richmond Road	868.00	868.00		
08:45-09:00	Mortlake High Street	721.00	721.00		
08:45-09:00	Sheen Lane	246.00	246.00		
09:00-09:15	Lower Richmond Road	868.00	868.00		
09:00-09:15	Mortlake High Street	721.00	721.00		
09:00-09:15	Sheen Lane	246.00	246.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.000	648.000	220.000
	Mortlake High Street	594.000	0.000	127.000
	Sheen Lane	146.000	100.000	0.000

Turning Proportions (PCU) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.00	0.75	0.25
	Mortlake High Street	0.82	0.00	0.18
	Sheen Lane	0.59	0.41	0.00

Vehicle Mix

Average PCU Per Vehicle - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	1.000	1.000	1.000
	Mortlake High Street	1.000	1.000	1.000
	Sheen Lane	1.000	1.000	1.000

Heavy Vehicle Percentages - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.0	0.0	0.0
	Mortlake High Street	0.0	0.0	0.0
	Sheen Lane	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Lower Richmond Road	0.96	79.76	18.38	F	868.00	1302.00	1284.74	59.20	14.27	1295.97	59.72
Mortlake High Street	0.67	10.35	2.06	B	721.00	1081.50	180.30	10.00	2.00	180.42	10.01
Sheen Lane	0.47	12.90	0.88	B	246.00	369.00	77.28	12.57	0.86	77.33	12.57

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	868.00	217.00	825.43	731.48	98.62	0.00	902.99	873.50	0.961	0.00	10.64	36.161	E
Mortlake High Street	721.00	180.25	713.11	714.84	209.21	0.00	1074.57	1067.52	0.671	0.00	1.97	9.759	A
Sheen Lane	246.00	61.50	242.60	334.82	587.50	0.00	528.21	381.20	0.466	0.00	0.85	12.464	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	868.00	217.00	856.10	739.78	99.97	0.00	902.28	873.50	0.962	10.64	13.62	59.518	F
Mortlake High Street	721.00	180.25	720.79	739.08	216.98	0.00	1070.07	1067.52	0.674	1.97	2.02	10.292	B
Sheen Lane	246.00	61.50	245.93	343.95	593.83	0.00	525.02	381.20	0.469	0.85	0.87	12.891	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	868.00	217.00	860.78	739.93	99.99	0.00	902.27	873.50	0.962	13.62	15.42	67.737	F
Mortlake High Street	721.00	180.25	720.93	742.60	218.17	0.00	1069.39	1067.52	0.674	2.02	2.04	10.324	B
Sheen Lane	246.00	61.50	245.98	345.16	593.94	0.00	524.97	381.20	0.469	0.87	0.87	12.901	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	868.00	217.00	862.95	739.97	100.00	0.00	902.27	873.50	0.962	15.42	16.68	73.019	F
Mortlake High Street	721.00	180.25	720.97	744.23	218.72	0.00	1069.07	1067.52	0.674	2.04	2.05	10.336	B
Sheen Lane	246.00	61.50	245.99	345.71	593.97	0.00	524.95	381.20	0.469	0.87	0.88	12.902	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	868.00	217.00	864.20	739.98	100.00	0.00	902.27	873.50	0.962	16.68	17.63	76.836	F
Mortlake High Street	721.00	180.25	720.98	745.16	219.04	0.00	1068.89	1067.52	0.675	2.05	2.06	10.343	B
Sheen Lane	246.00	61.50	245.99	346.03	593.98	0.00	524.95	381.20	0.469	0.88	0.88	12.904	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	868.00	217.00	865.01	739.99	100.00	0.00	902.27	873.50	0.962	17.63	18.38	79.765	F
Mortlake High Street	721.00	180.25	720.99	745.77	219.24	0.00	1068.77	1067.52	0.675	2.06	2.06	10.349	B
Sheen Lane	246.00	61.50	246.00	346.24	593.99	0.00	524.94	381.20	0.469	0.88	0.88	12.905	B

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	112.52	7.50	36.161	E	D
Mortlake High Street	27.34	1.82	9.759	A	A
Sheen Lane	11.88	0.79	12.464	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	184.22	12.28	59.518	F	E
Mortlake High Street	30.09	2.01	10.292	B	B
Sheen Lane	12.92	0.86	12.891	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	218.71	14.58	67.737	F	E
Mortlake High Street	30.52	2.03	10.324	B	B
Sheen Lane	13.06	0.87	12.901	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	241.29	16.09	73.019	F	E
Mortlake High Street	30.70	2.05	10.336	B	B
Sheen Lane	13.12	0.87	12.902	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	257.69	17.18	76.836	F	E
Mortlake High Street	30.80	2.05	10.343	B	B
Sheen Lane	13.14	0.88	12.904	B	B

Queueing Delay results: (09:00-09:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	270.31	18.02	79.765	F	E
Mortlake High Street	30.86	2.06	10.349	B	B
Sheen Lane	13.16	0.88	12.905	B	B

Proposed Layout - 2031 Future Base + Dev + Chalkers Corner + local mitigation, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed Layout	ARCADY		✓	✓	D9,D10		100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relation
2031 Future Base + Dev + Chalkers Corner + local mitigation, PM	2031 Future Base + Dev + Chalkers Corner + local mitigation	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
1	Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout	Mini-roundabout	1,2,3	44.87	E

Junction Network Options

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

Arms

Arms

Name	Arm	Name	Description
Lower Richmond Road	1	Lower Richmond Road	
Mortlake High Street	2	Mortlake High Street	
Sheen Lane	3	Sheen Lane	

Capacity Options

Name	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
Lower Richmond Road	0.00	99999.00		0.00
Mortlake High Street	0.00	99999.00		0.00
Sheen Lane	0.00	99999.00		0.00

Mini Roundabout Geometry

Name	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
Lower Richmond Road	7.20	5.70	6.50	1.60	15.50	7.30	0.00	✓
Mortlake High Street	6.10	6.10	7.60	9.50	14.90	7.90	0.00	✓
Sheen Lane	3.80	3.40	3.80	5.30	18.40	16.40	0.00	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Name	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
Lower Richmond Road		(calculated)	(calculated)	0.523	954.607
Mortlake High Street		(calculated)	(calculated)	0.578	1195.532
Sheen Lane		(calculated)	(calculated)	0.503	824.011

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Name	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Lower Richmond Road	FLAT	✓	867.00	100.000
Mortlake High Street	FLAT	✓	653.00	100.000
Sheen Lane	FLAT	✓	259.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Name	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	Lower Richmond Road	867.00	867.00		
16:45-17:00	Mortlake High Street	653.00	653.00		
16:45-17:00	Sheen Lane	259.00	259.00		
17:00-17:15	Lower Richmond Road	867.00	867.00		
17:00-17:15	Mortlake High Street	653.00	653.00		
17:00-17:15	Sheen Lane	259.00	259.00		
17:15-17:30	Lower Richmond Road	867.00	867.00		
17:15-17:30	Mortlake High Street	653.00	653.00		
17:15-17:30	Sheen Lane	259.00	259.00		
17:30-17:45	Lower Richmond Road	867.00	867.00		
17:30-17:45	Mortlake High Street	653.00	653.00		
17:30-17:45	Sheen Lane	259.00	259.00		
17:45-18:00	Lower Richmond Road	867.00	867.00		
17:45-18:00	Mortlake High Street	653.00	653.00		
17:45-18:00	Sheen Lane	259.00	259.00		
18:00-18:15	Lower Richmond Road	867.00	867.00		
18:00-18:15	Mortlake High Street	653.00	653.00		
18:00-18:15	Sheen Lane	259.00	259.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.000	692.000	175.000
	Mortlake High Street	582.000	0.000	71.000
	Sheen Lane	154.000	105.000	0.000

Turning Proportions (PCU) - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.00	0.80	0.20
	Mortlake High Street	0.89	0.00	0.11
	Sheen Lane	0.59	0.41	0.00

Vehicle Mix

Average PCU Per Vehicle - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	1.000	1.000	1.000
	Mortlake High Street	1.000	1.000	1.000
	Sheen Lane	1.000	1.000	1.000

Heavy Vehicle Percentages - Sheen Lane / Mortlake High Street / Lower Richmond Road Roundabout (for whole period)

		To		
		Lower Richmond Road	Mortlake High Street	Sheen Lane
From	Lower Richmond Road	0.0	0.0	0.0
	Mortlake High Street	0.0	0.0	0.0
	Sheen Lane	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Name	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
Lower Richmond Road	0.96	81.97	18.87	F	867.00	1300.50	1311.03	60.49	14.57	1322.90	61.03
Mortlake High Street	0.60	8.15	1.47	A	653.00	979.50	129.94	7.96	1.44	130.00	7.96
Sheen Lane	0.49	13.23	0.95	B	259.00	388.50	83.40	12.88	0.93	83.45	12.89

Main Results for each time segment

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	867.00	216.75	823.92	728.71	103.51	0.00	900.43	883.77	0.963	0.00	10.77	36.535	E
Mortlake High Street	653.00	163.25	647.27	761.13	166.31	0.00	1099.38	1092.39	0.594	0.00	1.43	7.867	A
Sheen Lane	259.00	64.75	255.33	236.68	576.90	0.00	533.55	333.80	0.485	0.00	0.92	12.782	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	867.00	216.75	854.68	735.87	104.97	0.00	899.67	883.77	0.964	10.77	13.85	60.513	F
Mortlake High Street	653.00	163.25	652.90	787.14	172.51	0.00	1095.79	1092.39	0.596	1.43	1.46	8.125	A
Sheen Lane	259.00	64.75	258.92	243.50	581.91	0.00	531.02	333.80	0.488	0.92	0.94	13.223	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	867.00	216.75	859.45	735.96	104.99	0.00	899.66	883.77	0.964	13.85	15.74	69.131	F
Mortlake High Street	653.00	163.25	652.97	790.97	173.48	0.00	1095.23	1092.39	0.596	1.46	1.46	8.138	A
Sheen Lane	259.00	64.75	258.98	244.47	581.97	0.00	530.99	333.80	0.488	0.94	0.94	13.229	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	867.00	216.75	861.67	735.98	105.00	0.00	899.65	883.77	0.964	15.74	17.07	74.733	F
Mortlake High Street	653.00	163.25	652.98	792.75	173.93	0.00	1094.97	1092.39	0.596	1.46	1.47	8.143	A
Sheen Lane	259.00	64.75	258.99	244.92	581.99	0.00	530.99	333.80	0.488	0.94	0.95	13.232	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	867.00	216.75	862.97	735.99	105.00	0.00	899.65	883.77	0.964	17.07	18.08	78.813	F
Mortlake High Street	653.00	163.25	652.99	793.78	174.19	0.00	1094.82	1092.39	0.596	1.47	1.47	8.147	A
Sheen Lane	259.00	64.75	258.99	245.19	581.99	0.00	530.98	333.80	0.488	0.95	0.95	13.232	B

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

Name	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Exit Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	Saturation Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
Lower Richmond Road	867.00	216.75	863.81	735.99	105.00	0.00	899.65	883.77	0.964	18.08	18.87	81.968	F
Mortlake High Street	653.00	163.25	652.99	794.45	174.36	0.00	1094.72	1092.39	0.597	1.47	1.47	8.149	A
Sheen Lane	259.00	64.75	259.00	245.36	581.99	0.00	530.98	333.80	0.488	0.95	0.95	13.235	B

Queueing Delay Results for each time segment
Queueing Delay results: (16:45-17:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	113.52	7.57	36.535	E	D
Mortlake High Street	20.22	1.35	7.867	A	A
Sheen Lane	12.80	0.85	12.782	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	186.94	12.46	60.513	F	E
Mortlake High Street	21.71	1.45	8.125	A	A
Sheen Lane	13.95	0.93	13.223	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	222.82	14.85	69.131	F	E
Mortlake High Street	21.91	1.46	8.138	A	A
Sheen Lane	14.10	0.94	13.229	B	B

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

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	246.54	16.44	74.733	F	E
Mortlake High Street	21.99	1.47	8.143	A	A
Sheen Lane	14.16	0.94	13.232	B	B

Queueing Delay results: (17:45-18:00)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	263.89	17.59	78.813	F	E
Mortlake High Street	22.04	1.47	8.147	A	A
Sheen Lane	14.19	0.95	13.232	B	B

Queueing Delay results: (18:00-18:15)

Name	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
Lower Richmond Road	277.33	18.49	81.968	F	F
Mortlake High Street	22.07	1.47	8.149	A	A
Sheen Lane	14.21	0.95	13.235	B	B



Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2017
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Filename: 171218 - School Access.arc8

Path: J:\38262 Stag Brewery, Mortlake\5. Drawings & Models\Traffic Modelling\PICADY

Report generation date: 20/12/2017 14:41:41

- » Proposed Layout - 2031 Future Base + Dev, AM
- » Proposed Layout - 2031 Future Base + Dev, PM
- » Proposed Layout - 2031 Future Base + Dev + Chalkers Corner + Local Mitigation, AM
- » Proposed Layout - 2031 Future Base + Dev + Chalkers Corner + Local Mitigation, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Proposed Layout - 2031 Future Base + Dev								
Stream B-AC	0.59	17.92	0.37	C	0.22	15.92	0.18	C
Stream C-AB	0.14	7.51	0.12	A	0.04	7.27	0.04	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Proposed Layout - 2031 Future Base + Dev + Chalkers Corner + Local Mitigation								
Stream B-AC	0.69	20.88	0.41	C	0.28	20.98	0.22	C
Stream C-AB	0.13	7.58	0.12	A	0.04	7.55	0.04	A
Stream C-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.

"D5 - 2031 Future Base + Dev, AM " model duration: 07:45 - 09:15

"D6 - 2031 Future Base + Dev, PM" model duration: 16:45 - 18:15

"D7 - 2031 Future Base + Dev + Chalkers Corner + Local Mitigation, AM" model duration: 07:45 - 09:15

"D8 - 2031 Future Base + Dev + Chalkers Corner + Local Mitigation, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 20/12/2017 14:41:40

File summary

Title	School Access/Lower Richmond Road
Location	Mortlake
Site Number	38262
Date	28/11/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	jtsmith
Description	2031 - Development, with mitigation

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

Proposed Layout - 2031 Future Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed Layout	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base + Dev, AM	2031 Future Base + Dev	AM		FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Lower Richmond Road / School Access Link	T-Junction	Two-way	A,B,C		14.26	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Lower Richmond Road (W)		Major
B	B	School Access		Minor
C	C	Lower Richmond Road (E)		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	6.95		0.00	✓	4.40	90.00	✓	7.00

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	3.84										45	22

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	545.324	0.095	0.241	0.151	0.344
1	B-C	691.696	0.102	0.257	-	-
1	C-B	775.989	0.288	0.288	-	-

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	FLAT	✓	803.00	100.000
B	FLAT	✓	120.00	100.000
C	FLAT	✓	910.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	803.00	803.00		
07:45-08:00	B	120.00	120.00		
07:45-08:00	C	910.00	910.00		
08:00-08:15	A	803.00	803.00		
08:00-08:15	B	120.00	120.00		
08:00-08:15	C	910.00	910.00		
08:15-08:30	A	803.00	803.00		
08:15-08:30	B	120.00	120.00		
08:15-08:30	C	910.00	910.00		
08:30-08:45	A	803.00	803.00		
08:30-08:45	B	120.00	120.00		
08:30-08:45	C	910.00	910.00		
08:45-09:00	A	803.00	803.00		
08:45-09:00	B	120.00	120.00		
08:45-09:00	C	910.00	910.00		
09:00-09:15	A	803.00	803.00		
09:00-09:15	B	120.00	120.00		
09:00-09:15	C	910.00	910.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	59.000	744.000
	B	48.000	0.000	72.000
	C	845.000	65.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.40	0.00	0.60
	C	0.93	0.07	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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.37	17.92	0.59	C	120.00	180.00	52.31	17.44	0.58	52.34	17.45
C-AB	0.12	7.51	0.14	A	65.00	97.50	12.16	7.48	0.14	12.16	7.48
C-A	-	-	-	-	845.00	1267.50	-	-	-	-	-
A-B	-	-	-	-	59.00	88.50	-	-	-	-	-
A-C	-	-	-	-	744.00	1116.00	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	120.00	30.00	117.69	0.00	321.05	0.374	0.00	0.58	17.542	C
C-AB	65.00	16.25	64.46	0.00	544.54	0.119	0.00	0.13	7.491	A
C-A	845.00	211.25	845.00	0.00	-	-	-	-	-	-
A-B	59.00	14.75	59.00	0.00	-	-	-	-	-	-
A-C	744.00	186.00	744.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	120.00	30.00	119.96	0.00	320.88	0.374	0.58	0.59	17.908	C
C-AB	65.00	16.25	65.00	0.00	544.54	0.119	0.13	0.13	7.506	A
C-A	845.00	211.25	845.00	0.00	-	-	-	-	-	-
A-B	59.00	14.75	59.00	0.00	-	-	-	-	-	-
A-C	744.00	186.00	744.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	120.00	30.00	119.99	0.00	320.87	0.374	0.59	0.59	17.916	C
C-AB	65.00	16.25	65.00	0.00	544.54	0.119	0.13	0.14	7.506	A
C-A	845.00	211.25	845.00	0.00	-	-	-	-	-	-
A-B	59.00	14.75	59.00	0.00	-	-	-	-	-	-
A-C	744.00	186.00	744.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	120.00	30.00	119.99	0.00	320.87	0.374	0.59	0.59	17.917	C
C-AB	65.00	16.25	65.00	0.00	544.54	0.119	0.14	0.14	7.506	A
C-A	845.00	211.25	845.00	0.00	-	-	-	-	-	-
A-B	59.00	14.75	59.00	0.00	-	-	-	-	-	-
A-C	744.00	186.00	744.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	120.00	30.00	120.00	0.00	320.87	0.374	0.59	0.59	17.919	C
C-AB	65.00	16.25	65.00	0.00	544.54	0.119	0.14	0.14	7.506	A
C-A	845.00	211.25	845.00	0.00	-	-	-	-	-	-
A-B	59.00	14.75	59.00	0.00	-	-	-	-	-	-
A-C	744.00	186.00	744.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	120.00	30.00	120.00	0.00	320.87	0.374	0.59	0.59	17.919	C
C-AB	65.00	16.25	65.00	0.00	544.54	0.119	0.14	0.14	7.506	A
C-A	845.00	211.25	845.00	0.00	-	-	-	-	-	-
A-B	59.00	14.75	59.00	0.00	-	-	-	-	-	-
A-C	744.00	186.00	744.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	8.01	0.53	17.542	C	B
C-AB	2.00	0.13	7.491	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	8.77	0.58	17.908	C	B
C-AB	2.03	0.14	7.506	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	8.85	0.59	17.916	C	B
C-AB	2.03	0.14	7.506	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	8.88	0.59	17.917	C	B
C-AB	2.03	0.14	7.506	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	8.90	0.59	17.919	C	B
C-AB	2.03	0.14	7.506	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	8.91	0.59	17.919	C	B
C-AB	2.03	0.14	7.506	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Proposed Layout - 2031 Future Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed Layout	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base + Dev, PM	2031 Future Base + Dev	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Lower Richmond Road / School Access Link	T-Junction	Two-way	A,B,C		13.63	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Lower Richmond Road (W)		Major
B	B	School Access		Minor
C	C	Lower Richmond Road (E)		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	6.95		0.00	✓	4.40	90.00	✓	7.00

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	3.84										45	22

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	545.324	0.095	0.241	0.151	0.344
1	B-C	691.696	0.102	0.257	-	-
1	C-B	775.989	0.288	0.288	-	-

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	FLAT	✓	912.00	100.000
B	FLAT	✓	50.00	100.000
C	FLAT	✓	820.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	912.00	912.00		
16:45-17:00	B	50.00	50.00		
16:45-17:00	C	820.00	820.00		
17:00-17:15	A	912.00	912.00		
17:00-17:15	B	50.00	50.00		
17:00-17:15	C	820.00	820.00		
17:15-17:30	A	912.00	912.00		
17:15-17:30	B	50.00	50.00		
17:15-17:30	C	820.00	820.00		
17:30-17:45	A	912.00	912.00		
17:30-17:45	B	50.00	50.00		
17:30-17:45	C	820.00	820.00		
17:45-18:00	A	912.00	912.00		
17:45-18:00	B	50.00	50.00		
17:45-18:00	C	820.00	820.00		
18:00-18:15	A	912.00	912.00		
18:00-18:15	B	50.00	50.00		
18:00-18:15	C	820.00	820.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	23.000	889.000
	B	26.000	0.000	24.000
	C	802.000	18.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.52	0.00	0.48
	C	0.98	0.02	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		
From		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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.18	15.92	0.22	C	50.00	75.00	19.50	15.60	0.22	19.51	15.61
C-AB	0.04	7.27	0.04	A	18.00	27.00	3.26	7.25	0.04	3.26	7.25
C-A	-	-	-	-	802.00	1203.00	-	-	-	-	-
A-B	-	-	-	-	23.00	34.50	-	-	-	-	-
A-C	-	-	-	-	889.00	1333.50	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	50.00	12.50	49.13	0.00	276.14	0.181	0.00	0.22	15.800	C
C-AB	18.00	4.50	17.86	0.00	513.12	0.035	0.00	0.04	7.267	A
C-A	802.00	200.50	802.00	0.00	-	-	-	-	-	-
A-B	23.00	5.75	23.00	0.00	-	-	-	-	-	-
A-C	889.00	222.25	889.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	50.00	12.50	49.99	0.00	276.10	0.181	0.22	0.22	15.920	C
C-AB	18.00	4.50	18.00	0.00	513.12	0.035	0.04	0.04	7.270	A
C-A	802.00	200.50	802.00	0.00	-	-	-	-	-	-
A-B	23.00	5.75	23.00	0.00	-	-	-	-	-	-
A-C	889.00	222.25	889.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	50.00	12.50	50.00	0.00	276.10	0.181	0.22	0.22	15.922	C
C-AB	18.00	4.50	18.00	0.00	513.12	0.035	0.04	0.04	7.270	A
C-A	802.00	200.50	802.00	0.00	-	-	-	-	-	-
A-B	23.00	5.75	23.00	0.00	-	-	-	-	-	-
A-C	889.00	222.25	889.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	50.00	12.50	50.00	0.00	276.10	0.181	0.22	0.22	15.922	C
C-AB	18.00	4.50	18.00	0.00	513.12	0.035	0.04	0.04	7.270	A
C-A	802.00	200.50	802.00	0.00	-	-	-	-	-	-
A-B	23.00	5.75	23.00	0.00	-	-	-	-	-	-
A-C	889.00	222.25	889.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	50.00	12.50	50.00	0.00	276.10	0.181	0.22	0.22	15.922	C
C-AB	18.00	4.50	18.00	0.00	513.12	0.035	0.04	0.04	7.270	A
C-A	802.00	200.50	802.00	0.00	-	-	-	-	-	-
A-B	23.00	5.75	23.00	0.00	-	-	-	-	-	-
A-C	889.00	222.25	889.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	50.00	12.50	50.00	0.00	276.10	0.181	0.22	0.22	15.922	C
C-AB	18.00	4.50	18.00	0.00	513.12	0.035	0.04	0.04	7.270	A
C-A	802.00	200.50	802.00	0.00	-	-	-	-	-	-
A-B	23.00	5.75	23.00	0.00	-	-	-	-	-	-
A-C	889.00	222.25	889.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.05	0.20	15.800	C	B
C-AB	0.54	0.04	7.267	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.27	0.22	15.920	C	B
C-AB	0.55	0.04	7.270	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.29	0.22	15.922	C	B
C-AB	0.55	0.04	7.270	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.30	0.22	15.922	C	B
C-AB	0.55	0.04	7.270	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.30	0.22	15.922	C	B
C-AB	0.55	0.04	7.270	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.30	0.22	15.922	C	B
C-AB	0.55	0.04	7.270	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Proposed Layout - 2031 Future Base + Dev + Chalkers Corner + Local Mitigation, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed Layout	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relation
2031 Future Base + Dev + Chalkers Corner + Local Mitigation, AM	2031 Future Base + Dev + Chalkers Corner + Local Mitigation	AM		FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Lower Richmond Road / School Access Link	T-Junction	Two-way	A,B,C		16.30	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Lower Richmond Road (W)		Major
B	B	School Access		Minor
C	C	Lower Richmond Road (E)		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	6.95		0.00	✓	4.40	90.00	✓	7.00

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	3.84										45	22

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	545.324	0.095	0.241	0.151	0.344
1	B-C	691.696	0.102	0.257	-	-
1	C-B	775.989	0.288	0.288	-	-

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	FLAT	✓	827.00	100.000
B	FLAT	✓	120.00	100.000
C	FLAT	✓	997.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	827.00	827.00		
07:45-08:00	B	120.00	120.00		
07:45-08:00	C	997.00	997.00		
08:00-08:15	A	827.00	827.00		
08:00-08:15	B	120.00	120.00		
08:00-08:15	C	997.00	997.00		
08:15-08:30	A	827.00	827.00		
08:15-08:30	B	120.00	120.00		
08:15-08:30	C	997.00	997.00		
08:30-08:45	A	827.00	827.00		
08:30-08:45	B	120.00	120.00		
08:30-08:45	C	997.00	997.00		
08:45-09:00	A	827.00	827.00		
08:45-09:00	B	120.00	120.00		
08:45-09:00	C	997.00	997.00		
09:00-09:15	A	827.00	827.00		
09:00-09:15	B	120.00	120.00		
09:00-09:15	C	997.00	997.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	60.000	767.000
	B	52.000	0.000	68.000
	C	934.000	63.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.43	0.00	0.57
	C	0.94	0.06	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		
From		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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.41	20.88	0.69	C	120.00	180.00	60.64	20.21	0.67	60.69	20.23
C-AB	0.12	7.58	0.13	A	63.00	94.50	11.91	7.56	0.13	11.91	7.56
C-A	-	-	-	-	934.00	1401.00	-	-	-	-	-
A-B	-	-	-	-	60.00	90.00	-	-	-	-	-
A-C	-	-	-	-	767.00	1150.50	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	120.00	30.00	117.32	0.00	292.60	0.410	0.00	0.67	20.252	C
C-AB	63.00	15.75	62.47	0.00	537.62	0.117	0.00	0.13	7.569	A
C-A	934.00	233.50	934.00	0.00	-	-	-	-	-	-
A-B	60.00	15.00	60.00	0.00	-	-	-	-	-	-
A-C	767.00	191.75	767.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	120.00	30.00	119.95	0.00	292.42	0.410	0.67	0.68	20.856	C
C-AB	63.00	15.75	63.00	0.00	537.62	0.117	0.13	0.13	7.584	A
C-A	934.00	233.50	934.00	0.00	-	-	-	-	-	-
A-B	60.00	15.00	60.00	0.00	-	-	-	-	-	-
A-C	767.00	191.75	767.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	120.00	30.00	119.98	0.00	292.42	0.410	0.68	0.69	20.870	C
C-AB	63.00	15.75	63.00	0.00	537.62	0.117	0.13	0.13	7.584	A
C-A	934.00	233.50	934.00	0.00	-	-	-	-	-	-
A-B	60.00	15.00	60.00	0.00	-	-	-	-	-	-
A-C	767.00	191.75	767.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	120.00	30.00	119.99	0.00	292.41	0.410	0.69	0.69	20.876	C
C-AB	63.00	15.75	63.00	0.00	537.62	0.117	0.13	0.13	7.584	A
C-A	934.00	233.50	934.00	0.00	-	-	-	-	-	-
A-B	60.00	15.00	60.00	0.00	-	-	-	-	-	-
A-C	767.00	191.75	767.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	120.00	30.00	119.99	0.00	292.41	0.410	0.69	0.69	20.875	C
C-AB	63.00	15.75	63.00	0.00	537.62	0.117	0.13	0.13	7.584	A
C-A	934.00	233.50	934.00	0.00	-	-	-	-	-	-
A-B	60.00	15.00	60.00	0.00	-	-	-	-	-	-
A-C	767.00	191.75	767.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	120.00	30.00	120.00	0.00	292.41	0.410	0.69	0.69	20.875	C
C-AB	63.00	15.75	63.00	0.00	537.62	0.117	0.13	0.13	7.584	A
C-A	934.00	233.50	934.00	0.00	-	-	-	-	-	-
A-B	60.00	15.00	60.00	0.00	-	-	-	-	-	-
A-C	767.00	191.75	767.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	9.16	0.61	20.252	C	C
C-AB	1.95	0.13	7.569	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	10.16	0.68	20.856	C	C
C-AB	1.99	0.13	7.584	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	10.28	0.69	20.870	C	C
C-AB	1.99	0.13	7.584	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	10.32	0.69	20.876	C	C
C-AB	1.99	0.13	7.584	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	10.35	0.69	20.875	C	C
C-AB	1.99	0.13	7.584	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	10.37	0.69	20.875	C	C
C-AB	1.99	0.13	7.584	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Proposed Layout - 2031 Future Base + Dev + Chalkers Corner + Local Mitigation, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed Layout	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relation
2031 Future Base + Dev + Chalkers Corner + Local Mitigation, PM	2031 Future Base + Dev + Chalkers Corner + Local Mitigation	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Lower Richmond Road / School Access Link	T-Junction	Two-way	A,B,C		17.32	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Lower Richmond Road (W)		Major
B	B	School Access		Minor
C	C	Lower Richmond Road (E)		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	6.95		0.00	✓	4.40	90.00	✓	7.00

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	3.84										45	22

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	545.324	0.095	0.241	0.151	0.344
1	B-C	691.696	0.102	0.257	-	-
1	C-B	775.989	0.288	0.288	-	-

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	FLAT	✓	976.00	100.000
B	FLAT	✓	48.00	100.000
C	FLAT	✓	984.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	976.00	976.00		
16:45-17:00	B	48.00	48.00		
16:45-17:00	C	984.00	984.00		
17:00-17:15	A	976.00	976.00		
17:00-17:15	B	48.00	48.00		
17:00-17:15	C	984.00	984.00		
17:15-17:30	A	976.00	976.00		
17:15-17:30	B	48.00	48.00		
17:15-17:30	C	984.00	984.00		
17:30-17:45	A	976.00	976.00		
17:30-17:45	B	48.00	48.00		
17:30-17:45	C	984.00	984.00		
17:45-18:00	A	976.00	976.00		
17:45-18:00	B	48.00	48.00		
17:45-18:00	C	984.00	984.00		
18:00-18:15	A	976.00	976.00		
18:00-18:15	B	48.00	48.00		
18:00-18:15	C	984.00	984.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	23.000	953.000
	B	28.000	0.000	20.000
	C	966.000	18.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.58	0.00	0.42
	C	0.98	0.02	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		
From		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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.22	20.98	0.28	C	48.00	72.00	24.53	20.44	0.27	24.54	20.45
C-AB	0.04	7.55	0.04	A	18.00	27.00	3.39	7.53	0.04	3.39	7.53
C-A	-	-	-	-	966.00	1449.00	-	-	-	-	-
A-B	-	-	-	-	23.00	34.50	-	-	-	-	-
A-C	-	-	-	-	953.00	1429.50	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	48.00	12.00	46.91	0.00	219.61	0.219	0.00	0.27	20.722	C
C-AB	18.00	4.50	17.85	0.00	494.67	0.036	0.00	0.04	7.548	A
C-A	966.00	241.50	966.00	0.00	-	-	-	-	-	-
A-B	23.00	5.75	23.00	0.00	-	-	-	-	-	-
A-C	953.00	238.25	953.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	48.00	12.00	47.98	0.00	219.56	0.219	0.27	0.28	20.977	C
C-AB	18.00	4.50	18.00	0.00	494.67	0.036	0.04	0.04	7.551	A
C-A	966.00	241.50	966.00	0.00	-	-	-	-	-	-
A-B	23.00	5.75	23.00	0.00	-	-	-	-	-	-
A-C	953.00	238.25	953.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	48.00	12.00	47.99	0.00	219.56	0.219	0.28	0.28	20.982	C
C-AB	18.00	4.50	18.00	0.00	494.67	0.036	0.04	0.04	7.551	A
C-A	966.00	241.50	966.00	0.00	-	-	-	-	-	-
A-B	23.00	5.75	23.00	0.00	-	-	-	-	-	-
A-C	953.00	238.25	953.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	48.00	12.00	48.00	0.00	219.56	0.219	0.28	0.28	20.981	C
C-AB	18.00	4.50	18.00	0.00	494.67	0.036	0.04	0.04	7.551	A
C-A	966.00	241.50	966.00	0.00	-	-	-	-	-	-
A-B	23.00	5.75	23.00	0.00	-	-	-	-	-	-
A-C	953.00	238.25	953.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	48.00	12.00	48.00	0.00	219.56	0.219	0.28	0.28	20.983	C
C-AB	18.00	4.50	18.00	0.00	494.67	0.036	0.04	0.04	7.551	A
C-A	966.00	241.50	966.00	0.00	-	-	-	-	-	-
A-B	23.00	5.75	23.00	0.00	-	-	-	-	-	-
A-C	953.00	238.25	953.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	48.00	12.00	48.00	0.00	219.56	0.219	0.28	0.28	20.983	C
C-AB	18.00	4.50	18.00	0.00	494.67	0.036	0.04	0.04	7.551	A
C-A	966.00	241.50	966.00	0.00	-	-	-	-	-	-
A-B	23.00	5.75	23.00	0.00	-	-	-	-	-	-
A-C	953.00	238.25	953.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.77	0.25	20.722	C	C
C-AB	0.56	0.04	7.548	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.11	0.27	20.977	C	C
C-AB	0.57	0.04	7.551	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.15	0.28	20.982	C	C
C-AB	0.57	0.04	7.551	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.16	0.28	20.981	C	C
C-AB	0.57	0.04	7.551	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.17	0.28	20.983	C	C
C-AB	0.57	0.04	7.551	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.17	0.28	20.983	C	C
C-AB	0.57	0.04	7.551	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-



Junctions 8
PICADY 8 - Priority Intersection Module
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Filename: 171218 - Ship Lane Existing.arc8
Path: J:\38262 Stag Brewery, Mortlake\5. Drawings & Models\Traffic Modelling\PICADY
Report generation date: 20/12/2017 12:47:40

- » Existing - 2017 Base, AM
- » Existing - 2017 Base, PM
- » Existing - 2031 Future Base, AM
- » Existing - 2031 Future Base, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Existing - 2017 Base								
Stream B-AC	0.03	11.84	0.03	B	0.05	12.25	0.05	B
Stream C-AB	0.03	8.04	0.03	A	0.02	8.00	0.02	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Existing - 2031 Future Base								
Stream B-AC	0.03	12.34	0.03	B	0.06	13.52	0.05	B
Stream C-AB	0.03	8.03	0.03	A	0.02	8.37	0.02	A
Stream C-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.

"D5 - 2017 Base, AM " model duration: 07:45 - 09:15
 "D6 - 2017 Base, PM" model duration: 16:45 - 18:15
 "D7 - 2031 Future Base, AM" model duration: 07:45 - 09:15
 "D8 - 2031 Future Base, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 20/12/2017 12:47:38

File summary

Title	Ship Lane/Lower Richmond Road
Location	Mortlake
Site Number	38262
Date	28/11/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	jtsmith
Description	2031 development with mitigation

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

Existing - 2017 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2017 Base, AM	2017 Base	AM		FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Ship Lane/Lower Richmond Road	T-Junction	Two-way	A,B,C		9.48	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Lower Richmond Road (W)		Major
B	B	Ship Lane		Minor
C	C	Lower Richmond Road (E)		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	7.45		0.00		2.20	164.00	✓	2.00

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	4.30										57	19

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	570.801	0.097	0.246	0.155	0.352
1	B-C	718.306	0.103	0.261	-	-
1	C-B	668.937	0.243	0.243	-	-

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	FLAT	✓	859.00	100.000
B	FLAT	✓	8.00	100.000
C	FLAT	✓	846.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	859.00	859.00		
07:45-08:00	B	8.00	8.00		
07:45-08:00	C	846.00	846.00		
08:00-08:15	A	859.00	859.00		
08:00-08:15	B	8.00	8.00		
08:00-08:15	C	846.00	846.00		
08:15-08:30	A	859.00	859.00		
08:15-08:30	B	8.00	8.00		
08:15-08:30	C	846.00	846.00		
08:30-08:45	A	859.00	859.00		
08:30-08:45	B	8.00	8.00		
08:30-08:45	C	846.00	846.00		
08:45-09:00	A	859.00	859.00		
08:45-09:00	B	8.00	8.00		
08:45-09:00	C	846.00	846.00		
09:00-09:15	A	859.00	859.00		
09:00-09:15	B	8.00	8.00		
09:00-09:15	C	846.00	846.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	13.000	846.000
	B	4.000	0.000	4.000
	C	833.000	13.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.50	0.00	0.50
	C	0.98	0.02	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		
From		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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.03	11.84	0.03	B	8.00	12.00	2.34	11.69	0.03	2.34	11.69
C-AB	0.03	8.04	0.03	A	13.02	19.53	2.61	8.02	0.03	2.61	8.02
C-A	-	-	-	-	832.98	1249.47	-	-	-	-	-
A-B	-	-	-	-	13.00	19.50	-	-	-	-	-
A-C	-	-	-	-	846.00	1269.00	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	8.00	2.00	7.90	0.00	312.14	0.026	0.00	0.03	11.828	B
C-AB	13.02	3.25	12.90	0.00	460.84	0.028	0.00	0.03	8.035	A
C-A	832.98	208.25	832.98	0.00	-	-	-	-	-	-
A-B	13.00	3.25	13.00	0.00	-	-	-	-	-	-
A-C	846.00	211.50	846.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	8.00	2.00	8.00	0.00	312.10	0.026	0.03	0.03	11.837	B
C-AB	13.02	3.25	13.02	0.00	460.84	0.028	0.03	0.03	8.038	A
C-A	832.98	208.25	832.98	0.00	-	-	-	-	-	-
A-B	13.00	3.25	13.00	0.00	-	-	-	-	-	-
A-C	846.00	211.50	846.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	8.00	2.00	8.00	0.00	312.10	0.026	0.03	0.03	11.837	B
C-AB	13.02	3.25	13.02	0.00	460.84	0.028	0.03	0.03	8.038	A
C-A	832.98	208.25	832.98	0.00	-	-	-	-	-	-
A-B	13.00	3.25	13.00	0.00	-	-	-	-	-	-
A-C	846.00	211.50	846.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	8.00	2.00	8.00	0.00	312.10	0.026	0.03	0.03	11.837	B
C-AB	13.02	3.25	13.02	0.00	460.84	0.028	0.03	0.03	8.038	A
C-A	832.98	208.25	832.98	0.00	-	-	-	-	-	-
A-B	13.00	3.25	13.00	0.00	-	-	-	-	-	-
A-C	846.00	211.50	846.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	8.00	2.00	8.00	0.00	312.10	0.026	0.03	0.03	11.837	B
C-AB	13.02	3.25	13.02	0.00	460.84	0.028	0.03	0.03	8.038	A
C-A	832.98	208.25	832.98	0.00	-	-	-	-	-	-
A-B	13.00	3.25	13.00	0.00	-	-	-	-	-	-
A-C	846.00	211.50	846.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	8.00	2.00	8.00	0.00	312.10	0.026	0.03	0.03	11.837	B
C-AB	13.02	3.25	13.02	0.00	460.84	0.028	0.03	0.03	8.038	A
C-A	832.98	208.25	832.98	0.00	-	-	-	-	-	-
A-B	13.00	3.25	13.00	0.00	-	-	-	-	-	-
A-C	846.00	211.50	846.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.37	0.02	11.828	B	B
C-AB	0.43	0.03	8.035	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.39	0.03	11.837	B	B
C-AB	0.44	0.03	8.038	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.39	0.03	11.837	B	B
C-AB	0.44	0.03	8.038	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.39	0.03	11.837	B	B
C-AB	0.44	0.03	8.038	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.39	0.03	11.837	B	B
C-AB	0.44	0.03	8.038	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.39	0.03	11.837	B	B
C-AB	0.44	0.03	8.038	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Existing - 2017 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2017 Base, PM	2017 Base	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Ship Lane/Lower Richmond Road	T-Junction	Two-way	A,B,C		10.65	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Lower Richmond Road (W)		Major
B	B	Ship Lane		Minor
C	C	Lower Richmond Road (E)		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	7.45		0.00		2.20	164.00	✓	2.00

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	4.30										57	19

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	570.801	0.097	0.246	0.155	0.352
1	B-C	718.306	0.103	0.261	-	-
1	C-B	668.937	0.243	0.243	-	-

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	FLAT	✓	865.00	100.000
B	FLAT	✓	15.00	100.000
C	FLAT	✓	807.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	865.00	865.00		
16:45-17:00	B	15.00	15.00		
16:45-17:00	C	807.00	807.00		
17:00-17:15	A	865.00	865.00		
17:00-17:15	B	15.00	15.00		
17:00-17:15	C	807.00	807.00		
17:15-17:30	A	865.00	865.00		
17:15-17:30	B	15.00	15.00		
17:15-17:30	C	807.00	807.00		
17:30-17:45	A	865.00	865.00		
17:30-17:45	B	15.00	15.00		
17:30-17:45	C	807.00	807.00		
17:45-18:00	A	865.00	865.00		
17:45-18:00	B	15.00	15.00		
17:45-18:00	C	807.00	807.00		
18:00-18:15	A	865.00	865.00		
18:00-18:15	B	15.00	15.00		
18:00-18:15	C	807.00	807.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	10.000	855.000
	B	8.000	0.000	7.000
	C	798.000	9.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.53	0.00	0.47
	C	0.99	0.01	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		
From		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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.05	12.25	0.05	B	15.00	22.50	4.53	12.07	0.05	4.53	12.08
C-AB	0.02	8.00	0.02	A	9.01	13.51	1.80	7.98	0.02	1.80	7.98
C-A	-	-	-	-	797.99	1196.99	-	-	-	-	-
A-B	-	-	-	-	10.00	15.00	-	-	-	-	-
A-C	-	-	-	-	855.00	1282.50	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	15.00	3.75	14.80	0.00	308.89	0.049	0.00	0.05	12.234	B
C-AB	9.01	2.25	8.93	0.00	459.12	0.020	0.00	0.02	7.996	A
C-A	797.99	199.50	797.99	0.00	-	-	-	-	-	-
A-B	10.00	2.50	10.00	0.00	-	-	-	-	-	-
A-C	855.00	213.75	855.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	15.00	3.75	15.00	0.00	308.86	0.049	0.05	0.05	12.249	B
C-AB	9.01	2.25	9.01	0.00	459.12	0.020	0.02	0.02	7.997	A
C-A	797.99	199.50	797.99	0.00	-	-	-	-	-	-
A-B	10.00	2.50	10.00	0.00	-	-	-	-	-	-
A-C	855.00	213.75	855.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	15.00	3.75	15.00	0.00	308.86	0.049	0.05	0.05	12.249	B
C-AB	9.01	2.25	9.01	0.00	459.12	0.020	0.02	0.02	7.997	A
C-A	797.99	199.50	797.99	0.00	-	-	-	-	-	-
A-B	10.00	2.50	10.00	0.00	-	-	-	-	-	-
A-C	855.00	213.75	855.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	15.00	3.75	15.00	0.00	308.86	0.049	0.05	0.05	12.249	B
C-AB	9.01	2.25	9.01	0.00	459.12	0.020	0.02	0.02	7.997	A
C-A	797.99	199.50	797.99	0.00	-	-	-	-	-	-
A-B	10.00	2.50	10.00	0.00	-	-	-	-	-	-
A-C	855.00	213.75	855.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	15.00	3.75	15.00	0.00	308.86	0.049	0.05	0.05	12.249	B
C-AB	9.01	2.25	9.01	0.00	459.12	0.020	0.02	0.02	7.997	A
C-A	797.99	199.50	797.99	0.00	-	-	-	-	-	-
A-B	10.00	2.50	10.00	0.00	-	-	-	-	-	-
A-C	855.00	213.75	855.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	15.00	3.75	15.00	0.00	308.86	0.049	0.05	0.05	12.249	B
C-AB	9.01	2.25	9.01	0.00	459.12	0.020	0.02	0.02	7.997	A
C-A	797.99	199.50	797.99	0.00	-	-	-	-	-	-
A-B	10.00	2.50	10.00	0.00	-	-	-	-	-	-
A-C	855.00	213.75	855.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.72	0.05	12.234	B	B
C-AB	0.29	0.02	7.996	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.76	0.05	12.249	B	B
C-AB	0.30	0.02	7.997	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.76	0.05	12.249	B	B
C-AB	0.30	0.02	7.997	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.76	0.05	12.249	B	B
C-AB	0.30	0.02	7.997	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.76	0.05	12.249	B	B
C-AB	0.30	0.02	7.997	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.76	0.05	12.249	B	B
C-AB	0.30	0.02	7.997	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Existing - 2031 Future Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base, AM	2031 Future Base	AM		FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Ship Lane/Lower Richmond Road	T-Junction	Two-way	A,B,C		9.67	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Lower Richmond Road (W)		Major
B	B	Ship Lane		Minor
C	C	Lower Richmond Road (E)		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	7.45		0.00		2.20	164.00	✓	2.00

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	4.30										57	19

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	570.801	0.097	0.246	0.155	0.352
1	B-C	718.306	0.103	0.261	-	-
1	C-B	668.937	0.243	0.243	-	-

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	FLAT	✓	858.00	100.000
B	FLAT	✓	8.00	100.000
C	FLAT	✓	931.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	858.00	858.00		
07:45-08:00	B	8.00	8.00		
07:45-08:00	C	931.00	931.00		
08:00-08:15	A	858.00	858.00		
08:00-08:15	B	8.00	8.00		
08:00-08:15	C	931.00	931.00		
08:15-08:30	A	858.00	858.00		
08:15-08:30	B	8.00	8.00		
08:15-08:30	C	931.00	931.00		
08:30-08:45	A	858.00	858.00		
08:30-08:45	B	8.00	8.00		
08:30-08:45	C	931.00	931.00		
08:45-09:00	A	858.00	858.00		
08:45-09:00	B	8.00	8.00		
08:45-09:00	C	931.00	931.00		
09:00-09:15	A	858.00	858.00		
09:00-09:15	B	8.00	8.00		
09:00-09:15	C	931.00	931.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	13.000	845.000
	B	4.000	0.000	4.000
	C	918.000	13.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.50	0.00	0.50
	C	0.99	0.01	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		
From		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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.03	12.34	0.03	B	8.00	12.00	2.43	12.17	0.03	2.43	12.17
C-AB	0.03	8.03	0.03	A	13.02	19.53	2.61	8.02	0.03	2.61	8.02
C-A	-	-	-	-	917.98	1376.97	-	-	-	-	-
A-B	-	-	-	-	13.00	19.50	-	-	-	-	-
A-C	-	-	-	-	845.00	1267.50	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	8.00	2.00	7.89	0.00	299.82	0.027	0.00	0.03	12.328	B
C-AB	13.02	3.26	12.91	0.00	461.13	0.028	0.00	0.03	8.030	A
C-A	917.98	229.49	917.98	0.00	-	-	-	-	-	-
A-B	13.00	3.25	13.00	0.00	-	-	-	-	-	-
A-C	845.00	211.25	845.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	8.00	2.00	8.00	0.00	299.79	0.027	0.03	0.03	12.337	B
C-AB	13.02	3.26	13.02	0.00	461.13	0.028	0.03	0.03	8.033	A
C-A	917.98	229.49	917.98	0.00	-	-	-	-	-	-
A-B	13.00	3.25	13.00	0.00	-	-	-	-	-	-
A-C	845.00	211.25	845.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	8.00	2.00	8.00	0.00	299.78	0.027	0.03	0.03	12.337	B
C-AB	13.02	3.26	13.02	0.00	461.13	0.028	0.03	0.03	8.033	A
C-A	917.98	229.49	917.98	0.00	-	-	-	-	-	-
A-B	13.00	3.25	13.00	0.00	-	-	-	-	-	-
A-C	845.00	211.25	845.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	8.00	2.00	8.00	0.00	299.78	0.027	0.03	0.03	12.337	B
C-AB	13.02	3.26	13.02	0.00	461.13	0.028	0.03	0.03	8.033	A
C-A	917.98	229.49	917.98	0.00	-	-	-	-	-	-
A-B	13.00	3.25	13.00	0.00	-	-	-	-	-	-
A-C	845.00	211.25	845.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	8.00	2.00	8.00	0.00	299.78	0.027	0.03	0.03	12.337	B
C-AB	13.02	3.26	13.02	0.00	461.13	0.028	0.03	0.03	8.033	A
C-A	917.98	229.49	917.98	0.00	-	-	-	-	-	-
A-B	13.00	3.25	13.00	0.00	-	-	-	-	-	-
A-C	845.00	211.25	845.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	8.00	2.00	8.00	0.00	299.78	0.027	0.03	0.03	12.337	B
C-AB	13.02	3.26	13.02	0.00	461.13	0.028	0.03	0.03	8.033	A
C-A	917.98	229.49	917.98	0.00	-	-	-	-	-	-
A-B	13.00	3.25	13.00	0.00	-	-	-	-	-	-
A-C	845.00	211.25	845.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.39	0.03	12.328	B	B
C-AB	0.43	0.03	8.030	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.41	0.03	12.337	B	B
C-AB	0.44	0.03	8.033	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.41	0.03	12.337	B	B
C-AB	0.44	0.03	8.033	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.41	0.03	12.337	B	B
C-AB	0.44	0.03	8.033	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.41	0.03	12.337	B	B
C-AB	0.44	0.03	8.033	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.41	0.03	12.337	B	B
C-AB	0.44	0.03	8.033	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Existing - 2031 Future Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base, PM	2031 Future Base	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Ship Lane/Lower Richmond Road	T-Junction	Two-way	A,B,C		11.59	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Lower Richmond Road (W)		Major
B	B	Ship Lane		Minor
C	C	Lower Richmond Road (E)		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	7.45		0.00		2.20	164.00	✓	2.00

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	4.30										57	19

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	570.801	0.097	0.246	0.155	0.352
1	B-C	718.306	0.103	0.261	-	-
1	C-B	668.937	0.243	0.243	-	-

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	FLAT	✓	948.00	100.000
B	FLAT	✓	15.00	100.000
C	FLAT	✓	835.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	948.00	948.00		
16:45-17:00	B	15.00	15.00		
16:45-17:00	C	835.00	835.00		
17:00-17:15	A	948.00	948.00		
17:00-17:15	B	15.00	15.00		
17:00-17:15	C	835.00	835.00		
17:15-17:30	A	948.00	948.00		
17:15-17:30	B	15.00	15.00		
17:15-17:30	C	835.00	835.00		
17:30-17:45	A	948.00	948.00		
17:30-17:45	B	15.00	15.00		
17:30-17:45	C	835.00	835.00		
17:45-18:00	A	948.00	948.00		
17:45-18:00	B	15.00	15.00		
17:45-18:00	C	835.00	835.00		
18:00-18:15	A	948.00	948.00		
18:00-18:15	B	15.00	15.00		
18:00-18:15	C	835.00	835.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	10.000	938.000
	B	8.000	0.000	7.000
	C	826.000	9.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.53	0.00	0.47
	C	0.99	0.01	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		
From		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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.05	13.52	0.06	B	15.00	22.50	4.99	13.30	0.06	4.99	13.31
C-AB	0.02	8.37	0.02	A	9.01	13.51	1.88	8.35	0.02	1.88	8.35
C-A	-	-	-	-	825.99	1238.99	-	-	-	-	-
A-B	-	-	-	-	10.00	15.00	-	-	-	-	-
A-C	-	-	-	-	938.00	1407.00	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	15.00	3.75	14.78	0.00	281.37	0.053	0.00	0.06	13.493	B
C-AB	9.01	2.25	8.92	0.00	439.00	0.021	0.00	0.02	8.371	A
C-A	825.99	206.50	825.99	0.00	-	-	-	-	-	-
A-B	10.00	2.50	10.00	0.00	-	-	-	-	-	-
A-C	938.00	234.50	938.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	15.00	3.75	15.00	0.00	281.34	0.053	0.06	0.06	13.515	B
C-AB	9.01	2.25	9.01	0.00	439.00	0.021	0.02	0.02	8.371	A
C-A	825.99	206.50	825.99	0.00	-	-	-	-	-	-
A-B	10.00	2.50	10.00	0.00	-	-	-	-	-	-
A-C	938.00	234.50	938.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	15.00	3.75	15.00	0.00	281.34	0.053	0.06	0.06	13.515	B
C-AB	9.01	2.25	9.01	0.00	439.00	0.021	0.02	0.02	8.371	A
C-A	825.99	206.50	825.99	0.00	-	-	-	-	-	-
A-B	10.00	2.50	10.00	0.00	-	-	-	-	-	-
A-C	938.00	234.50	938.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	15.00	3.75	15.00	0.00	281.34	0.053	0.06	0.06	13.515	B
C-AB	9.01	2.25	9.01	0.00	439.00	0.021	0.02	0.02	8.371	A
C-A	825.99	206.50	825.99	0.00	-	-	-	-	-	-
A-B	10.00	2.50	10.00	0.00	-	-	-	-	-	-
A-C	938.00	234.50	938.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	15.00	3.75	15.00	0.00	281.34	0.053	0.06	0.06	13.515	B
C-AB	9.01	2.25	9.01	0.00	439.00	0.021	0.02	0.02	8.371	A
C-A	825.99	206.50	825.99	0.00	-	-	-	-	-	-
A-B	10.00	2.50	10.00	0.00	-	-	-	-	-	-
A-C	938.00	234.50	938.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	15.00	3.75	15.00	0.00	281.34	0.053	0.06	0.06	13.515	B
C-AB	9.01	2.25	9.01	0.00	439.00	0.021	0.02	0.02	8.371	A
C-A	825.99	206.50	825.99	0.00	-	-	-	-	-	-
A-B	10.00	2.50	10.00	0.00	-	-	-	-	-	-
A-C	938.00	234.50	938.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.79	0.05	13.493	B	B
C-AB	0.31	0.02	8.371	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.84	0.06	13.515	B	B
C-AB	0.31	0.02	8.371	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.84	0.06	13.515	B	B
C-AB	0.31	0.02	8.371	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.84	0.06	13.515	B	B
C-AB	0.31	0.02	8.371	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.84	0.06	13.515	B	B
C-AB	0.31	0.02	8.371	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.84	0.06	13.515	B	B
C-AB	0.31	0.02	8.371	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-



Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2018
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Filename: 171218 - Ship Lane Proposed.arc8
Path: A:\38262 Stag Brewery, Mortlake\5. Drawings & Models\Traffic Modelling\PICADY
Report generation date: 19/01/2018 15:11:35

- » Proposed - 2031 Future Base + Dev, AM
- » Proposed - 2031 Future Base + Dev, PM
- » Proposed - 2031 Future Base + Dev + Chalkers Corner + local mitigation, AM
- » Proposed - 2031 Future Base + Dev + Chalkers Corner + local mitigation, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Proposed - 2031 Future Base + Dev								
Stream B-AC	0.31	15.04	0.24	C	0.26	16.92	0.21	C
Stream C-AB	0.01	7.70	0.01	A	0.02	8.14	0.02	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Proposed - 2031 Future Base + Dev + Chalkers Corner + local mitigation								
Stream B-AC	0.41	17.33	0.29	C	0.37	22.69	0.27	C
Stream C-AB	0.02	7.84	0.02	A	0.02	8.48	0.02	A
Stream C-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.

"D3 - 2031 Future Base + Dev, AM " model duration: 07:45 - 09:15
 "D4 - 2031 Future Base + Dev, PM" model duration: 16:45 - 18:15
 "D7 - 2031 Future Base + Dev + Chalkers Corner + local mitigation, AM" model duration: 07:45 - 09:15
 "D8 - 2031 Future Base + Dev + Chalkers Corner + local mitigation, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 19/01/2018 15:11:33

File summary

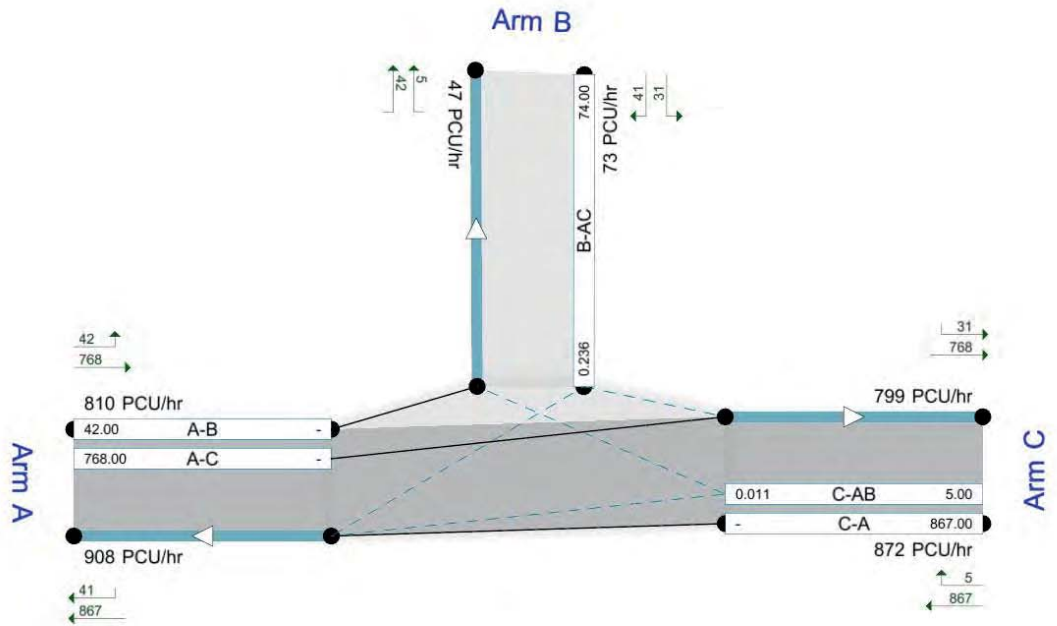
Title	Ship Lane/Lower Richmond Road
Location	Mortlake
Site Number	38262
Date	28/11/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	jtsmith
Description	2031 development with mitigation

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



Showing modelled flow through junction (PCU/hr)
 Streams (upstreams) show Total Demand (PCU/hr); Streams (downstreams) show RFC ()
 Time Segment: (07:45-08:00)
 Showing Analysis Set "A1 - Proposed"; Demand Set "D3 - 2031 Future Base + Dev, AM"

The junction diagram reflects the last run of ARCADY.

Proposed - 2031 Future Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base + Dev, AM	2031 Future Base + Dev	AM		FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Ship Lane/Lower Richmond Road	T-Junction	Two-way	A,B,C		14.58	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Lower Richmond Road (W)		Major
B	B	Ship Lane		Minor
C	C	Lower Richmond Road (E)		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	7.45		0.00		2.20	164.00	✓	2.00

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	4.30										57	19

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	570.656	0.097	0.246	0.155	0.352
1	B-C	718.306	0.103	0.261	-	-
1	C-B	668.937	0.243	0.243	-	-

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	FLAT	✓	810.00	100.000
B	FLAT	✓	74.00	100.000
C	FLAT	✓	872.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	810.00	810.00		
07:45-08:00	B	74.00	74.00		
07:45-08:00	C	872.00	872.00		
08:00-08:15	A	810.00	810.00		
08:00-08:15	B	74.00	74.00		
08:00-08:15	C	872.00	872.00		
08:15-08:30	A	810.00	810.00		
08:15-08:30	B	74.00	74.00		
08:15-08:30	C	872.00	872.00		
08:30-08:45	A	810.00	810.00		
08:30-08:45	B	74.00	74.00		
08:30-08:45	C	872.00	872.00		
08:45-09:00	A	810.00	810.00		
08:45-09:00	B	74.00	74.00		
08:45-09:00	C	872.00	872.00		
09:00-09:15	A	810.00	810.00		
09:00-09:15	B	74.00	74.00		
09:00-09:15	C	872.00	872.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	42.000	768.000
	B	42.000	0.000	32.000
	C	867.000	5.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.57	0.00	0.43
	C	0.99	0.01	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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.24	15.04	0.31	C	74.00	111.00	27.27	14.74	0.30	27.28	14.75
C-AB	0.01	7.70	0.01	A	5.00	7.50	0.96	7.68	0.01	0.96	7.68
C-A	-	-	-	-	867.00	1300.50	-	-	-	-	-
A-B	-	-	-	-	42.00	63.00	-	-	-	-	-
A-C	-	-	-	-	768.00	1152.00	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	74.00	18.50	72.79	0.00	313.30	0.236	0.00	0.30	14.895	B
C-AB	5.00	1.25	4.96	0.00	472.32	0.011	0.00	0.01	7.703	A
C-A	867.00	216.75	867.00	0.00	-	-	-	-	-	-
A-B	42.00	10.50	42.00	0.00	-	-	-	-	-	-
A-C	768.00	192.00	768.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	74.00	18.50	73.99	0.00	313.29	0.236	0.30	0.31	15.040	C
C-AB	5.00	1.25	5.00	0.00	472.32	0.011	0.01	0.01	7.703	A
C-A	867.00	216.75	867.00	0.00	-	-	-	-	-	-
A-B	42.00	10.50	42.00	0.00	-	-	-	-	-	-
A-C	768.00	192.00	768.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	74.00	18.50	74.00	0.00	313.29	0.236	0.31	0.31	15.043	C
C-AB	5.00	1.25	5.00	0.00	472.32	0.011	0.01	0.01	7.703	A
C-A	867.00	216.75	867.00	0.00	-	-	-	-	-	-
A-B	42.00	10.50	42.00	0.00	-	-	-	-	-	-
A-C	768.00	192.00	768.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	74.00	18.50	74.00	0.00	313.29	0.236	0.31	0.31	15.043	C
C-AB	5.00	1.25	5.00	0.00	472.32	0.011	0.01	0.01	7.703	A
C-A	867.00	216.75	867.00	0.00	-	-	-	-	-	-
A-B	42.00	10.50	42.00	0.00	-	-	-	-	-	-
A-C	768.00	192.00	768.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	74.00	18.50	74.00	0.00	313.29	0.236	0.31	0.31	15.043	C
C-AB	5.00	1.25	5.00	0.00	472.32	0.011	0.01	0.01	7.703	A
C-A	867.00	216.75	867.00	0.00	-	-	-	-	-	-
A-B	42.00	10.50	42.00	0.00	-	-	-	-	-	-
A-C	768.00	192.00	768.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	74.00	18.50	74.00	0.00	313.29	0.236	0.31	0.31	15.043	C
C-AB	5.00	1.25	5.00	0.00	472.32	0.011	0.01	0.01	7.703	A
C-A	867.00	216.75	867.00	0.00	-	-	-	-	-	-
A-B	42.00	10.50	42.00	0.00	-	-	-	-	-	-
A-C	768.00	192.00	768.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment
Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.26	0.28	14.895	B	B
C-AB	0.16	0.01	7.703	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.57	0.30	15.040	C	B
C-AB	0.16	0.01	7.703	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.60	0.31	15.043	C	B
C-AB	0.16	0.01	7.703	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.61	0.31	15.043	C	B
C-AB	0.16	0.01	7.703	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.62	0.31	15.043	C	B
C-AB	0.16	0.01	7.703	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.62	0.31	15.043	C	B
C-AB	0.16	0.01	7.703	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Proposed - 2031 Future Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base + Dev, PM	2031 Future Base + Dev	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Ship Lane/Lower Richmond Road	T-Junction	Two-way	A,B,C		15.94	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Lower Richmond Road (W)		Major
B	B	Ship Lane		Minor
C	C	Lower Richmond Road (E)		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	7.45		0.00		2.20	164.00	✓	2.00

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	4.30										57	19

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	570.656	0.097	0.246	0.155	0.352
1	B-C	718.306	0.103	0.261	-	-
1	C-B	668.937	0.243	0.243	-	-

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	FLAT	✓	905.00	100.000
B	FLAT	✓	56.00	100.000
C	FLAT	✓	774.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	905.00	905.00		
16:45-17:00	B	56.00	56.00		
16:45-17:00	C	774.00	774.00		
17:00-17:15	A	905.00	905.00		
17:00-17:15	B	56.00	56.00		
17:00-17:15	C	774.00	774.00		
17:15-17:30	A	905.00	905.00		
17:15-17:30	B	56.00	56.00		
17:15-17:30	C	774.00	774.00		
17:30-17:45	A	905.00	905.00		
17:30-17:45	B	56.00	56.00		
17:30-17:45	C	774.00	774.00		
17:45-18:00	A	905.00	905.00		
17:45-18:00	B	56.00	56.00		
17:45-18:00	C	774.00	774.00		
18:00-18:15	A	905.00	905.00		
18:00-18:15	B	56.00	56.00		
18:00-18:15	C	774.00	774.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	47.000	858.000
	B	42.000	0.000	14.000
	C	767.000	7.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.75	0.00	0.25
	C	0.99	0.01	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		
From		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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.21	16.92	0.26	C	56.00	84.00	23.18	16.56	0.26	23.18	16.56
C-AB	0.02	8.14	0.02	A	7.00	10.50	1.42	8.12	0.02	1.42	8.12
C-A	-	-	-	-	767.00	1150.50	-	-	-	-	-
A-B	-	-	-	-	47.00	70.50	-	-	-	-	-
A-C	-	-	-	-	858.00	1287.00	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	56.00	14.00	54.97	0.00	268.80	0.208	0.00	0.26	16.785	C
C-AB	7.00	1.75	6.94	0.00	449.31	0.016	0.00	0.02	8.137	A
C-A	767.00	191.75	767.00	0.00	-	-	-	-	-	-
A-B	47.00	11.75	47.00	0.00	-	-	-	-	-	-
A-C	858.00	214.50	858.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	56.00	14.00	55.99	0.00	268.77	0.208	0.26	0.26	16.915	C
C-AB	7.00	1.75	7.00	0.00	449.31	0.016	0.02	0.02	8.138	A
C-A	767.00	191.75	767.00	0.00	-	-	-	-	-	-
A-B	47.00	11.75	47.00	0.00	-	-	-	-	-	-
A-C	858.00	214.50	858.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	56.00	14.00	56.00	0.00	268.77	0.208	0.26	0.26	16.917	C
C-AB	7.00	1.75	7.00	0.00	449.31	0.016	0.02	0.02	8.138	A
C-A	767.00	191.75	767.00	0.00	-	-	-	-	-	-
A-B	47.00	11.75	47.00	0.00	-	-	-	-	-	-
A-C	858.00	214.50	858.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	56.00	14.00	56.00	0.00	268.77	0.208	0.26	0.26	16.919	C
C-AB	7.00	1.75	7.00	0.00	449.31	0.016	0.02	0.02	8.138	A
C-A	767.00	191.75	767.00	0.00	-	-	-	-	-	-
A-B	47.00	11.75	47.00	0.00	-	-	-	-	-	-
A-C	858.00	214.50	858.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	56.00	14.00	56.00	0.00	268.77	0.208	0.26	0.26	16.919	C
C-AB	7.00	1.75	7.00	0.00	449.31	0.016	0.02	0.02	8.138	A
C-A	767.00	191.75	767.00	0.00	-	-	-	-	-	-
A-B	47.00	11.75	47.00	0.00	-	-	-	-	-	-
A-C	858.00	214.50	858.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	56.00	14.00	56.00	0.00	268.77	0.208	0.26	0.26	16.919	C
C-AB	7.00	1.75	7.00	0.00	449.31	0.016	0.02	0.02	8.138	A
C-A	767.00	191.75	767.00	0.00	-	-	-	-	-	-
A-B	47.00	11.75	47.00	0.00	-	-	-	-	-	-
A-C	858.00	214.50	858.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.60	0.24	16.785	C	B
C-AB	0.23	0.02	8.137	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.88	0.26	16.915	C	B
C-AB	0.24	0.02	8.138	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.91	0.26	16.917	C	B
C-AB	0.24	0.02	8.138	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.92	0.26	16.919	C	B
C-AB	0.24	0.02	8.138	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.93	0.26	16.919	C	B
C-AB	0.24	0.02	8.138	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.93	0.26	16.919	C	B
C-AB	0.24	0.02	8.138	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Proposed - 2031 Future Base + Dev + Chalkers Corner + local mitigation, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relation
2031 Future Base + Dev + Chalkers Corner + local mitigation, AM	2031 Future Base + Dev + Chalkers Corner + local mitigation	AM		FLAT	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Ship Lane/Lower Richmond Road	T-Junction	Two-way	A,B,C		16.52	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Lower Richmond Road (W)		Major
B	B	Ship Lane		Minor
C	C	Lower Richmond Road (E)		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	7.45		0.00		2.20	164.00	✓	2.00

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	4.30										57	19

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	570.656	0.097	0.246	0.155	0.352
1	B-C	718.306	0.103	0.261	-	-
1	C-B	668.937	0.243	0.243	-	-

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	FLAT	✓	831.00	100.000
B	FLAT	✓	86.00	100.000
C	FLAT	✓	959.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
07:45-08:00	A	831.00	831.00		
07:45-08:00	B	86.00	86.00		
07:45-08:00	C	959.00	959.00		
08:00-08:15	A	831.00	831.00		
08:00-08:15	B	86.00	86.00		
08:00-08:15	C	959.00	959.00		
08:15-08:30	A	831.00	831.00		
08:15-08:30	B	86.00	86.00		
08:15-08:30	C	959.00	959.00		
08:30-08:45	A	831.00	831.00		
08:30-08:45	B	86.00	86.00		
08:30-08:45	C	959.00	959.00		
08:45-09:00	A	831.00	831.00		
08:45-09:00	B	86.00	86.00		
08:45-09:00	C	959.00	959.00		
09:00-09:15	A	831.00	831.00		
09:00-09:15	B	86.00	86.00		
09:00-09:15	C	959.00	959.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	45.000	786.000
	B	49.000	0.000	37.000
	C	951.000	8.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.57	0.00	0.43
	C	0.99	0.01	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		
From		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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.29	17.33	0.41	C	86.00	129.00	36.36	16.91	0.40	36.38	16.92
C-AB	0.02	7.84	0.02	A	8.00	12.01	1.56	7.82	0.02	1.56	7.82
C-A	-	-	-	-	951.00	1426.49	-	-	-	-	-
A-B	-	-	-	-	45.00	67.50	-	-	-	-	-
A-C	-	-	-	-	786.00	1179.00	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	86.00	21.50	84.39	0.00	293.79	0.293	0.00	0.40	17.067	C
C-AB	8.00	2.00	7.94	0.00	467.35	0.017	0.00	0.02	7.835	A
C-A	951.00	237.75	951.00	0.00	-	-	-	-	-	-
A-B	45.00	11.25	45.00	0.00	-	-	-	-	-	-
A-C	786.00	196.50	786.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	86.00	21.50	85.98	0.00	293.76	0.293	0.40	0.41	17.317	C
C-AB	8.00	2.00	8.00	0.00	467.35	0.017	0.02	0.02	7.836	A
C-A	951.00	237.75	951.00	0.00	-	-	-	-	-	-
A-B	45.00	11.25	45.00	0.00	-	-	-	-	-	-
A-C	786.00	196.50	786.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	86.00	21.50	85.99	0.00	293.76	0.293	0.41	0.41	17.322	C
C-AB	8.00	2.00	8.00	0.00	467.35	0.017	0.02	0.02	7.836	A
C-A	951.00	237.75	951.00	0.00	-	-	-	-	-	-
A-B	45.00	11.25	45.00	0.00	-	-	-	-	-	-
A-C	786.00	196.50	786.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	86.00	21.50	86.00	0.00	293.76	0.293	0.41	0.41	17.325	C
C-AB	8.00	2.00	8.00	0.00	467.35	0.017	0.02	0.02	7.836	A
C-A	951.00	237.75	951.00	0.00	-	-	-	-	-	-
A-B	45.00	11.25	45.00	0.00	-	-	-	-	-	-
A-C	786.00	196.50	786.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	86.00	21.50	86.00	0.00	293.76	0.293	0.41	0.41	17.325	C
C-AB	8.00	2.00	8.00	0.00	467.35	0.017	0.02	0.02	7.836	A
C-A	951.00	237.75	951.00	0.00	-	-	-	-	-	-
A-B	45.00	11.25	45.00	0.00	-	-	-	-	-	-
A-C	786.00	196.50	786.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	86.00	21.50	86.00	0.00	293.76	0.293	0.41	0.41	17.327	C
C-AB	8.00	2.00	8.00	0.00	467.35	0.017	0.02	0.02	7.836	A
C-A	951.00	237.75	951.00	0.00	-	-	-	-	-	-
A-B	45.00	11.25	45.00	0.00	-	-	-	-	-	-
A-C	786.00	196.50	786.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	5.62	0.37	17.067	C	B
C-AB	0.26	0.02	7.835	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	6.09	0.41	17.317	C	B
C-AB	0.26	0.02	7.836	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	6.14	0.41	17.322	C	B
C-AB	0.26	0.02	7.836	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	6.16	0.41	17.325	C	B
C-AB	0.26	0.02	7.836	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	6.17	0.41	17.325	C	B
C-AB	0.26	0.02	7.836	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	6.18	0.41	17.327	C	B
C-AB	0.26	0.02	7.836	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Proposed - 2031 Future Base + Dev + Chalkers Corner + local mitigation, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relation
2031 Future Base + Dev + Chalkers Corner + local mitigation, PM	2031 Future Base + Dev + Chalkers Corner + local mitigation	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Ship Lane/Lower Richmond Road	T-Junction	Two-way	A,B,C		20.63	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Lower Richmond Road (W)		Major
B	B	Ship Lane		Minor
C	C	Lower Richmond Road (E)		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	7.45		0.00		2.20	164.00	✓	2.00

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	4.30										57	19

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	570.656	0.097	0.246	0.155	0.352
1	B-C	718.306	0.103	0.261	-	-
1	C-B	668.937	0.243	0.243	-	-

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	FLAT	✓	968.00	100.000
B	FLAT	✓	59.00	100.000
C	FLAT	✓	933.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
16:45-17:00	A	968.00	968.00		
16:45-17:00	B	59.00	59.00		
16:45-17:00	C	933.00	933.00		
17:00-17:15	A	968.00	968.00		
17:00-17:15	B	59.00	59.00		
17:00-17:15	C	933.00	933.00		
17:15-17:30	A	968.00	968.00		
17:15-17:30	B	59.00	59.00		
17:15-17:30	C	933.00	933.00		
17:30-17:45	A	968.00	968.00		
17:30-17:45	B	59.00	59.00		
17:30-17:45	C	933.00	933.00		
17:45-18:00	A	968.00	968.00		
17:45-18:00	B	59.00	59.00		
17:45-18:00	C	933.00	933.00		
18:00-18:15	A	968.00	968.00		
18:00-18:15	B	59.00	59.00		
18:00-18:15	C	933.00	933.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	52.000	916.000
	B	48.000	0.000	11.000
	C	923.000	10.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.81	0.00	0.19
	C	0.99	0.01	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		
From		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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.27	22.69	0.37	C	59.00	88.50	32.50	22.03	0.36	32.52	22.04
C-AB	0.02	8.48	0.02	A	10.01	15.02	2.12	8.47	0.02	2.12	8.47
C-A	-	-	-	-	922.99	1384.48	-	-	-	-	-
A-B	-	-	-	-	52.00	78.00	-	-	-	-	-
A-C	-	-	-	-	916.00	1374.00	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	59.00	14.75	57.56	0.00	217.69	0.271	0.00	0.36	22.295	C
C-AB	10.01	2.50	9.92	0.00	434.25	0.023	0.00	0.02	8.482	A
C-A	922.99	230.75	922.99	0.00	-	-	-	-	-	-
A-B	52.00	13.00	52.00	0.00	-	-	-	-	-	-
A-C	916.00	229.00	916.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	59.00	14.75	58.98	0.00	217.65	0.271	0.36	0.37	22.680	C
C-AB	10.01	2.50	10.01	0.00	434.25	0.023	0.02	0.02	8.485	A
C-A	922.99	230.75	922.99	0.00	-	-	-	-	-	-
A-B	52.00	13.00	52.00	0.00	-	-	-	-	-	-
A-C	916.00	229.00	916.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	59.00	14.75	58.99	0.00	217.65	0.271	0.37	0.37	22.683	C
C-AB	10.01	2.50	10.01	0.00	434.25	0.023	0.02	0.02	8.485	A
C-A	922.99	230.75	922.99	0.00	-	-	-	-	-	-
A-B	52.00	13.00	52.00	0.00	-	-	-	-	-	-
A-C	916.00	229.00	916.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	59.00	14.75	59.00	0.00	217.65	0.271	0.37	0.37	22.684	C
C-AB	10.01	2.50	10.01	0.00	434.25	0.023	0.02	0.02	8.485	A
C-A	922.99	230.75	922.99	0.00	-	-	-	-	-	-
A-B	52.00	13.00	52.00	0.00	-	-	-	-	-	-
A-C	916.00	229.00	916.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	59.00	14.75	59.00	0.00	217.65	0.271	0.37	0.37	22.687	C
C-AB	10.01	2.50	10.01	0.00	434.25	0.023	0.02	0.02	8.485	A
C-A	922.99	230.75	922.99	0.00	-	-	-	-	-	-
A-B	52.00	13.00	52.00	0.00	-	-	-	-	-	-
A-C	916.00	229.00	916.00	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	59.00	14.75	59.00	0.00	217.65	0.271	0.37	0.37	22.687	C
C-AB	10.01	2.50	10.01	0.00	434.25	0.023	0.02	0.02	8.485	A
C-A	922.99	230.75	922.99	0.00	-	-	-	-	-	-
A-B	52.00	13.00	52.00	0.00	-	-	-	-	-	-
A-C	916.00	229.00	916.00	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.95	0.33	22.295	C	C
C-AB	0.35	0.02	8.482	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	5.45	0.36	22.680	C	C
C-AB	0.35	0.02	8.485	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	5.50	0.37	22.683	C	C
C-AB	0.35	0.02	8.485	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

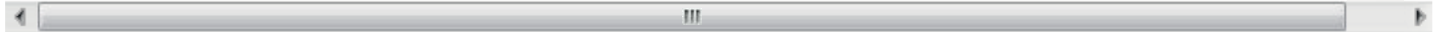
Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	5.52	0.37	22.684	C	C
C-AB	0.35	0.02	8.485	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	5.54	0.37	22.687	C	C
C-AB	0.35	0.02	8.485	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	5.54	0.37	22.687	C	C
C-AB	0.35	0.02	8.485	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-



Junctions 8

PICADY 8 - Priority Intersection Module

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-
- » (Default Analysis Set) - 2016 Base, AM
 - » (Default Analysis Set) - 2016 Base, PM
 - » (Default Analysis Set) - 2031 Future Base, AM
 - » (Default Analysis Set) - 2031 Future Base, PM
 - » (Default Analysis Set) - 2031 Future Base + Dev, AM
 - » (Default Analysis Set) - 2031 Future Base + Dev, PM
 - » (Default Analysis Set) - 2031 Future Base + Dev + Chalkers Corner + local mitigation, AM
 - » (Default Analysis Set) - 2031 Future Base + Dev + Chalkers Corner + local mitigation, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2016 Base								
Stream B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream A-D	0.06	6.27	0.06	A	0.04	6.16	0.03	A
Stream D-ABC	0.11	7.22	0.10	A	0.11	6.87	0.10	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
A1 - 2031 Future Base								
Stream B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream A-D	0.06	6.44	0.06	A	0.04	6.18	0.04	A
Stream D-ABC	0.13	7.45	0.11	A	0.11	6.90	0.10	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
A1 - 2031 Future Base + Dev								
Stream B-ACD	0.08	6.61	0.07	A	0.05	6.85	0.05	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream A-D	0.06	6.43	0.06	A	0.04	6.08	0.04	A
Stream D-ABC	0.13	7.33	0.11	A	0.11	6.69	0.10	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.05	6.62	0.05	A	0.04	7.14	0.04	A
A1 - 2031 Future Base + Dev + Chalkers Corner + local mitigation								
Stream B-ACD	0.08	6.63	0.07	A	0.05	6.91	0.05	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream A-D	0.06	6.55	0.06	A	0.04	6.26	0.04	A
Stream D-ABC	0.13	7.49	0.11	A	0.11	6.93	0.10	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.05	6.62	0.04	A	0.04	7.17	0.04	A

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

"D7 - 2016 Base, AM" model duration: 08:00 - 09:30

"D8 - 2016 Base, PM" model duration: 16:45 - 18:15

"D9 - 2031 Future Base, AM" model duration: 08:00 - 09:30

"D10 - 2031 Future Base, PM" model duration: 16:45 - 18:15

"D11 - 2031 Future Base + Dev, AM" model duration: 08:00 - 09:30

"D12 - 2031 Future Base + Dev, PM" model duration: 16:45 - 18:15

"D13 - 2031 Future Base + Dev + Chalkers Corner + local mitigation, AM" model duration: 08:00 - 09:30

"D14 - 2031 Future Base + Dev + Chalkers Corner + local mitigation, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 19/01/2018 15:40:41

File summary

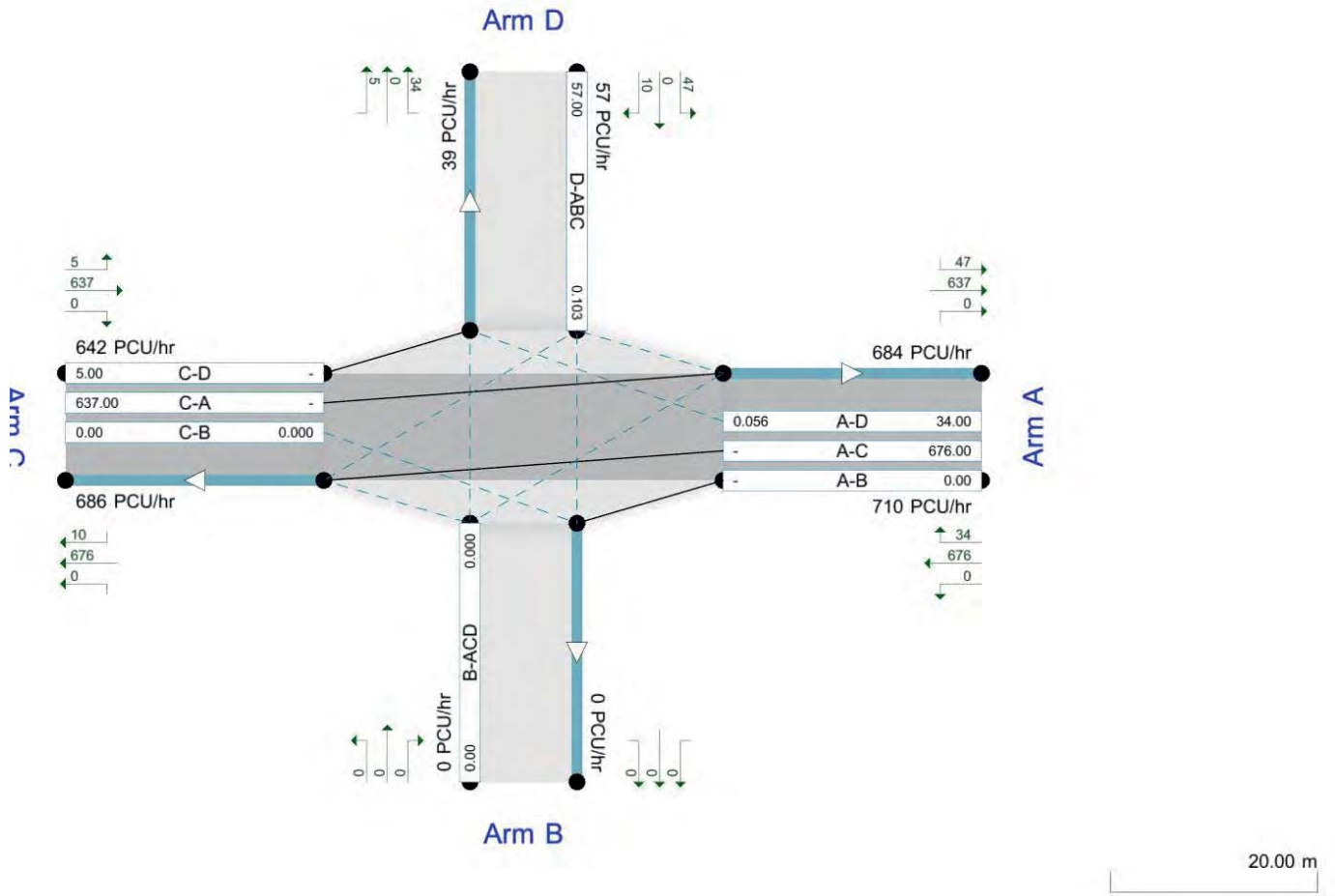
Title	Mortlake High Street/Access/Vineyard Path
Location	Mortlake
Site Number	38262
Date	28/11/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	jtsmith
Description	

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



Showing modelled flow through junction (PCU/hr)
Streams (upstreams) show Total Demand (PCU/hr), Streams (downstreams) show RFC ()
Time Segment: (08:00-08:15)
Showing Analysis Set "A1", Demand Set "D7 - 2016 Base, AM"

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2016 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Base, AM	2016 Base	AM		FLAT	08:00	09:30	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D		6.87	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Mortlake High Street (W)	2031 - Development with mitigation	Major
B	B	Access Point	2031 - Development with mitigation	Minor
C	C	Mortlake High Street (E)	2031 - Development with mitigation	Major
D	D	Vineyard Path	2031 - Development with mitigation	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	12.25		0.00	✓	2.50	250.00		
C	12.25		0.00	✓	2.90	120.00		

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	4.60										15	17
D	One lane	4.76										21	34

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-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	742.208	-	-	-	-	-	-	0.209	0.299	0.209	-	-	-
1	B-A	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	-	0.191	0.191	0.095
1	B-C	736.300	0.082	0.208	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	B-D, offside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	C-B	692.478	0.195	0.195	0.279	-	-	-	-	-	-	-	-	-
1	D-A	759.054	-	-	-	-	-	-	0.214	-	0.085	-	-	-
1	D-B, nearside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-B, offside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-C	589.421	-	0.124	0.282	0.099	0.198	0.198	0.198	0.198	0.078	-	-	-

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	FLAT	✓	710.00	100.000
B	FLAT	✓	0.00	100.000
C	FLAT	✓	642.00	100.000
D	FLAT	✓	57.00	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	676.000	34.000
	B	0.000	0.000	0.000	0.000
	C	637.000	0.000	0.000	5.000
	D	47.000	0.000	10.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.00	0.95	0.05
	B	0.25	0.25	0.25	0.25
	C	0.99	0.00	0.00	0.01
	D	0.82	0.00	0.18	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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	676.00	1014.00	-	-	-	-	-
A-D	0.06	6.27	0.06	A	34.00	51.00	5.29	6.22	0.06	5.29	6.22
D-ABC	0.10	7.22	0.11	A	57.00	85.50	10.19	7.15	0.11	10.19	7.15
C-D	-	-	-	-	5.00	7.50	-	-	-	-	-
C-A	-	-	-	-	637.00	955.50	-	-	-	-	-
C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	393.70	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	676.00	169.00	676.00	0.00	-	-	-	-	-	-
A-D	34.00	8.50	33.76	0.00	607.79	0.056	0.00	0.06	6.268	A
D-ABC	57.00	14.25	56.55	0.00	555.59	0.103	0.00	0.11	7.208	A
C-D	5.00	1.25	5.00	0.00	-	-	-	-	-	-
C-A	637.00	159.25	637.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	550.93	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	393.63	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	676.00	169.00	676.00	0.00	-	-	-	-	-	-
A-D	34.00	8.50	34.00	0.00	607.79	0.056	0.06	0.06	6.273	A
D-ABC	57.00	14.25	57.00	0.00	555.56	0.103	0.11	0.11	7.219	A
C-D	5.00	1.25	5.00	0.00	-	-	-	-	-	-
C-A	637.00	159.25	637.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	550.87	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	393.63	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	676.00	169.00	676.00	0.00	-	-	-	-	-	-
A-D	34.00	8.50	34.00	0.00	607.79	0.056	0.06	0.06	6.273	A
D-ABC	57.00	14.25	57.00	0.00	555.56	0.103	0.11	0.11	7.219	A
C-D	5.00	1.25	5.00	0.00	-	-	-	-	-	-
C-A	637.00	159.25	637.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	550.87	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	393.63	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	676.00	169.00	676.00	0.00	-	-	-	-	-	-
A-D	34.00	8.50	34.00	0.00	607.79	0.056	0.06	0.06	6.273	A
D-ABC	57.00	14.25	57.00	0.00	555.56	0.103	0.11	0.11	7.219	A
C-D	5.00	1.25	5.00	0.00	-	-	-	-	-	-
C-A	637.00	159.25	637.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	550.87	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	393.63	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	676.00	169.00	676.00	0.00	-	-	-	-	-	-
A-D	34.00	8.50	34.00	0.00	607.79	0.056	0.06	0.06	6.273	A
D-ABC	57.00	14.25	57.00	0.00	555.56	0.103	0.11	0.11	7.219	A
C-D	5.00	1.25	5.00	0.00	-	-	-	-	-	-
C-A	637.00	159.25	637.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	550.87	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	393.63	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	676.00	169.00	676.00	0.00	-	-	-	-	-	-
A-D	34.00	8.50	34.00	0.00	607.79	0.056	0.06	0.06	6.273	A
D-ABC	57.00	14.25	57.00	0.00	555.56	0.103	0.11	0.11	7.219	A
C-D	5.00	1.25	5.00	0.00	-	-	-	-	-	-
C-A	637.00	159.25	637.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	550.87	0.000	0.00	0.00	0.000	A

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.86	0.06	6.268	A	A
D-ABC	1.64	0.11	7.208	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.88	0.06	6.273	A	A
D-ABC	1.70	0.11	7.219	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.89	0.06	6.273	A	A
D-ABC	1.71	0.11	7.219	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.89	0.06	6.273	A	A
D-ABC	1.71	0.11	7.219	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.89	0.06	6.273	A	A
D-ABC	1.71	0.11	7.219	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.89	0.06	6.273	A	A
D-ABC	1.71	0.11	7.219	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

(Default Analysis Set) - 2016 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2016 Base, FM	2016 Base	FM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D		6.68	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Mortlake High Street (W)	2031 - Development with mitigation	Major
B	B	Access Point	2031 - Development with mitigation	Minor
C	C	Mortlake High Street (E)	2031 - Development with mitigation	Major
D	D	Vineyard Path	2031 - Development with mitigation	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	12.25		0.00	✓	2.50	250.00		
C	12.25		0.00	✓	2.90	120.00		

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	4.60										15	17
D	One lane	4.76										21	34

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-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	742.208	-	-	-	-	-	-	0.209	0.299	0.209	-	-	-
1	B-A	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	-	0.191	0.191	0.095
1	B-C	736.300	0.082	0.208	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	B-D, offside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	C-B	692.478	0.195	0.195	0.279	-	-	-	-	-	-	-	-	-
1	D-A	759.054	-	-	-	-	-	-	0.214	-	0.085	-	-	-
1	D-B, nearside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-B, offside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-C	589.421	-	0.124	0.282	0.099	0.198	0.198	0.198	0.198	0.078	-	-	-

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	FLAT	✓	870.00	100.000
B	FLAT	✓	0.00	100.000
C	FLAT	✓	654.00	100.000
D	FLAT	✓	58.00	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	849.000	21.000
	B	0.000	0.000	0.000	0.000
	C	643.000	0.000	0.000	11.000
	D	53.000	0.000	5.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.00	0.98	0.02
	B	0.25	0.25	0.25	0.25
	C	0.98	0.00	0.00	0.02
	D	0.91	0.00	0.09	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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	849.00	1273.50	-	-	-	-	-
A-D	0.03	6.16	0.04	A	21.00	31.50	3.21	6.12	0.04	3.21	6.12
D-ABC	0.10	6.87	0.11	A	58.00	87.00	9.88	6.81	0.11	9.88	6.81
C-D	-	-	-	-	11.00	16.50	-	-	-	-	-
C-A	-	-	-	-	643.00	964.50	-	-	-	-	-
C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	360.02	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	849.00	212.25	849.00	0.00	-	-	-	-	-	-
A-D	21.00	5.25	20.86	0.00	605.28	0.035	0.00	0.04	6.158	A
D-ABC	58.00	14.50	57.56	0.00	581.71	0.100	0.00	0.11	6.862	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	643.00	160.75	643.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	520.77	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	359.96	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	849.00	212.25	849.00	0.00	-	-	-	-	-	-
A-D	21.00	5.25	21.00	0.00	605.28	0.035	0.04	0.04	6.160	A
D-ABC	58.00	14.50	58.00	0.00	581.70	0.100	0.11	0.11	6.873	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	643.00	160.75	643.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	520.73	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	359.96	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	849.00	212.25	849.00	0.00	-	-	-	-	-	-
A-D	21.00	5.25	21.00	0.00	605.28	0.035	0.04	0.04	6.160	A
D-ABC	58.00	14.50	58.00	0.00	581.70	0.100	0.11	0.11	6.873	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	643.00	160.75	643.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	520.73	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	359.96	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	849.00	212.25	849.00	0.00	-	-	-	-	-	-
A-D	21.00	5.25	21.00	0.00	605.28	0.035	0.04	0.04	6.160	A
D-ABC	58.00	14.50	58.00	0.00	581.70	0.100	0.11	0.11	6.873	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	643.00	160.75	643.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	520.73	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	359.96	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	849.00	212.25	849.00	0.00	-	-	-	-	-	-
A-D	21.00	5.25	21.00	0.00	605.28	0.035	0.04	0.04	6.163	A
D-ABC	58.00	14.50	58.00	0.00	581.70	0.100	0.11	0.11	6.873	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	643.00	160.75	643.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	520.73	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	359.96	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	849.00	212.25	849.00	0.00	-	-	-	-	-	-
A-D	21.00	5.25	21.00	0.00	605.28	0.035	0.04	0.04	6.163	A
D-ABC	58.00	14.50	58.00	0.00	581.70	0.100	0.11	0.11	6.873	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	643.00	160.75	643.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	520.73	0.000	0.00	0.00	0.000	A

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.52	0.03	6.158	A	A
D-ABC	1.59	0.11	6.862	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.54	0.04	6.160	A	A
D-ABC	1.65	0.11	6.873	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.54	0.04	6.160	A	A
D-ABC	1.66	0.11	6.873	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.54	0.04	6.160	A	A
D-ABC	1.66	0.11	6.873	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.54	0.04	6.163	A	A
D-ABC	1.66	0.11	6.873	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.54	0.04	6.163	A	A
D-ABC	1.66	0.11	6.873	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

(Default Analysis Set) - 2031 Future Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base, AM	2031 Future Base	AM		FLAT	08:00	09:30	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D		7.10	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Mortlake High Street (W)	2031 - Development with mitigation	Major
B	B	Access Point	2031 - Development with mitigation	Minor
C	C	Mortlake High Street (E)	2031 - Development with mitigation	Major
D	D	Vineyard Path	2031 - Development with mitigation	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	12.25		0.00	✓	2.50	250.00		
C	12.25		0.00	✓	2.90	120.00		

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	4.60										15	17
D	One lane	4.76										21	34

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-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	742.208	-	-	-	-	-	-	0.209	0.299	0.209	-	-	-
1	B-A	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	-	0.191	0.191	0.095
1	B-C	736.300	0.082	0.208	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	B-D, offside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	C-B	692.478	0.195	0.195	0.279	-	-	-	-	-	-	-	-	-
1	D-A	759.054	-	-	-	-	-	-	0.214	-	0.085	-	-	-
1	D-B, nearside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-B, offside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-C	589.421	-	0.124	0.282	0.099	0.198	0.198	0.198	0.198	0.078	-	-	-

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	FLAT	✓	686.00	100.000
B	FLAT	✓	0.00	100.000
C	FLAT	✓	719.00	100.000
D	FLAT	✓	62.00	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	653.000	33.000
	B	0.000	0.000	0.000	0.000
	C	713.000	0.000	0.000	6.000
	D	52.000	0.000	10.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.00	0.95	0.05
	B	0.25	0.25	0.25	0.25
	C	0.99	0.00	0.00	0.01
	D	0.84	0.00	0.16	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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	653.00	979.50	-	-	-	-	-
A-D	0.06	6.44	0.06	A	33.00	49.50	5.27	6.39	0.06	5.27	6.39
D-ABC	0.11	7.45	0.13	A	62.00	93.00	11.44	7.38	0.13	11.44	7.38
C-D	-	-	-	-	6.00	9.00	-	-	-	-	-
C-A	-	-	-	-	713.00	1069.50	-	-	-	-	-
C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	389.59	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	653.00	163.25	653.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	32.77	0.00	591.67	0.056	0.00	0.06	6.438	A
D-ABC	62.00	15.50	61.49	0.00	544.86	0.114	0.00	0.13	7.440	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	713.00	178.25	713.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	555.71	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	389.52	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	653.00	163.25	653.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	591.67	0.056	0.06	0.06	6.443	A
D-ABC	62.00	15.50	62.00	0.00	544.84	0.114	0.13	0.13	7.454	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	713.00	178.25	713.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	555.64	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	389.52	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	653.00	163.25	653.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	591.67	0.056	0.06	0.06	6.443	A
D-ABC	62.00	15.50	62.00	0.00	544.84	0.114	0.13	0.13	7.454	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	713.00	178.25	713.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	555.64	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	389.52	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	653.00	163.25	653.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	591.67	0.056	0.06	0.06	6.443	A
D-ABC	62.00	15.50	62.00	0.00	544.84	0.114	0.13	0.13	7.454	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	713.00	178.25	713.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	555.64	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	389.52	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	653.00	163.25	653.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	591.67	0.056	0.06	0.06	6.443	A
D-ABC	62.00	15.50	62.00	0.00	544.84	0.114	0.13	0.13	7.454	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	713.00	178.25	713.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	555.64	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	389.52	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	653.00	163.25	653.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	591.67	0.056	0.06	0.06	6.443	A
D-ABC	62.00	15.50	62.00	0.00	544.84	0.114	0.13	0.13	7.454	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	713.00	178.25	713.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	555.64	0.000	0.00	0.00	0.000	A

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.85	0.06	6.438	A	A
D-ABC	1.84	0.12	7.440	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.88	0.06	6.443	A	A
D-ABC	1.91	0.13	7.454	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.88	0.06	6.443	A	A
D-ABC	1.92	0.13	7.454	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.88	0.06	6.443	A	A
D-ABC	1.92	0.13	7.454	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.88	0.06	6.443	A	A
D-ABC	1.92	0.13	7.454	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.89	0.06	6.443	A	A
D-ABC	1.92	0.13	7.454	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

(Default Analysis Set) - 2031 Future Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base, FM	2031 Future Base	FM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D		6.70	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Mortlake High Street (W)	2031 - Development with mitigation	Major
B	B	Access Point	2031 - Development with mitigation	Minor
C	C	Mortlake High Street (E)	2031 - Development with mitigation	Major
D	D	Vineyard Path	2031 - Development with mitigation	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	12.25		0.00	✓	2.50	250.00		
C	12.25		0.00	✓	2.90	120.00		

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	4.60										15	17
D	One lane	4.76										21	34

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-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	742.208	-	-	-	-	-	-	0.209	0.299	0.209	-	-	-
1	B-A	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	-	0.191	0.191	0.095
1	B-C	736.300	0.082	0.208	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	B-D, offside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	C-B	692.478	0.195	0.195	0.279	-	-	-	-	-	-	-	-	-
1	D-A	759.054	-	-	-	-	-	-	0.214	-	0.085	-	-	-
1	D-B, nearside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-B, offside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-C	589.421	-	0.124	0.282	0.099	0.198	0.198	0.198	0.198	0.078	-	-	-

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	FLAT	✓	876.00	100.000
B	FLAT	✓	0.00	100.000
C	FLAT	✓	659.00	100.000
D	FLAT	✓	59.00	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	854.000	22.000
	B	0.000	0.000	0.000	0.000
	C	648.000	0.000	0.000	11.000
	D	54.000	0.000	5.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.00	0.97	0.03
	B	0.25	0.25	0.25	0.25
	C	0.98	0.00	0.00	0.02
	D	0.92	0.00	0.08	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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	854.00	1281.00	-	-	-	-	-
A-D	0.04	6.18	0.04	A	22.00	33.00	3.38	6.14	0.04	3.38	6.14
D-ABC	0.10	6.90	0.11	A	59.00	88.50	10.08	6.83	0.11	10.08	6.83
C-D	-	-	-	-	11.00	16.50	-	-	-	-	-
C-A	-	-	-	-	648.00	972.00	-	-	-	-	-
C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	358.21	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	854.00	213.50	854.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	21.85	0.00	604.23	0.036	0.00	0.04	6.180	A
D-ABC	59.00	14.75	58.55	0.00	581.02	0.102	0.00	0.11	6.884	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	648.00	162.00	648.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	519.51	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	358.15	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	854.00	213.50	854.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	604.23	0.036	0.04	0.04	6.182	A
D-ABC	59.00	14.75	59.00	0.00	581.01	0.102	0.11	0.11	6.895	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	648.00	162.00	648.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	519.47	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	358.15	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	854.00	213.50	854.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	604.23	0.036	0.04	0.04	6.182	A
D-ABC	59.00	14.75	59.00	0.00	581.01	0.102	0.11	0.11	6.895	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	648.00	162.00	648.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	519.47	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	358.15	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	854.00	213.50	854.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	604.23	0.036	0.04	0.04	6.182	A
D-ABC	59.00	14.75	59.00	0.00	581.01	0.102	0.11	0.11	6.895	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	648.00	162.00	648.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	519.47	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	358.15	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	854.00	213.50	854.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	604.23	0.036	0.04	0.04	6.184	A
D-ABC	59.00	14.75	59.00	0.00	581.01	0.102	0.11	0.11	6.895	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	648.00	162.00	648.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	519.47	0.000	0.00	0.00	0.000	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	358.15	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	854.00	213.50	854.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	604.23	0.036	0.04	0.04	6.184	A
D-ABC	59.00	14.75	59.00	0.00	581.01	0.102	0.11	0.11	6.895	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	648.00	162.00	648.00	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	519.47	0.000	0.00	0.00	0.000	A

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.55	0.04	6.180	A	A
D-ABC	1.63	0.11	6.884	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.56	0.04	6.182	A	A
D-ABC	1.69	0.11	6.895	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.57	0.04	6.182	A	A
D-ABC	1.69	0.11	6.895	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.57	0.04	6.182	A	A
D-ABC	1.69	0.11	6.895	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.57	0.04	6.184	A	A
D-ABC	1.69	0.11	6.895	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.57	0.04	6.184	A	A
D-ABC	1.69	0.11	6.895	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

(Default Analysis Set) - 2031 Future Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base + Dev, AM	2031 Future Base + Dev	AM		FLAT	08:00	09:30	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D		6.85	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Mortlake High Street (W)	2031 - Development with mitigation	Major
B	B	Access Point	2031 - Development with mitigation	Minor
C	C	Mortlake High Street (E)	2031 - Development with mitigation	Major
D	D	Vineyard Path	2031 - Development with mitigation	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	12.25		0.00	✓	2.50	250.00		
C	12.25		0.00	✓	2.90	120.00		

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	4.60										15	17
D	One lane	4.76										21	34

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-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	742.208	-	-	-	-	-	-	0.209	0.299	0.209	-	-	-
1	B-A	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	-	0.191	0.191	0.095
1	B-C	736.300	0.082	0.208	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	B-D, offside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	C-B	692.478	0.195	0.195	0.279	-	-	-	-	-	-	-	-	-
1	D-A	759.054	-	-	-	-	-	-	0.214	-	0.085	-	-	-
1	D-B, nearside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-B, offside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-C	589.421	-	0.124	0.282	0.099	0.198	0.198	0.198	0.198	0.078	-	-	-

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	FLAT	✓	614.00	100.000
B	FLAT	✓	42.00	100.000
C	FLAT	✓	702.00	100.000
D	FLAT	✓	62.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	15.000	566.000	33.000
	B	3.000	0.000	39.000	0.000
	C	670.000	26.000	0.000	6.000
	D	52.000	0.000	10.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.02	0.92	0.05
	B	0.07	0.00	0.93	0.00
	C	0.95	0.04	0.00	0.01
	D	0.84	0.00	0.16	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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.07	6.61	0.08	A	42.00	63.00	6.88	6.55	0.08	6.88	6.55
A-B	-	-	-	-	15.00	22.50	-	-	-	-	-
A-C	-	-	-	-	566.00	849.00	-	-	-	-	-
A-D	0.06	6.43	0.06	A	33.00	49.50	5.26	6.38	0.06	5.26	6.38
D-ABC	0.11	7.33	0.13	A	62.00	93.00	11.24	7.25	0.12	11.25	7.25
C-D	-	-	-	-	6.00	9.00	-	-	-	-	-
C-A	-	-	-	-	670.00	1005.00	-	-	-	-	-
C-B	0.05	6.62	0.05	A	26.00	39.00	4.27	6.57	0.05	4.27	6.57

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	42.00	10.50	41.69	0.00	586.64	0.072	0.00	0.08	6.603	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	566.00	141.50	566.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	32.77	0.00	592.89	0.056	0.00	0.06	6.424	A
D-ABC	62.00	15.50	61.50	0.00	553.42	0.112	0.00	0.13	7.310	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	670.00	167.50	670.00	0.00	-	-	-	-	-	-
C-B	26.00	6.50	25.81	0.00	569.77	0.046	0.00	0.05	6.617	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	42.00	10.50	42.00	0.00	586.60	0.072	0.08	0.08	6.609	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	566.00	141.50	566.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	592.84	0.056	0.06	0.06	6.429	A
D-ABC	62.00	15.50	62.00	0.00	553.36	0.112	0.13	0.13	7.325	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	670.00	167.50	670.00	0.00	-	-	-	-	-	-
C-B	26.00	6.50	26.00	0.00	569.71	0.046	0.05	0.05	6.620	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	42.00	10.50	42.00	0.00	586.60	0.072	0.08	0.08	6.609	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	566.00	141.50	566.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	592.84	0.056	0.06	0.06	6.429	A
D-ABC	62.00	15.50	62.00	0.00	553.36	0.112	0.13	0.13	7.325	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	670.00	167.50	670.00	0.00	-	-	-	-	-	-
C-B	26.00	6.50	26.00	0.00	569.71	0.046	0.05	0.05	6.620	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	42.00	10.50	42.00	0.00	586.60	0.072	0.08	0.08	6.609	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	566.00	141.50	566.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	592.84	0.056	0.06	0.06	6.429	A
D-ABC	62.00	15.50	62.00	0.00	553.36	0.112	0.13	0.13	7.325	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	670.00	167.50	670.00	0.00	-	-	-	-	-	-
C-B	26.00	6.50	26.00	0.00	569.71	0.046	0.05	0.05	6.620	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	42.00	10.50	42.00	0.00	586.60	0.072	0.08	0.08	6.609	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	566.00	141.50	566.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	592.84	0.056	0.06	0.06	6.429	A
D-ABC	62.00	15.50	62.00	0.00	553.36	0.112	0.13	0.13	7.325	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	670.00	167.50	670.00	0.00	-	-	-	-	-	-
C-B	26.00	6.50	26.00	0.00	569.71	0.046	0.05	0.05	6.620	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	42.00	10.50	42.00	0.00	586.60	0.072	0.08	0.08	6.609	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	566.00	141.50	566.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	592.84	0.056	0.06	0.06	6.429	A
D-ABC	62.00	15.50	62.00	0.00	553.36	0.112	0.13	0.13	7.325	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	670.00	167.50	670.00	0.00	-	-	-	-	-	-
C-B	26.00	6.50	26.00	0.00	569.71	0.046	0.05	0.05	6.620	A

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.11	0.07	6.603	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.85	0.06	6.424	A	A
D-ABC	1.81	0.12	7.310	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.69	0.05	6.617	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.15	0.08	6.609	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.88	0.06	6.429	A	A
D-ABC	1.88	0.13	7.325	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.71	0.05	6.620	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.15	0.08	6.609	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.88	0.06	6.429	A	A
D-ABC	1.89	0.13	7.325	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.72	0.05	6.620	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.15	0.08	6.609	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.88	0.06	6.429	A	A
D-ABC	1.89	0.13	7.325	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.72	0.05	6.620	A	A

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.15	0.08	6.609	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.88	0.06	6.429	A	A
D-ABC	1.89	0.13	7.325	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.72	0.05	6.620	A	A

Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.16	0.08	6.609	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.88	0.06	6.429	A	A
D-ABC	1.89	0.13	7.325	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.72	0.05	6.620	A	A

(Default Analysis Set) - 2031 Future Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 Future Base + Dev, RM	2031 Future Base + Dev	FM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D		6.69	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Mortlake High Street (W)	2031 - Development with mitigation	Major
B	B	Access Point	2031 - Development with mitigation	Minor
C	C	Mortlake High Street (E)	2031 - Development with mitigation	Major
D	D	Vineyard Path	2031 - Development with mitigation	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	12.25		0.00	✓	2.50	250.00		
C	12.25		0.00	✓	2.90	120.00		

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	4.60										15	17
D	One lane	4.76										21	34

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-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	742.208	-	-	-	-	-	-	0.209	0.299	0.209	-	-	-
1	B-A	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	-	0.191	0.191	0.095
1	B-C	736.300	0.082	0.208	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	B-D, offside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	C-B	692.478	0.195	0.195	0.279	-	-	-	-	-	-	-	-	-
1	D-A	759.054	-	-	-	-	-	-	0.214	-	0.085	-	-	-
1	D-B, nearside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-B, offside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-C	589.421	-	0.124	0.282	0.099	0.198	0.198	0.198	0.198	0.078	-	-	-

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	FLAT	✓	841.00	100.000
B	FLAT	✓	27.00	100.000
C	FLAT	✓	603.00	100.000
D	FLAT	✓	59.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	14.000	805.000	22.000
	B	1.000	0.000	26.000	0.000
	C	570.000	22.000	0.000	11.000
	D	54.000	0.000	5.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.02	0.96	0.03
	B	0.04	0.00	0.96	0.00
	C	0.95	0.04	0.00	0.02
	D	0.92	0.00	0.08	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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.05	6.85	0.05	A	27.00	40.50	4.58	6.79	0.05	4.58	6.79
A-B	-	-	-	-	14.00	21.00	-	-	-	-	-
A-C	-	-	-	-	805.00	1207.50	-	-	-	-	-
A-D	0.04	6.08	0.04	A	22.00	33.00	3.32	6.04	0.04	3.32	6.04
D-ABC	0.10	6.69	0.11	A	59.00	88.50	9.78	6.63	0.11	9.78	6.63
C-D	-	-	-	-	11.00	16.50	-	-	-	-	-
C-A	-	-	-	-	570.00	855.00	-	-	-	-	-
C-B	0.04	7.14	0.04	A	22.00	33.00	3.89	7.08	0.04	3.89	7.08

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	26.80	0.00	552.68	0.049	0.00	0.05	6.846	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	805.00	201.25	805.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	21.85	0.00	613.98	0.036	0.00	0.04	6.078	A
D-ABC	59.00	14.75	58.57	0.00	597.28	0.099	0.00	0.11	6.676	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	570.00	142.50	570.00	0.00	-	-	-	-	-	-
C-B	22.00	5.50	21.83	0.00	526.35	0.042	0.00	0.04	7.134	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	27.00	0.00	552.66	0.049	0.05	0.05	6.847	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	805.00	201.25	805.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	613.93	0.036	0.04	0.04	6.081	A
D-ABC	59.00	14.75	59.00	0.00	597.25	0.099	0.11	0.11	6.687	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	570.00	142.50	570.00	0.00	-	-	-	-	-	-
C-B	22.00	5.50	22.00	0.00	526.31	0.042	0.04	0.04	7.137	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	27.00	0.00	552.66	0.049	0.05	0.05	6.847	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	805.00	201.25	805.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	613.93	0.036	0.04	0.04	6.081	A
D-ABC	59.00	14.75	59.00	0.00	597.25	0.099	0.11	0.11	6.687	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	570.00	142.50	570.00	0.00	-	-	-	-	-	-
C-B	22.00	5.50	22.00	0.00	526.31	0.042	0.04	0.04	7.137	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	27.00	0.00	552.66	0.049	0.05	0.05	6.847	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	805.00	201.25	805.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	613.93	0.036	0.04	0.04	6.081	A
D-ABC	59.00	14.75	59.00	0.00	597.25	0.099	0.11	0.11	6.687	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	570.00	142.50	570.00	0.00	-	-	-	-	-	-
C-B	22.00	5.50	22.00	0.00	526.31	0.042	0.04	0.04	7.137	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	27.00	0.00	552.66	0.049	0.05	0.05	6.847	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	805.00	201.25	805.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	613.93	0.036	0.04	0.04	6.081	A
D-ABC	59.00	14.75	59.00	0.00	597.25	0.099	0.11	0.11	6.687	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	570.00	142.50	570.00	0.00	-	-	-	-	-	-
C-B	22.00	5.50	22.00	0.00	526.31	0.042	0.04	0.04	7.137	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	27.00	0.00	552.66	0.049	0.05	0.05	6.847	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	805.00	201.25	805.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	613.93	0.036	0.04	0.04	6.081	A
D-ABC	59.00	14.75	59.00	0.00	597.25	0.099	0.11	0.11	6.687	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	570.00	142.50	570.00	0.00	-	-	-	-	-	-
C-B	22.00	5.50	22.00	0.00	526.31	0.042	0.04	0.04	7.137	A

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.74	0.05	6.846	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.54	0.04	6.078	A	A
D-ABC	1.58	0.11	6.676	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.63	0.04	7.134	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.77	0.05	6.847	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.55	0.04	6.081	A	A
D-ABC	1.63	0.11	6.687	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.65	0.04	7.137	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.77	0.05	6.847	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.56	0.04	6.081	A	A
D-ABC	1.64	0.11	6.687	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.65	0.04	7.137	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.77	0.05	6.847	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.56	0.04	6.081	A	A
D-ABC	1.64	0.11	6.687	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.65	0.04	7.137	A	A

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.77	0.05	6.847	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.56	0.04	6.081	A	A
D-ABC	1.64	0.11	6.687	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.65	0.04	7.137	A	A

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.77	0.05	6.847	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.56	0.04	6.081	A	A
D-ABC	1.64	0.11	6.687	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.65	0.04	7.137	A	A

(Default Analysis Set) - 2031 Future Base + Dev + Chalkers Corner + local mitigation, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relation
2031 Future Base + Dev + Chalkers Corner + local mitigation, AM	2031 Future Base + Dev + Chalkers Corner + local mitigation	AM		FLAT	08:00	09:30	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D		6.94	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Mortlake High Street (W)	2031 - Development with mitigation	Major
B	B	Access Point	2031 - Development with mitigation	Minor
C	C	Mortlake High Street (E)	2031 - Development with mitigation	Major
D	D	Vineyard Path	2031 - Development with mitigation	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	12.25		0.00	✓	2.50	250.00		
C	12.25		0.00	✓	2.90	120.00		

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	4.60										15	17
D	One lane	4.76										21	34

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-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	742.208	-	-	-	-	-	-	0.209	0.299	0.209	-	-	-
1	B-A	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	-	0.191	0.191	0.095
1	B-C	736.300	0.082	0.208	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	B-D, offside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	C-B	692.478	0.195	0.195	0.279	-	-	-	-	-	-	-	-	-
1	D-A	759.054	-	-	-	-	-	-	0.214	-	0.085	-	-	-
1	D-B, nearside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-B, offside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-C	589.421	-	0.124	0.282	0.099	0.198	0.198	0.198	0.198	0.078	-	-	-

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	FLAT	✓	619.00	100.000
B	FLAT	✓	41.00	100.000
C	FLAT	✓	751.00	100.000
D	FLAT	✓	62.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	15.000	571.000	33.000
	B	3.000	0.000	38.000	0.000
	C	720.000	25.000	0.000	6.000
	D	52.000	0.000	10.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.02	0.92	0.05
	B	0.07	0.00	0.93	0.00
	C	0.96	0.03	0.00	0.01
	D	0.84	0.00	0.16	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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.07	6.63	0.08	A	41.00	61.50	6.74	6.58	0.07	6.74	6.58
A-B	-	-	-	-	15.00	22.50	-	-	-	-	-
A-C	-	-	-	-	571.00	856.50	-	-	-	-	-
A-D	0.06	6.55	0.06	A	33.00	49.50	5.36	6.49	0.06	5.36	6.50
D-ABC	0.11	7.49	0.13	A	62.00	93.00	11.50	7.42	0.13	11.50	7.42
C-D	-	-	-	-	6.00	9.00	-	-	-	-	-
C-A	-	-	-	-	720.00	1080.00	-	-	-	-	-
C-B	0.04	6.62	0.05	A	25.00	37.50	4.10	6.57	0.05	4.10	6.57

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	41.00	10.25	40.70	0.00	583.71	0.070	0.00	0.07	6.627	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	571.00	142.75	571.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	32.76	0.00	582.72	0.057	0.00	0.06	6.542	A
D-ABC	62.00	15.50	61.49	0.00	542.36	0.114	0.00	0.13	7.478	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	720.00	180.00	720.00	0.00	-	-	-	-	-	-
C-B	25.00	6.25	24.82	0.00	568.79	0.044	0.00	0.05	6.616	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	41.00	10.25	41.00	0.00	583.67	0.070	0.07	0.08	6.633	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	571.00	142.75	571.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	582.67	0.057	0.06	0.06	6.548	A
D-ABC	62.00	15.50	62.00	0.00	542.30	0.114	0.13	0.13	7.494	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	720.00	180.00	720.00	0.00	-	-	-	-	-	-
C-B	25.00	6.25	25.00	0.00	568.73	0.044	0.05	0.05	6.620	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	41.00	10.25	41.00	0.00	583.67	0.070	0.08	0.08	6.633	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	571.00	142.75	571.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	582.67	0.057	0.06	0.06	6.548	A
D-ABC	62.00	15.50	62.00	0.00	542.30	0.114	0.13	0.13	7.494	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	720.00	180.00	720.00	0.00	-	-	-	-	-	-
C-B	25.00	6.25	25.00	0.00	568.73	0.044	0.05	0.05	6.620	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	41.00	10.25	41.00	0.00	583.67	0.070	0.08	0.08	6.633	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	571.00	142.75	571.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	582.67	0.057	0.06	0.06	6.548	A
D-ABC	62.00	15.50	62.00	0.00	542.30	0.114	0.13	0.13	7.494	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	720.00	180.00	720.00	0.00	-	-	-	-	-	-
C-B	25.00	6.25	25.00	0.00	568.73	0.044	0.05	0.05	6.620	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	41.00	10.25	41.00	0.00	583.67	0.070	0.08	0.08	6.633	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	571.00	142.75	571.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	582.67	0.057	0.06	0.06	6.548	A
D-ABC	62.00	15.50	62.00	0.00	542.30	0.114	0.13	0.13	7.494	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	720.00	180.00	720.00	0.00	-	-	-	-	-	-
C-B	25.00	6.25	25.00	0.00	568.73	0.044	0.05	0.05	6.620	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	41.00	10.25	41.00	0.00	583.67	0.070	0.08	0.08	6.633	A
A-B	15.00	3.75	15.00	0.00	-	-	-	-	-	-
A-C	571.00	142.75	571.00	0.00	-	-	-	-	-	-
A-D	33.00	8.25	33.00	0.00	582.67	0.057	0.06	0.06	6.548	A
D-ABC	62.00	15.50	62.00	0.00	542.30	0.114	0.13	0.13	7.494	A
C-D	6.00	1.50	6.00	0.00	-	-	-	-	-	-
C-A	720.00	180.00	720.00	0.00	-	-	-	-	-	-
C-B	25.00	6.25	25.00	0.00	568.73	0.044	0.05	0.05	6.620	A

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.09	0.07	6.627	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.87	0.06	6.542	A	A
D-ABC	1.85	0.12	7.478	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.66	0.04	6.616	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.13	0.08	6.633	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.90	0.06	6.548	A	A
D-ABC	1.92	0.13	7.494	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.69	0.05	6.620	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.13	0.08	6.633	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.90	0.06	6.548	A	A
D-ABC	1.93	0.13	7.494	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.69	0.05	6.620	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.13	0.08	6.633	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.90	0.06	6.548	A	A
D-ABC	1.93	0.13	7.494	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.69	0.05	6.620	A	A

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.13	0.08	6.633	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.90	0.06	6.548	A	A
D-ABC	1.93	0.13	7.494	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.69	0.05	6.620	A	A

Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.13	0.08	6.633	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.90	0.06	6.548	A	A
D-ABC	1.93	0.13	7.494	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.69	0.05	6.620	A	A

(Default Analysis Set) - 2031 Future Base + Dev + Chalkers Corner + local mitigation, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relation
2031 Future Base + Dev + Chalkers Corner + local mitigation, PM	2031 Future Base + Dev + Chalkers Corner + local mitigation	PM		FLAT	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D		6.85	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Mortlake High Street (W)	2031 - Development with mitigation	Major
B	B	Access Point	2031 - Development with mitigation	Minor
C	C	Mortlake High Street (E)	2031 - Development with mitigation	Major
D	D	Vineyard Path	2031 - Development with mitigation	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	12.25		0.00	✓	2.50	250.00		
C	12.25		0.00	✓	2.90	120.00		

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	4.60										15	17
D	One lane	4.76										21	34

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-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	742.208	-	-	-	-	-	-	0.209	0.299	0.209	-	-	-
1	B-A	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	-	0.191	0.191	0.095
1	B-C	736.300	0.082	0.208	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	B-D, offside lane	569.484	0.076	0.191	0.191	-	-	-	0.120	0.273	0.120	-	-	-
1	C-B	692.478	0.195	0.195	0.279	-	-	-	-	-	-	-	-	-
1	D-A	759.054	-	-	-	-	-	-	0.214	-	0.085	-	-	-
1	D-B, nearside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-B, offside lane	589.421	0.124	0.124	0.282	-	-	-	0.198	0.198	0.078	-	-	-
1	D-C	589.421	-	0.124	0.282	0.099	0.198	0.198	0.198	0.198	0.078	-	-	-

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	FLAT	✓	857.00	100.000
B	FLAT	✓	27.00	100.000
C	FLAT	✓	685.00	100.000
D	FLAT	✓	59.00	100.000

Turning Proportions

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

		To			
		A	B	C	D
From	A	0.000	14.000	821.000	22.000
	B	1.000	0.000	26.000	0.000
	C	653.000	21.000	0.000	11.000
	D	54.000	0.000	5.000	0.000

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

		To			
		A	B	C	D
From	A	0.00	0.02	0.96	0.03
	B	0.04	0.00	0.96	0.00
	C	0.95	0.03	0.00	0.02
	D	0.92	0.00	0.08	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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.05	6.91	0.05	A	27.00	40.50	4.62	6.85	0.05	4.62	6.85
A-B	-	-	-	-	14.00	21.00	-	-	-	-	-
A-C	-	-	-	-	821.00	1231.50	-	-	-	-	-
A-D	0.04	6.26	0.04	A	22.00	33.00	3.42	6.22	0.04	3.42	6.22
D-ABC	0.10	6.93	0.11	A	59.00	88.50	10.12	6.86	0.11	10.12	6.86
C-D	-	-	-	-	11.00	16.50	-	-	-	-	-
C-A	-	-	-	-	653.00	979.50	-	-	-	-	-
C-B	0.04	7.17	0.04	A	21.00	31.50	3.73	7.11	0.04	3.73	7.11

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	26.79	0.00	548.25	0.049	0.00	0.05	6.898	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	821.00	205.25	821.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	21.85	0.00	596.90	0.037	0.00	0.04	6.258	A
D-ABC	59.00	14.75	58.55	0.00	578.65	0.102	0.00	0.11	6.916	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	653.00	163.25	653.00	0.00	-	-	-	-	-	-
C-B	21.00	5.25	20.83	0.00	523.22	0.040	0.00	0.04	7.164	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	27.00	0.00	548.23	0.049	0.05	0.05	6.905	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	821.00	205.25	821.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	596.85	0.037	0.04	0.04	6.261	A
D-ABC	59.00	14.75	59.00	0.00	578.63	0.102	0.11	0.11	6.927	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	653.00	163.25	653.00	0.00	-	-	-	-	-	-
C-B	21.00	5.25	21.00	0.00	523.18	0.040	0.04	0.04	7.167	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	27.00	0.00	548.23	0.049	0.05	0.05	6.905	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	821.00	205.25	821.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	596.85	0.037	0.04	0.04	6.261	A
D-ABC	59.00	14.75	59.00	0.00	578.63	0.102	0.11	0.11	6.927	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	653.00	163.25	653.00	0.00	-	-	-	-	-	-
C-B	21.00	5.25	21.00	0.00	523.18	0.040	0.04	0.04	7.167	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	27.00	0.00	548.23	0.049	0.05	0.05	6.905	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	821.00	205.25	821.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	596.85	0.037	0.04	0.04	6.261	A
D-ABC	59.00	14.75	59.00	0.00	578.63	0.102	0.11	0.11	6.927	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	653.00	163.25	653.00	0.00	-	-	-	-	-	-
C-B	21.00	5.25	21.00	0.00	523.18	0.040	0.04	0.04	7.167	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	27.00	0.00	548.23	0.049	0.05	0.05	6.905	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	821.00	205.25	821.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	596.85	0.037	0.04	0.04	6.261	A
D-ABC	59.00	14.75	59.00	0.00	578.63	0.102	0.11	0.11	6.927	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	653.00	163.25	653.00	0.00	-	-	-	-	-	-
C-B	21.00	5.25	21.00	0.00	523.18	0.040	0.04	0.04	7.167	A

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	27.00	6.75	27.00	0.00	548.23	0.049	0.05	0.05	6.905	A
A-B	14.00	3.50	14.00	0.00	-	-	-	-	-	-
A-C	821.00	205.25	821.00	0.00	-	-	-	-	-	-
A-D	22.00	5.50	22.00	0.00	596.85	0.037	0.04	0.04	6.261	A
D-ABC	59.00	14.75	59.00	0.00	578.63	0.102	0.11	0.11	6.927	A
C-D	11.00	2.75	11.00	0.00	-	-	-	-	-	-
C-A	653.00	163.25	653.00	0.00	-	-	-	-	-	-
C-B	21.00	5.25	21.00	0.00	523.18	0.040	0.04	0.04	7.167	A

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.75	0.05	6.898	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.55	0.04	6.258	A	A
D-ABC	1.63	0.11	6.916	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.60	0.04	7.164	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.77	0.05	6.905	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.57	0.04	6.261	A	A
D-ABC	1.69	0.11	6.927	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.62	0.04	7.167	A	A

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.77	0.05	6.905	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.57	0.04	6.261	A	A
D-ABC	1.70	0.11	6.927	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.63	0.04	7.167	A	A

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

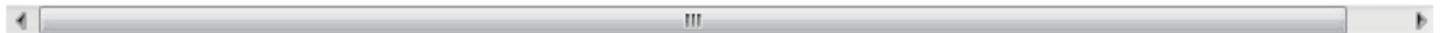
Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.78	0.05	6.905	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.57	0.04	6.261	A	A
D-ABC	1.70	0.11	6.927	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.63	0.04	7.167	A	A

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.78	0.05	6.905	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.57	0.04	6.261	A	A
D-ABC	1.70	0.11	6.927	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.63	0.04	7.167	A	A

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.78	0.05	6.905	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.57	0.04	6.261	A	A
D-ABC	1.70	0.11	6.927	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.63	0.04	7.167	A	A

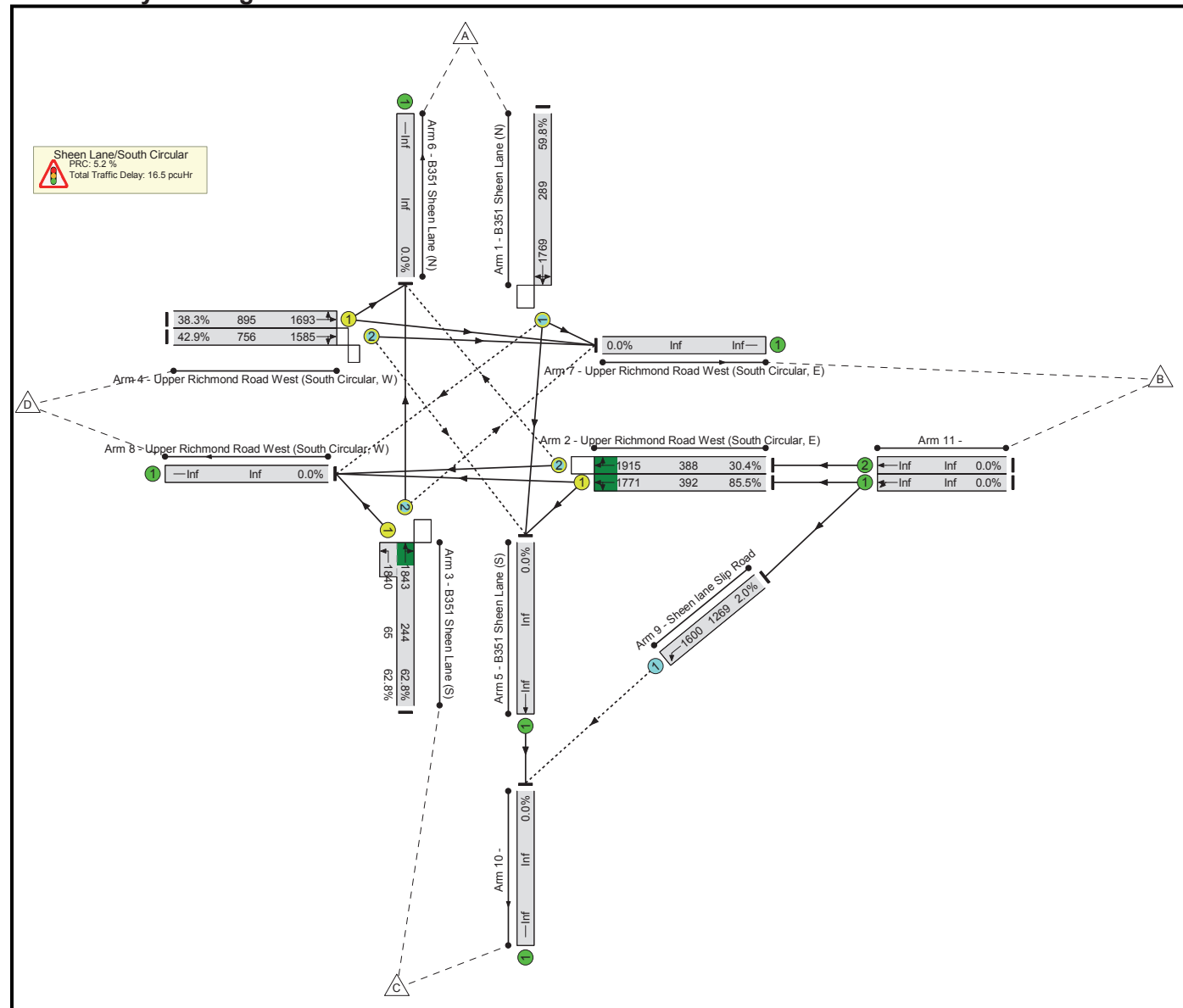


Basic Results Summary
Basic Results Summary

User and Project Details

Project:	Stag Brewery
Title:	Sheen Lane/South Circular
Location:	Mortlake
File name:	Sheen Lane_South Circular_Base_FB_Withdev_WithdevCC_v2.0 additional flow.lsg3x
Author:	M Bolshaw
Company:	Peter Brett Associates
Address:	16 Brewhouse Yard
Notes:	

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



Basic Results Summary

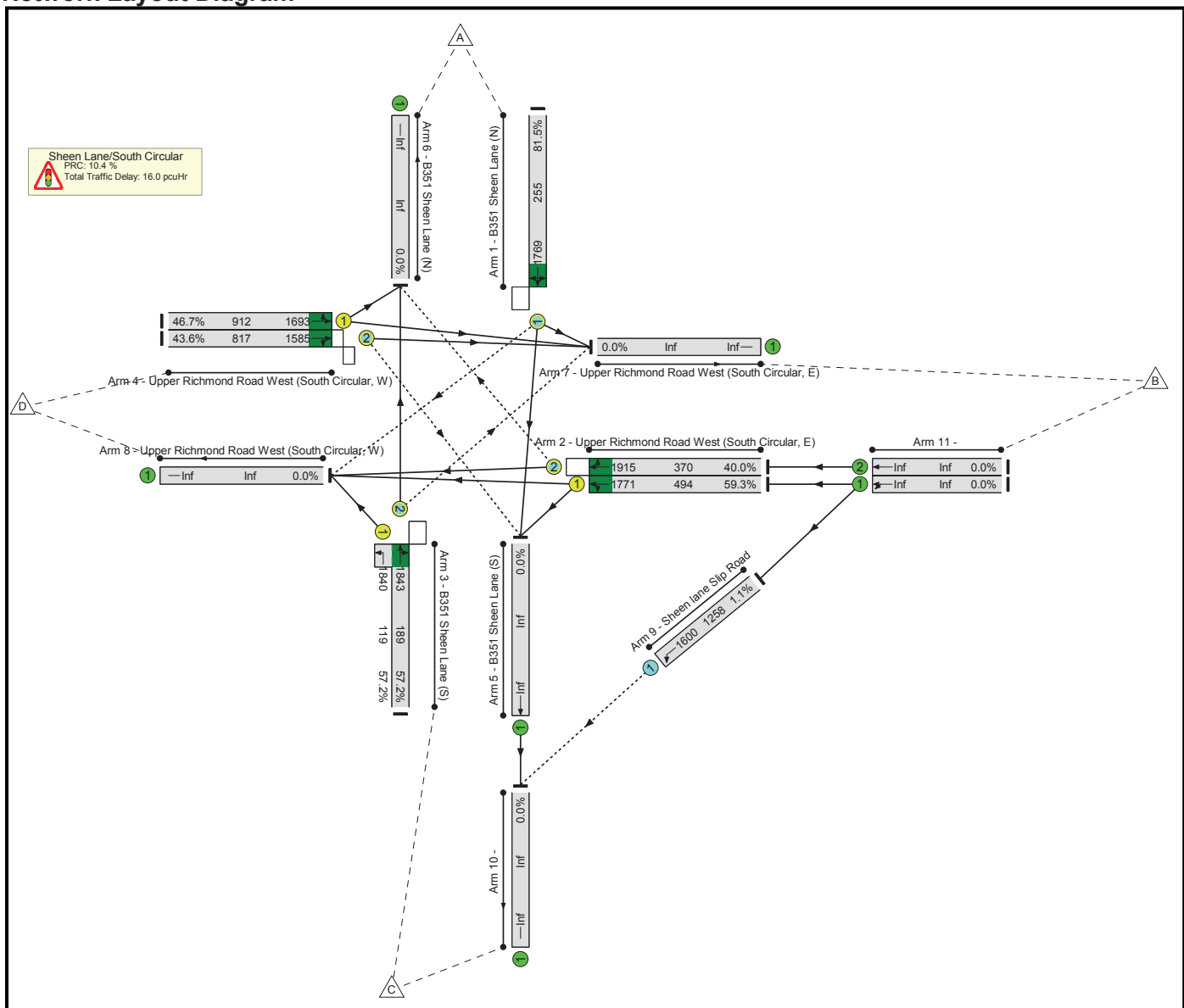
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	85.5%	195	2	2	16.5	-	-
Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	85.5%	195	2	2	16.5	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	16	-	173	1769	289	59.8%	35	0	0	2.7	56.7	5.3
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	54	-	335	1771	392	85.5%	-	-	-	6.3	67.9	11.9
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	54	-	118	1915	388	30.4%	66	0	1	0.9	28.8	2.1
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	16	-	194	1843:1840	244+65	62.8 : 62.8%	24	0	0	3.0	56.4	5.2
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	54	-	343	1693	895	38.3%	-	-	-	1.7	17.7	6.1
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	54	-	324	1585	756	42.9%	45	2	1	1.8	20.1	5.9
9/1	Sheen lane Slip Road Left	O	-		-	-	-	25	1600	1269	2.0%	25	0	0	0.0	1.4	0.0
		C1	PRC for Signalised Lanes (%): PRC Over All Lanes (%):		5.2 5.2	Total Delay for Signalised Lanes (pcuHr): Total Delay Over All Lanes (pcuHr):		16.53 16.54	Cycle Time (s):		104						

Basic Results Summary
Traffic Flows, Actual
Actual Flow :

Origin	Destination					Tot.
	A	B	C	D	Tot.	
A	0	40	98	35	173	
B	67	0	35	376	478	
C	129	24	0	41	194	
D	75	544	48	0	667	
Tot.	271	608	181	452	1512	

Scenario 2: 'PM Peak Base' (FG2: 'Base PM Peak', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary

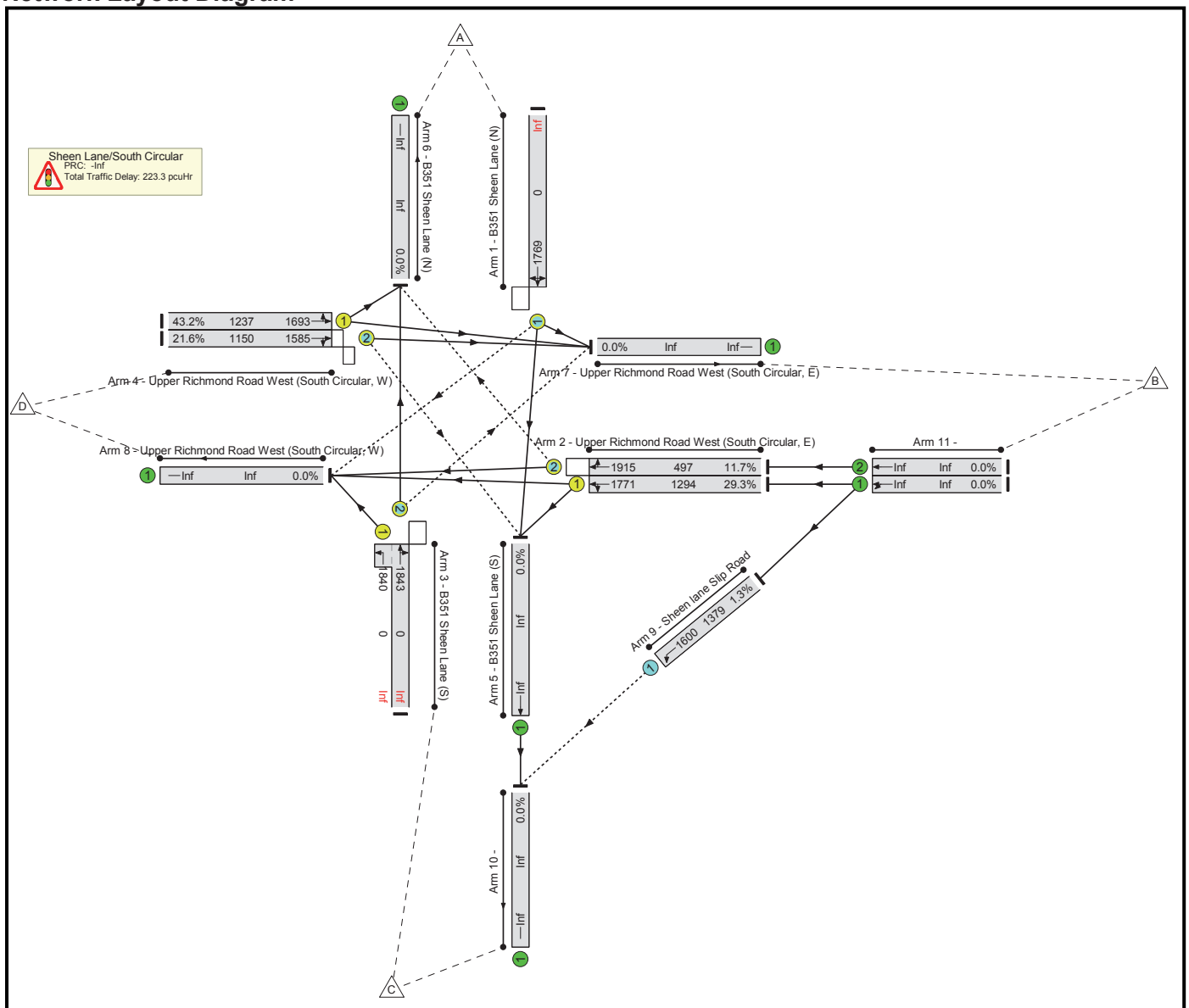
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	81.5%	182	4	2	16.0	-	-
Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	81.5%	182	4	2	16.0	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	16	-	208	1769	255	81.5%	48	0	0	4.6	79.0	7.8
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	54	-	293	1771	494	59.3%	-	-	-	3.4	41.3	8.0
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	54	-	148	1915	370	40.0%	47	0	1	1.3	32.8	3.7
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	16	-	176	1843:1840	189+119	57.2 : 57.2%	23	0	0	2.7	54.5	4.0
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	54	-	426	1693	912	46.7%	-	-	-	2.2	18.5	8.0
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	54	-	356	1585	817	43.6%	50	4	1	1.9	19.1	6.4
9/1	Sheen lane Slip Road Left	O	-		-	-	-	14	1600	1258	1.1%	14	0	0	0.0	1.4	0.0
		C1	PRC for Signalled Lanes (%): 10.4 PRC Over All Lanes (%): 10.4		Total Delay for Signalled Lanes (pcuHr): 16.02 Total Delay Over All Lanes (pcuHr): 16.02		Cycle Time (s): 104										

Basic Results Summary
Traffic Flows, Actual
Actual Flow :

Origin	Destination					Tot.
	A	B	C	D	Tot.	
A	0	53	107	48	208	
B	48	0	18	389	455	
C	85	23	0	68	176	
D	76	651	55	0	782	
Tot.	209	727	180	505	1621	

Scenario 3: 'PM - DD Stage 3' (FG2: 'Base PM Peak', Plan 2: 'DD Stage 3')
Network Layout Diagram



Basic Results Summary

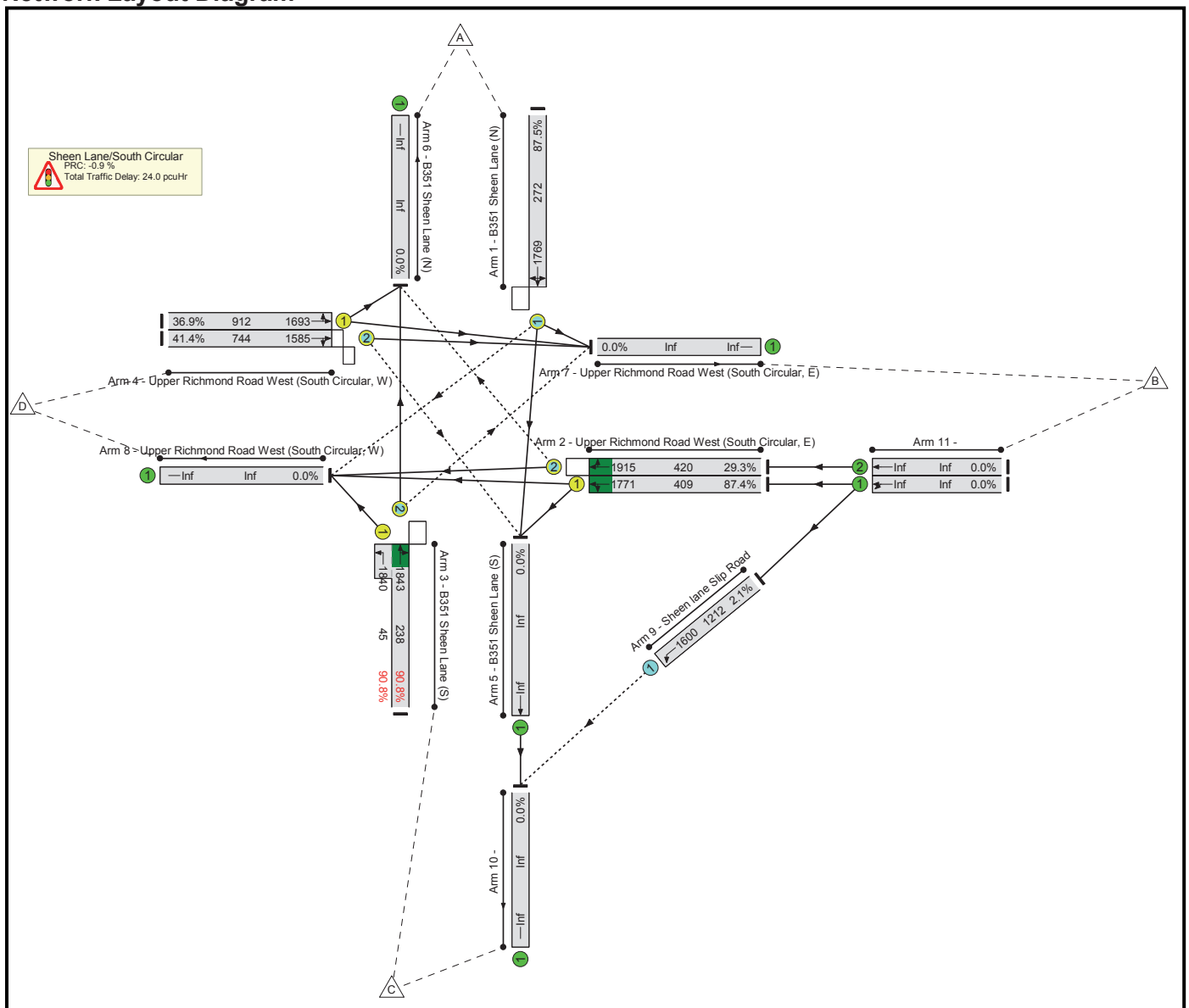
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Sheen Lane/South Circular		-	-	-	-	-	-	-	-	-	Inf %	120	0	1	223.3	-	-
Sheen Lane/South Circular		-	-	-	-	-	-	-	-	-	Inf %	120	0	1	223.3	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		0	0	-	208	1769	0	Inf %	0	0	0	119.5	2069.1	122.5
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	75	-	379	1771	1294	29.3%	-	-	-	0.7	6.8	3.9
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	75	-	58	1915	497	11.7%	47	0	1	0.2	12.1	0.5
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		0	0	-	176	1843:1840	0+0	Inf : Inf %	0	0	0	101.1	2068.7	102.4
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	75	-	534	1693	1237	43.2%	-	-	-	1.2	8.1	6.3
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	75	-	248	1585	1150	21.6%	54	0	1	0.5	6.9	2.4
9/1	Sheen lane Slip Road Left	O	-		-	-	-	18	1600	1379	1.3%	18	0	0	0.0	1.3	0.0
C1		PRC for Signalled Lanes (%): PRC Over All Lanes (%):		-Inf -Inf	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes (pcuHr):		223.26 223.27	Cycle Time (s):		104							

Basic Results Summary
Traffic Flows, Actual
Actual Flow :

Origin	Destination					Tot.
	A	B	C	D	Tot.	
A	0	53	107	48	208	
B	48	0	18	389	455	
C	85	23	0	68	176	
D	76	651	55	0	782	
Tot.	209	727	180	505	1621	

Scenario 4: 'FutureBase AM Peak' (FG3: 'FutureBase AM Peak', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary

Network Results

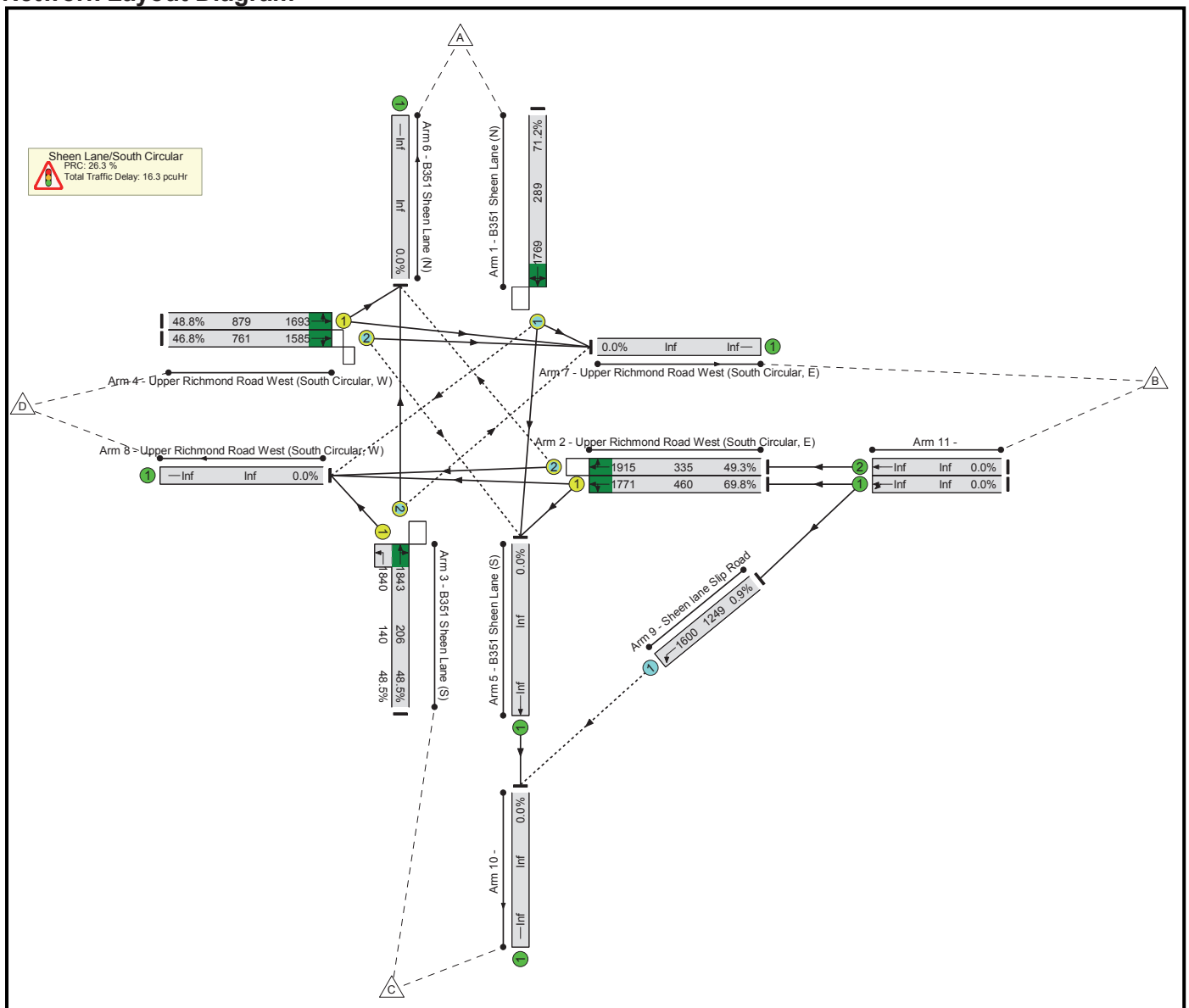
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	90.8%	196	2	15	24.0	-	-
Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	90.8%	196	2	15	24.0	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	15	-	238	1769	272	87.5%	32	0	13	5.9	89.5	9.6
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	55	-	357	1771	409	87.4%	-	-	-	6.9	69.6	13.0
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	55	-	123	1915	420	29.3%	68	0	1	0.9	27.1	2.2
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	15	-	257	1843:1840	238+45	90.8 : 90.8%	25	0	0	7.0	97.5	10.5
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	55	-	336	1693	912	36.9%	-	-	-	1.6	16.9	5.8
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	55	-	308	1585	744	41.4%	45	2	1	1.7	19.6	5.4
9/1	Sheen lane Slip Road Left	O	-		-	-	-	26	1600	1212	2.1%	26	0	0	0.0	1.5	0.0
		C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):		-0.9 -0.9	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes (pcuHr):		23.96 23.97	Cycle Time (s):		104						

Basic Results Summary
Traffic Flows, Actual
Actual Flow :

Origin	Destination					Tot.
	A	B	C	D	Tot.	
A	0	43	150	45	238	
B	69	0	36	401	506	
C	191	25	0	41	257	
D	83	513	48	0	644	
Tot.	343	581	234	487	1645	

Scenario 5: 'FutureBase PM Peak' (FG4: 'FutureBase PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

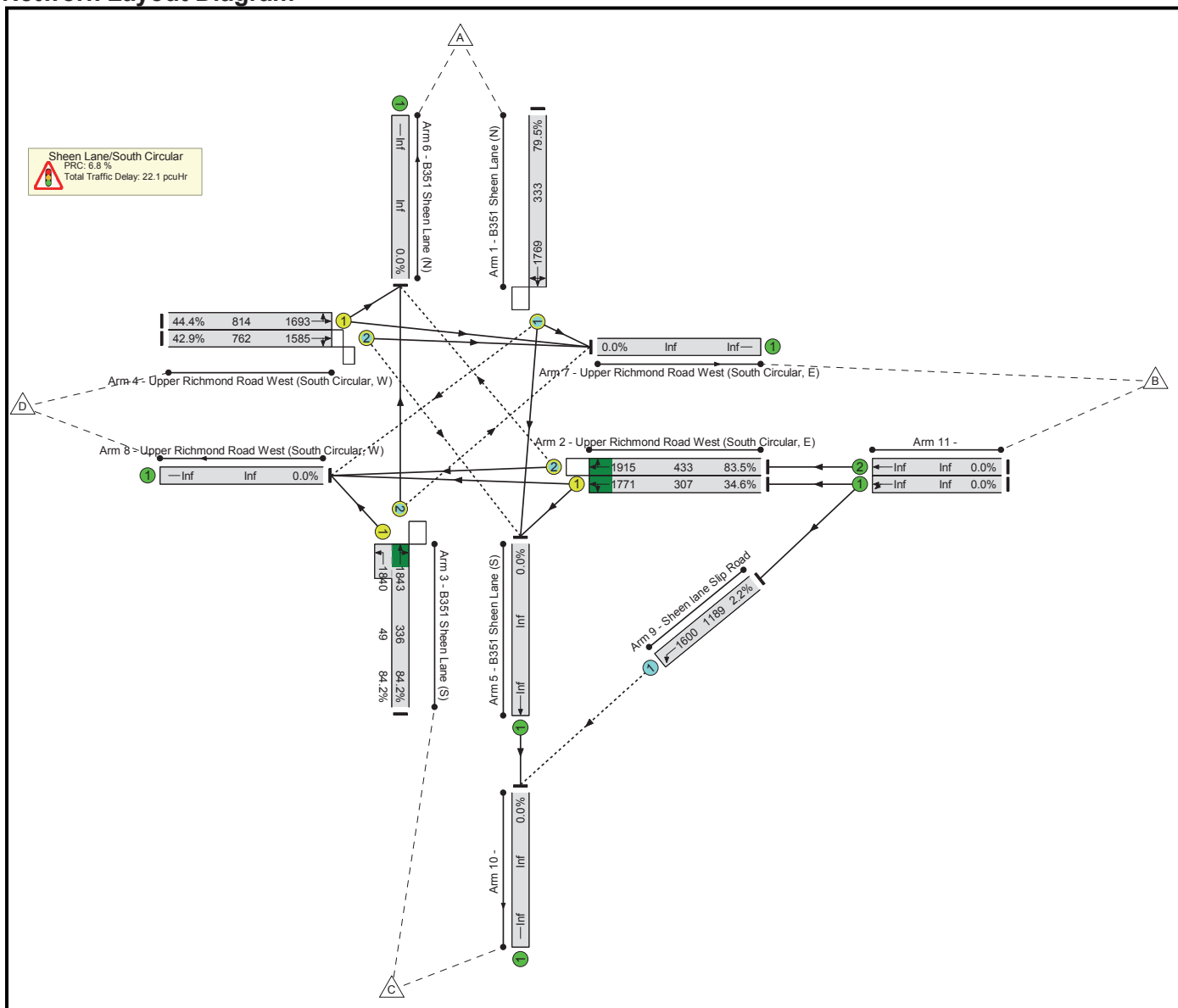
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	71.2%	166	4	2	16.3	-	-
Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	71.2%	166	4	2	16.3	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	18	-	206	1769	289	71.2%	32	0	0	3.6	62.5	6.8
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	52	-	321	1771	460	69.8%	-	-	-	4.2	47.6	9.5
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	52	-	165	1915	335	49.3%	54	0	1	1.8	38.4	4.4
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	18	-	168	1843:1840	206+140	48.5 : 48.5%	19	0	0	2.3	48.7	3.4
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	52	-	429	1693	879	48.8%	-	-	-	2.4	20.1	8.3
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	52	-	356	1585	761	46.8%	50	4	1	2.1	21.1	6.8
9/1	Sheen lane Slip Road Left	O	-		-	-	-	11	1600	1249	0.9%	11	0	0	0.0	1.5	0.0
		C1	PRC for Signalised Lanes (%): PRC Over All Lanes (%):		26.3 26.3	Total Delay for Signalised Lanes (pcuHr): Total Delay Over All Lanes (pcuHr):		16.34 16.34	Cycle Time (s):		104						

Basic Results Summary
Traffic Flows, Actual
Actual Flow :

Origin	Destination					Tot.
	A	B	C	D	Tot.	
A	0	58	116	32	206	
B	55	0	14	428	497	
C	81	19	0	68	168	
D	78	652	55	0	785	
Tot.	214	729	185	528	1656	

Scenario 6: 'FutureBase WDNM AM Peak' (FG5: 'FutureBase WDNM AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

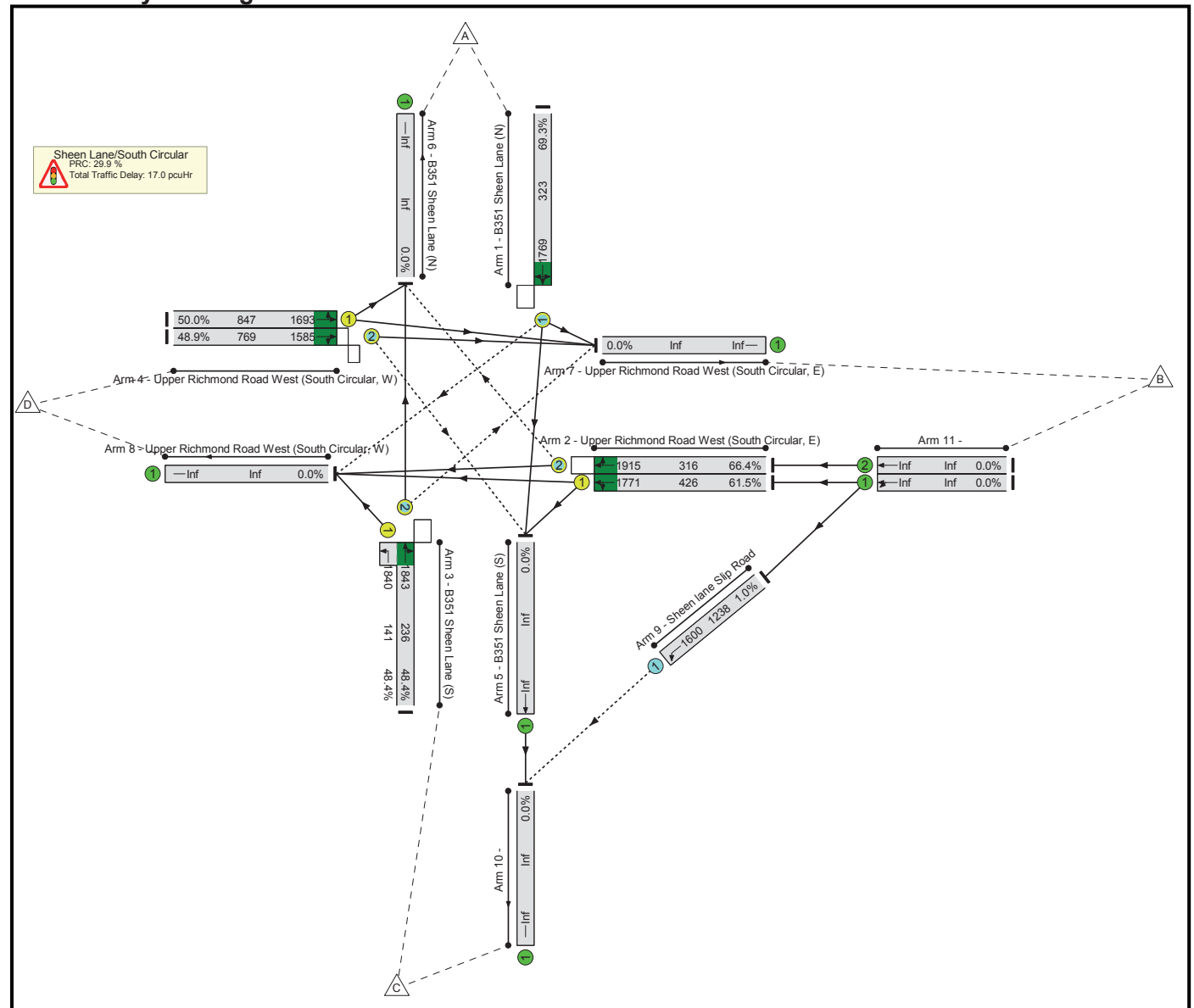
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	84.2%	221	2	2	22.1	-	-
Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	84.2%	221	2	2	22.1	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	21	-	265	1769	333	79.5%	56	0	0	4.8	65.5	8.9
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	49	-	106	1771	307	34.6%	-	-	-	1.4	46.8	2.9
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	49	-	362	1915	433	83.5%	71	0	1	5.7	56.6	12.1
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	21	-	324	1843:1840	336+49	84.2 : 84.2%	23	0	0	6.1	67.3	10.9
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	49	-	361	1693	814	44.4%	-	-	-	2.2	21.8	7.2
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	49	-	327	1585	762	42.9%	45	2	1	2.0	22.0	6.6
9/1	Sheen lane Slip Road Left	O	-		-	-	-	26	1600	1189	2.2%	26	0	0	0.0	1.5	0.0
		C1	PRC for Signalled Lanes (%): 6.8 PRC Over All Lanes (%): 6.8		Total Delay for Signalled Lanes (pcuHr): 22.13 Total Delay Over All Lanes (pcuHr): 22.14		Cycle Time (s): 104										

Basic Results Summary
Traffic Flows, Actual
Actual Flow :

Origin	Destination					Tot.
	A	B	C	D	Tot.	
A	0	38	171	56	265	
B	72	0	36	386	494	
C	260	23	0	41	324	
D	84	556	48	0	688	
Tot.	416	617	255	483	1771	

Scenario 7: 'FutureBase WDNM PM Peak' (FG6: 'FutureBase WDNM PM Peak', Plan 1: 'Network Control Plan 1')



Basic Results Summary

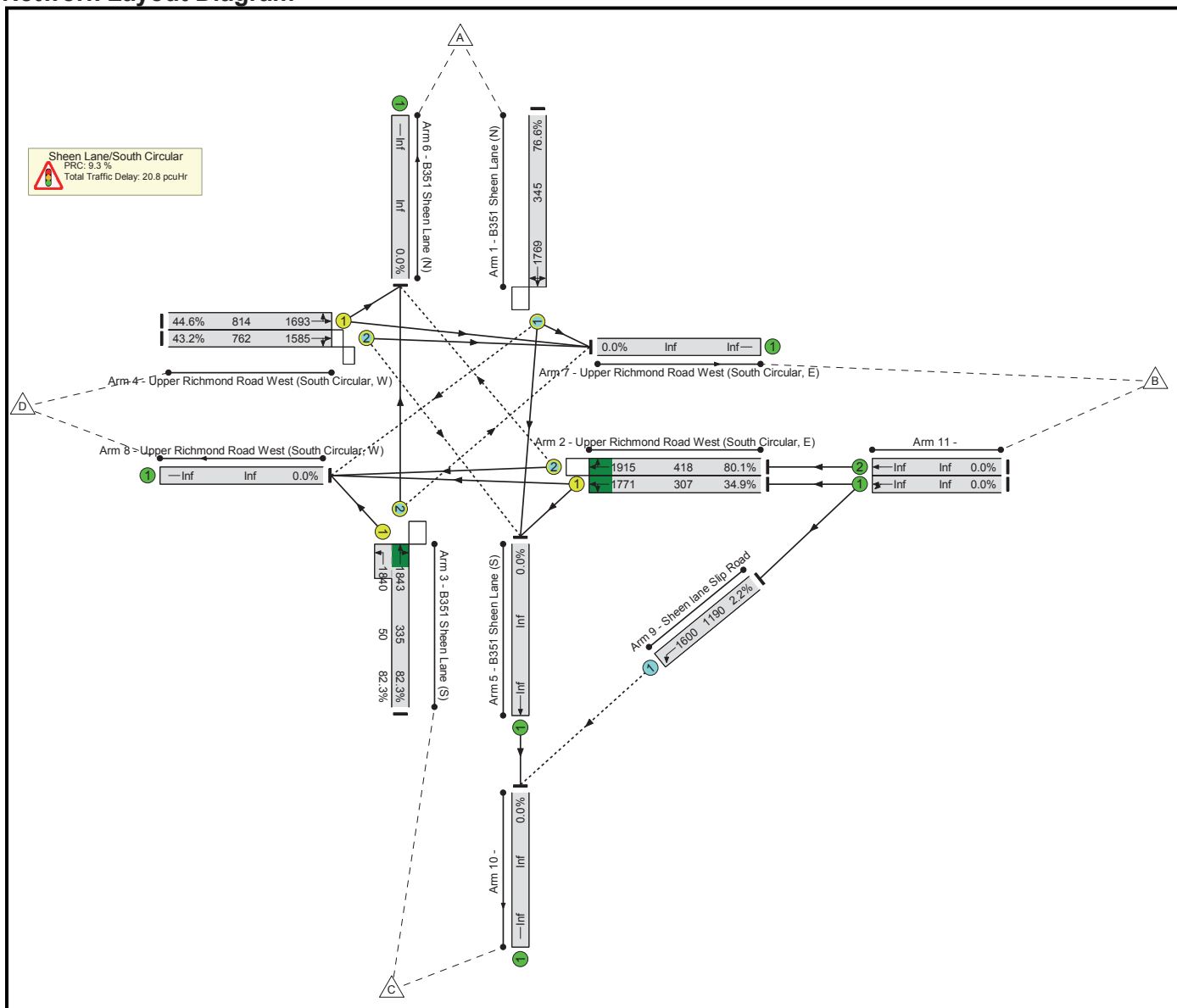
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	69.3%	186	4	2	17.0	-	-
Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	69.3%	186	4	2	17.0	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	20	-	224	1769	323	69.3%	48	0	0	3.6	58.1	7.1
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	50	-	262	1771	426	61.5%	-	-	-	3.4	46.1	7.5
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	50	-	210	1915	316	66.4%	57	0	1	2.8	48.4	6.4
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	20	-	182	1843:1840	236+141	48.4 : 48.4%	19	0	0	2.4	46.6	3.9
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	50	-	423	1693	847	50.0%	-	-	-	2.5	21.6	8.6
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	50	-	376	1585	769	48.9%	50	4	1	2.3	22.4	7.6
9/1	Sheen lane Slip Road Left	O	-		-	-	-	12	1600	1238	1.0%	12	0	0	0.0	1.5	0.0
		C1	PRC for Signalised Lanes (%): PRC Over All Lanes (%):		29.9 29.9	Total Delay for Signalised Lanes (pcuHr): Total Delay Over All Lanes (pcuHr):		17.02 17.02	Cycle Time (s):		104						

Basic Results Summary
Traffic Flows, Actual
Actual Flow :

Origin	Destination					Tot.
	A	B	C	D	Tot.	
A	0	50	126	48	224	
B	58	0	15	411	484	
C	95	19	0	68	182	
D	93	651	55	0	799	
Tot.	246	720	196	527	1689	

Scenario 8: 'FutureBase WM AM Peak' (FG7: 'FutureBase WM AM Peak', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary

Network Results

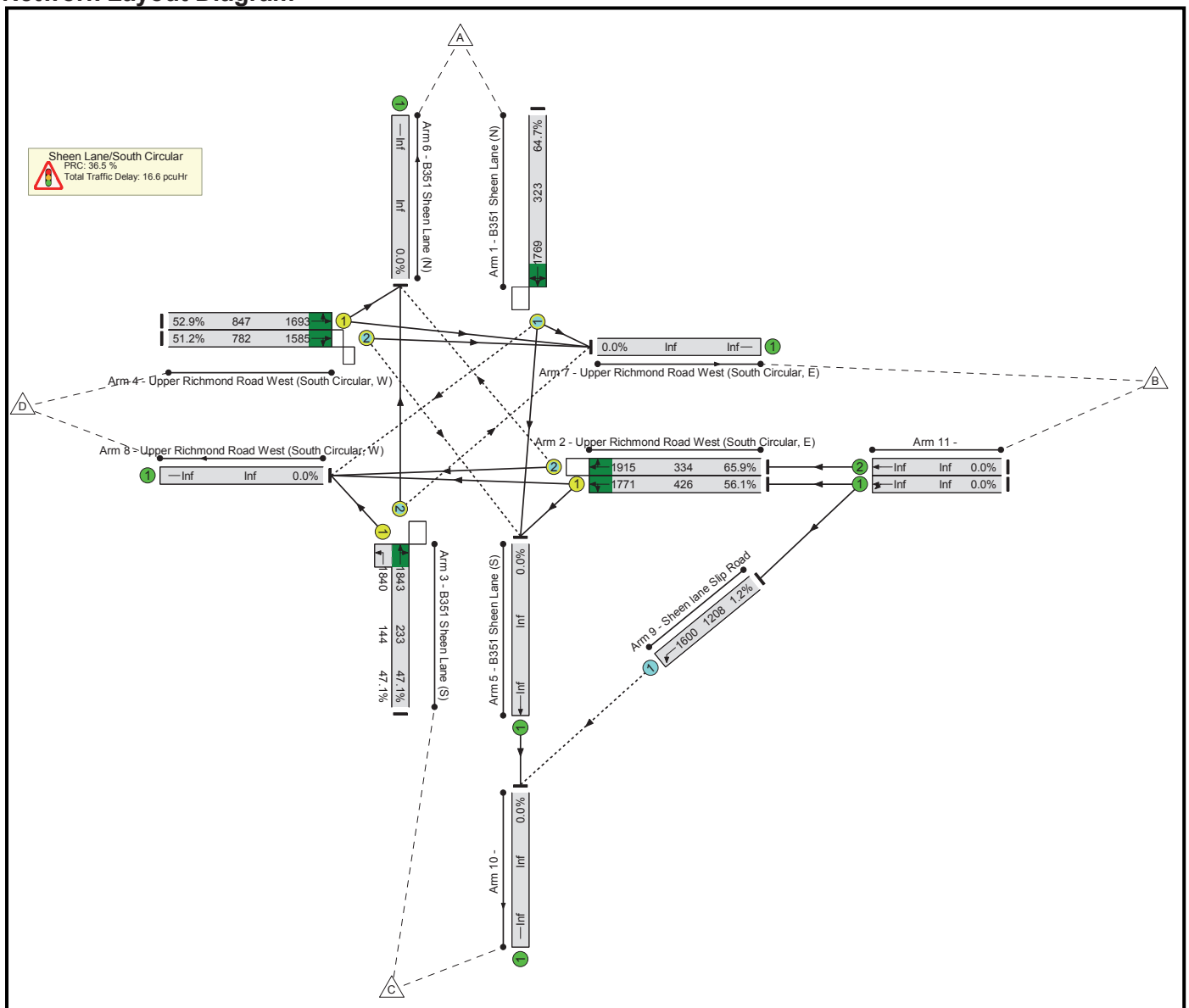
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	82.3%	226	2	2	20.8	-	-
Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	82.3%	226	2	2	20.8	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	21	-	264	1769	345	76.6%	54	0	0	4.5	61.8	8.6
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	49	-	107	1771	307	34.9%	-	-	-	1.4	46.9	3.0
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	49	-	335	1915	418	80.1%	77	0	2	4.9	53.1	10.8
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	21	-	317	1843:1840	335+50	82.3 : 82.3%	24	0	0	5.7	64.6	10.5
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	49	-	363	1693	814	44.6%	-	-	-	2.2	21.8	7.3
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	49	-	329	1585	762	43.2%	45	2	1	2.0	22.0	6.6
9/1	Sheen lane Slip Road Left	O	-		-	-	-	26	1600	1190	2.2%	26	0	0	0.0	1.5	0.0
		C1	PRC for Signalised Lanes (%): 9.3 PRC Over All Lanes (%): 9.3		Total Delay for Signalised Lanes (pcuHr): 20.76 Total Delay Over All Lanes (pcuHr): 20.77		Cycle Time (s): 104										

Basic Results Summary
Traffic Flows, Actual
Actual Flow :

Origin	Destination					Tot.
	A	B	C	D	Tot.	
A	0	40	170	54	264	
B	78	0	36	354	468	
C	252	24	0	41	317	
D	83	561	48	0	692	
Tot.	413	625	254	449	1741	

Scenario 9: 'FutureBase WM PM Peak' (FG8: 'FutureBase WM PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

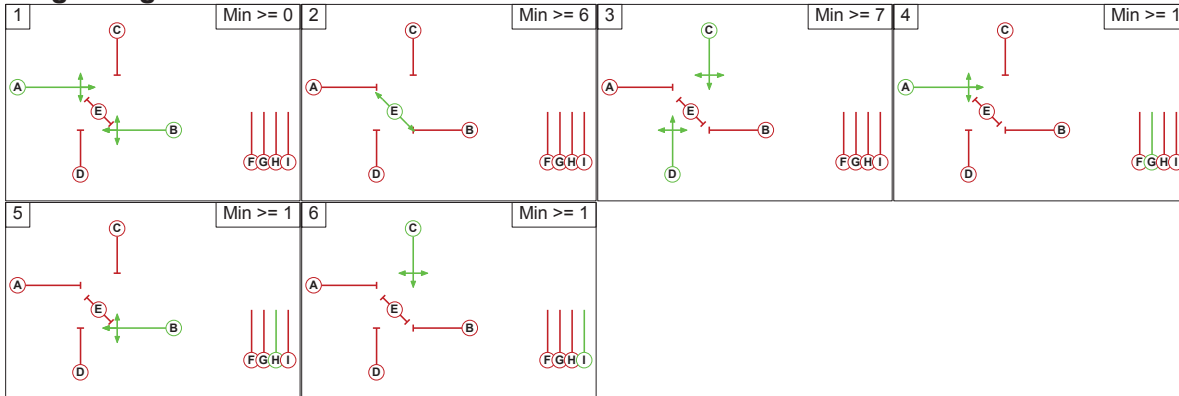
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	65.9%	137	4	2	16.6	-	-
Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	65.9%	137	4	2	16.6	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	20	-	209	1769	323	64.7%	18	0	0	3.2	55.1	6.5
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	50	-	239	1771	426	56.1%	-	-	-	2.9	44.3	6.7
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	50	-	220	1915	334	65.9%	36	0	1	2.9	47.4	6.6
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	20	-	178	1843:1840	233+144	47.1 : 47.1%	19	0	0	2.3	46.2	3.7
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	50	-	448	1693	847	52.9%	-	-	-	2.8	22.2	9.3
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	50	-	400	1585	782	51.2%	50	4	1	2.5	22.7	8.3
9/1	Sheen lane Slip Road Left	O	-		-	-	-	14	1600	1208	1.2%	14	0	0	0.0	1.5	0.0
		C1	PRC for Signalised Lanes (%): PRC Over All Lanes (%):		36.5 36.5	Total Delay for Signalised Lanes (pcuHr): Total Delay Over All Lanes (pcuHr):		16.60 16.60	Cycle Time (s):		104						

Basic Results Summary
Traffic Flows, Actual
Actual Flow :

Origin	Destination					Tot.
	A	B	C	D	Tot.	
A	0	36	155	18	209	
B	37	0	16	420	473	
C	91	19	0	68	178	
D	103	690	55	0	848	
Tot.	231	745	226	506	1708	

Stage Diagram



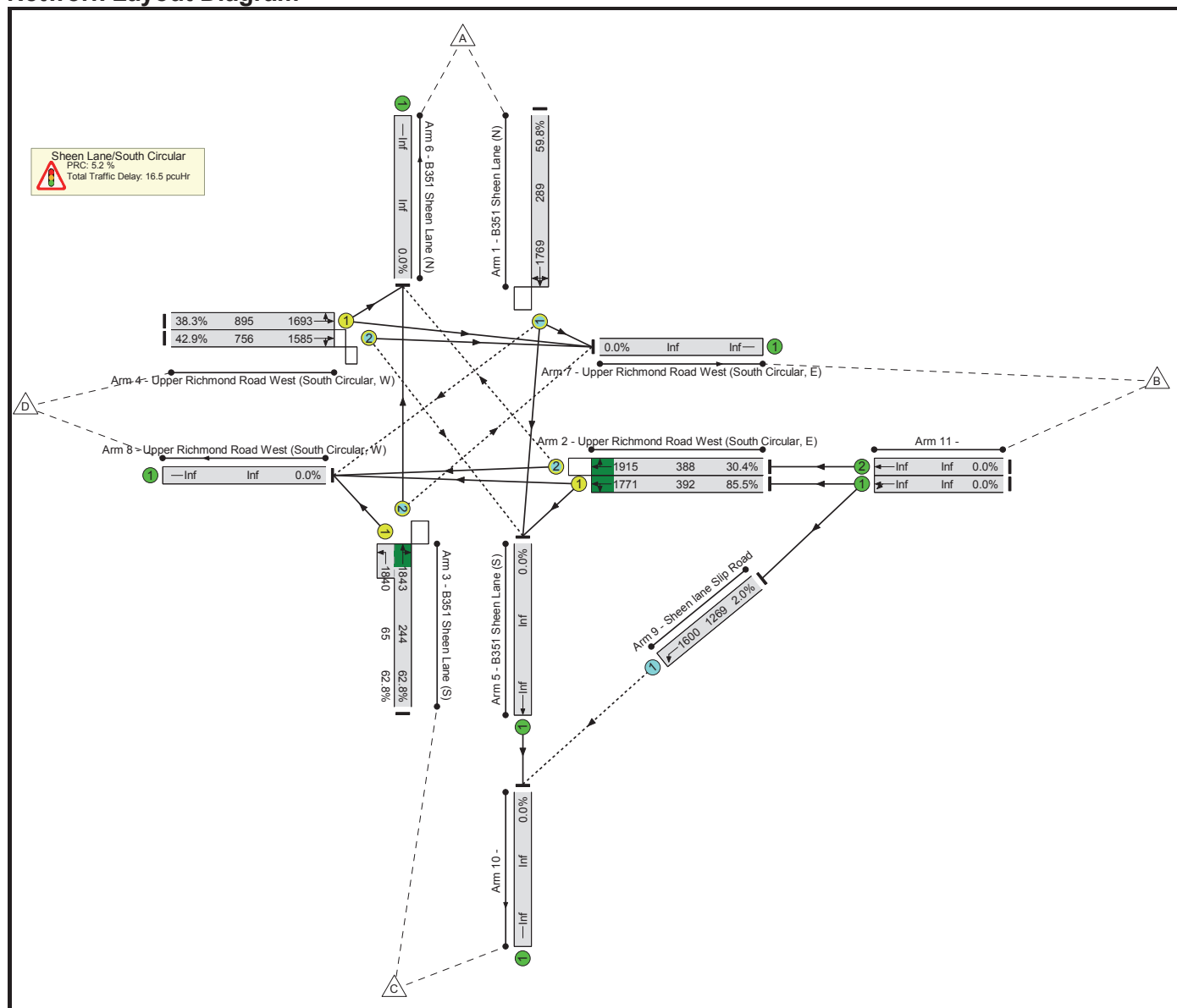
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	Stag Brewery
Title:	Sheen Lane/South Circular
Location:	Mortlake
File name:	Sheen Lane_South Circular_Base_FB_Withdev_WithdevCC_v1.0.lsg3x
Author:	M Bolshaw
Company:	Peter Brett Associates
Address:	16 Brewhouse Yard
Notes:	

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

Network Layout Diagram



Basic Results Summary

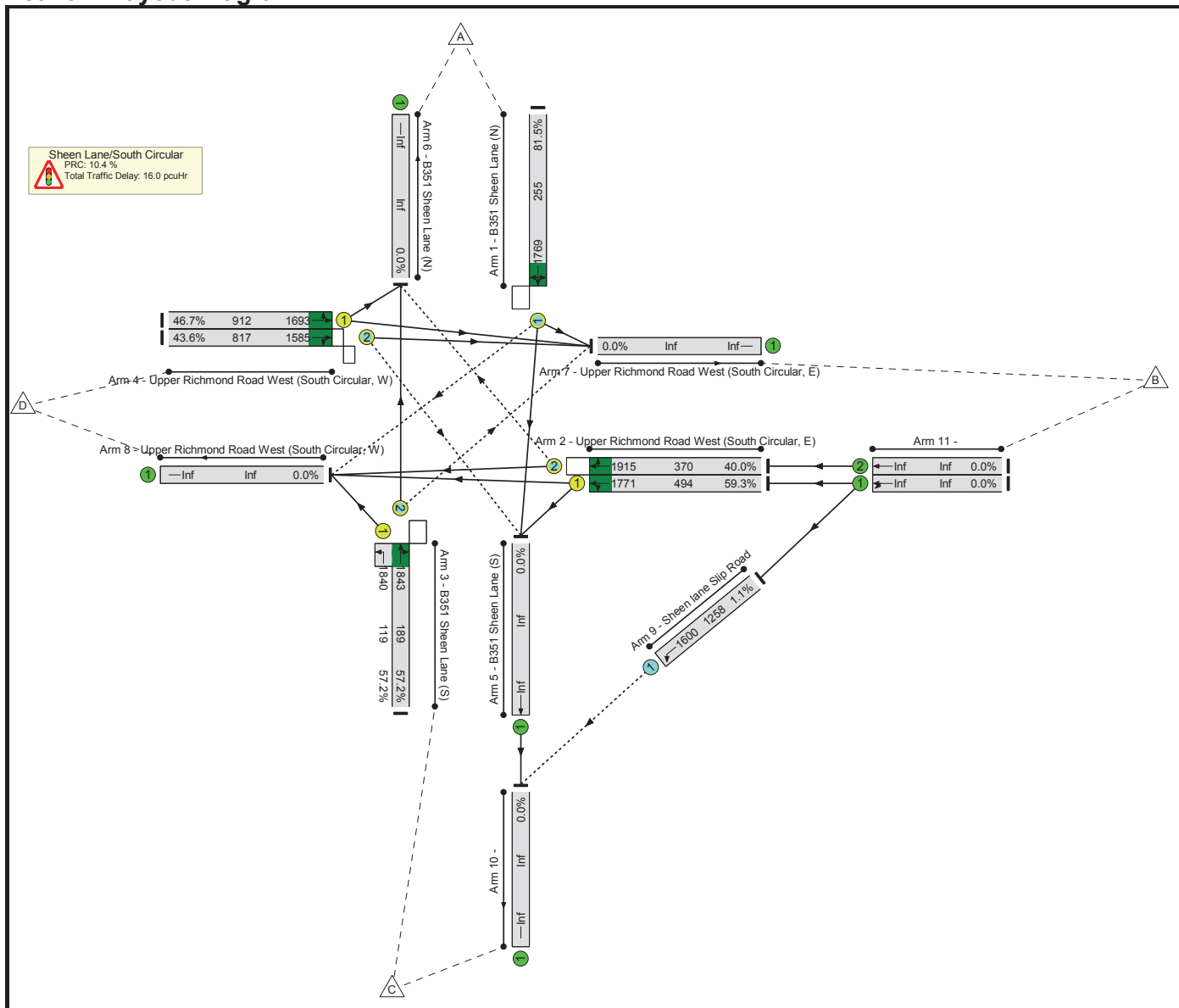
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network:	-	-	-	-	-	-	-	-	-	-	85.5%	195	2	2	16.5	-	-
Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	85.5%	195	2	2	16.5	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	16	-	173	1769	289	59.8%	35	0	0	2.7	56.7	5.3
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	54	-	335	1771	392	85.5%	-	-	-	6.3	67.9	11.9
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	54	-	118	1915	388	30.4%	66	0	1	0.9	28.8	2.1
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	16	-	194	1843:1840	244+65	62.8 : 62.8%	24	0	0	3.0	56.4	5.2
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	54	-	343	1693	895	38.3%	-	-	-	1.7	17.7	6.1
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	54	-	324	1585	756	42.9%	45	2	1	1.8	20.1	5.9
9/1	Sheen lane Slip Road Left	O	-		-	-	-	25	1600	1269	2.0%	25	0	0	0.0	1.4	0.0
		C1	PRC for Signalled Lanes (%):		5.2	Total Delay for Signalled Lanes (pcuHr):		16.53	Cycle Time (s):		104	PRC Over All Lanes (%):		5.2	Total Delay Over All Lanes (pcuHr):		16.54

Basic Results Summary

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

Network Layout Diagram



Basic Results Summary

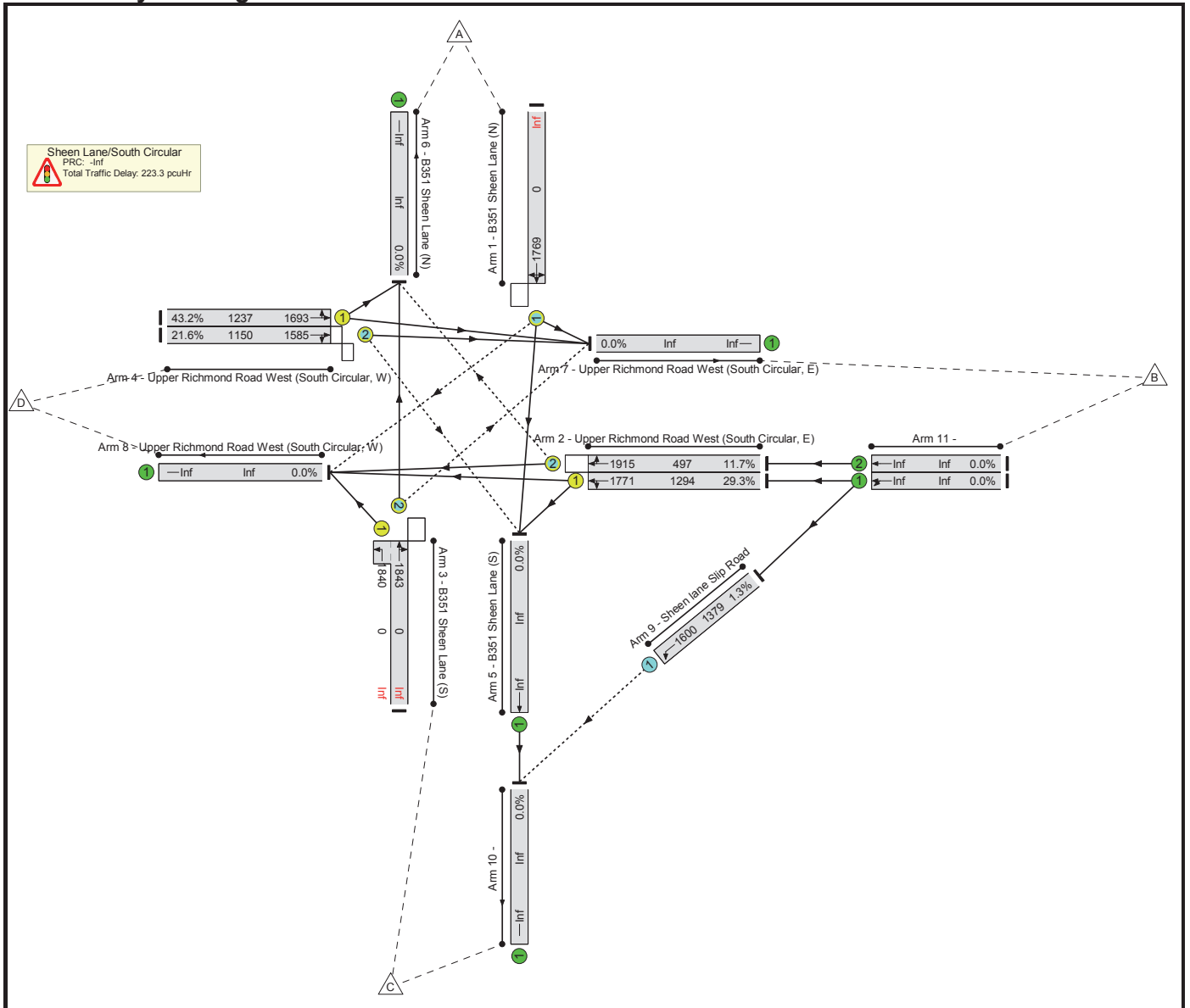
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	81.5%	182	4	2	16.0	-	-
Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	81.5%	182	4	2	16.0	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	16	-	208	1769	255	81.5%	48	0	0	4.6	79.0	7.8
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	54	-	293	1771	494	59.3%	-	-	-	3.4	41.3	8.0
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	54	-	148	1915	370	40.0%	47	0	1	1.3	32.8	3.7
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	16	-	176	1843:1840	189+119	57.2 : 57.2%	23	0	0	2.7	54.5	4.0
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	54	-	426	1693	912	46.7%	-	-	-	2.2	18.5	8.0
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	54	-	356	1585	817	43.6%	50	4	1	1.9	19.1	6.4
9/1	Sheen lane Slip Road Left	O	-		-	-	-	14	1600	1258	1.1%	14	0	0	0.0	1.4	0.0
		C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):		10.4 10.4	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes (pcuHr):		16.02 16.02			Cycle Time (s):		104				

Basic Results Summary

Scenario 3: 'PM - DD Stage 3' (FG2: 'Base PM Peak', Plan 2: 'DD Stage 3')

Network Layout Diagram



Basic Results Summary

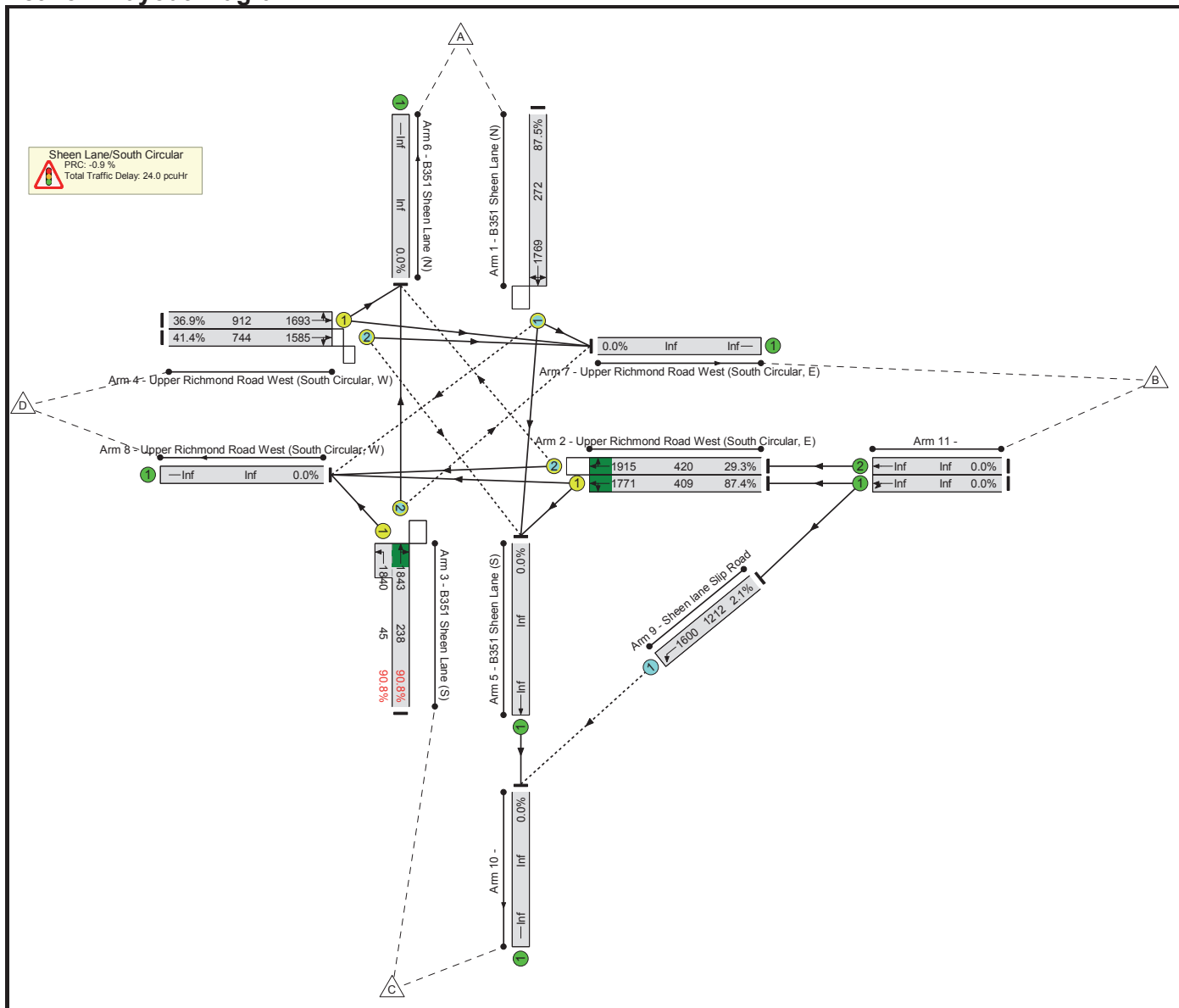
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Sheen Lane/South Circular		-	-	-	-	-	-	-	-	-	Inf %	120	0	1	223.3	-	-
Sheen Lane/South Circular		-	-	-	-	-	-	-	-	-	Inf %	120	0	1	223.3	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		0	0	-	208	1769	0	Inf %	0	0	0	119.5	2069.1	122.5
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	75	-	379	1771	1294	29.3%	-	-	-	0.7	6.8	3.9
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	75	-	58	1915	497	11.7%	47	0	1	0.2	12.1	0.5
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		0	0	-	176	1843:1840	0+0	Inf : Inf %	0	0	0	101.1	2068.7	102.4
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	75	-	534	1693	1237	43.2%	-	-	-	1.2	8.1	6.3
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	75	-	248	1585	1150	21.6%	54	0	1	0.5	6.9	2.4
9/1	Sheen lane Slip Road Left	O	-		-	-	-	18	1600	1379	1.3%	18	0	0	0.0	1.3	0.0
C1		PRC for Signalled Lanes (%):		-Inf		-Inf		Total Delay for Signalled Lanes (pcuHr):		223.26		Cycle Time (s):		104			
		PRC Over All Lanes (%):		-Inf		-Inf		Total Delay Over All Lanes (pcuHr):		223.27							

Basic Results Summary

Scenario 4: 'FutureBase AM Peak' (FG3: 'FutureBase AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

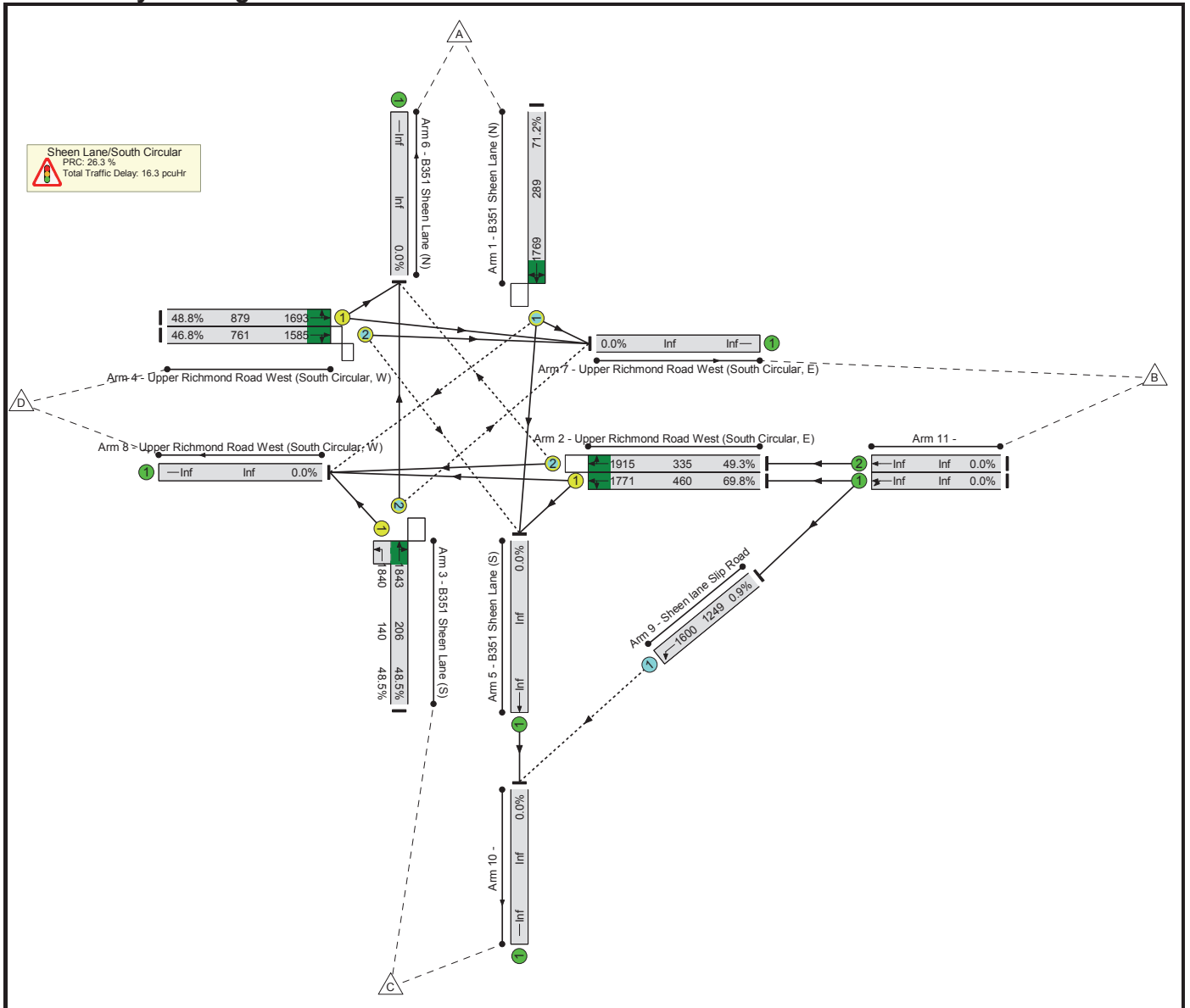
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Sheen Lane/South Circular		-	-	-	-	-	-	-	-	-	90.8%	196	2	15	24.0	-	-
Sheen Lane/South Circular		-	-	-	-	-	-	-	-	-	90.8%	196	2	15	24.0	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	15	-	238	1769	272	87.5%	32	0	13	5.9	89.5	9.6
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	55	-	357	1771	409	87.4%	-	-	-	6.9	69.6	13.0
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	55	-	123	1915	420	29.3%	68	0	1	0.9	27.1	2.2
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	15	-	257	1843:1840	238+45	90.8 : 90.8%	25	0	0	7.0	97.5	10.5
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	55	-	336	1693	912	36.9%	-	-	-	1.6	16.9	5.8
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	55	-	308	1585	744	41.4%	45	2	1	1.7	19.6	5.4
9/1	Sheen lane Slip Road Left	O	-		-	-	-	26	1600	1212	2.1%	26	0	0	0.0	1.5	0.0
		C1	PRC for Signalled Lanes (%): -0.9 PRC Over All Lanes (%): -0.9		Total Delay for Signalled Lanes (pcuHr): 23.96 Total Delay Over All Lanes (pcuHr): 23.97		Cycle Time (s): 104										

Basic Results Summary

Scenario 5: 'FutureBase PM Peak' (FG4: 'FutureBase PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

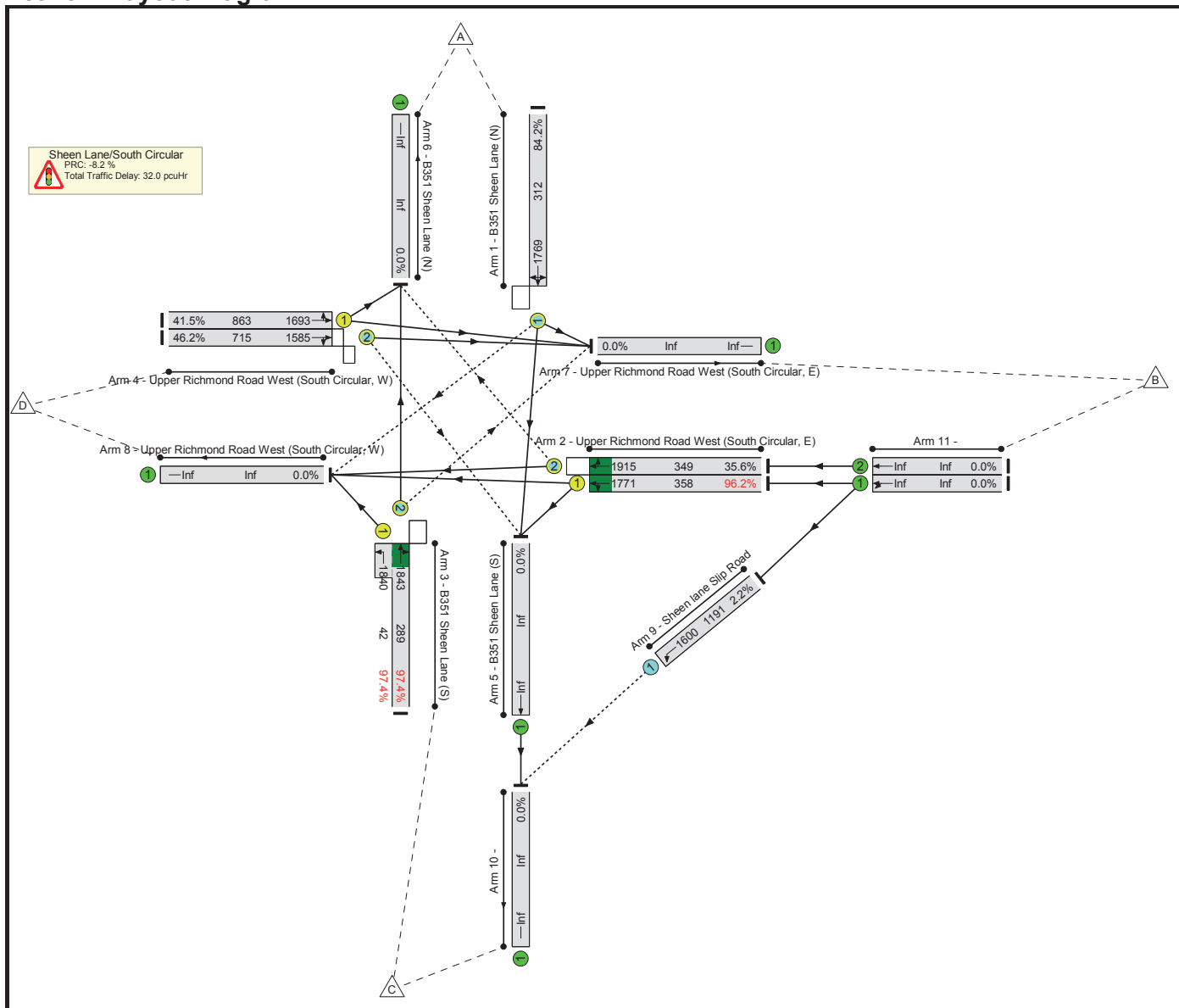
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Sheen Lane/South Circular		-	-	-	-	-	-	-	-	-	71.2%	166	4	2	16.3	-	-
Sheen Lane/South Circular		-	-	-	-	-	-	-	-	-	71.2%	166	4	2	16.3	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	18	-	206	1769	289	71.2%	32	0	0	3.6	62.5	6.8
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	52	-	321	1771	460	69.8%	-	-	-	4.2	47.6	9.5
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	52	-	165	1915	335	49.3%	54	0	1	1.8	38.4	4.4
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	18	-	168	1843:1840	206+140	48.5 : 48.5%	19	0	0	2.3	48.7	3.4
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	52	-	429	1693	879	48.8%	-	-	-	2.4	20.1	8.3
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	52	-	356	1585	761	46.8%	50	4	1	2.1	21.1	6.8
9/1	Sheen lane Slip Road Left	O	-		-	-	-	11	1600	1249	0.9%	11	0	0	0.0	1.5	0.0
		C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%)		26.3 26.3	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes (pcuHr):		16.34 16.34	Cycle Time (s):		104						

Basic Results Summary

Scenario 6: 'FutureBase WDNM AM Peak' (FG5: 'FutureBase WDNM AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

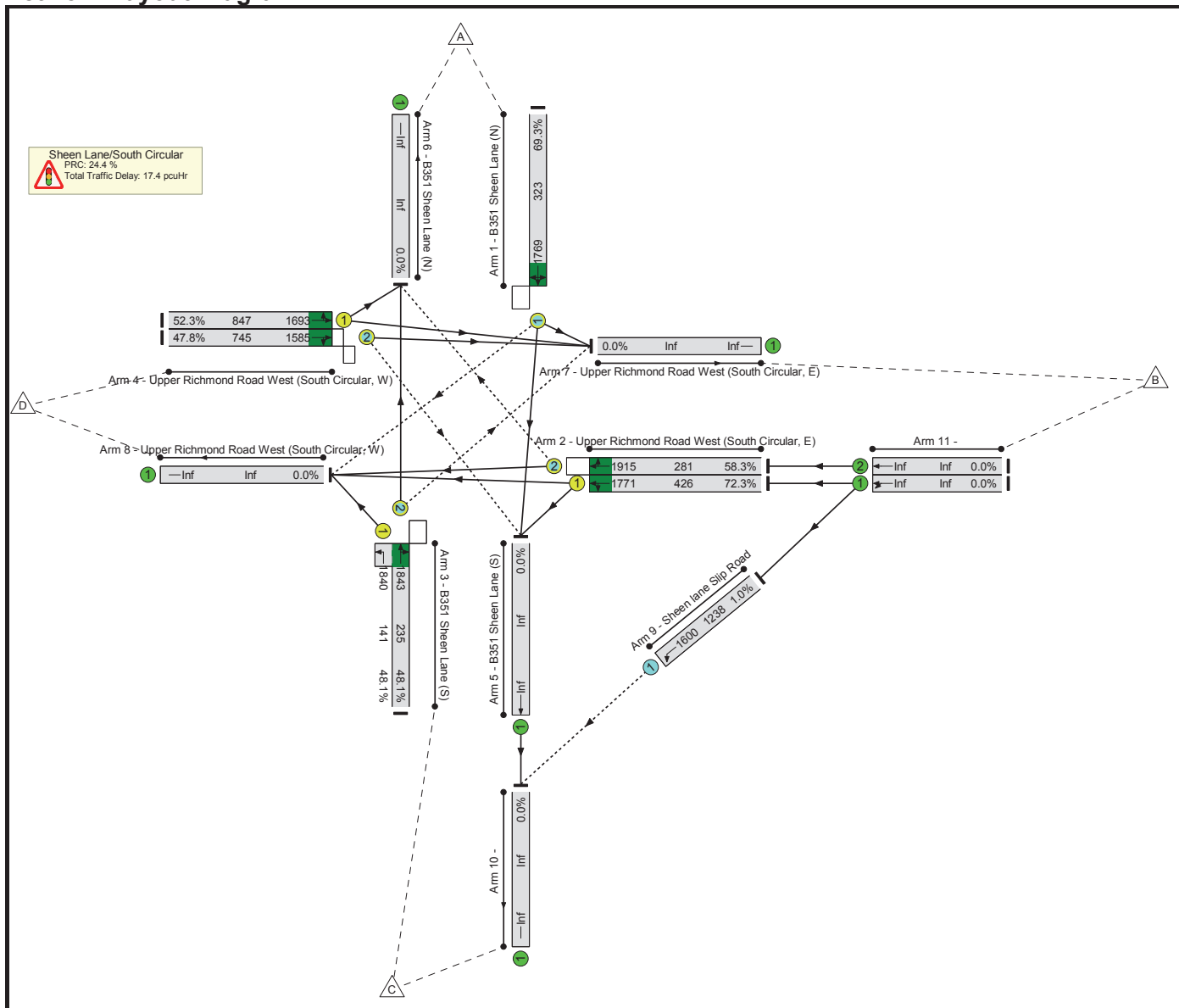
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network:	-	-	-	-	-	-	-	-	-	-	97.4%	183	2	40	32.0	-	-
Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	97.4%	183	2	40	32.0	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	18	-	263	1769	312	84.2%	18	0	38	5.6	76.6	9.7
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	52	-	344	1771	358	96.2%	-	-	-	10.4	108.9	16.3
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	52	-	124	1915	349	35.6%	71	0	1	1.1	32.7	2.9
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	18	-	323	1843:1840	289+42	97.4 : 97.4%	23	0	0	10.9	121.9	15.9
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	52	-	358	1693	863	41.5%	-	-	-	1.9	19.4	6.7
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	52	-	330	1585	715	46.2%	45	2	1	2.0	21.9	6.3
9/1	Sheen lane Slip Road Left	O	-		-	-	-	26	1600	1191	2.2%	26	0	0	0.0	1.5	0.0
		C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):		-8.2 -8.2	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes (pcuHr):		32.00 32.02	Cycle Time (s):		104						

Basic Results Summary

Scenario 7: 'FutureBase WDNM PM Peak' (FG6: 'FutureBase WDNM PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

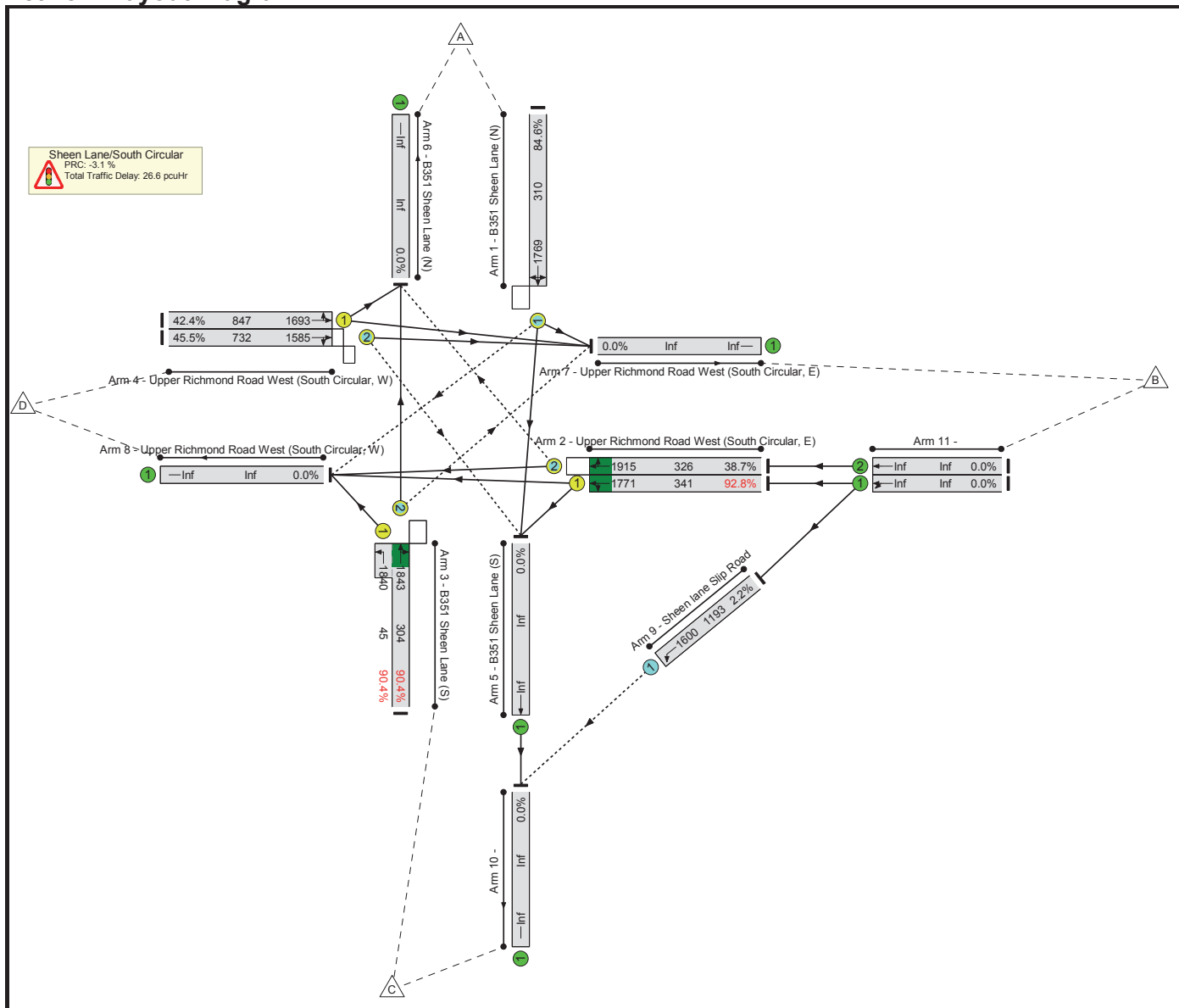
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Sheen Lane/South Circular		-	-	-	-	-	-	-	-	-	72.3%	186	4	2	17.4	-	-
Sheen Lane/South Circular		-	-	-	-	-	-	-	-	-	72.3%	186	4	2	17.4	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	20	-	224	1769	323	69.3%	48	0	0	3.6	58.1	7.1
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	50	-	308	1771	426	72.3%	-	-	-	4.4	51.3	9.4
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	50	-	164	1915	281	58.3%	57	0	1	2.1	46.2	4.8
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	20	-	181	1843:1840	235+141	48.1 : 48.1%	19	0	0	2.3	46.5	3.8
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	50	-	443	1693	847	52.3%	-	-	-	2.7	22.1	9.2
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	50	-	356	1585	745	47.8%	50	4	1	2.2	22.5	7.1
9/1	Sheen lane Slip Road Left	O	-		-	-	-	12	1600	1238	1.0%	12	0	0	0.0	1.5	0.0
		C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%)		24.4 24.4	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes (pcuHr):		17.39 17.39	Cycle Time (s):		104						

Basic Results Summary

Scenario 8: 'FutureBase WM AM Peak' (FG7: 'FutureBase WM AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

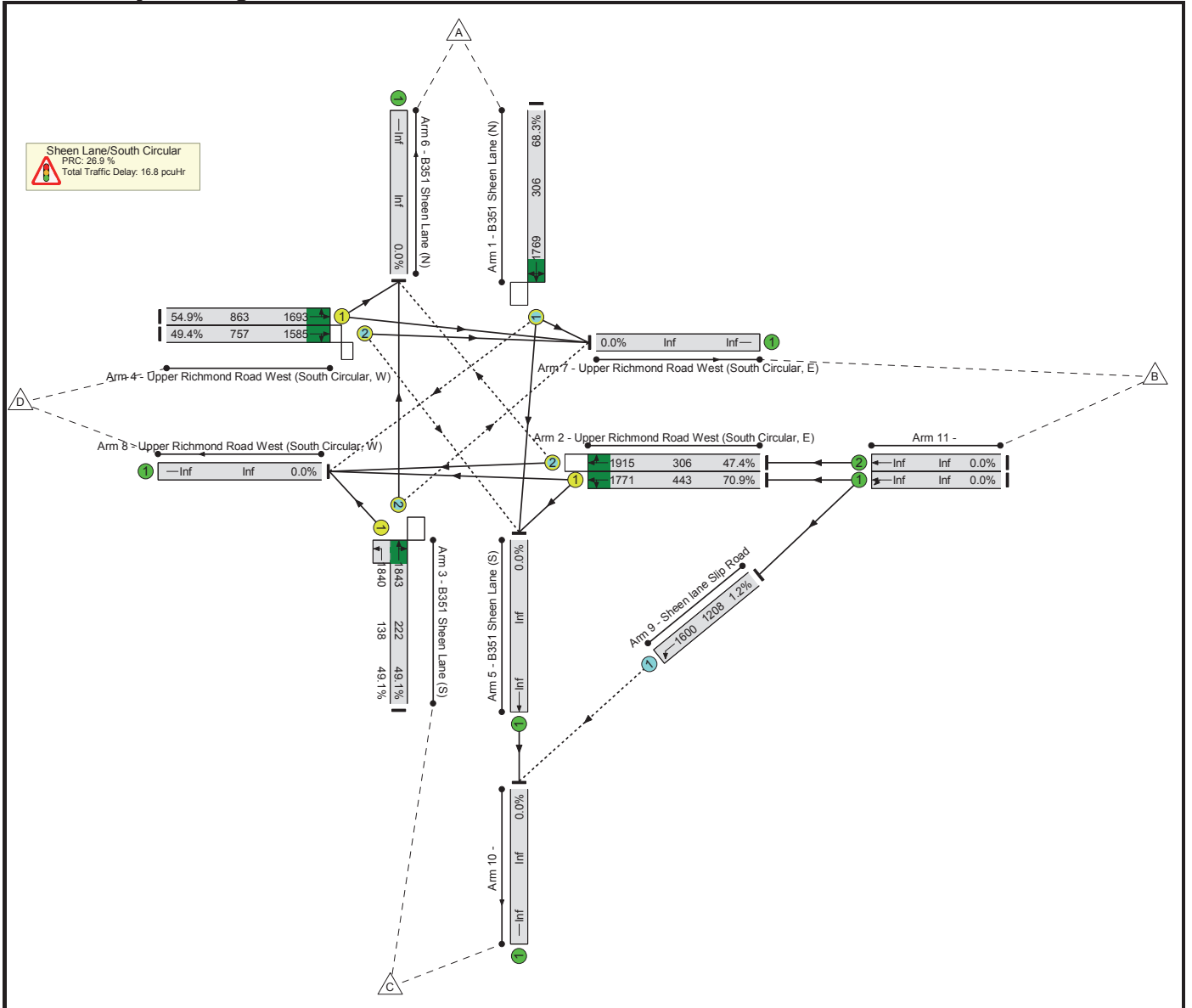
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Sheen Lane/South Circular		-	-	-	-	-	-	-	-	-	92.8%	207	2	21	26.6	-	-	
Sheen Lane/South Circular		-	-	-	-	-	-	-	-	-	92.8%	207	2	21	26.6	-	-	
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	19	-	262	1769	310	84.6%	35	0	19	5.6	76.4	9.6	
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	51	-	316	1771	341	92.8%	-	-	-	8.3	94.4	13.6	
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	51	-	126	1915	326	38.7%	77	0	2	1.2	35.4	3.1	
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	19	-	316	1843:1840	304+45	90.4 : 90.4%	24	0	0	7.5	85.2	12.2	
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	51	-	359	1693	847	42.4%	-	-	-	2.0	20.2	6.8	
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	51	-	333	1585	732	45.5%	45	2	1	2.1	22.2	6.4	
9/1	Sheen lane Slip Road Left	O	-		-	-	-	26	1600	1193	2.2%	26	0	0	0.0	1.5	0.0	
		C1																
												PRC for Signalled Lanes (%):	-3.1	Total Delay for Signalled Lanes (pcuHr):	26.63	Cycle Time (s):	104	
												PRC Over All Lanes (%):	-3.1	Total Delay Over All Lanes (pcuHr):	26.64			

Basic Results Summary

Scenario 9: 'FutureBase WM PM Peak' (FG8: 'FutureBase WM PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

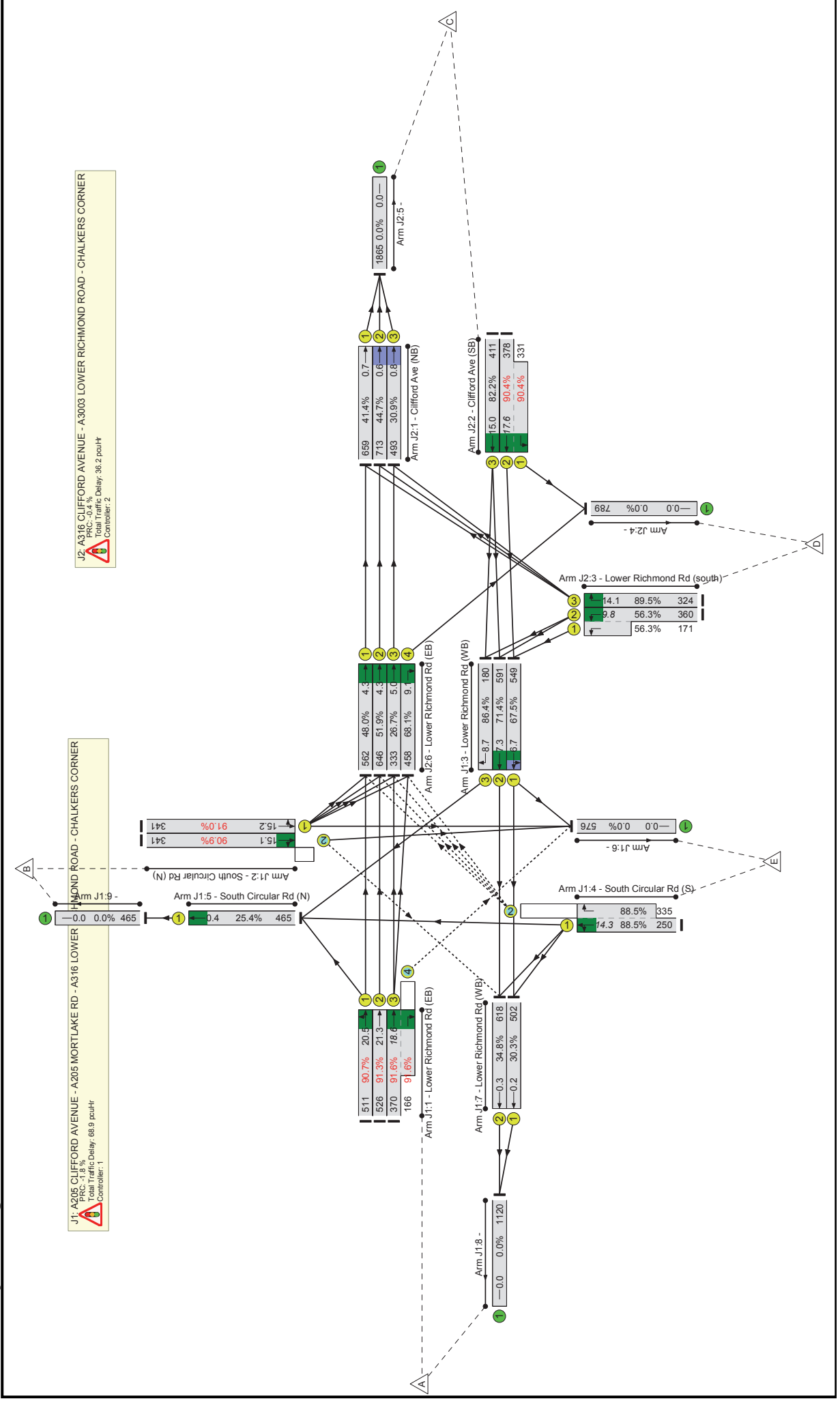
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network:	-	-	-	-	-	-	-	-	-	-	70.9%	137	4	2	16.8	-	-
Sheen Lane/South Circular	-	-	-	-	-	-	-	-	-	-	70.9%	137	4	2	16.8	-	-
1/1	B351 Sheen Lane (N) Ahead Left Right	O	C		1	19	-	209	1769	306	68.3%	18	0	0	3.4	58.6	6.7
2/1	Upper Richmond Road West (South Circular, E) Left Ahead	U	B		1	51	-	314	1771	443	70.9%	-	-	-	4.3	49.3	9.4
2/2	Upper Richmond Road West (South Circular, E) Right Ahead	O	B		1	51	-	145	1915	306	47.4%	36	0	1	1.6	38.8	4.0
3/2+3/1	B351 Sheen Lane (S) Ahead Right Left	O+U	D		1	19	-	177	1843:1840	222+138	49.1 : 49.1%	19	0	0	2.4	47.8	3.8
4/1	Upper Richmond Road West (South Circular, W) Left Ahead	U	A		1	51	-	474	1693	863	54.9%	-	-	-	2.9	22.0	9.8
4/2	Upper Richmond Road West (South Circular, W) Right Ahead	O	A		1	51	-	374	1585	757	49.4%	50	4	1	2.3	22.1	7.3
9/1	Sheen lane Slip Road Left	O	-		-	-	-	14	1600	1208	1.2%	14	0	0	0.0	1.5	0.0
		C1	PRC for Signalled Lanes (%):		26.9	Total Delay for Signalled Lanes (pcuHr):		16.81	Cycle Time (s):		104	Total Delay Over All Lanes (pcuHr):		16.81			
			PRC Over All Lanes (%):		26.9	Total Delay Over All Lanes (pcuHr):		16.81									

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	Stag Brewery
Title:	Chalkers Corner_Proposed Layout
Location:	
File name:	Chalkers Corner_2017_proposed_v2.0 additional flow.lsg3x
Author:	
Company:	Peter Brett Associates
Address:	
Notes:	

Basic Results Summary
Scenario 1: 'AM_FutureBase_WM_2031' (FG7: 'FutureBase WM AM Peak', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary
Traffic Flows, Desired
Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
A	0	67	1099	241	166	1573	
B	0	0	107	217	358	682	
Origin	C	768	2	0	331	19	1120
D	320	178	324	0	33	855	
E	32	218	335	0	0	585	
Tot.	1120	465	1865	789	576	4815	

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Chalkers Corner_Proposed Layout																		
J1: A205 CLIFFORD AVENUE - A205 MORTLAKE RD - A316 LOWER RICHMOND ROAD - CHALKERS CORNER																		
1/1	Lower Richmond Rd (EB) Left Ahead	U	C1:A		1	39	-	511	1780	564	90.7%	-	-	-	9.8	68.8	20.5	
1/2	Lower Richmond Rd (EB) Ahead	U	C1:A		1	39	-	526	1728	576	91.3%	-	-	-	10.1	68.9	21.3	
1/3+1/4	Lower Richmond Rd (EB) Right Ahead	U+O	C1:A	C1:H	1	39	4	536	1714:1929	404+181	91.6 : 91.6%	95	32	39	11.2	75.0	18.6	
2/1	South Circular Rd (N) Ahead Left	U	C1:G		1	25	-	341	1729	375	91.0%	-	-	-	8.4	88.9	15.2	
2/2	South Circular Rd (N) Ahead Right	O	C1:G		1	25	-	341	1876	375	90.9%	0	0	0	8.5	89.5	15.1	
3/1	Lower Richmond Rd (WB) Left Ahead	U	C1:C		1	51	-	549	1774	813	67.5%	-	-	-	2.8	18.5	6.7	
3/2	Lower Richmond Rd (WB) Ahead	U	C1:C		1	51	-	591	1806	828	71.4%	-	-	-	3.0	18.6	7.3	
3/3	Lower Richmond Rd (WB) Right	U	C1:D		1	15	-	180	1563	208	86.4%	-	-	-	4.5	90.7	8.7	

Basic Results Summary

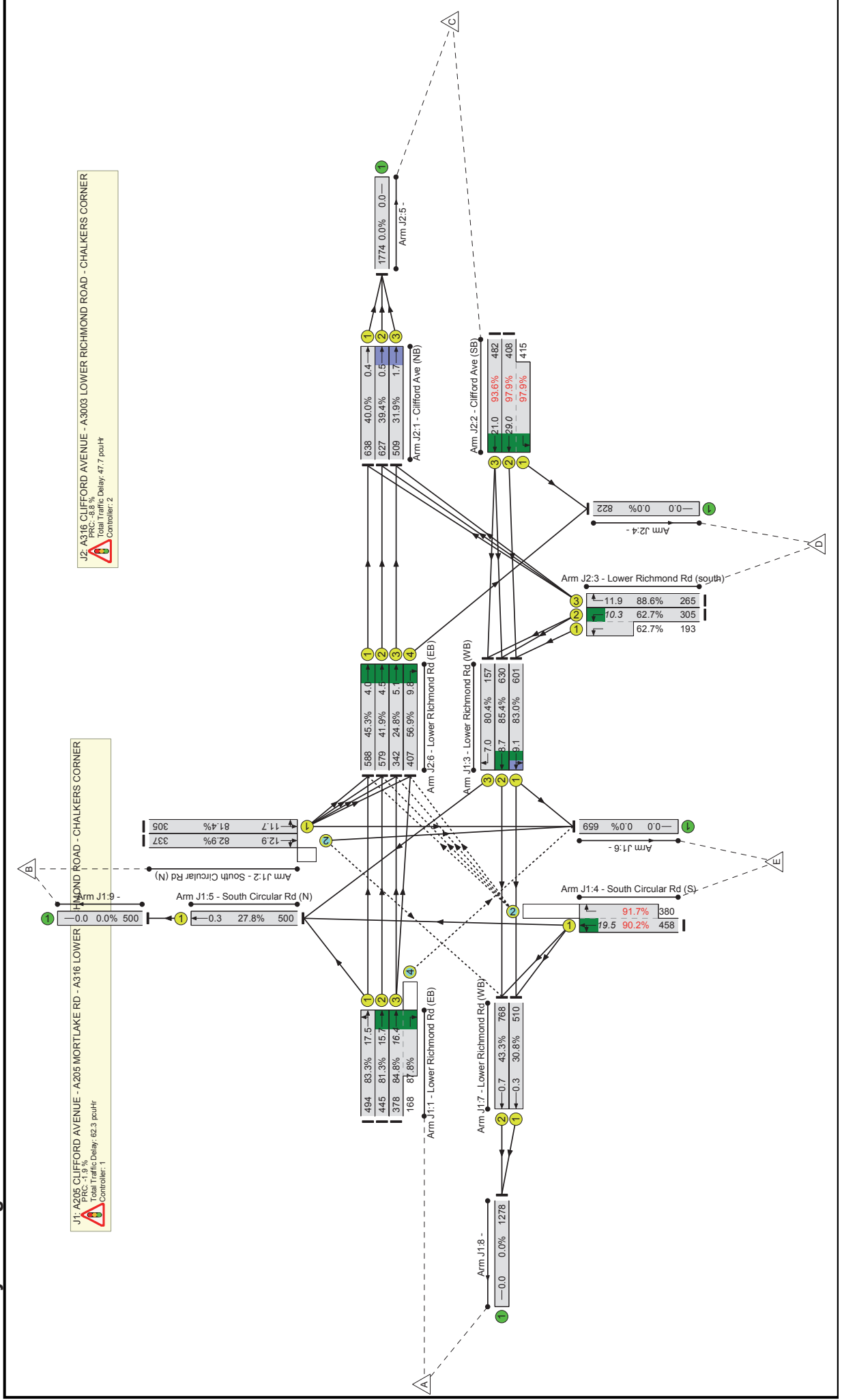
	South Circular Rd (S) Ahead Left Right	U+O	C1:F	C1:I	1	45	11	585	1617:1831	282+378	88.5 : 88.5%	23	244	68	9.9	60.8	14.3	
4/1+4/2																		
5/1	South Circular Rd (N) Ahead	U	C1:E		1	101	-	465	2115	1833	25.4%	-	-	-	0.2	1.6	0.4	
7/1	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	502	1947	1655	30.3%	-	-	-	0.2	1.6	0.2	
7/2	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	618	2087	1774	34.8%	-	-	-	0.3	1.6	0.3	
J2: A316 CLIFFORD AVENUE - A3003 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-		-	-	-	-	-	-	90.4%	0	0	0	36.2	-	-	
1/1	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	659	1912	1593	41.4%	-	-	-	0.4	2.0	0.7	
1/2	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	713	1912	1593	44.7%	-	-	-	0.4	2.1	0.6	
1/3	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	493	1912	1593	30.9%	-	-	-	0.2	1.8	0.8	
2/2+2/1	Clifford Ave (SB) Ahead Left	U	C2:D	C2:G	1	37:54	17	709	1853:1689	418+366	90.4 : 90.4%	-	-	-	10.8	55.1	17.6	
2/3	Clifford Ave (SB) Ahead	U	C2:D		1	37	-	411	1765	500	82.2%	-	-	-	6.8	59.4	15.0	
3/2+3/1	Lower Richmond Rd (south) Left	U	C2:A	C2:F	1	58	38:38	531	1723:1756	640+304	56.3 : 56.3%	-	-	-	3.4	23.3	9.8	
3/3	Lower Richmond Rd (south) Right	U	C2:A		1	20	-	324	1889	362	89.5%	-	-	-	7.8	87.1	14.1	
6/1	Lower Richmond Rd (EB) Ahead	U	C2:B		1	87	-	562	1899	1171	48.0%	-	-	-	1.2	7.8	4.3	
6/2	Lower Richmond Rd (EB) Ahead	U	C2:B		1	87	-	646	2020	1246	51.9%	-	-	-	1.3	7.2	4.3	

Basic Results Summary

6/3	Lower Richmond Rd (EB) Ahead	U	C2:B	1	87	-	333	2020	1246	26.7%	-	-	1.4	14.6	5.0
6/4	Lower Richmond Rd (EB) Right	U	C2:E	1	48	-	458	1682	673	68.1%	-	-	2.4	18.9	9.1
C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 1 PRC for Signalled Lanes (%): -1.8 C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 2 PRC for Signalled Lanes (%): 158.3 C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 3 PRC for Signalled Lanes (%): 254.8 C2 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 1 PRC for Signalled Lanes (%): -0.4 C2 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 2 PRC for Signalled Lanes (%): 101.1 PRC Over All Lanes (%): -1.8 Total Delay for Signalled Lanes (pcuHr): 68.17 Total Delay for Signalled Lanes (pcuHr): 0.50 Total Delay for Signalled Lanes (pcuHr): 0.20 Total Delay for Signalled Lanes (pcuHr): 35.17 Total Delay for Signalled Lanes (pcuHr): 1.01 Total Delay Over All Lanes (pcuHr): 105.05 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120															

Basic Results Summary

Scenario 2: 'PM_FutureBase_WM_2031' (FG8: 'FutureBase WM PM Peak', Plan 1: 'Network Control Plan 1')
 Network Layout Diagram



Basic Results Summary
Traffic Flows, Desired
Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
A	0	18	1026	273	168	1485	
B	28	0	105	132	377	642	
Origin	C	767	27	0	415	96	1305
D	350	130	265	0	18	763	
E	133	325	378	2	0	838	
Tot.	1278	500	1774	822	659	5033	

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Chalkers Corner_Proposed Layout																		
J1: A205 CLIFFORD AVENUE - A205 MORTLAKE RD - A316 LOWER RICHMOND ROAD - CHALKERS CORNER																		
1/1	Lower Richmond Rd (EB) Left Ahead	U	C1:A		1	39	-	494	1780	593	83.3%	-	-	-	7.4	54.2	17.5	
1/2	Lower Richmond Rd (EB) Ahead	U	C1:A		1	39	-	445	1728	547	81.3%	-	-	-	6.8	54.7	15.7	
1/3+1/4	Lower Richmond Rd (EB) Right Ahead	U+O	C1:A	C1:H	1	39	9	546	1714:1929	446+191	84.8 : 87.8%	14	113	41	9.2	60.7	16.4	
2/1	South Circular Rd (N) Ahead Left	U	C1:G		1	25	-	305	1729	375	81.4%	-	-	-	5.9	69.1	11.7	
2/2	South Circular Rd (N) Ahead Right	O	C1:G		1	25	-	337	1876	406	82.9%	28	0	0	6.6	70.7	12.9	
3/1	Lower Richmond Rd (WB) Left Ahead	U	C1:C		1	45	-	601	1774	724	83.0%	-	-	-	4.2	24.9	9.1	
3/2	Lower Richmond Rd (WB) Ahead	U	C1:C		1	45	-	630	1806	737	85.4%	-	-	-	4.3	24.7	8.7	
3/3	Lower Richmond Rd (WB) Right	U	C1:D		1	14	-	157	1563	195	80.4%	-	-	-	3.6	83.3	7.0	

Basic Results Summary

	South Circular Rd (S) Ahead Left Right	U+O	C1:F	C1:I	1	46	12	838	1617:1831	508+414	90.2 : 91.7%	34	259	86	13.5	58.1	19.5
5/1	South Circular Rd (N) Ahead	U	C1:E		1	101	-	500	2115	1798	27.8%	-	-	-	0.2	1.5	0.3
7/1	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	510	1947	1655	30.8%	-	-	-	0.2	1.6	0.3
7/2	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	768	2087	1774	43.3%	-	-	-	0.4	1.9	0.7
J2: A316 CLIFFORD AVENUE - A3003 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-		-	-	-	-	-	-	97.9%	0	0	0	47.7	-	-
1/1	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	638	1912	1593	40.0%	-	-	-	0.3	1.9	0.4
1/2	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	627	1912	1593	39.4%	-	-	-	0.3	2.0	0.5
1/3	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	509	1912	1593	31.9%	-	-	-	0.4	3.1	1.7
2/2+2/1	Clifford Ave (SB) Ahead Left	U	C2:D	C2:G	1	36:51	15	823	1853:1689	417+424	97.9 : 97.9%	-	-	-	18.7	81.9	29.0
2/3	Clifford Ave (SB) Ahead	U	C2:D		1	36	-	482	1765	515	93.6%	-	-	-	11.0	82.5	21.0
3/2+3/1	Lower Richmond Rd (south) Left	U	C2:A	C2:F	1	46	28:28	498	1723:1756	487+308	62.7 : 62.7%	-	-	-	4.5	32.5	10.3
3/3	Lower Richmond Rd (south) Right	U	C2:A		1	18	-	265	1889	299	88.6%	-	-	-	6.9	93.8	11.9
6/1	Lower Richmond Rd (EB) Ahead	U	C2:B		1	89	-	588	1899	1298	45.3%	-	-	-	1.1	6.6	4.0
6/2	Lower Richmond Rd (EB) Ahead	U	C2:B		1	89	-	579	2020	1380	41.9%	-	-	-	1.1	7.0	4.5

Basic Results Summary

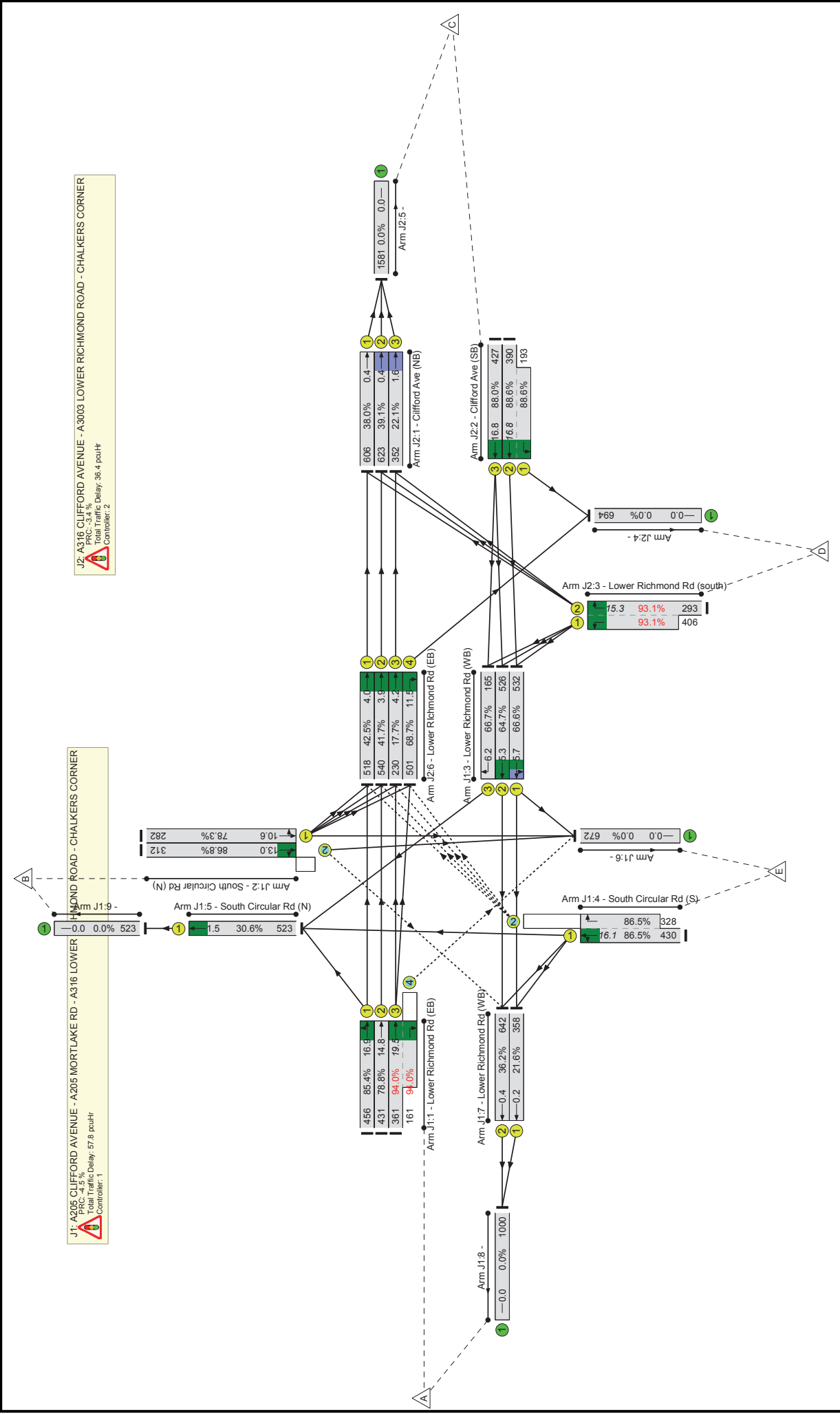
6/3	Lower Richmond Rd (EB) Ahead	U	C2:B	1	89	-	342	2020	1380	24.8%	-	-	1.1	11.7	5.1
6/4	Lower Richmond Rd (EB) Right	U	C2:E	1	51	-	407	1682	715	56.9%	-	-	2.1	18.7	9.8
<p>C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 1 PRC for Signalled Lanes (%): -1.9 Total Delay for Signalled Lanes (pcuHr): 61.51 Cycle Time (s): 120</p> <p>C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 2 PRC for Signalled Lanes (%): 107.9 Total Delay for Signalled Lanes (pcuHr): 0.62 Cycle Time (s): 120</p> <p>C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 3 PRC for Signalled Lanes (%): 223.6 Total Delay for Signalled Lanes (pcuHr): 0.21 Cycle Time (s): 120</p> <p>C2 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 1 PRC for Signalled Lanes (%): -8.8 Total Delay for Signalled Lanes (pcuHr): 46.59 Cycle Time (s): 120</p> <p>C2 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 2 PRC for Signalled Lanes (%): 124.8 Total Delay for Signalled Lanes (pcuHr): 1.12 Cycle Time (s): 120</p> <p>PRC Over All Lanes (%): -8.8 Total Delay Over All Lanes (pcuHr): 110.05</p>															

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	Stag Brewery
Title:	Chalkers Corner
Location:	
File name:	Chalkers Corner_Base_FB_Withdev_v2.0 Additional Flow.lsg3x
Author:	
Company:	Peter Brett Associates
Address:	
Notes:	

Basic Results Summary
Scenario 1: 'AM_Base_2017' (FG1: 'Base AM Peak', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary
Traffic Flows, Desired
Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
A	0	49	897	302	161	1409	
B	16	0	74	188	316	594	
Origin	C	621	34	0	193	162	1010
D	242	131	293	0	33	699	
E	121	309	317	11	0	758	
Tot.	1000	523	1581	694	672	4470	

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Chalkers Corner																	
J1: A205 CLIFFORD AVENUE - A205 MORTLAKE RD - A316 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-	-	-	-	-	-	-	-	94.0%	190	270	46	94.2	-	-
1/1	Lower Richmond Rd (EB) Left Ahead	U	C1:A		1	37	-	456	1780	534	85.4%	-	-	-	7.7	61.1	16.9
1/2	Lower Richmond Rd (EB) Ahead	U	C1:A		1	37	-	431	1728	547	78.8%	-	-	-	6.3	52.4	14.8
1/3+1/4	Lower Richmond Rd (EB) Right Ahead	U+O	C1:A	C1:H	1	37	6	522	1714:1929	384+171	94.0% ; 94.0%	131	25	4	12.2	84.0	19.5
2/1	South Circular Rd (N) Ahead Left	U	C1:G		1	24	-	282	1729	360	78.3%	-	-	-	5.2	67.0	10.6
2/2	South Circular Rd (N) Ahead Right	O	C1:G		1	24	-	312	1876	360	86.8%	16	0	0	7.1	81.6	13.0
3/1	Lower Richmond Rd (WB) Left Ahead	U	C1:C		1	50	-	532	1774	798	66.6%	-	-	-	2.3	15.7	5.7
3/2	Lower Richmond Rd (WB) Ahead	U	C1:C		1	50	-	526	1806	813	64.7%	-	-	-	2.1	14.5	5.3
3/3	Lower Richmond Rd (WB) Right	U	C1:D		1	18	-	165	1563	247	66.7%	-	-	-	2.9	63.3	6.2
4/1+4/2	South Circular Rd (S) Ahead Left Right	U+O	C1:F	C1:I	1	44	11	758	1617:1831	497+379	86.5% ; 86.5%	42	244	42	11.2	53.0	16.1

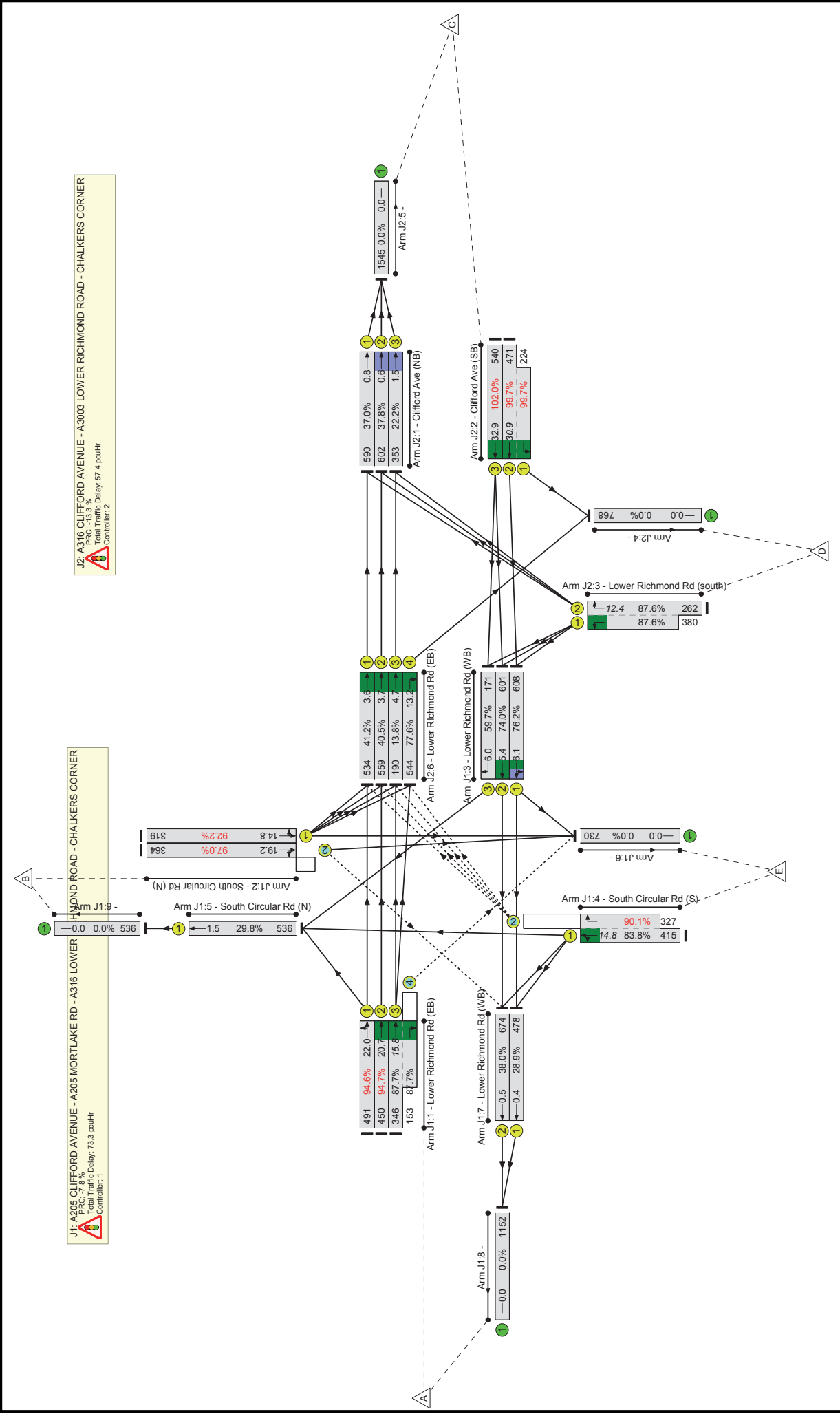
Basic Results Summary

5/1	South Circular Rd (N) Ahead	U	C1:E	1	94	-	523	2115	1710	30.6%	-	-	-	0.3	2.4	1.5
7/1	Lower Richmond Rd (WB) Ahead	U	C1:B	1	101	-	358	1947	1655	21.6%	-	-	-	0.1	1.4	0.2
7/2	Lower Richmond Rd (WB) Ahead	U	C1:B	1	101	-	642	2087	1774	36.2%	-	-	-	0.3	1.6	0.4
J2: A316 CLIFFORD CLIFFORD AVENUE - A3003 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-	-	-	-	-	-	-	93.1%	0	0	0	36.4	-	-
1/1	Clifford Ave (NB) Ahead	U	C2:C	1	99	-	606	1912	1593	38.0%	-	-	-	0.3	1.9	0.4
1/2	Clifford Ave (NB) Ahead	U	C2:C	1	99	-	623	1912	1593	39.1%	-	-	-	0.3	1.9	0.4
1/3	Clifford Ave (NB) Ahead	U	C2:C	1	99	-	352	1912	1593	22.1%	-	-	-	0.3	3.3	1.6
2/2+2/1	Clifford Ave (SB) Ahead Left	U	C2:D	1	36:50	14	583	1853:1689	440+218	88.6% 88.6%	-	-	-	9.4	58.1	16.8
2/3	Clifford Ave (SB) Ahead	U	C2:D	1	36	-	427	1765	485	88.0%	-	-	-	8.2	69.3	16.8
3/2+3/1	Lower Richmond Rd (south) Left Right	U	C2:A	1	17:51	34	699	1889:1709	315+436	93.1% 93.1%	-	-	-	12.3	63.4	15.3
6/1	Lower Richmond Rd (EB) Ahead	U	C2:B	1	90	-	518	1899	1219	42.5%	-	-	-	1.0	7.0	4.0
6/2	Lower Richmond Rd (EB) Ahead	U	C2:B	1	90	-	540	2020	1296	41.7%	-	-	-	1.0	6.5	3.9
6/3	Lower Richmond Rd (EB) Ahead	U	C2:B	1	90	-	230	2020	1296	17.7%	-	-	-	1.0	15.2	4.2
6/4	Lower Richmond Rd (EB) Right	U	C2:E	1	52	-	501	1682	729	68.7%	-	-	-	2.6	18.4	11.5

Basic Results Summary

C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 1 PRC for Signalled Lanes (%):	-4.5	Total Delay for Signalled Lanes (pcuHr):	57.01	Cycle Time (s):	120
C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 2 PRC for Signalled Lanes (%):	148.7	Total Delay for Signalled Lanes (pcuHr):	0.43	Cycle Time (s):	120
C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 3 PRC for Signalled Lanes (%):	194.2	Total Delay for Signalled Lanes (pcuHr):	0.35	Cycle Time (s):	120
C2 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 1 PRC for Signalled Lanes (%):	-3.4	Total Delay for Signalled Lanes (pcuHr):	35.45	Cycle Time (s):	120
C2 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 2 PRC for Signalled Lanes (%):	130.2	Total Delay for Signalled Lanes (pcuHr):	0.96	Cycle Time (s):	120
PRC Over All Lanes (%):	-4.5	Total Delay Over All Lanes (pcuHr):	94.20		

Basic Results Summary
Scenario 2: 'PM_Base_2017' (FG2: 'Base PM Peak', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary
Traffic Flows, Desired
Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
A	0	68	885	334	153	1440	
B	13	0	81	200	389	683	
Origin	C	784	50	0	224	177	1235
D	247	122	262	0	11	642	
E	118	297	317	10	0	742	
Tot.	1162	537	1545	768	730	4742	

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Chalkers Corner																		
J1: A205 CLIFFORD AVENUE - A205 MORTLAKE RD - A316 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-	-	-	-	-	-	-	-	102.0%	94	324	76	130.7	-	-	
1/1	Lower Richmond Rd (EB) Left Ahead	U	C1:A		1	34	-	491	1780	519	94.6%	-	-	-	11.8	86.2	22.0	
1/2	Lower Richmond Rd (EB) Ahead	U	C1:A		1	34	-	450	1728	475	94.7%	-	-	-	11.4	90.9	20.7	
1/3+1/4	Lower Richmond Rd (EB) Right Ahead	U+O	C1:A	C1:H	1	34	6	499	1714:1929	395+174	87.7 ; 87.7%	76	64	13	9.3	67.4	15.8	
2/1	South Circular Rd (N) Ahead Left	U	C1:G		1	23	-	319	1729	346	92.2%	-	-	-	8.6	97.5	14.8	
2/2	South Circular Rd (N) Ahead Right	O	C1:G		1	23	-	364	1876	375	97.0%	13	0	0	12.0	118.8	19.2	
3/1	Lower Richmond Rd (WB) Left Ahead	U	C1:C		1	50	-	608	1774	798	76.2%	-	-	-	2.9	17.2	6.1	
3/2	Lower Richmond Rd (WB) Ahead	U	C1:C		1	50	-	611	1806	813	74.0%	-	-	-	2.5	15.3	5.4	
3/3	Lower Richmond Rd (WB) Right	U	C1:D		1	21	-	172	1563	287	59.7%	-	-	-	2.8	58.8	6.0	

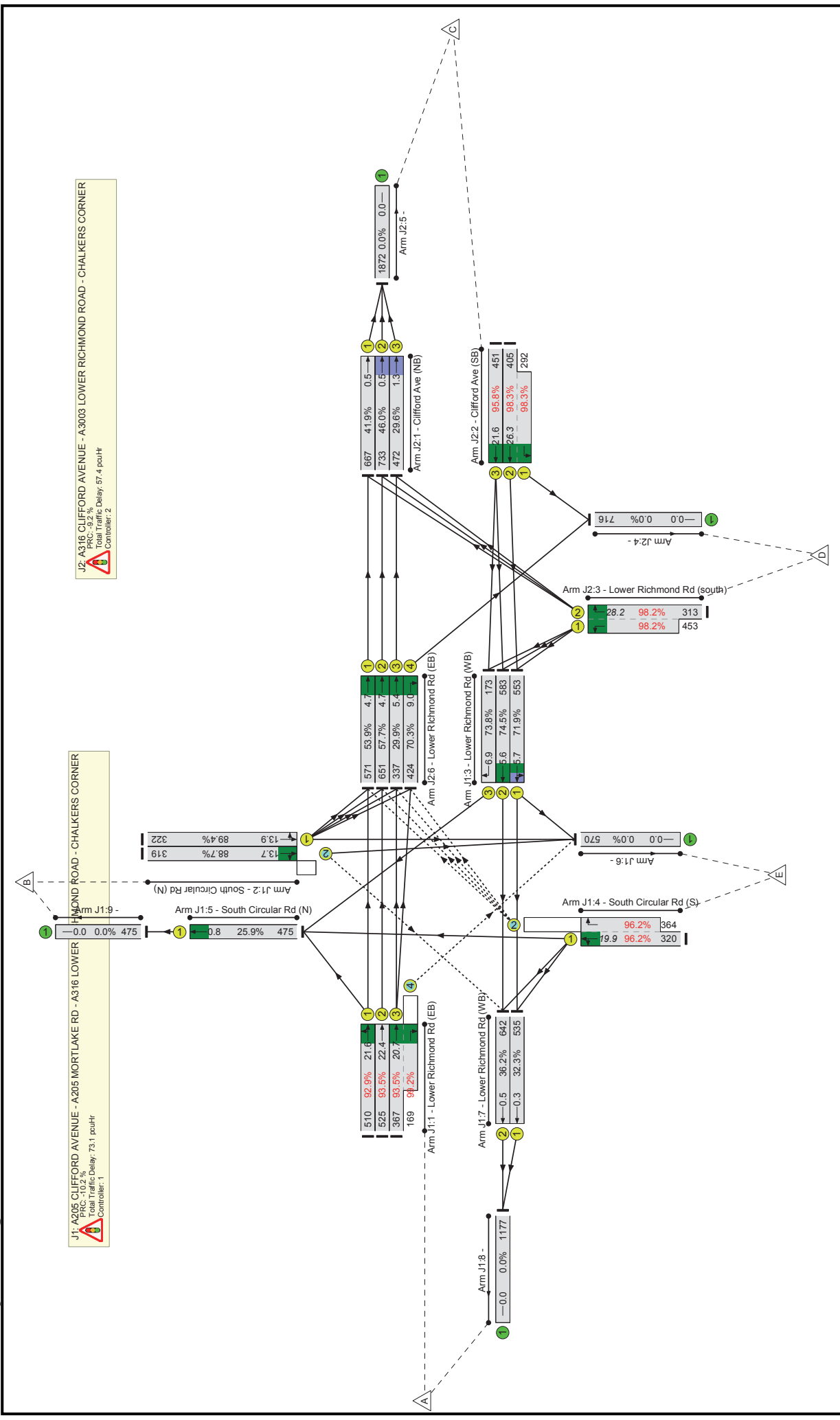
Basic Results Summary

	South Circular Rd (S) Ahead Left Right	U+O	C1:F	C1:I	1	44	12	742	1617:1831	495+363	83.8 : 90.1%	5	259	63	11.1	53.7	14.8
5/1	South Circular Rd (N) Ahead	U	C1:E		1	101	-	537	2115	1798	29.8%	-	-	-	0.3	2.1	1.5
7/1	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	478	1947	1655	28.9%	-	-	-	0.2	1.6	0.4
7/2	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	684	2087	1774	38.0%	-	-	-	0.3	1.7	0.5
J2: A316 CLIFFORD AVENUE - A3003 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-		-	-	-	-	-	-	102.0%	0	0	0	57.4	-	-
1/1	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	590	1912	1593	37.0%	-	-	-	0.3	2.1	0.8
1/2	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	602	1912	1593	37.8%	-	-	-	0.3	2.0	0.6
1/3	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	353	1912	1593	22.2%	-	-	-	0.3	2.8	1.5
2/2+2/1	Clifford Ave (SB) Ahead Left	U	C2:D	C2:G	1	37:52	15	695	1853:1689	473+225	99.7 : 99.7%	-	-	-	19.9	103.3	30.9
2/3	Clifford Ave (SB) Ahead	U	C2:D		1	37	-	540	1765	529	102.0%	-	-	-	21.3	142.2	32.9
3/2+3/1	Lower Richmond Rd (south) Left Right	U	C2:A	C2:F	1	18:51	33	642	1889:1709	299+434	87.6 : 87.6%	-	-	-	9.4	52.8	12.4
6/1	Lower Richmond Rd (EB) Ahead	U	C2:B		1	89	-	534	1899	1298	41.2%	-	-	-	0.9	5.8	3.6
6/2	Lower Richmond Rd (EB) Ahead	U	C2:B		1	89	-	559	2020	1380	40.5%	-	-	-	0.9	5.5	3.7

Basic Results Summary

6/3	Lower Richmond Rd (EB) Ahead	U	C2:B	1	89	-	190	2020	1380	13.8%	-	-	0.9	16.4	4.7
6/4	Lower Richmond Rd (EB) Right	U	C2:E	1	50	-	544	1682	701	77.6%	-	-	3.2	21.0	13.2
<p>C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 1 PRC for Signalled Lanes (%): -7.8 C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 2 PRC for Signalled Lanes (%): 136.7 C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 3 PRC for Signalled Lanes (%): 201.8 C2 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 1 PRC for Signalled Lanes (%): -13.3 C2 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 2 PRC for Signalled Lanes (%): 138.2 PRC Over All Lanes (%): -13.3</p> <p>Total Delay for Signalled Lanes (pcuHr): 72.44 Total Delay for Signalled Lanes (pcuHr): 0.52 Total Delay for Signalled Lanes (pcuHr): 0.31 Total Delay for Signalled Lanes (pcuHr): 56.45 Total Delay for Signalled Lanes (pcuHr): 0.95 Total Delay Over All Lanes (pcuHr): 130.67</p> <p>Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120</p>															

Basic Results Summary
Scenario 10: 'AM_FutureBase_2031' (FG3: 'FutureBase AM Peak', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary
Traffic Flows, Desired
Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
A	0	66	1106	230	169	1571	
B	0	0	94	189	358	641	
Origin	C	829	6	0	292	21	1148
D	264	167	313	0	22	766	
E	84	236	359	5	0	684	
Tot.	1177	475	1872	716	570	4810	

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Chalkers Corner																	
J1: A205 CLIFFORD AVENUE - A205 MORTLAKE RD - A316 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-	-	-	-	-	-	-	-	99.2%	38	345	150	130.6	-	-
1/1	Lower Richmond Rd (EB) Left Ahead	U	C1:A		1	38	-	510	1780	549	92.9%	-	-	-	10.9	76.8	21.6
1/2	Lower Richmond Rd (EB) Ahead	U	C1:A		1	38	-	525	1728	562	93.5%	-	-	-	11.2	77.1	22.4
1/3+1/4	Lower Richmond Rd (EB) Right Ahead	U+O	C1:A	C1:H	1	38	8	536	1714:1929	392+170	93.5% ; 99.2%	13	96	60	13.5	90.7	20.7
2/1	South Circular Rd (N) Ahead Left	U	C1:G		1	24	-	322	1729	360	89.4%	-	-	-	7.7	85.9	13.9
2/2	South Circular Rd (N) Ahead Right	O	C1:G		1	24	-	319	1876	360	88.7%	0	0	0	7.6	85.3	13.7
3/1	Lower Richmond Rd (WB) Left Ahead	U	C1:C		1	48	-	553	1774	769	71.9%	-	-	-	1.8	11.9	5.7
3/2	Lower Richmond Rd (WB) Ahead	U	C1:C		1	48	-	583	1806	783	74.5%	-	-	-	1.9	12.0	5.6
3/3	Lower Richmond Rd (WB) Right	U	C1:D		1	17	-	173	1563	234	73.8%	-	-	-	2.1	43.9	6.9
4/1+4/2	South Circular Rd (S) Ahead Left Right	U+O	C1:F	C1:I	1	44	11	684	1617:1831	333+378	96.2% ; 96.2%	25	249	90	15.6	82.1	19.9

Basic Results Summary

5/1	South Circular Rd (N) Ahead	U	C1:E	1	101	-	475	2115	1833	25.9%	-	-	-	0.2	1.8	0.8
7/1	Lower Richmond Rd (WB) Ahead	U	C1:B	1	101	-	535	1947	1655	32.3%	-	-	-	0.2	1.7	0.3
7/2	Lower Richmond Rd (WB) Ahead	U	C1:B	1	101	-	642	2087	1774	36.2%	-	-	-	0.3	1.7	0.5
J2: A316 CLIFFORD CLIFFORD AVENUE - A3003 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-	-	-	-	-	-	-	98.3%	0	0	0	57.4	-	-
1/1	Clifford Ave (NB) Ahead	U	C2:C	1	99	-	667	1912	1593	41.9%	-	-	-	0.4	2.0	0.5
1/2	Clifford Ave (NB) Ahead	U	C2:C	1	99	-	733	1912	1593	46.0%	-	-	-	0.4	2.2	0.5
1/3	Clifford Ave (NB) Ahead	U	C2:C	1	99	-	472	1912	1593	29.6%	-	-	-	0.4	2.8	1.3
2/2+2/1	Clifford Ave (SB) Ahead Left	U	C2:D	1	35:59	24	697	1853:1689	412+297	98.3% 98.3%	-	-	-	17.5	90.5	26.3
2/3	Clifford Ave (SB) Ahead	U	C2:D	1	35	-	451	1765	471	95.8%	-	-	-	12.2	97.5	21.6
3/2+3/1	Lower Richmond Rd (south) Left Right	U	C2:A	1	27:36	9	766	1889:1709	319+461	98.2% 98.2%	-	-	-	19.1	89.9	28.2
6/1	Lower Richmond Rd (EB) Ahead	U	C2:B	1	80	-	571	1899	1060	53.9%	-	-	-	1.5	9.6	4.7
6/2	Lower Richmond Rd (EB) Ahead	U	C2:B	1	80	-	651	2020	1128	57.7%	-	-	-	1.6	8.9	4.7
6/3	Lower Richmond Rd (EB) Ahead	U	C2:B	1	80	-	337	2020	1128	29.9%	-	-	-	1.7	18.2	5.4
6/4	Lower Richmond Rd (EB) Right	U	C2:E	1	43	-	424	1682	603	70.3%	-	-	-	2.6	21.9	9.0

Basic Results Summary

C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 1 PRC for Signalled Lanes (%):	-10.2	Total Delay for Signalled Lanes (pcuHr):	72.36	Cycle Time (s):	120
C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 2 PRC for Signalled Lanes (%):	148.7	Total Delay for Signalled Lanes (pcuHr):	0.55	Cycle Time (s):	120
C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 3 PRC for Signalled Lanes (%):	247.3	Total Delay for Signalled Lanes (pcuHr):	0.24	Cycle Time (s):	120
C2 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 1 PRC for Signalled Lanes (%):	-9.2	Total Delay for Signalled Lanes (pcuHr):	56.26	Cycle Time (s):	120
C2 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 2 PRC for Signalled Lanes (%):	95.6	Total Delay for Signalled Lanes (pcuHr):	1.18	Cycle Time (s):	120
PRC Over All Lanes (%):	-10.2	Total Delay Over All Lanes (pcuHr):	130.59		

Basic Results Summary
Traffic Flows, Desired
Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
A	0	31	1010	268	169	1478	
B	29	0	105	232	258	624	
Origin	C	871	62	0	392	136	1461
D	254	105	262	0	12	633	
E	263	467	426	9	0	1165	
Tot.	1417	665	1803	901	575	5361	

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Chalkers Corner																		
J1: A205 CLIFFORD AVENUE - A205 MORTLAKE RD - A316 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-	-	-	-	-	-	-	-	128.0%	40	432	56	567.9	-	-	
1/1	Lower Richmond Rd (EB) Left Ahead	U	C1:A		1	28	-	487	1780	430	113.2%	-	-	-	40.8	301.8	50.5	
1/2	Lower Richmond Rd (EB) Ahead	U	C1:A		1	28	-	444	1728	389	114.2%	-	-	-	39.2	317.7	47.8	
1/3+1/4	Lower Richmond Rd (EB) Right Ahead	U+O	C1:A	C1:H	1	28	9	547	1714:1929	333+149	113.6 : 113.6%	11	113	25	46.3	304.8	55.0	
2/1	South Circular Rd (N) Ahead Left	U	C1:G		1	19	-	337	1729	288	116.9%	-	-	-	35.4	377.7	40.6	
2/2	South Circular Rd (N) Ahead Right	O	C1:G		1	19	-	287	1876	313	91.8%	29	0	0	8.3	104.2	13.6	
3/1	Lower Richmond Rd (WB) Left Ahead	U	C1:C		1	38	-	626	1774	621	83.9%	-	-	-	2.9	20.2	6.6	
3/2	Lower Richmond Rd (WB) Ahead	U	C1:C		1	38	-	647	1806	632	82.2%	-	-	-	2.6	18.2	6.1	
3/3	Lower Richmond Rd (WB) Right	U	C1:D		1	18	-	167	1563	247	57.1%	-	-	-	1.8	46.7	4.9	

Basic Results Summary

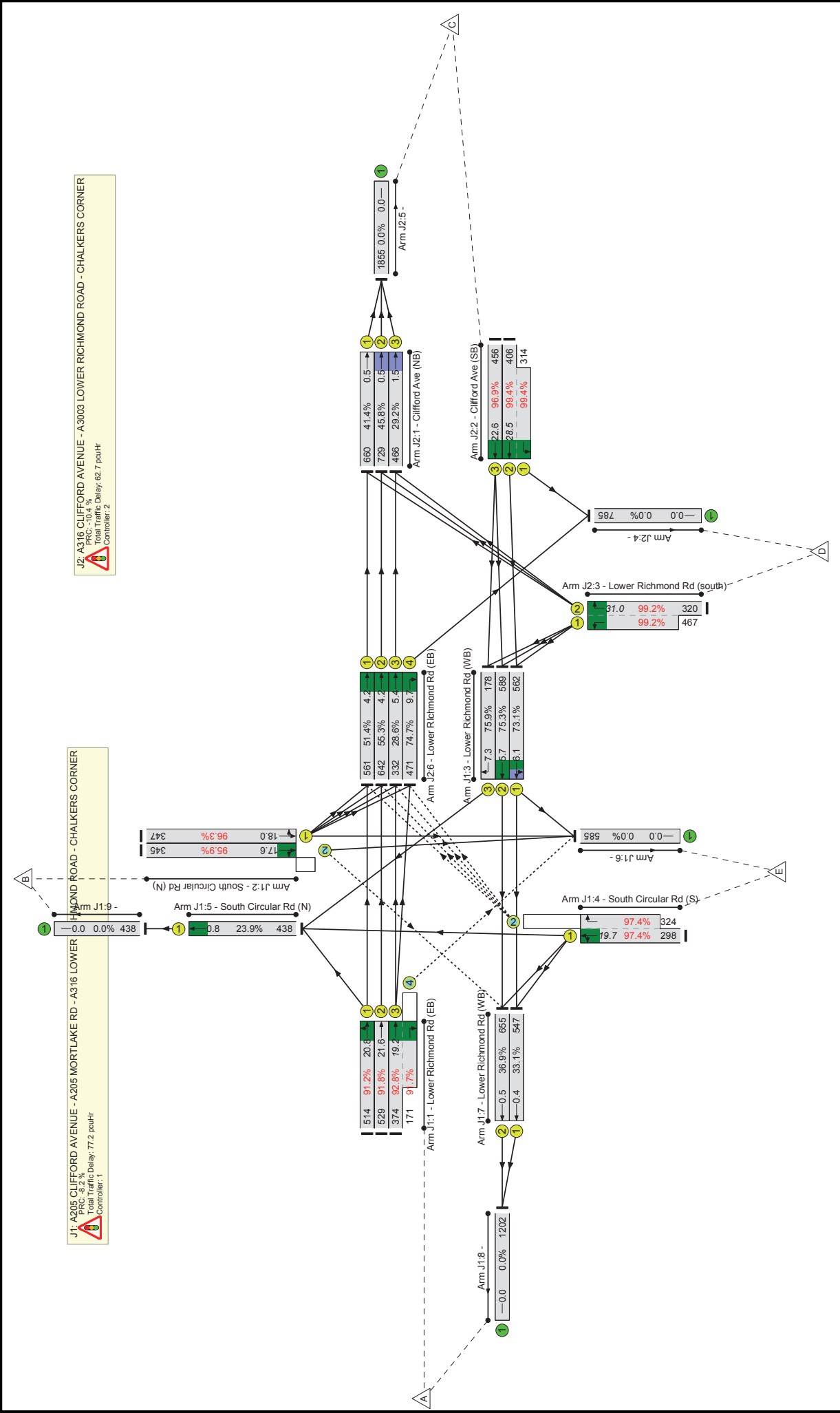
	South Circular Rd (S) Ahead Left Right	U+O	C1:F	C1:I	1	53	25	1165	1617:1831	590+351	123.8 : 123.8%	0	320	32	138.9	429.2	158.9
4/1+4/2	South Circular Rd (S) Ahead Left Right	U	C1:E		1	101	-	665	2115	1798	30.4%	-	-	-	0.2	1.6	0.6
5/1	South Circular Rd (N) Ahead	U	C1:B		1	101	-	578	1947	1655	29.0%	-	-	-	0.2	1.6	0.4
7/1	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	839	2087	1774	38.3%	-	-	-	0.3	1.7	0.6
7/2	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	839	2087	1774	38.3%	-	-	-	0.3	1.7	0.6
J2: A316 CLIFFORD CLIFFORD AVENUE - A3003 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-		-	-	-	-	-	-	128.0%	0	0	0	250.8	-	-
1/1	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	646	1912	1593	34.8%	-	-	-	0.3	1.8	0.4
1/2	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	682	1912	1593	36.4%	-	-	-	0.3	2.0	0.6
1/3	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	475	1912	1593	24.6%	-	-	-	0.4	3.7	2.5
2/2+2/1	Clifford Ave (SB) Ahead Left	U	C2:D	C2:G	1	32.41	9	879	1853:1689	398+321	122.2 : 122.2%	-	-	-	100.4	411.0	111.4
2/3	Clifford Ave (SB) Ahead	U	C2:D		1	32	-	582	1765	456	127.6%	-	-	-	78.3	484.3	88.9
3/2+3/1	Lower Richmond Rd (south) Left Right	U	C2:A	C2:F	1	12.21	9	633	1889:1709	205+328	128.0 : 113.3%	-	-	-	67.7	385.1	71.3
6/1	Lower Richmond Rd (EB) Ahead	U	C2:B		1	95	-	568	1899	1393	35.4%	-	-	-	0.7	5.0	2.5
6/2	Lower Richmond Rd (EB) Ahead	U	C2:B		1	95	-	611	2020	1481	35.4%	-	-	-	0.9	6.1	3.4

Basic Results Summary

6/3	Lower Richmond Rd (EB) Ahead	U	C2:B	1	95	-	362	2020	1481	20.5%	-	-	0.8	9.5	3.6
6/4	Lower Richmond Rd (EB) Right	U	C2:E	1	61	-	509	1682	855	51.6%	-	-	1.1	8.9	8.4
C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 1 PRC for Signalled Lanes (%): -37.6 C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 2 PRC for Signalled Lanes (%): 134.7 C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 3 PRC for Signalled Lanes (%): 196.4 C2 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 1 PRC for Signalled Lanes (%): -42.3 C2 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 2 PRC for Signalled Lanes (%): 147.3 PRC Over All Lanes (%): -42.3 Total Delay for Signalled Lanes (pcuHr): 316.27 Total Delay for Signalled Lanes (pcuHr): 0.54 Total Delay for Signalled Lanes (pcuHr): 0.24 Total Delay for Signalled Lanes (pcuHr): 249.84 Total Delay for Signalled Lanes (pcuHr): 1.00 Total Delay Over All Lanes (pcuHr): 567.90 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120															

Basic Results Summary

Scenario 12: 'AM_FutureBase_WDNM_2031' (FG5: 'FutureBase WDNM AM Peak', Plan 1: 'Network Control Plan 1')
 Network Layout Diagram



Basic Results Summary
Traffic Flows, Desired
Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
A	0	68	1104	245	171	1588	
B	0	0	107	226	359	692	
Origin	C	830	5	0	314	27	1176
D	266	173	320	0	28	787	
E	106	192	324	0	0	622	
Tot.	1202	438	1855	785	585	4865	

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Chalkers Corner																	
J1: A205 CLIFFORD AVENUE - A205 MORTLAKE RD - A316 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-	-	-	-	-	-	-	-	99.4%	16	341	137	139.9	-	-
1/1	Lower Richmond Rd (EB) Left Ahead	U	C1:A		1	39	-	514	1780	564	91.2%	-	-	-	10.0	70.2	20.8
1/2	Lower Richmond Rd (EB) Ahead	U	C1:A		1	39	-	529	1728	576	91.8%	-	-	-	10.3	70.4	21.6
1/3+1/4	Lower Richmond Rd (EB) Right Ahead	U+O	C1:A	C1:H	1	39	9	545	1714:1929	403+186	92.8 : 91.7%	7	113	51	11.8	77.9	19.2
2/1	South Circular Rd (N) Ahead Left	U	C1:G		1	24	-	347	1729	360	96.3%	-	-	-	11.1	115.3	18.0
2/2	South Circular Rd (N) Ahead Right	O	C1:G		1	24	-	345	1876	360	95.9%	0	0	0	10.9	114.1	17.6
3/1	Lower Richmond Rd (WB) Left Ahead	U	C1:C		1	48	-	562	1774	769	73.1%	-	-	-	2.0	12.6	6.1
3/2	Lower Richmond Rd (WB) Ahead	U	C1:C		1	48	-	589	1806	783	75.3%	-	-	-	2.0	12.4	5.7
3/3	Lower Richmond Rd (WB) Right	U	C1:D		1	17	-	178	1563	234	75.9%	-	-	-	2.3	46.2	7.3
4/1+4/2	South Circular Rd (S) Ahead Left Right	U+O	C1:F	C1:I	1	43	10	622	1617:1831	306+333	97.4 : 97.4%	9	229	86	15.9	92.2	19.7

Basic Results Summary

5/1	South Circular Rd (N) Ahead	U	C1:E	1	101	-	438	2115	1833	23.9%	-	-	-	0.2	1.8	0.8
7/1	Lower Richmond Rd (WB) Ahead	U	C1:B	1	101	-	547	1947	1655	33.1%	-	-	-	0.3	1.7	0.4
7/2	Lower Richmond Rd (WB) Ahead	U	C1:B	1	101	-	655	2087	1774	36.9%	-	-	-	0.3	1.7	0.5
J2: A316 CLIFFORD CLIFFORD AVENUE - A3003 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-	-	-	-	-	-	-	99.4%	0	0	0	62.7	-	-
1/1	Clifford Ave (NB) Ahead	U	C2:C	1	99	-	660	1912	1593	41.4%	-	-	-	0.4	2.0	0.5
1/2	Clifford Ave (NB) Ahead	U	C2:C	1	99	-	729	1912	1593	45.8%	-	-	-	0.4	2.2	0.5
1/3	Clifford Ave (NB) Ahead	U	C2:C	1	99	-	466	1912	1593	29.2%	-	-	-	0.4	3.0	1.5
2/2+2/1	Clifford Ave (SB) Ahead Left	U	C2:D	1	35:57	22	720	1853:1689	409+316	99.4% 99.4%	-	-	-	19.8	98.8	28.5
2/3	Clifford Ave (SB) Ahead	U	C2:D	1	35	-	456	1765	471	96.9%	-	-	-	13.1	103.7	22.6
3/2+3/1	Lower Richmond Rd (south) Left Right	U	C2:A	1	25:37	12	787	1889:1709	323+471	99.2% 99.2%	-	-	-	21.3	97.5	31.0
6/1	Lower Richmond Rd (EB) Ahead	U	C2:B	1	82	-	561	1899	1092	51.4%	-	-	-	1.3	8.6	4.2
6/2	Lower Richmond Rd (EB) Ahead	U	C2:B	1	82	-	642	2020	1162	55.3%	-	-	-	1.4	7.9	4.2
6/3	Lower Richmond Rd (EB) Ahead	U	C2:B	1	82	-	332	2020	1162	28.6%	-	-	-	1.7	17.9	5.4
6/4	Lower Richmond Rd (EB) Right	U	C2:E	1	45	-	471	1682	631	74.7%	-	-	-	2.8	21.8	9.7

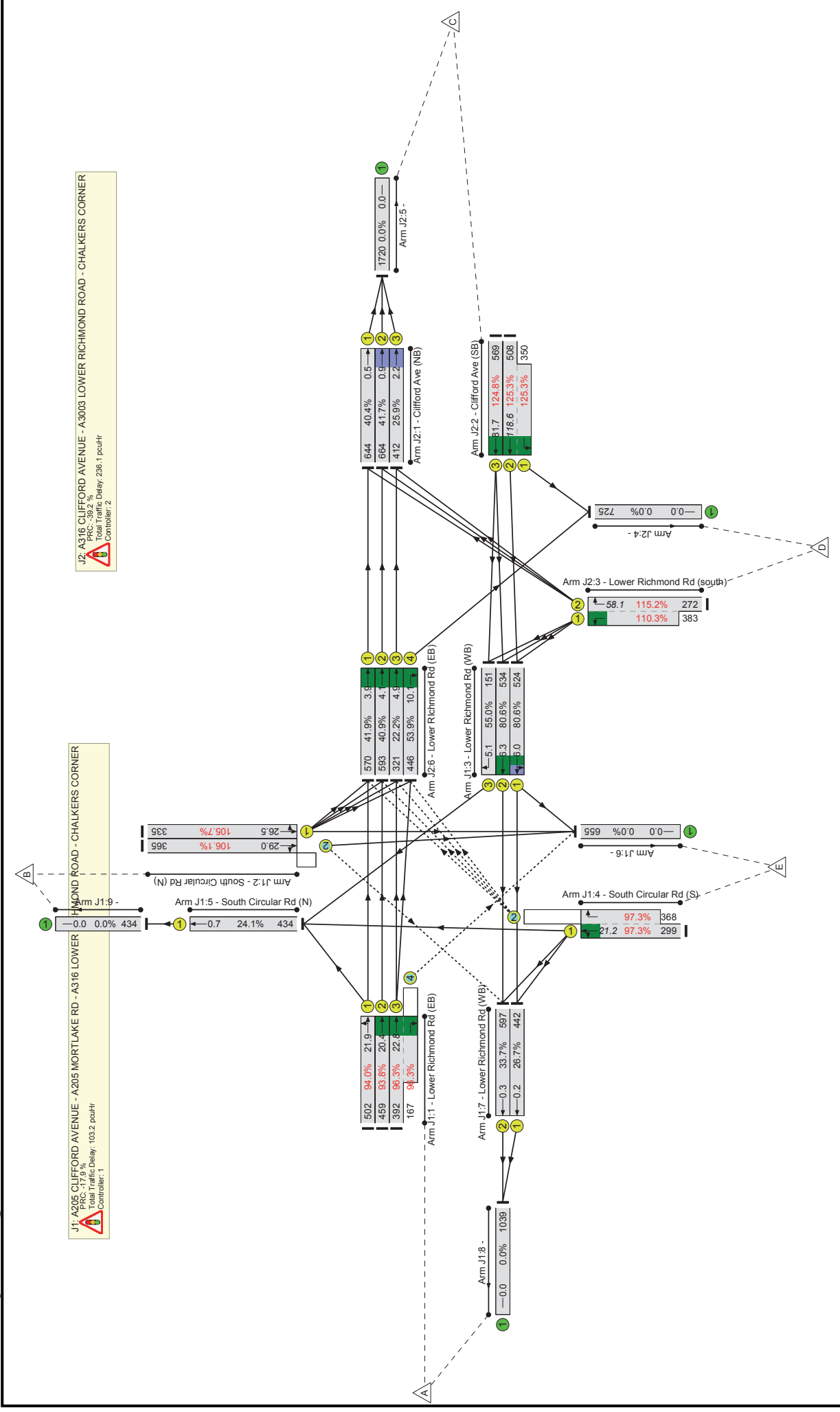
Basic Results Summary

C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 1 PRC for Signalled Lanes (%):	-8.2	Total Delay for Signalled Lanes (pcuHr):	76.43	Cycle Time (s):	120
C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 2 PRC for Signalled Lanes (%):	143.7	Total Delay for Signalled Lanes (pcuHr):	0.58	Cycle Time (s):	120
C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 3 PRC for Signalled Lanes (%):	276.6	Total Delay for Signalled Lanes (pcuHr):	0.22	Cycle Time (s):	120
C2 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 1 PRC for Signalled Lanes (%):	-10.4	Total Delay for Signalled Lanes (pcuHr):	61.47	Cycle Time (s):	120
C2 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 2 PRC for Signalled Lanes (%):	96.7	Total Delay for Signalled Lanes (pcuHr):	1.19	Cycle Time (s):	120
PRC Over All Lanes (%):	-10.4	Total Delay Over All Lanes (pcuHr):	139.88		

Basic Results Summary

Scenario 13: 'PM_FutureBase_WDNM_2031' (FG6: 'FutureBase WDNM PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary
Traffic Flows, Desired
Desired Flow :

Origin	Destination						
	A	B	C	D	E	Tot.	
A	0	39	1026	288	167	1520	
B	33	0	104	157	406	700	
C	899	60	0	350	118	1427	
D	258	113	272	0	12	655	
E	55	244	359	9	0	667	
Tot.	1245	456	1761	804	703	4969	

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Chalkers Corner																		
J1: A205 CLIFFORD AVENUE - A205 MORTLAKE RD - A316 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-	-	-	-	-	-	-	-	125.3%	42	439	85	339.3	-	-	
1/1	Lower Richmond Rd (EB) Left Ahead	U	C1:A		1	35	-	502	1780	534	94.0%	-	-	-	11.5	82.3	21.9	
1/2	Lower Richmond Rd (EB) Ahead	U	C1:A		1	35	-	459	1728	490	93.8%	-	-	-	10.9	85.2	20.4	
1/3+1/4	Lower Richmond Rd (EB) Right Ahead	U+O	C1:A	C1:H	1	35	16	559	1714:1929	407+173	96.3 : 96.3%	11	152	4	14.3	92.4	22.8	
2/1	South Circular Rd (N) Ahead Left	U	C1:G		1	21	-	335	1729	317	105.7%	-	-	-	20.4	219.2	26.5	
2/2	South Circular Rd (N) Ahead Right	O	C1:G		1	21	-	365	1876	344	106.1%	31	0	0	22.5	222.2	29.0	
3/1	Lower Richmond Rd (WB) Left Ahead	U	C1:C		1	40	-	639	1774	650	80.6%	-	-	-	2.4	16.6	6.0	
3/2	Lower Richmond Rd (WB) Ahead	U	C1:C		1	40	-	648	1806	662	80.6%	-	-	-	2.5	16.5	6.3	
3/3	Lower Richmond Rd (WB) Right	U	C1:D		1	20	-	173	1563	274	55.0%	-	-	-	1.8	42.6	5.1	

Basic Results Summary

	South Circular Rd (S) Ahead Left Right	U+O	C1:F	C1:I	1	44	14	667	1617:1831	307+378	97.3 : 97.3%	0	287	81	16.3	88.1	21.2
5/1	South Circular Rd (N) Ahead	U	C1:E		1	101	-	456	2115	1798	24.1%	-	-	-	0.2	1.6	0.7
7/1	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	532	1947	1655	26.7%	-	-	-	0.2	1.5	0.2
7/2	Lower Richmond Rd (WB) Ahead	U	C1:B		1	101	-	713	2087	1774	33.7%	-	-	-	0.3	1.6	0.3
J2: A316 CLIFFORD AVENUE - A3003 LOWER RICHMOND ROAD - CHALKERS CORNER	-	-	-		-	-	-	-	-	-	125.3%	0	0	0	236.1	-	-
1/1	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	655	1912	1593	40.4%	-	-	-	0.4	2.1	0.5
1/2	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	676	1912	1593	41.7%	-	-	-	0.4	2.2	0.9
1/3	Clifford Ave (NB) Ahead	U	C2:C		1	99	-	430	1912	1593	25.9%	-	-	-	0.3	2.7	2.2
2/2+2/1	Clifford Ave (SB) Ahead Left	U	C2:D	C2:G	1	32:43	11	858	1853:1689	406+279	125.3 : 125.3%	-	-	-	106.9	448.7	118.6
2/3	Clifford Ave (SB) Ahead	U	C2:D		1	32	-	569	1765	456	124.8%	-	-	-	71.2	450.5	81.7
3/2+3/1	Lower Richmond Rd (south) Left Right	U	C2:A	C2:F	1	14:23	9	655	1889:1709	236+347	115.2 : 110.3%	-	-	-	52.8	290.0	58.1
6/1	Lower Richmond Rd (EB) Ahead	U	C2:B		1	93	-	570	1899	1361	41.9%	-	-	-	0.9	5.9	3.9
6/2	Lower Richmond Rd (EB) Ahead	U	C2:B		1	93	-	594	2020	1448	40.9%	-	-	-	1.0	5.8	4.1

Basic Results Summary

6/3	Lower Richmond Rd (EB) Ahead	U	C2:B	1	93	-	325	2020	1448	22.2%	-	-	1.0	10.7	4.9
6/4	Lower Richmond Rd (EB) Right	U	C2:E	1	59	-	454	1682	827	53.9%	-	-	1.3	10.5	10.1
<p>C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 1 PRC for Signalled Lanes (%): -17.9 C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 2 PRC for Signalled Lanes (%): 167.4 C1 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 3 PRC for Signalled Lanes (%): 273.2 C2 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 1 PRC for Signalled Lanes (%): -39.2 C2 - STCL T800 MK 1 UTC Cntr, Integral FacilitiesStream: 2 PRC for Signalled Lanes (%): 116.0 PRC Over All Lanes (%): -39.2</p> <p>Total Delay for Signalled Lanes (pcuHr): 102.57 Total Delay for Signalled Lanes (pcuHr): 0.46 Total Delay for Signalled Lanes (pcuHr): 0.19 Total Delay for Signalled Lanes (pcuHr): 235.05 Total Delay for Signalled Lanes (pcuHr): 1.08 Total Delay Over All Lanes (pcuHr): 339.35</p> <p>Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120 Cycle Time (s): 120</p>															

Appendix S VISSIM Note



Stag Brewery, Mortlake

Local VISSIM Review

On behalf of **Reselton Properties**

Project Ref: 38262/5501 | Rev: AA | Date: August 2017

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Document Control Sheet

Project Name: Stag Brewery, Mortlake

Project Ref: 38262

Report Title: Local VISSIM Review

Doc Ref: 001

Date: August 2017

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Approved by:	Greg Callaghan	Partner	<i>G Callaghan</i>	August 2017
For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved

This report has been prepared by Peter Brett Associates LLP ('PBA') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which PBA was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). PBA accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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