

<b>Junctions 8</b>
<b>ARCADY 8 - Roundabout Module</b>
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Filename: (new file)

Path:

Report generation date: 05/08/2014 17:42:58

### « Assessment - 2014 Base, PM

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

### Summary of junction performance

	PM				
	Queue (PCU)	Delay (min)	RFC	LOS	Network Residual Capacity
<b>Assessment - 2014 Base</b>					
<b>Arm A</b>	0.98	0.18	0.50	B	-4 % [Arm B]
<b>Arm B</b>	8.97	0.79	0.92	E	
<b>Arm C</b>	1.68	0.20	0.63	B	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

'D1 - 2014 Base, AM" model duration: 07:45 - 09:15  
 'D2 - 2014 Base, PM " model duration: 16:45 - 18:15  
 'D4 - 2021+Phase2, AM" model duration: 07:45 - 09:15  
 'D5 - 2031+All Dev, AM" model duration: 07:45 - 09:15  
 'D6 - 2031+All Dev, PM" model duration: 16:45 - 18:15  
 'D7 - 2031+CommDev(Ref Case), AM" model duration: 07:45 - 09:15  
 'D8 - 2031+CommDev(Ref Case), PM" model duration: 16:45 - 18:15  
 'D9 - 2016 +CommDev+Phase1, AM" model duration: 07:45 - 09:15  
 'D10 - 2016+CommDev+Phase1, PM" model duration: 16:45 - 18:15  
 'D11 - 2021+Phase2, PM" model duration: 16:45 - 18:15  
 'D12 - 2026+CommDev+Phase3, PM" model duration: 16:45 - 18:15  
 'D13 - 2026+CommDev+Phase3, AM" model duration: 07:45 - 09:15

Run using Junctions 8.0.1.305 at 05/08/2014 17:42:58

### File summary

#### File Description

Title	Syston mini roundabout assessment
Location	Barkby Lane - Melton Road
Site Number	
Date	19/03/2014
Version	
Status	
Identifier	

Client	
Jobnumber	A046980-6
Enumerator	WYG\ldavid.cope
Description	

## Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	0.60	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	min	-Min	perMin

# Assessment - 2014 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
Assessment	ARCADY						100.000	100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 Base, PM	2014 Base	PM		ONE HOUR	16:45	18:15	90	15				✓		

# Junction Network

## Junctions

Name	Junction Type	Arm Order	Junction Delay (min)	Junction LOS
Barkby Lane - Melton Road	Mini-roundabout	A,B,C	0.47	D

## Junction Network Options

Driving Side	Lighting	Road Surface	In London	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	Normal/unknown		-4	Arm B

# Arms

## Arms

Arm	Name	Description
A	Barkby Lane	
B	Melton Road (S)	

C | Melton Road (N) |

## Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

## Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	3.31	3.31	4.21	11.51	14.04	11.54	0.00	✓
B	3.65	3.65	3.95	2.65	16.00	15.35	0.00	✓
C	4.30	4.30	5.17	1.34	13.85	10.74	0.00	✓

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

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.432	823.597
B		(calculated)	(calculated)	0.472	860.509
C		(calculated)	(calculated)	0.457	902.214

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
		✓	✓	PCU Factors	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	293.00	100.000
B	ONE HOUR	✓	660.00	100.000
C	ONE HOUR	✓	462.00	100.000

## Turning Proportions

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

		To		
		A	B	C
From	A	0.000	154.000	139.000
	B	193.000	0.000	467.000
	C	92.000	370.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.53	0.47
	B	0.29	0.00	0.71
	C	0.20	0.80	0.00

## Vehicle Mix

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

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (min)
A	0.50	0.18	0.98	B	268.86	403.29	61.18	0.15	0.68	61.19	0.15
B	0.92	0.79	8.97	E	605.63	908.44	358.11	0.39	3.98	358.20	0.39
C	0.63	0.20	1.68	B	423.94	635.91	100.38	0.16	1.12	100.40	0.16

### Main Results for each time segment

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

Arm	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 (min)	LOS
A	220.59	55.15	218.78	212.21	276.31	0.00	704.26	545.64	0.313	0.00	0.45	0.123	A

B	496.88	124.22	490.76	391.30	103.79	0.00	811.53	738.35	0.612	0.00	1.53	0.184	B
C	347.82	86.95	345.01	451.04	143.51	0.00	836.66	803.59	0.416	0.00	0.70	0.121	A

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

Arm	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 (min)	LOS
A	263.40	65.85	262.71	254.64	331.67	0.00	680.35	545.65	0.387	0.45	0.62	0.143	A
B	593.33	148.33	588.77	469.75	124.63	0.00	801.69	738.35	0.740	1.53	2.67	0.276	C
C	415.33	103.83	414.14	541.23	172.17	0.00	823.57	803.59	0.504	0.70	1.00	0.146	A

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

Arm	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 (min)	LOS
A	322.60	80.65	321.22	307.40	405.31	0.00	648.55	545.65	0.497	0.62	0.97	0.183	B
B	726.67	181.67	706.57	574.14	152.39	0.00	788.59	738.35	0.921	2.67	7.70	0.616	E
C	508.67	127.17	506.09	652.34	206.62	0.00	807.84	803.59	0.630	1.00	1.64	0.197	B

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

Arm	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 (min)	LOS
A	322.60	80.65	322.55	312.27	407.27	0.00	647.70	545.65	0.498	0.97	0.98	0.184	B
B	726.67	181.67	721.56	576.80	153.02	0.00	788.29	738.35	0.922	7.70	8.97	0.794	E
C	508.67	127.17	508.53	663.58	211.00	0.00	805.84	803.59	0.631	1.64	1.68	0.202	B

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

Arm	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 (min)	LOS
A	263.40	65.85	264.75	263.63	334.65	0.00	679.07	545.65	0.388	0.98	0.64	0.145	A
B	593.33	148.33	616.98	473.80	125.60	0.00	801.24	738.35	0.741	8.97	3.06	0.360	C
C	415.33	103.83	417.86	562.15	180.42	0.00	819.81	803.59	0.507	1.68	1.05	0.150	A

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

Arm	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 (min)	LOS
A	220.59	55.15	221.31	216.49	279.59	0.00	702.84	545.64	0.314	0.64	0.46	0.125	A
B	496.88	124.22	502.60	395.91	104.99	0.00	810.96	738.35	0.613	3.06	1.63	0.198	B
C	347.82	86.95	349.11	460.62	146.97	0.00	835.08	803.59	0.417	1.05	0.72	0.124	A

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

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	6.49	0.43	0.123	A	A
B	21.23	1.42	0.184	B	B
C	10.06	0.67	0.121	A	A

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

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	9.04	0.60	0.143	A	A
B	36.64	2.44	0.276	C	B
C	14.42	0.96	0.146	A	A

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

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	13.85	0.92	0.183	B	B
B	90.90	6.06	0.616	E	D
C	23.23	1.55	0.197	B	B

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

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	14.63	0.98	0.184	B	B
B	126.30	8.42	0.794	E	D
C	24.99	1.67	0.202	B	B

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

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	10.03	0.67	0.145	A	A
B	56.86	3.79	0.360	C	C
C	16.45	1.10	0.150	A	A

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

Arm	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	7.15	0.48	0.125	A	A
B	26.17	1.74	0.198	B	B
C	11.23	0.75	0.124	A	A