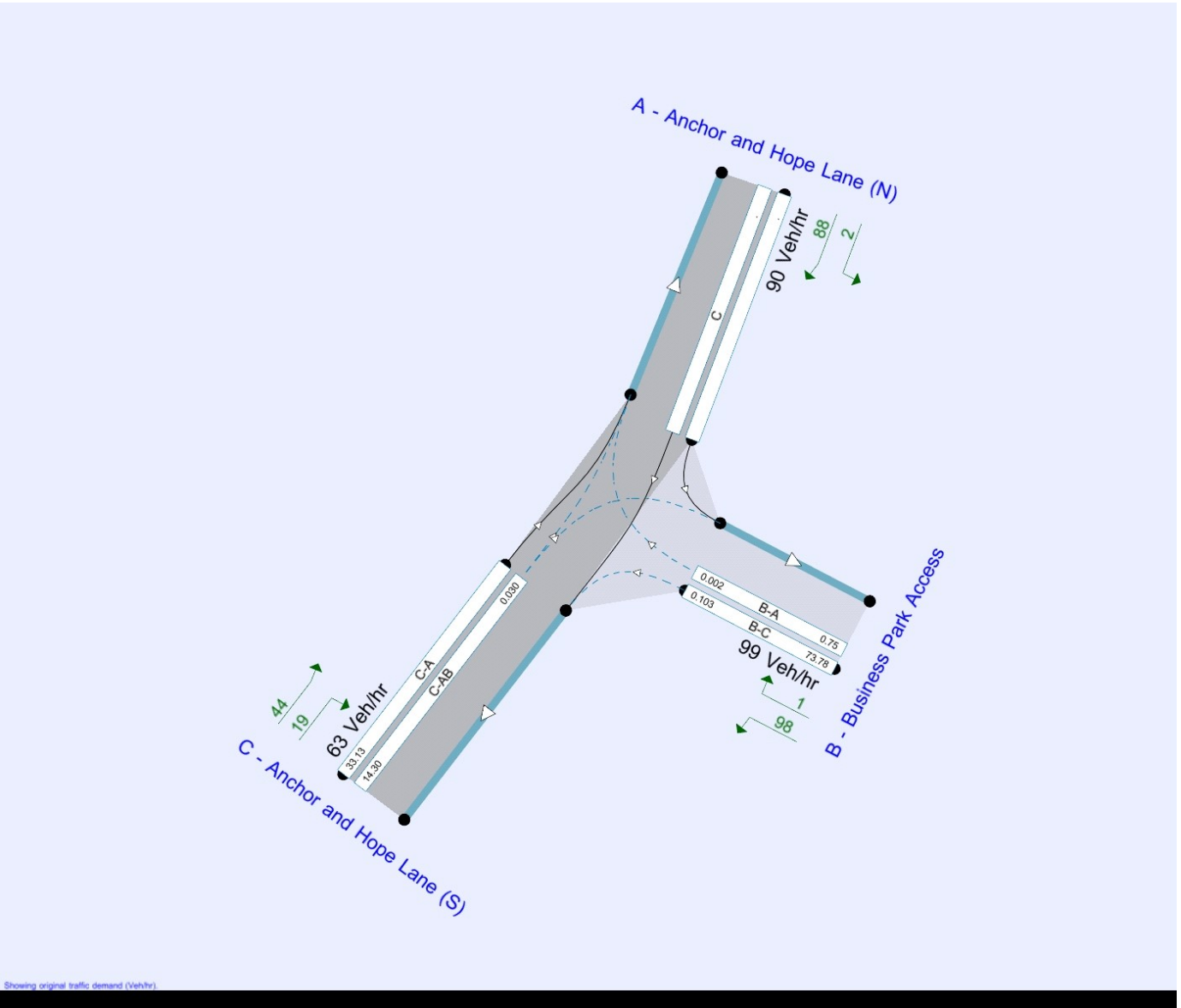


Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D2	2016 Baseline	FM	ONE HOUR	17:00	18:30	15

2016 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1 - untitled	untitled	T-Junction	Two-way	2.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Anchor and Hope Lane (N)		Major
B	Business Park Access		Minor
C	Anchor and Hope Lane (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Anchor and Hope Lane (S)	11.35			80.7	✓	5.00

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	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 - Business Park Access	One lane plus flare	10.00	6.30	5.10	4.30	4.00	✓	2.00	34	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	453.222	0.063	0.160	0.101	0.229
1	B-C	738.937	0.087	0.220	-	-
1	C-B	620.697	0.185	0.185	-	-

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 Demand

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Anchor and Hope Lane (N)		✓	90.00	100.000
B - Business Park Access		✓	99.00	100.000
C - Anchor and Hope Lane (S)		✓	63.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Anchor and Hope Lane (N)	B - Business Park Access	C - Anchor and Hope Lane (S)
From	A - Anchor and Hope Lane (N)	0.000	2.000	88.000
	B - Business Park Access	1.000	0.000	98.000
	C - Anchor and Hope Lane (S)	44.000	19.000	0.000

Vehicle Mix

Heavy Vehicle proportion

(17:00-17:15)

		To		
		A - Anchor and Hope Lane (N)	B - Business Park Access	C - Anchor and Hope Lane (S)
From	A - Anchor and Hope Lane (N)	0	0	3
	B - Business Park Access	0	0	1
	C - Anchor and Hope Lane (S)	9	26	0

Heavy Vehicle proportion

(17:15-17:30)

		To		
		A - Anchor and Hope Lane (N)	B - Business Park Access	C - Anchor and Hope Lane (S)
From	A - Anchor and Hope Lane (N)	0	0	0
	B - Business Park Access	0	0	0
	C - Anchor and Hope Lane (S)	0	0	0

Heavy Vehicle proportion

(17:30-17:45)

		To		
		A - Anchor and Hope Lane (N)	B - Business Park Access	C - Anchor and Hope Lane (S)
From	A - Anchor and Hope Lane (N)	0	0	0
	B - Business Park Access	0	0	0
	C - Anchor and Hope Lane (S)	0	0	0

Heavy Vehicle proportion

(17:45-18:00)

		To		
		A - Anchor and Hope Lane (N)	B - Business Park Access	C - Anchor and Hope Lane (S)
From	A - Anchor and Hope Lane (N)	0	0	0
	B - Business Park Access	0	0	0
	C - Anchor and Hope Lane (S)	0	0	0

Heavy Vehicle proportion

(18:00-18:15)

		To		
		A - Anchor and Hope Lane (N)	B - Business Park Access	C - Anchor and Hope Lane (S)
From	A - Anchor and Hope Lane (N)	0	0	0
	B - Business Park Access	0	0	0
	C - Anchor and Hope Lane (S)	0	0	0

Heavy Vehicle proportion

(18:15-18:30)

		To		
From		A - Anchor and Hope Lane (N)	B - Business Park Access	C - Anchor and Hope Lane (S)
	A - Anchor and Hope Lane (N)	0	0	0
	B - Business Park Access	0	0	0
	C - Anchor and Hope Lane (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.15	5.91	0.2	A
B-A	0.00	8.44	0.0	A
C-AB	0.03	7.69	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	73.78	716.34	0.103	73.32	0.1	5.595	A
B-A	0.75	434.39	0.002	0.75	0.0	8.301	A
C-AB	14.30	482.40	0.030	14.18	0.0	7.687	A
C-A	33.13			33.13			
A-B	1.51			1.51			
A-C	66.25			66.25			

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

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	88.10	720.99	0.122	88.00	0.1	5.716	A
B-A	0.90	432.42	0.002	0.90	0.0	8.342	A
C-AB	17.08	604.66	0.028	17.07	0.0	6.862	A
C-A	39.56			39.56			
A-B	1.80			1.80			
A-C	79.11			79.11			

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

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	107.90	717.00	0.150	107.75	0.2	5.907	A
B-A	1.10	427.66	0.003	1.10	0.0	8.439	A
C-AB	20.92	602.41	0.035	20.91	0.0	6.190	A
C-A	48.44			48.44			
A-B	2.20			2.20			
A-C	96.89			96.89			

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

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	107.90	717.00	0.150	107.90	0.2	5.909	A
B-A	1.10	427.65	0.003	1.10	0.0	8.439	A
C-AB	20.92	602.41	0.035	20.92	0.0	6.190	A
C-A	48.44			48.44			
A-B	2.20			2.20			
A-C	96.89			96.89			

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

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	88.10	721.02	0.122	88.25	0.1	5.692	A
B-A	0.90	432.42	0.002	0.90	0.0	8.343	A
C-AB	17.08	605.77	0.028	17.11	0.0	6.117	A
C-A	39.56			39.56			
A-B	1.80			1.80			
A-C	79.11			79.11			

Main results: (18:15-18:30)

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	73.78	723.94	0.102	73.88	0.1	5.538	A
B-A	0.75	435.84	0.002	0.75	0.0	8.275	A
C-AB	14.30	608.20	0.024	14.32	0.0	6.061	A
C-A	33.13			33.13			
A-B	1.51			1.51			
A-C	66.25			66.25			

Appendix E
Anchor and Hope Lane
North/Bugsby's Way ARCADY
Results

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.0.0.4211 [] © Copyright TRL Limited, 2016
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Filename: Site 4 - Anchor and hop Lane - Bugsy's Way.j9

Path: T:\30000_Projects\30821 Charlton Riverside, Greenwich\Junction modelling\Site 4

Report generation date: 19/10/2016 15:44:31

- »2016 Baseline, AM
- »2016 Baseline, PM
- »Baseline Plus Proposed Development, AM
- »Baseline Plus Proposed Development, PM
- »Baseline Plus Other Cumulative Developments, AM
- »Baseline Plus Other Cumulative Developments, PM
- »Cumulative Development Scenario, AM
- »Cumulative Development Scenario, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2016 Baseline								
1 - Anchor and Hope Lane (N)	0.1	3.30	0.08	A	0.2	4.10	0.20	A
2 - Anchor and Hope Lane (S)	1.0	3.36	0.51	A	1.0	3.15	0.49	A
3 - Bugsby's Way	0.5	3.49	0.34	A	1.2	4.23	0.54	A
Baseline Plus Proposed Development								
1 - Anchor and Hope Lane (N)	0.2	3.30	0.18	A	0.3	4.09	0.20	A
2 - Anchor and Hope Lane (S)	1.1	3.54	0.52	A	1.1	3.29	0.51	A
3 - Bugsby's Way	0.5	3.47	0.34	A	1.3	4.54	0.57	A
Baseline Plus Other Cumulative Developments								
1 - Anchor and Hope Lane (N)	0.1	3.41	0.08	A	0.3	4.33	0.21	A
2 - Anchor and Hope Lane (S)	1.1	3.52	0.53	A	1.1	3.40	0.53	A
3 - Bugsby's Way	0.6	3.61	0.37	A	1.4	4.61	0.58	A
Cumulative Development Scenario								
1 - Anchor and Hope Lane (N)	0.2	3.42	0.18	A	0.3	4.32	0.21	A
2 - Anchor and Hope Lane (S)	1.2	3.71	0.54	A	1.2	3.57	0.55	A
3 - Bugsby's Way	0.6	3.59	0.37	A	1.5	4.98	0.61	A

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

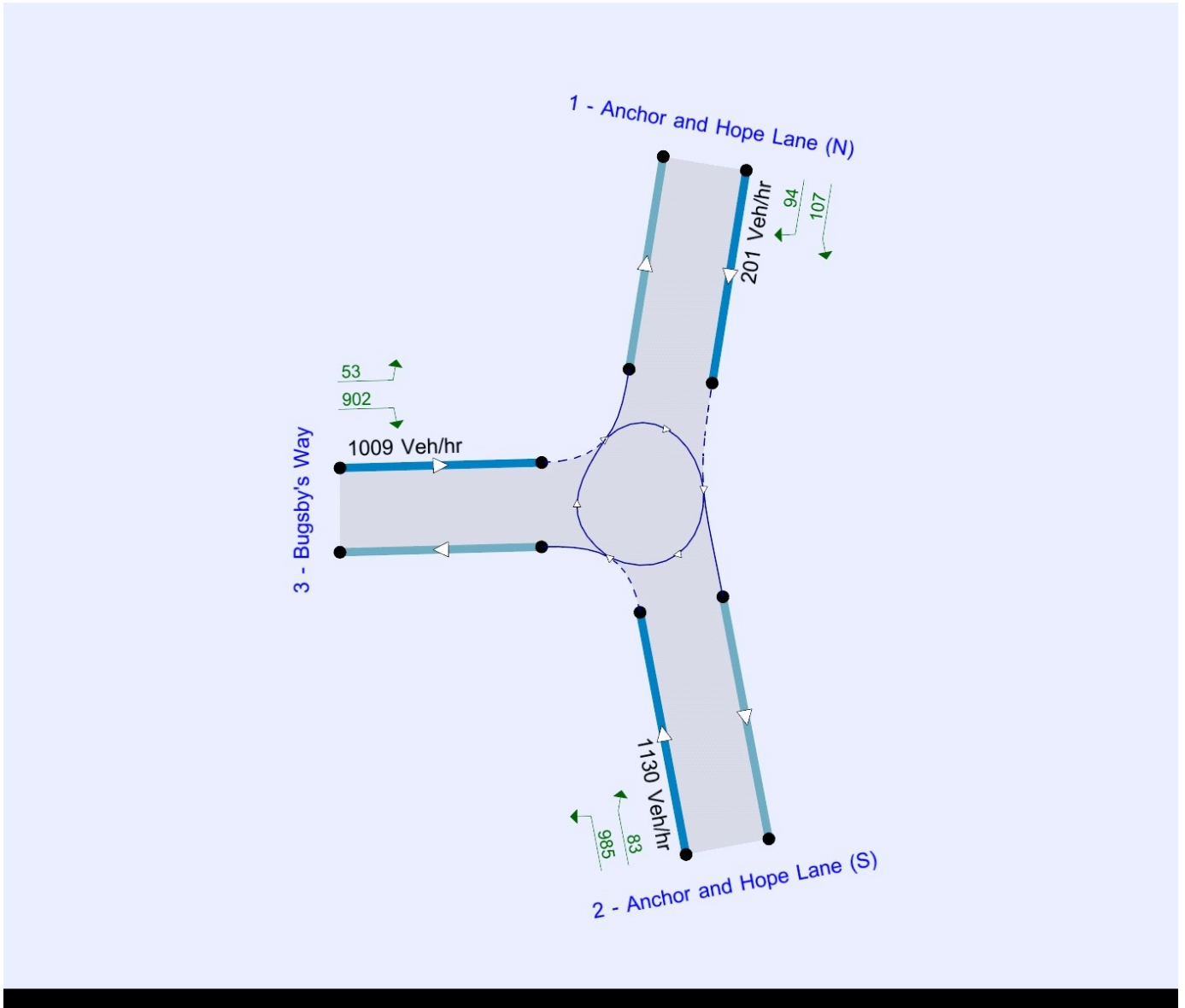
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	30/08/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPP111"techuser
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
2016 Baseline	AM	ONE HOUR	08:00	09:30	15
2016 Baseline	PM	ONE HOUR	17:00	18:30	15
Baseline Plus Proposed Development	AM	ONE HOUR	08:00	09:30	15
Baseline Plus Proposed Development	PM	ONE HOUR	17:00	18:30	15
Baseline Plus Other Cumulative Developments	AM	ONE HOUR	08:00	09:30	15
Baseline Plus Other Cumulative Developments	PM	ONE HOUR	17:00	18:30	15
Cumulative Development Scenario	AM	ONE HOUR	08:00	09:30	15
Cumulative Development Scenario	PM	ONE HOUR	17:00	18:30	15

2016 Baseline, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Standard Roundabout	3.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Anchor and Hope Lane (N)	
2	Anchor and Hope Lane (S)	
3	Bugsby's Way	

Capacity Options

Arm	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
1 - Anchor and Hope Lane (N)	0.00	99999.00
2 - Anchor and Hope Lane (S)	0.00	99999.00
3 - Bugsby's Way	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Anchor and Hope Lane (N)	4.50	7.10	22.9	18.0	40.0	42.0	
2 - Anchor and Hope Lane (S)	7.40	8.90	17.1	29.0	40.0	48.0	
3 - Bugsby's Way	5.00	8.30	8.8	42.0	40.0	24.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Anchor and Hope Lane (N)	0.658	1849.969
2 - Anchor and Hope Lane (S)	0.782	2474.283
3 - Bugsby's Way	0.728	2060.952

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D1	2016 Baseline	AM	ONE HOUR	08:00	09:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Anchor and Hope Lane (N)		✓	84.00	100.000
2 - Anchor and Hope Lane (S)		✓	998.00	100.000
3 - Bugsby's Way		✓	482.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Anchor and Hope Lane (N)	2 - Anchor and Hope Lane (S)	3 - Bugsby's Way
From	1 - Anchor and Hope Lane (N)	0.000	25.000	59.000
	2 - Anchor and Hope Lane (S)	101.000	82.000	815.000
	3 - Bugsby's Way	73.000	348.000	61.000

Vehicle Mix

Heavy Vehicle proportion

		To		
		1 - Anchor and Hope Lane (N)	2 - Anchor and Hope Lane (S)	3 - Bugsby's Way
From	1 - Anchor and Hope Lane (N)	0	16	22
	2 - Anchor and Hope Lane (S)	6	1	8
	3 - Bugsby's Way	10	17	66

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Anchor and Hope Lane (N)	0.08	3.30	0.1	A
2 - Anchor and Hope Lane (S)	0.51	3.36	1.0	A
3 - Bugsby's Way	0.34	3.49	0.5	A

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	63.24	368.49	1296.17	0.049	63.04	0.1	2.919	A
2 - Anchor and Hope Lane (S)	751.35	90.05	2212.79	0.340	749.30	0.5	2.457	A
3 - Bugsby's Way	362.88	137.40	1602.38	0.226	361.71	0.3	2.899	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	75.51	441.06	1248.36	0.060	75.46	0.1	3.068	A
2 - Anchor and Hope Lane (S)	897.19	107.80	2194.10	0.409	896.48	0.7	2.773	A
3 - Bugsby's Way	433.31	164.38	1585.69	0.273	432.98	0.4	3.123	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	92.49	540.03	1183.17	0.078	92.40	0.1	3.299	A
2 - Anchor and Hope Lane (S)	1098.82	132.00	2168.61	0.507	1097.50	1.0	3.356	A
3 - Bugsby's Way	530.69	201.24	1562.89	0.340	530.14	0.5	3.484	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	92.49	540.60	1182.80	0.078	92.49	0.1	3.301	A
2 - Anchor and Hope Lane (S)	1098.82	132.12	2168.48	0.507	1098.81	1.0	3.364	A
3 - Bugsby's Way	530.69	201.48	1562.75	0.340	530.69	0.5	3.487	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	75.51	441.96	1247.77	0.061	75.59	0.1	3.070	A
2 - Anchor and Hope Lane (S)	897.19	108.00	2193.88	0.409	898.50	0.7	2.783	A
3 - Bugsby's Way	433.31	164.75	1585.46	0.273	433.85	0.4	3.129	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	63.24	370.00	1295.18	0.049	63.29	0.1	2.924	A
2 - Anchor and Hope Lane (S)	751.35	90.42	2212.40	0.340	752.07	0.5	2.467	A
3 - Bugsby's Way	362.88	137.90	1602.07	0.227	363.21	0.3	2.908	A

2016 Baseline, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Standard Roundabout	3.71	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D2	2016 Baseline	PM	ONE HOUR	17:00	18:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Anchor and Hope Lane (N)		✓	197.00	100.000
2 - Anchor and Hope Lane (S)		✓	1003.00	100.000
3 - Bugsby's Way		✓	920.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Anchor and Hope Lane (N)	2 - Anchor and Hope Lane (S)	3 - Bugsby's Way
From	1 - Anchor and Hope Lane (N)	0.000	109.000	88.000
	2 - Anchor and Hope Lane (S)	35.000	62.000	906.000
	3 - Bugsby's Way	27.000	839.000	54.000

Vehicle Mix

Heavy Vehicle proportion

		To		
		1 - Anchor and Hope Lane (N)	2 - Anchor and Hope Lane (S)	3 - Bugsby's Way
From	1 - Anchor and Hope Lane (N)	0	3	1
	2 - Anchor and Hope Lane (S)	20	3	4
	3 - Bugsby's Way	7	6	6

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Anchor and Hope Lane (N)	0.20	4.10	0.2	A
2 - Anchor and Hope Lane (S)	0.49	3.15	1.0	A
3 - Bugsby's Way	0.54	4.23	1.2	A

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	148.31	716.62	1323.47	0.112	147.81	0.1	3.060	A
2 - Anchor and Hope Lane (S)	755.11	106.55	2285.74	0.330	753.14	0.5	2.346	A
3 - Bugsby's Way	692.63	72.84	1889.18	0.367	690.32	0.6	2.998	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	177.10	857.69	1227.34	0.144	176.93	0.2	3.426	A
2 - Anchor and Hope Lane (S)	901.67	127.53	2269.57	0.397	901.01	0.7	2.629	A
3 - Bugsby's Way	827.06	87.14	1878.47	0.440	826.24	0.8	3.417	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	216.90	1049.86	1096.39	0.198	216.59	0.2	4.091	A
2 - Anchor and Hope Lane (S)	1104.32	156.11	2247.56	0.491	1103.10	1.0	3.143	A
3 - Bugsby's Way	1012.94	106.68	1863.82	0.543	1011.35	1.2	4.215	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	216.90	1051.45	1095.31	0.198	216.90	0.2	4.098	A
2 - Anchor and Hope Lane (S)	1104.32	156.34	2247.38	0.491	1104.31	1.0	3.148	A
3 - Bugsby's Way	1012.94	106.80	1863.74	0.544	1012.92	1.2	4.231	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	177.10	860.13	1225.68	0.144	177.40	0.2	3.434	A
2 - Anchor and Hope Lane (S)	901.67	127.88	2269.30	0.397	902.87	0.7	2.638	A
3 - Bugsby's Way	827.06	87.32	1878.33	0.440	828.63	0.8	3.436	A

Main results: (18:15-18:30)

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	148.31	719.83	1321.28	0.112	148.48	0.1	3.069	A
2 - Anchor and Hope Lane (S)	755.11	107.03	2285.36	0.330	755.78	0.5	2.356	A
3 - Bugsby's Way	692.63	73.09	1888.99	0.367	693.47	0.6	3.015	A

Baseline Plus Proposed Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Standard Roundabout	3.49	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D3	Baseline Plus Proposed Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Anchor and Hope Lane (N)		✓	212.00	100.000
2 - Anchor and Hope Lane (S)		✓	994.00	100.000
3 - Bugsby's Way		✓	478.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Anchor and Hope Lane (N)	2 - Anchor and Hope Lane (S)	3 - Bugsby's Way
From	1 - Anchor and Hope Lane (N)	0.000	82.000	130.000
	2 - Anchor and Hope Lane (S)	97.000	82.000	815.000
	3 - Bugsby's Way	69.000	348.000	61.000

Vehicle Mix

Heavy Vehicle proportion

		To		
		1 - Anchor and Hope Lane (N)	2 - Anchor and Hope Lane (S)	3 - Bugsby's Way
From	1 - Anchor and Hope Lane (N)	0	5	9
	2 - Anchor and Hope Lane (S)	6	1	8
	3 - Bugsby's Way	10	17	66

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Anchor and Hope Lane (N)	0.18	3.30	0.2	A
2 - Anchor and Hope Lane (S)	0.52	3.54	1.1	A
3 - Bugsby's Way	0.34	3.47	0.5	A

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	159.60	368.49	1450.10	0.110	159.11	0.1	2.789	A
2 - Anchor and Hope Lane (S)	748.34	143.35	2174.51	0.344	746.25	0.5	2.517	A
3 - Bugsby's Way	359.86	134.38	1602.95	0.225	358.71	0.3	2.890	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	190.58	441.06	1396.62	0.136	190.45	0.2	2.984	A
2 - Anchor and Hope Lane (S)	893.59	171.58	2148.31	0.416	892.85	0.7	2.866	A
3 - Bugsby's Way	429.71	160.78	1586.64	0.271	429.39	0.4	3.110	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	233.42	540.02	1323.69	0.176	233.19	0.2	3.301	A
2 - Anchor and Hope Lane (S)	1094.42	210.09	2112.57	0.518	1092.99	1.1	3.526	A
3 - Bugsby's Way	526.29	196.83	1564.38	0.336	525.75	0.5	3.464	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	233.42	540.60	1323.27	0.176	233.41	0.2	3.302	A
2 - Anchor and Hope Lane (S)	1094.42	210.29	2112.38	0.518	1094.40	1.1	3.535	A
3 - Bugsby's Way	526.29	197.08	1564.22	0.336	526.28	0.5	3.467	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	190.58	441.97	1395.95	0.137	190.80	0.2	2.987	A
2 - Anchor and Hope Lane (S)	893.59	171.91	2148.00	0.416	895.01	0.7	2.878	A
3 - Bugsby's Way	429.71	161.17	1586.40	0.271	430.24	0.4	3.114	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	159.60	370.00	1448.99	0.110	159.74	0.1	2.794	A
2 - Anchor and Hope Lane (S)	748.34	143.92	2173.97	0.344	749.09	0.5	2.529	A
3 - Bugsby's Way	359.86	134.90	1602.63	0.225	360.19	0.3	2.897	A

Baseline Plus Proposed Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Standard Roundabout	3.91	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D4	Baseline Plus Proposed Development	PM	ONE HOUR	17:00	18:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Anchor and Hope Lane (N)		✓	201.00	100.000
2 - Anchor and Hope Lane (S)		✓	1051.00	100.000
3 - Bugsby's Way		✓	946.00	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - Anchor and Hope Lane (N)	2 - Anchor and Hope Lane (S)	3 - Bugsby's Way
	1 - Anchor and Hope Lane (N)	0.000	107.000	94.000
	2 - Anchor and Hope Lane (S)	83.000	62.000	906.000
	3 - Bugsby's Way	53.000	839.000	54.000

Vehicle Mix

Heavy Vehicle proportion

From	To			
		1 - Anchor and Hope Lane (N)	2 - Anchor and Hope Lane (S)	3 - Bugsby's Way
	1 - Anchor and Hope Lane (N)	0	2	1
	2 - Anchor and Hope Lane (S)	6	3	4
	3 - Bugsby's Way	1	6	6

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Anchor and Hope Lane (N)	0.20	4.09	0.3	A
2 - Anchor and Hope Lane (S)	0.51	3.29	1.1	A
3 - Bugsby's Way	0.57	4.54	1.3	A

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	151.32	716.54	1331.02	0.114	150.81	0.1	3.048	A
2 - Anchor and Hope Lane (S)	791.25	111.04	2291.06	0.345	789.15	0.5	2.394	A
3 - Bugsby's Way	712.20	108.87	1870.93	0.381	709.75	0.6	3.093	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	180.70	857.62	1234.34	0.146	180.52	0.2	3.415	A
2 - Anchor and Hope Lane (S)	944.83	132.92	2274.16	0.415	944.10	0.7	2.705	A
3 - Bugsby's Way	850.43	130.25	1855.52	0.458	849.52	0.8	3.575	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	221.31	1049.66	1102.74	0.201	220.99	0.2	4.082	A
2 - Anchor and Hope Lane (S)	1157.17	162.70	2251.15	0.514	1155.80	1.0	3.282	A
3 - Bugsby's Way	1041.56	159.46	1834.46	0.568	1039.73	1.3	4.520	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	221.31	1051.45	1101.51	0.201	221.30	0.3	4.089	A
2 - Anchor and Hope Lane (S)	1157.17	162.95	2250.96	0.514	1157.16	1.1	3.290	A
3 - Bugsby's Way	1041.56	159.65	1834.32	0.568	1041.53	1.3	4.540	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	180.70	860.32	1232.49	0.147	181.01	0.2	3.423	A
2 - Anchor and Hope Lane (S)	944.83	133.30	2273.87	0.416	946.18	0.7	2.713	A
3 - Bugsby's Way	850.43	130.54	1855.31	0.458	852.25	0.9	3.597	A

Main results: (18:15-18:30)

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	151.32	719.90	1328.71	0.114	151.50	0.1	3.057	A
2 - Anchor and Hope Lane (S)	791.25	111.56	2290.66	0.345	791.99	0.5	2.404	A
3 - Bugsby's Way	712.20	109.27	1870.65	0.381	713.13	0.6	3.111	A

Baseline Plus Other Cumulative Developments, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Standard Roundabout	3.55	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D5	Baseline Plus Other Cumulative Developments	AM	ONE HOUR	08:00	09:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Anchor and Hope Lane (N)		✓	84.00	100.000
2 - Anchor and Hope Lane (S)		✓	1041.00	100.000
3 - Bugsby's Way		✓	538.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Anchor and Hope Lane (N)	2 - Anchor and Hope Lane (S)	3 - Bugsby's Way
From	1 - Anchor and Hope Lane (N)	0.000	25.000	59.000
	2 - Anchor and Hope Lane (S)	101.000	82.000	858.000
	3 - Bugsby's Way	73.000	404.000	61.000

Vehicle Mix

Heavy Vehicle proportion

		To		
		1 - Anchor and Hope Lane (N)	2 - Anchor and Hope Lane (S)	3 - Bugsby's Way
From	1 - Anchor and Hope Lane (N)	0	16	22
	2 - Anchor and Hope Lane (S)	6	1	8
	3 - Bugsby's Way	10	15	66

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Anchor and Hope Lane (N)	0.08	3.41	0.1	A
2 - Anchor and Hope Lane (S)	0.53	3.52	1.1	A
3 - Bugsby's Way	0.37	3.61	0.6	A

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	63.24	410.50	1272.60	0.050	63.03	0.1	2.976	A
2 - Anchor and Hope Lane (S)	783.72	90.05	2212.11	0.354	781.53	0.5	2.513	A
3 - Bugsby's Way	405.03	137.39	1629.56	0.249	403.72	0.3	2.934	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	75.51	491.34	1220.15	0.062	75.46	0.1	3.144	A
2 - Anchor and Hope Lane (S)	935.83	107.80	2193.43	0.427	935.06	0.7	2.859	A
3 - Bugsby's Way	483.65	164.38	1612.59	0.300	483.26	0.4	3.188	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	92.49	601.57	1148.64	0.081	92.40	0.1	3.407	A
2 - Anchor and Hope Lane (S)	1146.16	131.99	2167.96	0.529	1144.67	1.1	3.514	A
3 - Bugsby's Way	592.35	201.22	1589.41	0.373	591.69	0.6	3.606	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	92.49	602.25	1148.21	0.081	92.49	0.1	3.409	A
2 - Anchor and Hope Lane (S)	1146.16	132.12	2167.81	0.529	1146.14	1.1	3.522	A
3 - Bugsby's Way	592.35	201.48	1589.25	0.373	592.34	0.6	3.610	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	75.51	492.42	1219.46	0.062	75.60	0.1	3.149	A
2 - Anchor and Hope Lane (S)	935.83	108.01	2193.20	0.427	937.31	0.7	2.871	A
3 - Bugsby's Way	483.65	164.77	1612.34	0.300	484.30	0.4	3.192	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	63.24	412.21	1271.49	0.050	63.29	0.1	2.979	A
2 - Anchor and Hope Lane (S)	783.72	90.43	2211.71	0.354	784.50	0.6	2.525	A
3 - Bugsby's Way	405.03	137.91	1629.23	0.249	405.43	0.3	2.944	A

Baseline Plus Other Cumulative Developments, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Standard Roundabout	4.01	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D6	Baseline Plus Other Cumulative Developments	PM	ONE HOUR	17:00	18:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Anchor and Hope Lane (N)		✓	197.00	100.000
2 - Anchor and Hope Lane (S)		✓	1082.00	100.000
3 - Bugsby's Way		✓	983.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Anchor and Hope Lane (N)	2 - Anchor and Hope Lane (S)	3 - Bugsby's Way
From	1 - Anchor and Hope Lane (N)	0.000	109.000	88.000
	2 - Anchor and Hope Lane (S)	35.000	62.000	985.000
	3 - Bugsby's Way	27.000	902.000	54.000

Vehicle Mix

Heavy Vehicle proportion

		To		
		1 - Anchor and Hope Lane (N)	2 - Anchor and Hope Lane (S)	3 - Bugsby's Way
From	1 - Anchor and Hope Lane (N)	0	3	1
	2 - Anchor and Hope Lane (S)	20	3	4
	3 - Bugsby's Way	7	6	6

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Anchor and Hope Lane (N)	0.21	4.33	0.3	A
2 - Anchor and Hope Lane (S)	0.53	3.40	1.1	A
3 - Bugsby's Way	0.58	4.61	1.4	A

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	148.31	763.79	1291.27	0.115	147.79	0.1	3.146	A
2 - Anchor and Hope Lane (S)	814.59	106.53	2286.56	0.356	812.38	0.6	2.439	A
3 - Bugsby's Way	740.06	72.83	1889.22	0.392	737.50	0.6	3.119	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	177.10	914.18	1188.78	0.149	176.92	0.2	3.557	A
2 - Anchor and Hope Lane (S)	972.70	127.52	2270.38	0.428	971.92	0.7	2.771	A
3 - Bugsby's Way	883.70	87.13	1878.51	0.470	882.74	0.9	3.612	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	216.90	1118.86	1049.29	0.207	216.56	0.3	4.321	A
2 - Anchor and Hope Lane (S)	1191.31	156.09	2248.37	0.530	1189.82	1.1	3.396	A
3 - Bugsby's Way	1082.31	106.67	1863.87	0.581	1080.36	1.4	4.584	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	216.90	1120.81	1047.96	0.207	216.90	0.3	4.331	A
2 - Anchor and Hope Lane (S)	1191.31	156.34	2248.18	0.530	1191.29	1.1	3.405	A
3 - Bugsby's Way	1082.31	106.80	1863.77	0.581	1082.28	1.4	4.606	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	177.10	917.12	1186.77	0.149	177.43	0.2	3.569	A
2 - Anchor and Hope Lane (S)	972.70	127.91	2270.08	0.428	974.17	0.8	2.780	A
3 - Bugsby's Way	883.70	87.33	1878.36	0.470	885.63	0.9	3.635	A

Main results: (18:15-18:30)

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	148.31	767.41	1288.80	0.115	148.49	0.1	3.159	A
2 - Anchor and Hope Lane (S)	814.59	107.04	2286.16	0.356	815.38	0.6	2.450	A
3 - Bugsby's Way	740.06	73.10	1889.02	0.392	741.05	0.6	3.137	A

Cumulative Development Scenario, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Standard Roundabout	3.64	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D7	Cumulative Development Scenario	AM	ONE HOUR	08:00	09:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Anchor and Hope Lane (N)		✓	212.00	100.000
2 - Anchor and Hope Lane (S)		✓	1037.00	100.000
3 - Bugsby's Way		✓	534.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Anchor and Hope Lane (N)	2 - Anchor and Hope Lane (S)	3 - Bugsby's Way
From	1 - Anchor and Hope Lane (N)	0.000	82.000	130.000
	2 - Anchor and Hope Lane (S)	97.000	82.000	858.000
	3 - Bugsby's Way	69.000	404.000	61.000

Vehicle Mix

Heavy Vehicle proportion

		To		
		1 - Anchor and Hope Lane (N)	2 - Anchor and Hope Lane (S)	3 - Bugsby's Way
From	1 - Anchor and Hope Lane (N)	0	5	9
	2 - Anchor and Hope Lane (S)	6	1	8
	3 - Bugsby's Way	10	15	66

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Anchor and Hope Lane (N)	0.18	3.42	0.2	A
2 - Anchor and Hope Lane (S)	0.54	3.71	1.2	A
3 - Bugsby's Way	0.37	3.59	0.6	A

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	159.60	410.50	1423.73	0.112	159.10	0.1	2.844	A
2 - Anchor and Hope Lane (S)	780.71	143.34	2173.87	0.359	778.48	0.6	2.575	A
3 - Bugsby's Way	402.02	134.38	1630.47	0.247	400.72	0.3	2.925	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	190.58	491.34	1365.05	0.140	190.44	0.2	3.064	A
2 - Anchor and Hope Lane (S)	932.25	171.57	2147.67	0.434	931.43	0.8	2.958	A
3 - Bugsby's Way	480.05	160.78	1613.88	0.297	479.67	0.4	3.174	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	233.42	601.57	1285.06	0.182	233.18	0.2	3.422	A
2 - Anchor and Hope Lane (S)	1141.76	210.08	2111.96	0.541	1140.15	1.2	3.698	A
3 - Bugsby's Way	587.94	196.80	1591.25	0.369	587.30	0.6	3.584	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	233.42	602.25	1284.56	0.182	233.41	0.2	3.423	A
2 - Anchor and Hope Lane (S)	1141.76	210.29	2111.75	0.541	1141.74	1.2	3.710	A
3 - Bugsby's Way	587.94	197.08	1591.07	0.370	587.94	0.6	3.587	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	190.58	492.42	1364.28	0.140	190.82	0.2	3.070	A
2 - Anchor and Hope Lane (S)	932.25	171.92	2147.35	0.434	933.85	0.8	2.972	A
3 - Bugsby's Way	480.05	161.19	1613.62	0.298	480.69	0.4	3.178	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	159.60	412.21	1422.49	0.112	159.75	0.1	2.852	A
2 - Anchor and Hope Lane (S)	780.71	143.93	2173.32	0.359	781.55	0.6	2.589	A
3 - Bugsby's Way	402.02	134.91	1630.13	0.247	402.41	0.3	2.932	A

Cumulative Development Scenario, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Standard Roundabout	4.25	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D8	Cumulative Development Scenario	PM	ONE HOUR	17:00	18:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Anchor and Hope Lane (N)		✓	201.00	100.000
2 - Anchor and Hope Lane (S)		✓	1130.00	100.000
3 - Bugsby's Way		✓	1009.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Anchor and Hope Lane (N)	2 - Anchor and Hope Lane (S)	3 - Bugsby's Way
From	1 - Anchor and Hope Lane (N)	0.000	107.000	94.000
	2 - Anchor and Hope Lane (S)	83.000	62.000	985.000
	3 - Bugsby's Way	53.000	902.000	54.000

Vehicle Mix

Heavy Vehicle proportion

		To		
		1 - Anchor and Hope Lane (N)	2 - Anchor and Hope Lane (S)	3 - Bugsby's Way
From	1 - Anchor and Hope Lane (N)	0	2	1
	2 - Anchor and Hope Lane (S)	6	3	4
	3 - Bugsby's Way	1	6	6

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Anchor and Hope Lane (N)	0.21	4.32	0.3	A
2 - Anchor and Hope Lane (S)	0.55	3.57	1.2	A
3 - Bugsby's Way	0.61	4.98	1.5	A

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	151.32	763.70	1298.64	0.117	150.80	0.1	3.134	A
2 - Anchor and Hope Lane (S)	850.72	111.03	2291.23	0.371	848.37	0.6	2.490	A
3 - Bugsby's Way	759.63	108.86	1870.64	0.406	756.91	0.7	3.224	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	180.70	914.10	1195.57	0.151	180.51	0.2	3.546	A
2 - Anchor and Hope Lane (S)	1015.85	132.91	2274.32	0.447	1014.99	0.8	2.857	A
3 - Bugsby's Way	907.07	130.24	1855.23	0.489	906.00	0.9	3.789	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	221.31	1118.60	1055.41	0.210	220.96	0.3	4.312	A
2 - Anchor and Hope Lane (S)	1244.15	162.67	2251.33	0.553	1242.47	1.2	3.562	A
3 - Bugsby's Way	1110.93	159.43	1834.18	0.606	1108.67	1.5	4.945	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	221.31	1120.80	1053.90	0.210	221.30	0.3	4.323	A
2 - Anchor and Hope Lane (S)	1244.15	162.95	2251.11	0.553	1244.13	1.2	3.574	A
3 - Bugsby's Way	1110.93	159.65	1834.03	0.606	1110.89	1.5	4.978	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	180.70	917.38	1193.31	0.151	181.04	0.2	3.556	A
2 - Anchor and Hope Lane (S)	1015.85	133.33	2274.00	0.447	1017.52	0.8	2.870	A
3 - Bugsby's Way	907.07	130.57	1854.99	0.489	909.32	1.0	3.817	A

Main results: (18:15-18:30)

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Anchor and Hope Lane (N)	151.32	767.50	1296.04	0.117	151.51	0.1	3.147	A
2 - Anchor and Hope Lane (S)	850.72	111.57	2290.81	0.371	851.60	0.6	2.502	A
3 - Bugsby's Way	759.63	109.28	1870.34	0.406	760.74	0.7	3.249	A

Appendix F
Woolwich Road/Anchor and
Hope Lane/Charlton Church
Lane LinSig Results

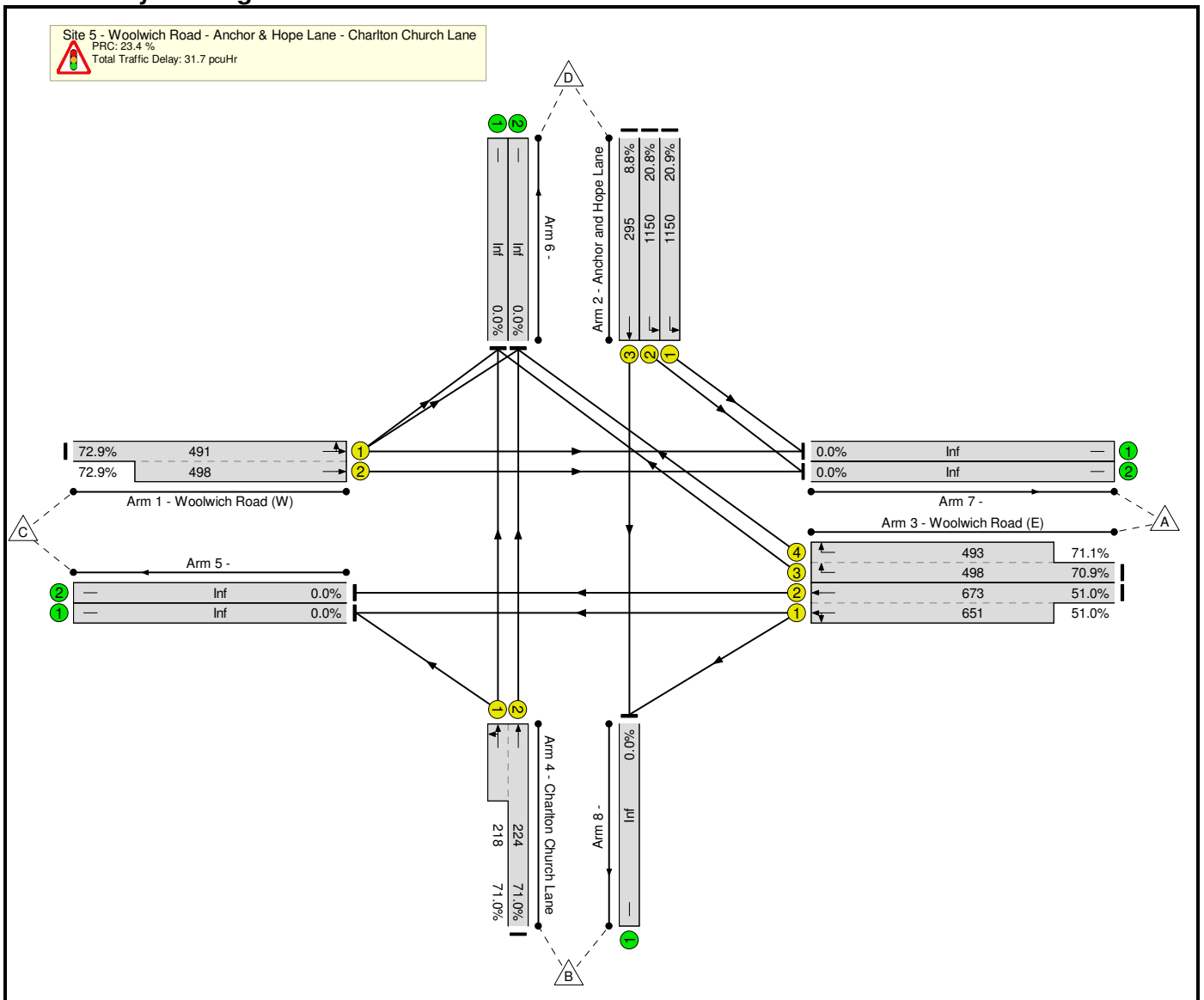
Basic Results Summary
Basic Results Summary

Project and User Details

Project:	
Title:	
Location:	
File name:	Site 5 - Woolwich Road - Anchor & Hope Lane - Charlton Church Lane.lsg3x
Author:	
Company:	
Address:	
Notes:	
Linsig Version:	3, 2, 28, 0

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

Network Layout Diagram



Basic Results Summary

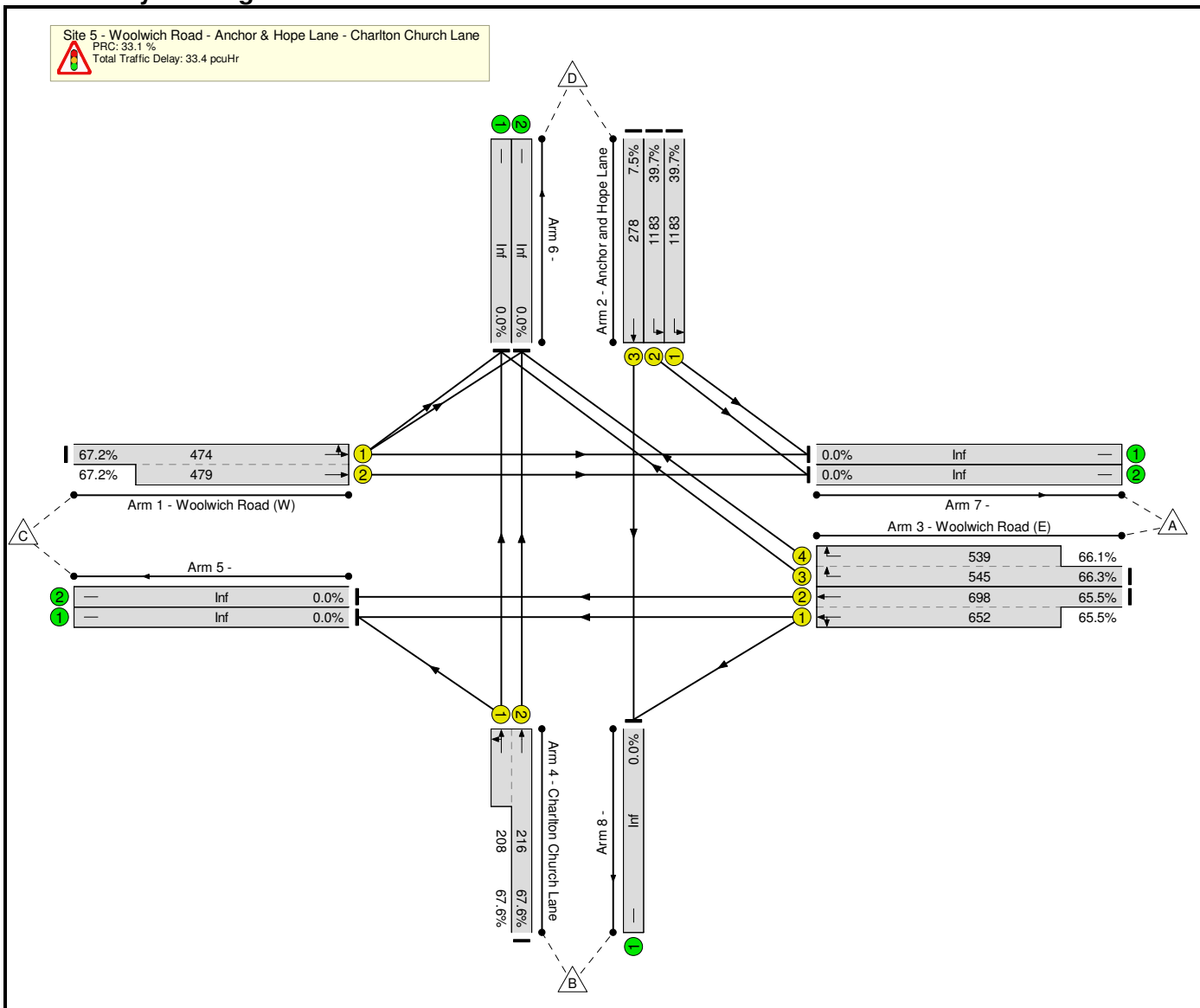
Network Results

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	-	-	-		-	-	-	-	-	-	72.9%	0	0	0	31.7	-	-
Site 5 - Woolwich Road - Anchor & Hope Lane - Charlton Church Lane	-	-	-		-	-	-	-	-	-	72.9%	0	0	0	31.7	-	-
1/1+1/2	Woolwich Road (W) Left Ahead	U	B		1	29	-	721	2030:2055	491+498	72.9 : 72.9%	-	-	-	9.5	47.6	12.3
2/1	Anchor and Hope Lane Left	U	D		1	70	-	240	1944	1150	20.9%	-	-	-	0.9	13.4	3.8
2/2	Anchor and Hope Lane Left	U	D		1	70	-	239	1944	1150	20.8%	-	-	-	0.9	13.4	3.8
2/3	Anchor and Hope Lane Ahead	U	E		1	17	-	26	1965	295	8.8%	-	-	-	0.4	50.7	0.8
3/2+3/1	Woolwich Road (E) Ahead Left	U	A		1	46	-	675	2005:1939	673+651	51.0 : 51.0%	-	-	-	5.5	29.6	8.9
3/3+3/4	Woolwich Road (E) Right	U	C		1	31	-	703	1868:1847	498+493	70.9 : 71.1%	-	-	-	9.0	46.0	11.8
4/2+4/1	Charlton Church Lane Left Ahead	U	F		1	15	-	314	1985:1926	224+218	71.0 : 71.0%	-	-	-	5.5	62.8	6.2
		C1	PRC for Signalled Lanes (%):		23.4		23.4	Total Delay for Signalled Lanes (pcuHr):		31.69		Cycle Time (s):		120			
			PRC Over All Lanes (%):		23.4			Total Delay Over All Lanes(pcuHr):		31.69							

Basic Results Summary

Scenario 2: 'Baseline PM Peak' (FG2: 'Baseline PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

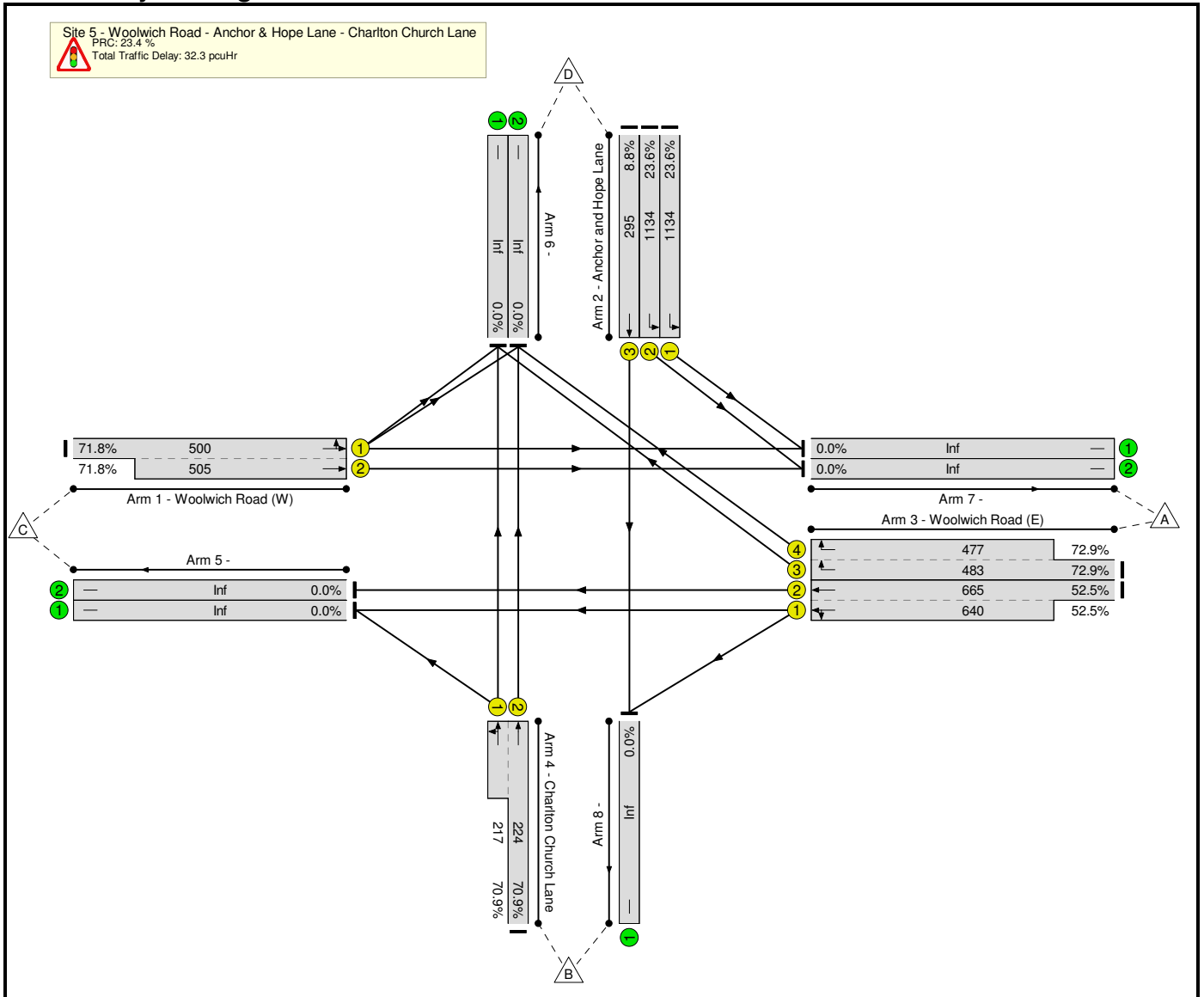
Network Results

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	-	-	-		-	-	-	-	-	-	67.6%	0	0	0	33.4	-	-			
Site 5 - Woolwich Road - Anchor & Hope Lane - Charlton Church Lane	-	-	-		-	-	-	-	-	-	67.6%	0	0	0	33.4	-	-			
1/1+1/2	Woolwich Road (W) Left Ahead	U	B		1	27	-	641	2033:2055	474+479	67.2 : 67.2%	-	-	-	8.5	47.6	10.8			
2/1	Anchor and Hope Lane Left	U	D		1	72	-	470	1944	1183	39.7%	-	-	-	1.9	14.7	8.3			
2/2	Anchor and Hope Lane Left	U	D		1	72	-	469	1944	1183	39.7%	-	-	-	1.9	14.7	8.3			
2/3	Anchor and Hope Lane Ahead	U	E		1	16	-	21	1965	278	7.5%	-	-	-	0.3	51.7	0.6			
3/2+3/1	Woolwich Road (E) Ahead Left	U	A		1	49	-	884	2005:1871	698+652	65.5 : 65.5%	-	-	-	7.4	30.3	12.4			
3/3+3/4	Woolwich Road (E) Right	U	C		1	34	-	717	1868:1847	545+539	66.3 : 66.1%	-	-	-	8.4	42.2	11.5			
4/2+4/1	Charlton Church Lane Left Ahead	U	F		1	14	-	287	1985:1904	216+208	67.6 : 67.6%	-	-	-	5.0	62.5	5.6			
		C1	PRC for Signalled Lanes (%):		33.1		PRC Over All Lanes (%):		33.1		Total Delay for Signalled Lanes (pcuHr):		33.42		Total Delay Over All Lanes(pcuHr):		33.42		Cycle Time (s): 120	

Basic Results Summary

Scenario 3: 'Baseline Plus Proposed Development AM Peak' (FG3: 'Baseline Plus Proposed Development AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

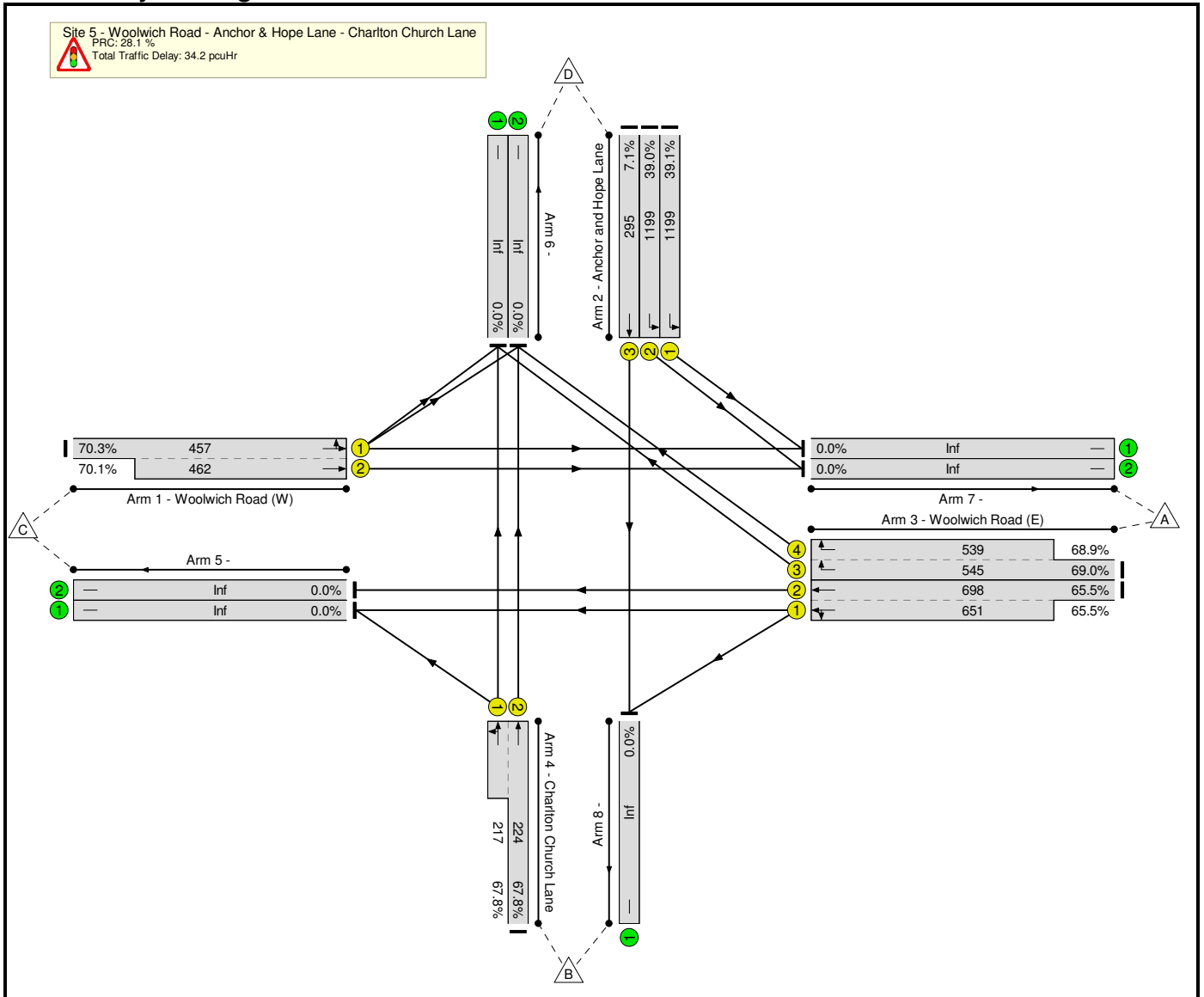
Network Results

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	-	-	-		-	-	-	-	-	-	72.9%	0	0	0	32.3	-	-
Site 5 - Woolwich Road - Anchor & Hope Lane - Charlton Church Lane	-	-	-		-	-	-	-	-	-	72.9%	0	0	0	32.3	-	-
1/1+1/2	Woolwich Road (W) Left Ahead	U	B		1	30	-	722	2030:2055	500+505	71.8 : 71.8%	-	-	-	9.3	46.4	12.2
2/1	Anchor and Hope Lane Left	U	D		1	69	-	268	1944	1134	23.6%	-	-	-	1.1	14.2	4.4
2/2	Anchor and Hope Lane Left	U	D		1	69	-	268	1944	1134	23.6%	-	-	-	1.1	14.2	4.4
2/3	Anchor and Hope Lane Ahead	U	E		1	17	-	26	1965	295	8.8%	-	-	-	0.4	50.7	0.8
3/2+3/1	Woolwich Road (E) Ahead Left	U	A		1	45	-	685	2005:1933	665+640	52.5 : 52.5%	-	-	-	5.8	30.5	9.2
3/3+3/4	Woolwich Road (E) Right	U	C		1	30	-	700	1868:1847	483+477	72.9 : 72.9%	-	-	-	9.2	47.5	12.0
4/2+4/1	Charlton Church Lane Left Ahead	U	F		1	15	-	313	1985:1926	224+217	70.9 : 70.9%	-	-	-	5.5	62.7	6.2
		C1	PRC for Signalled Lanes (%):		23.4		23.4	Total Delay for Signalled Lanes (pcuHr):		32.28		Cycle Time (s):		120			
			PRC Over All Lanes (%):		23.4			Total Delay Over All Lanes(pcuHr):		32.28							

Basic Results Summary

Scenario 4: 'Baseline Plus Proposed Development PM Peak' (FG4: 'Baseline Plus Proposed Development PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

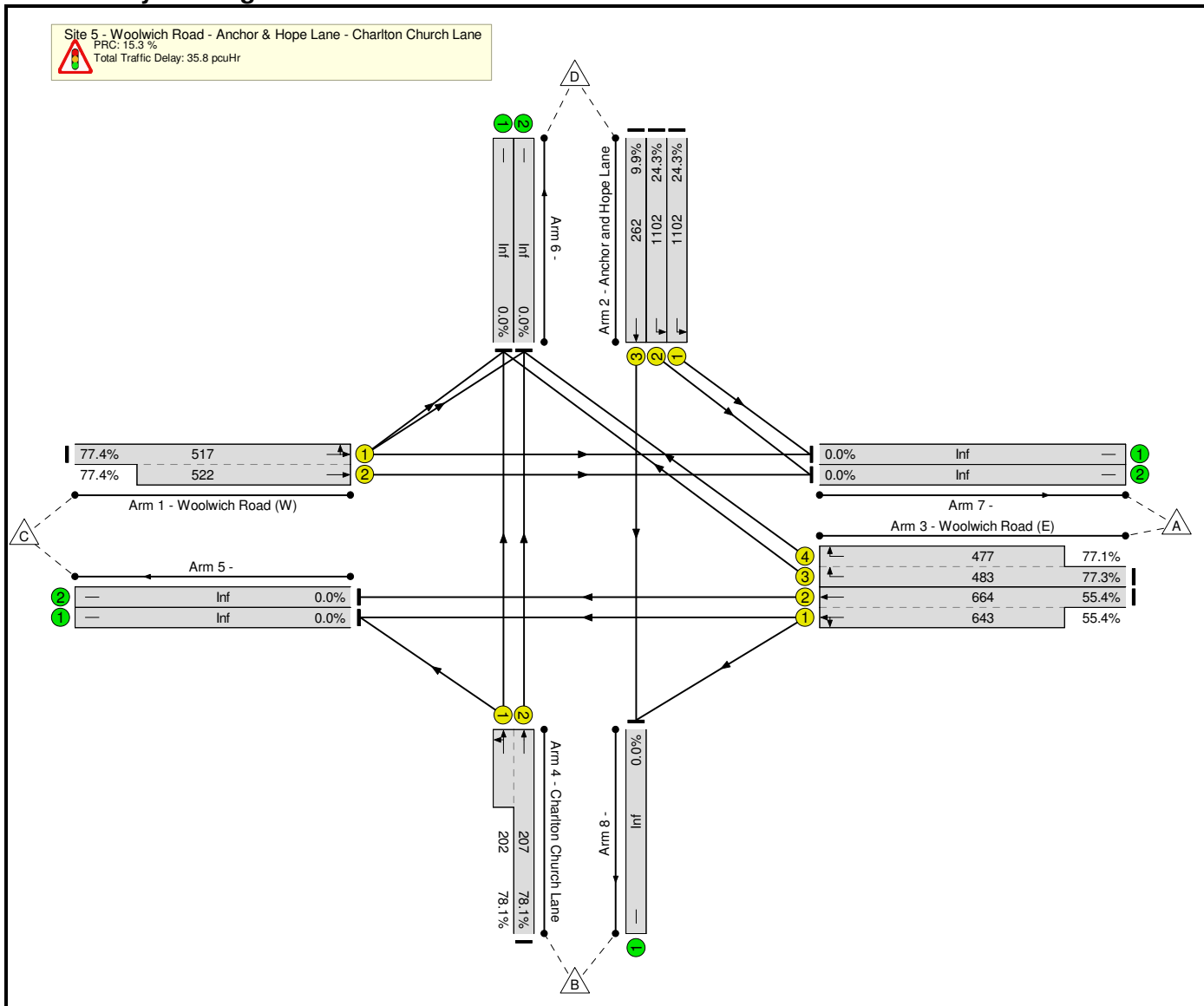
Network Results

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	-	-	-		-	-	-	-	-	-	70.3%	0	0	0	34.2	-	-
Site 5 - Woolwich Road - Anchor & Hope Lane - Charlton Church Lane	-	-	-		-	-	-	-	-	-	70.3%	0	0	0	34.2	-	-
1/1+1/2	Woolwich Road (W) Left Ahead	U	B		1	26	-	645	2030:2055	457+462	70.3 : 70.1%	-	-	-	8.8	49.3	11.1
2/1	Anchor and Hope Lane Left	U	D		1	73	-	469	1944	1199	39.1%	-	-	-	1.8	14.1	8.1
2/2	Anchor and Hope Lane Left	U	D		1	73	-	468	1944	1199	39.0%	-	-	-	1.8	14.1	8.1
2/3	Anchor and Hope Lane Ahead	U	E		1	17	-	21	1965	295	7.1%	-	-	-	0.3	50.4	0.6
3/2+3/1	Woolwich Road (E) Ahead Left	U	A		1	49	-	883	2005:1872	698+651	65.5 : 65.5%	-	-	-	7.4	30.3	12.4
3/3+3/4	Woolwich Road (E) Right	U	C		1	34	-	747	1868:1847	545+539	69.0 : 68.9%	-	-	-	8.9	43.0	12.2
4/2+4/1	Charlton Church Lane Left Ahead	U	F		1	15	-	299	1985:1907	224+217	67.8 : 67.8%	-	-	-	5.1	61.3	5.8
		C1	PRC for Signalled Lanes (%):		28.1		28.1	Total Delay for Signalled Lanes (pcuHr):		34.24		Cycle Time (s):		120			
			PRC Over All Lanes (%):		28.1			Total Delay Over All Lanes(pcuHr):		34.24							

Basic Results Summary

Scenario 5: 'Baseline Plus Other Cumulative Developments AM Peak' (FG5: 'Baseline Plus Other Cumulative Developments AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

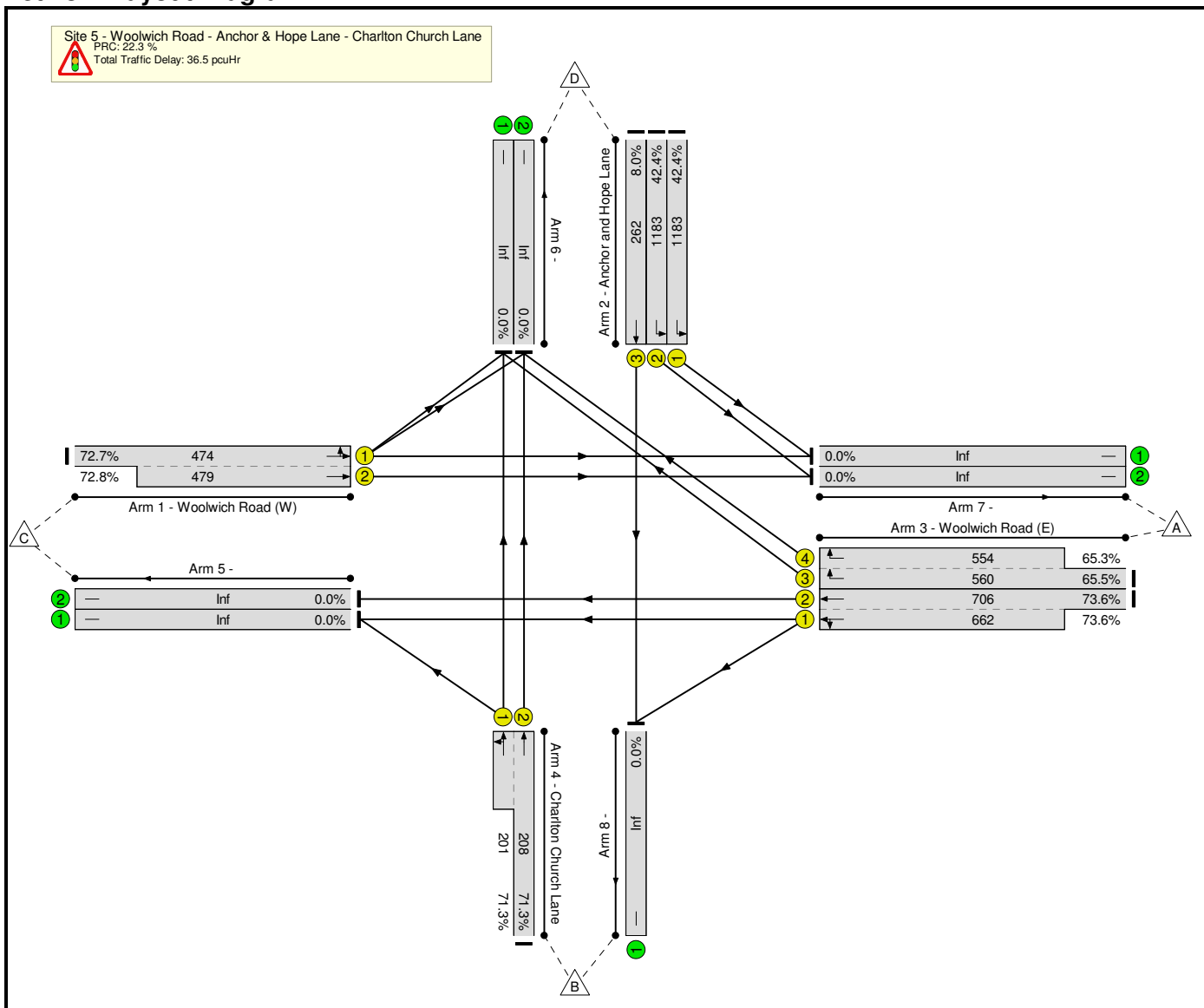
Network Results

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	-	-	-		-	-	-	-	-	-	78.1%	0	0	0	35.8	-	-
Site 5 - Woolwich Road - Anchor & Hope Lane - Charlton Church Lane	-	-	-		-	-	-	-	-	-	78.1%	0	0	0	35.8	-	-
1/1+1/2	Woolwich Road (W) Left Ahead	U	B		1	32	-	804	2033:2055	517+522	77.4 : 77.4%	-	-	-	10.5	46.8	13.8
2/1	Anchor and Hope Lane Left	U	D		1	67	-	268	1944	1102	24.3%	-	-	-	1.1	15.2	4.6
2/2	Anchor and Hope Lane Left	U	D		1	67	-	268	1944	1102	24.3%	-	-	-	1.1	15.2	4.6
2/3	Anchor and Hope Lane Ahead	U	E		1	15	-	26	1965	262	9.9%	-	-	-	0.4	53.4	0.8
3/2+3/1	Woolwich Road (E) Ahead Left	U	A		1	45	-	724	2005:1938	664+643	55.4 : 55.4%	-	-	-	6.2	31.0	9.8
3/3+3/4	Woolwich Road (E) Right	U	C		1	30	-	741	1868:1847	483+477	77.3 : 77.1%	-	-	-	10.2	49.3	13.2
4/2+4/1	Charlton Church Lane Left Ahead	U	F		1	13	-	320	1985:1927	207+202	78.1 : 78.1%	-	-	-	6.2	70.3	6.9
		C1			PRC for Signalled Lanes (%):		15.3	Total Delay for Signalled Lanes (pcuHr):		35.75		Cycle Time (s):		120			
				PRC Over All Lanes (%):		15.3		Total Delay Over All Lanes(pcuHr):		35.75							

Basic Results Summary

Scenario 6: 'Baseline Plus Other Cumulative Developments PM Peak' (FG6: 'Baseline Plus Other Cumulative Developments PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

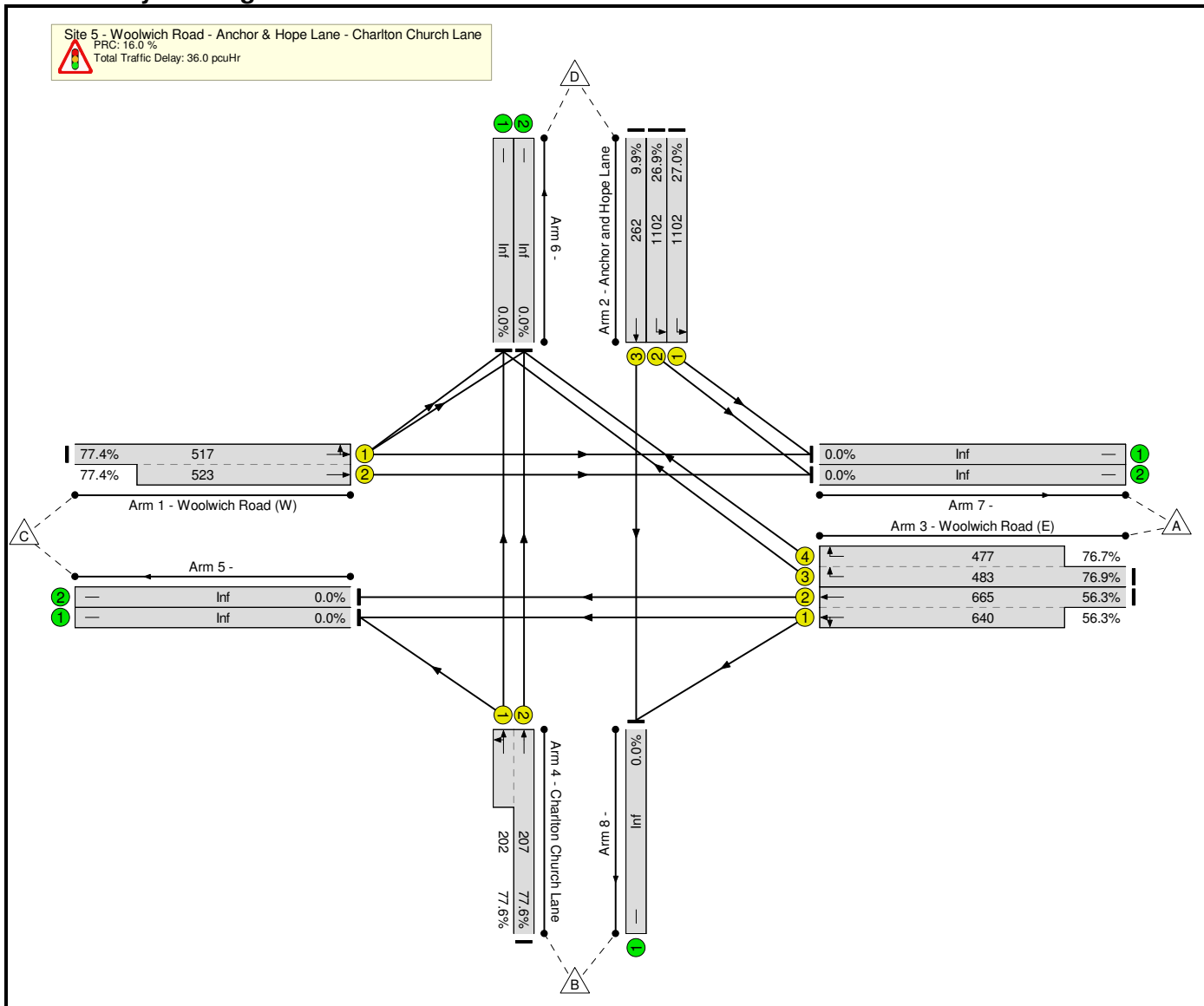
Network Results

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	-	-	-		-	-	-	-	-	-	73.6%	0	0	0	36.5	-	-	
Site 5 - Woolwich Road - Anchor & Hope Lane - Charlton Church Lane	-	-	-		-	-	-	-	-	-	73.6%	0	0	0	36.5	-	-	
1/1+1/2	Woolwich Road (W) Left Ahead	U	B		1	27	-	694	2034:2055	474+479	72.7 : 72.8%	-	-	-	9.5	49.3	12.0	
2/1	Anchor and Hope Lane Left	U	D		1	72	-	501	1944	1183	42.4%	-	-	-	2.1	15.0	9.1	
2/2	Anchor and Hope Lane Left	U	D		1	72	-	501	1944	1183	42.4%	-	-	-	2.1	15.0	9.1	
2/3	Anchor and Hope Lane Ahead	U	E		1	15	-	21	1965	262	8.0%	-	-	-	0.3	53.1	0.7	
3/2+3/1	Woolwich Road (E) Ahead Left	U	A		1	50	-	1007	2005:1880	706+662	73.6 : 73.6%	-	-	-	8.9	31.7	14.8	
3/3+3/4	Woolwich Road (E) Right	U	C		1	35	-	729	1868:1847	560+554	65.5 : 65.3%	-	-	-	8.3	41.2	11.5	
4/2+4/1	Charlton Church Lane Left Ahead	U	F		1	13	-	291	1985:1905	208+201	71.3 : 71.3%	-	-	-	5.3	65.7	5.9	
		C1	PRC for Signalled Lanes (%):		22.3		22.3		Total Delay for Signalled Lanes (pcuHr):		36.54		Cycle Time (s):		120			
			PRC Over All Lanes (%):		22.3				Total Delay Over All Lanes(pcuHr):		36.54							

Basic Results Summary

Scenario 7: 'Cumulative Development Scenario AM Peak' (FG7: 'Cumulative Development Scenario AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

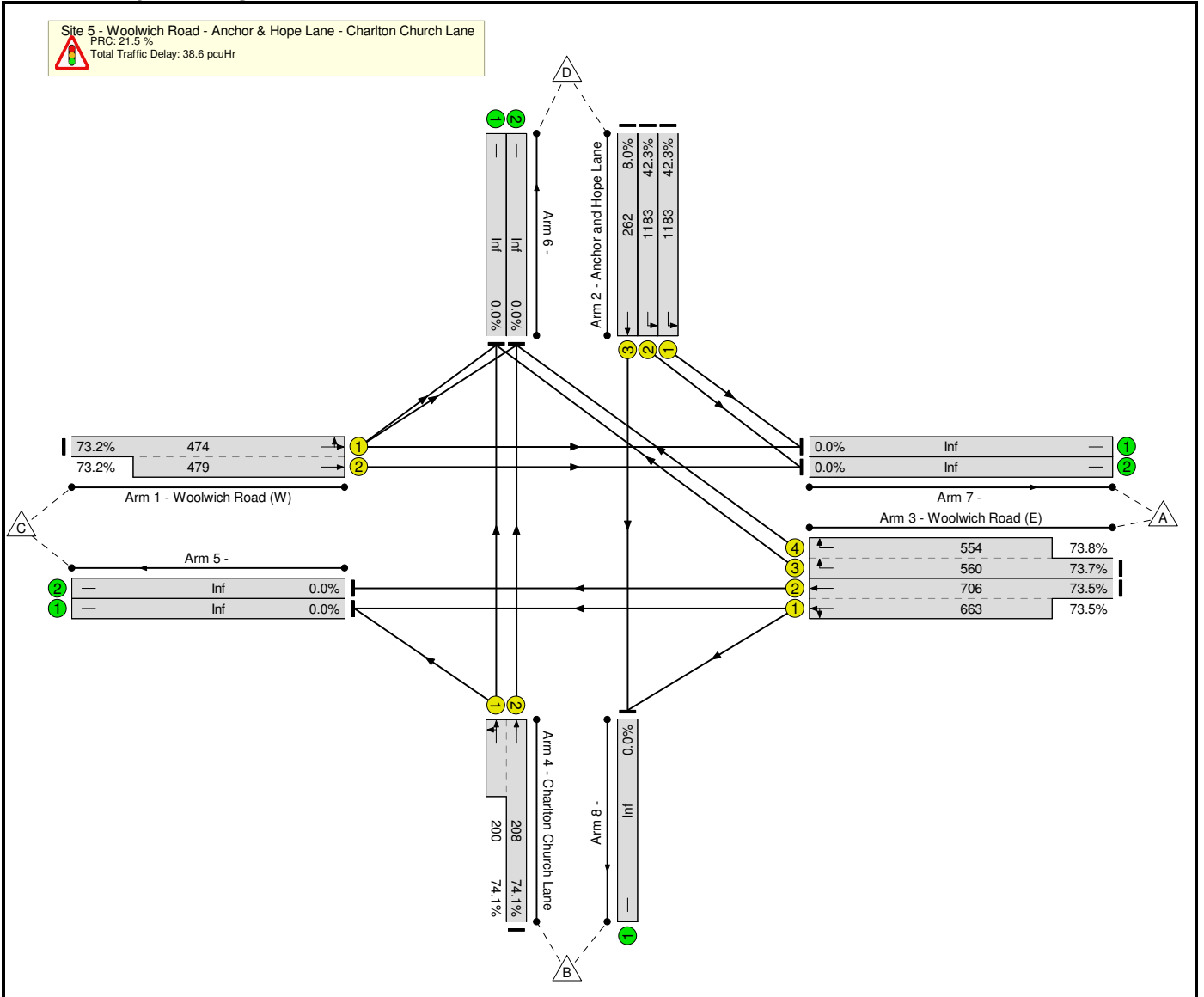
Network Results

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	-	-	-		-	-	-	-	-	-	77.6%	0	0	0	36.0	-	-	
Site 5 - Woolwich Road - Anchor & Hope Lane - Charlton Church Lane	-	-	-		-	-	-	-	-	-	77.6%	0	0	0	36.0	-	-	
1/1+1/2	Woolwich Road (W) Left Ahead	U	B		1	32	-	805	2032:2055	517+523	77.4 : 77.4%	-	-	-	10.5	46.8	13.8	
2/1	Anchor and Hope Lane Left	U	D		1	67	-	297	1944	1102	27.0%	-	-	-	1.3	15.5	5.2	
2/2	Anchor and Hope Lane Left	U	D		1	67	-	296	1944	1102	26.9%	-	-	-	1.3	15.5	5.2	
2/3	Anchor and Hope Lane Ahead	U	E		1	15	-	26	1965	262	9.9%	-	-	-	0.4	53.4	0.8	
3/2+3/1	Woolwich Road (E) Ahead Left	U	A		1	45	-	734	2005:1933	665+640	56.3 : 56.3%	-	-	-	6.4	31.2	10.0	
3/3+3/4	Woolwich Road (E) Right	U	C		1	30	-	737	1868:1847	483+477	76.9 : 76.7%	-	-	-	10.1	49.1	13.1	
4/2+4/1	Charlton Church Lane Left Ahead	U	F		1	13	-	318	1985:1927	207+202	77.6 : 77.6%	-	-	-	6.2	69.9	6.8	
		C1	PRC for Signalled Lanes (%):		16.0		16.0		Total Delay for Signalled Lanes (pcuHr):		36.01		Cycle Time (s):		120			
			PRC Over All Lanes (%):		16.0				Total Delay Over All Lanes(pcuHr):		36.01							

Basic Results Summary

Scenario 8: 'Cumulative Development Scenario PM Peak' (FG8: 'Cumulative Development Scenario 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	-	-	-		-	-	-	-	-	-	74.1%	0	0	0	38.6	-	-
Site 5 - Woolwich Road - Anchor & Hope Lane - Charlton Church Lane	-	-	-		-	-	-	-	-	-	74.1%	0	0	0	38.6	-	-
1/1+1/2	Woolwich Road (W) Left Ahead	U	B		1	27	-	698	2032:2055	474+479	73.2 : 73.2%	-	-	-	9.6	49.5	12.1
2/1	Anchor and Hope Lane Left	U	D		1	72	-	500	1944	1183	42.3%	-	-	-	2.1	15.0	9.1
2/2	Anchor and Hope Lane Left	U	D		1	72	-	500	1944	1183	42.3%	-	-	-	2.1	15.0	9.1
2/3	Anchor and Hope Lane Ahead	U	E		1	15	-	21	1965	262	8.0%	-	-	-	0.3	53.1	0.7
3/2+3/1	Woolwich Road (E) Ahead Left	U	A		1	50	-	1006	2005:1880	706+663	73.5 : 73.5%	-	-	-	8.9	31.7	14.8
3/3+3/4	Woolwich Road (E) Right	U	C		1	35	-	822	1868:1847	560+554	73.7 : 73.8%	-	-	-	10.0	43.9	13.7
4/2+4/1	Charlton Church Lane Left Ahead	U	F		1	13	-	302	1985:1908	208+200	74.1 : 74.1%	-	-	-	5.7	67.4	6.3
		C1	PRC for Signalled Lanes (%):		21.5		21.5		Total Delay for Signalled Lanes (pcuHr):		38.60		Cycle Time (s):		120		
			PRC Over All Lanes (%):		21.5				Total Delay Over All Lanes(pcuHr):		38.60						

Appendix G
Woolwich Road/Retail Park
Access/Gallon Close ARCADY
Results

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
Version: 9.0.0.4211 [] © Copyright TRL Limited, 2016
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk
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Filename: Site 6 - Woolwich Road - Retail Park - Gallon Close.j9
Path: T:\30000_Projects\30821 Charlton Riverside, Greenwich\Junction modelling\Site 6
Report generation date: 19/10/2016 16:02:50

- »2016 Baseline, AM
- »2016 Baseline, PM
- »Baseline Plus Proposed Development, AM
- »Baseline Plus Proposed Development, PM
- »Baseline Plus Other Cumulative Developments, AM
- »Baseline Plus Other Cumulative Developments, PM
- »Cumulative Development Scenario, AM
- »Cumulative Development Scenario, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2016 Baseline								
1 - Stone Lake Retail Park	0.0	5.01	0.01	A	0.2	9.01	0.18	A
2 - Woolwich Road (E)	1.4	3.96	0.59	A	1.8	4.54	0.64	A
3 - York Terrace	0.0	9.68	0.03	A	0.0	14.05	0.02	B
4 - Woolwich Road (W)	1.0	3.14	0.50	A	2.3	4.88	0.70	A
Baseline Plus Proposed Development								
1 - Stone Lake Retail Park	0.0	5.24	0.01	A	0.2	8.98	0.18	A
2 - Woolwich Road (E)	1.4	3.98	0.59	A	1.9	4.74	0.66	A
3 - York Terrace	0.0	9.78	0.03	A	0.0	15.17	0.02	C
4 - Woolwich Road (W)	1.1	3.26	0.53	A	2.3	4.87	0.70	A
Baseline Plus Other Cumulative Developments								
1 - Stone Lake Retail Park	0.0	5.76	0.01	A	0.3	11.17	0.22	B
2 - Woolwich Road (E)	1.7	4.31	0.63	A	2.8	6.22	0.74	A
3 - York Terrace	0.0	11.11	0.03	B	0.0	26.43	0.04	D
4 - Woolwich Road (W)	1.3	3.59	0.57	A	3.0	5.94	0.75	A
Cumulative Development Scenario								
1 - Stone Lake Retail Park	0.0	6.06	0.01	A	0.3	11.14	0.22	B
2 - Woolwich Road (E)	1.7	4.33	0.63	A	2.9	6.37	0.75	A
3 - York Terrace	0.0	11.22	0.03	B	0.0	28.64	0.04	D
4 - Woolwich Road (W)	1.4	3.75	0.59	A	3.0	5.93	0.75	A

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

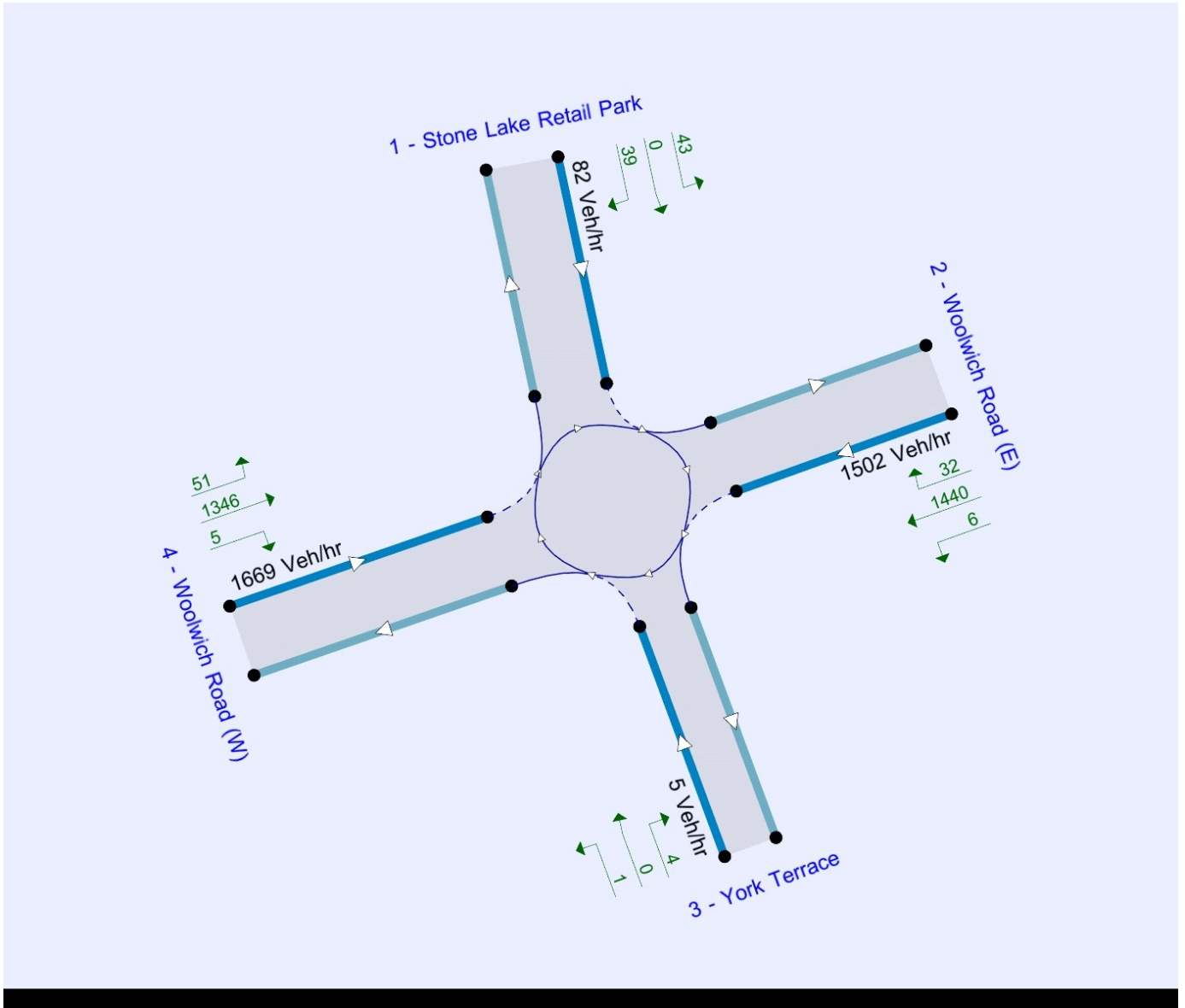
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	30/08/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPP111"techuser
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
2016 Baseline	AM	ONE HOUR	08:00	09:30	15
2016 Baseline	PM	ONE HOUR	17:00	18:30	15
Baseline Plus Proposed Development	AM	ONE HOUR	08:00	09:30	15
Baseline Plus Proposed Development	PM	ONE HOUR	17:00	18:30	15
Baseline Plus Other Cumulative Developments	AM	ONE HOUR	08:00	09:30	15
Baseline Plus Other Cumulative Developments	PM	ONE HOUR	17:00	18:30	15
Cumulative Development Scenario	AM	ONE HOUR	08:00	09:30	15
Cumulative Development Scenario	PM	ONE HOUR	17:00	18:30	15

2016 Baseline, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Standard Roundabout	3.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Stone Lake Retail Park	
2	Woolwich Road (E)	
3	York Terrace	
4	Woolwich Road (W)	

Capacity Options

Arm	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
1 - Stone Lake Retail Park	0.00	99999.00
2 - Woolwich Road (E)	0.00	99999.00
3 - York Terrace	0.00	99999.00
4 - Woolwich Road (W)	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Stone Lake Retail Park	3.70	7.50	9.3	23.0	46.0	56.0	
2 - Woolwich Road (E)	8.90	10.60	3.2	20.0	46.0	62.0	
3 - York Terrace	2.70	5.00	10.2	9.0	46.0	15.0	
4 - Woolwich Road (W)	8.80	10.90	3.7	21.0	46.0	56.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Stone Lake Retail Park	0.558	1484.246
2 - Woolwich Road (E)	0.760	2566.852
3 - York Terrace	0.528	1213.468
4 - Woolwich Road (W)	0.781	2638.129

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D1	2016 Baseline	AM	ONE HOUR	08:00	09:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Stone Lake Retail Park		✓	8.00	100.000
2 - Woolwich Road (E)		✓	1198.00	100.000
3 - York Terrace		✓	9.00	100.000
4 - Woolwich Road (W)		✓	1055.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		1 - Stone Lake Retail Park	2 - Woolwich Road (E)	3 - York Terrace	4 - Woolwich Road (W)
	1 - Stone Lake Retail Park	0.000	2.000	0.000	6.000
	2 - Woolwich Road (E)	6.000	54.000	3.000	1135.000
	3 - York Terrace	0.000	3.000	0.000	6.000
	4 - Woolwich Road (W)	13.000	951.000	4.000	87.000

Vehicle Mix

Heavy Vehicle proportion

		To			
From		1 - Stone Lake Retail Park	2 - Woolwich Road (E)	3 - York Terrace	4 - Woolwich Road (W)
	1 - Stone Lake Retail Park	0	0	0	0
	2 - Woolwich Road (E)	0	19	0	11
	3 - York Terrace	0	0	0	0
	4 - Woolwich Road (W)	0	12	0	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Stone Lake Retail Park	0.01	5.01	0.0	A
2 - Woolwich Road (E)	0.59	3.96	1.4	A
3 - York Terrace	0.03	9.68	0.0	A
4 - Woolwich Road (W)	0.50	3.14	1.0	A

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	6.02	825.21	968.19	0.006	6.00	0.0	3.740	A
2 - Woolwich Road (E)	901.92	72.83	2252.49	0.400	899.26	0.7	2.656	A
3 - York Terrace	6.78	966.84	646.38	0.010	6.73	0.0	5.627	A
4 - Woolwich Road (W)	794.26	47.28	2324.58	0.342	792.19	0.5	2.346	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	7.19	987.25	866.86	0.008	7.18	0.0	4.187	A
2 - Woolwich Road (E)	1076.98	87.14	2241.85	0.480	1075.96	0.9	3.084	A
3 - York Terrace	8.09	1156.81	534.95	0.015	8.07	0.0	6.832	A
4 - Woolwich Road (W)	948.42	56.58	2317.02	0.409	947.73	0.7	2.627	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	8.81	1208.66	728.39	0.012	8.79	0.0	5.002	A
2 - Woolwich Road (E)	1319.02	106.68	2227.30	0.592	1316.95	1.4	3.946	A
3 - York Terrace	9.91	1415.93	382.97	0.026	9.87	0.0	9.647	A
4 - Woolwich Road (W)	1161.57	69.25	2306.71	0.504	1160.30	1.0	3.138	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	8.81	1210.01	727.55	0.012	8.81	0.0	5.008	A
2 - Woolwich Road (E)	1319.02	106.80	2227.21	0.592	1318.99	1.4	3.963	A
3 - York Terrace	9.91	1418.09	381.70	0.026	9.91	0.0	9.682	A
4 - Woolwich Road (W)	1161.57	69.36	2306.62	0.504	1161.56	1.0	3.143	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	7.19	989.33	865.55	0.008	7.21	0.0	4.195	A
2 - Woolwich Road (E)	1076.98	87.32	2241.71	0.480	1079.03	0.9	3.103	A
3 - York Terrace	8.09	1160.06	533.05	0.015	8.13	0.0	6.857	A
4 - Woolwich Road (W)	948.42	56.75	2316.88	0.409	949.68	0.7	2.635	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	6.02	828.13	966.36	0.006	6.03	0.0	3.747	A
2 - Woolwich Road (E)	901.92	73.09	2252.30	0.400	902.96	0.7	2.669	A
3 - York Terrace	6.78	970.78	644.07	0.011	6.80	0.0	5.650	A
4 - Woolwich Road (W)	794.26	47.49	2324.41	0.342	794.96	0.5	2.356	A

2016 Baseline, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Standard Roundabout	4.86	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D2	2016 Baseline	PM	ONE HOUR	17:00	18:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Stone Lake Retail Park		✓	82.00	100.000
2 - Woolwich Road (E)		✓	1280.00	100.000
3 - York Terrace		✓	5.00	100.000
4 - Woolwich Road (W)		✓	1552.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Stone Lake Retail Park	2 - Woolwich Road (E)	3 - York Terrace	4 - Woolwich Road (W)
From	1 - Stone Lake Retail Park	0.000	43.000	0.000	39.000
	2 - Woolwich Road (E)	32.000	24.000	6.000	1218.000
	3 - York Terrace	0.000	4.000	0.000	1.000
	4 - Woolwich Road (W)	51.000	1235.000	5.000	261.000

Vehicle Mix

Heavy Vehicle proportion

		To			
		1 - Stone Lake Retail Park	2 - Woolwich Road (E)	3 - York Terrace	4 - Woolwich Road (W)
From	1 - Stone Lake Retail Park	0	0	0	0
	2 - Woolwich Road (E)	0	4	0	5
	3 - York Terrace	0	0	0	0
	4 - Woolwich Road (W)	0	7	0	1

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Stone Lake Retail Park	0.18	9.01	0.2	A
2 - Woolwich Road (E)	0.64	4.54	1.8	A
3 - York Terrace	0.02	14.05	0.0	B
4 - Woolwich Road (W)	0.70	4.88	2.3	A

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	61.73	1147.55	806.43	0.077	61.40	0.1	4.829	A
2 - Woolwich Road (E)	963.65	228.85	2281.17	0.422	960.74	0.7	2.721	A
3 - York Terrace	3.76	1181.33	564.63	0.007	3.74	0.0	6.417	A
4 - Woolwich Road (W)	1168.43	45.02	2461.19	0.475	1164.84	0.9	2.768	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	73.72	1372.92	673.31	0.109	73.56	0.1	6.001	A
2 - Woolwich Road (E)	1150.69	273.83	2248.28	0.512	1149.44	1.0	3.274	A
3 - York Terrace	4.49	1413.40	437.17	0.010	4.48	0.0	8.320	A
4 - Woolwich Road (W)	1395.22	53.87	2454.55	0.568	1393.59	1.3	3.389	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	90.28	1679.60	492.17	0.183	89.88	0.2	8.939	A
2 - Woolwich Road (E)	1409.30	334.95	2203.59	0.640	1406.47	1.8	4.500	A
3 - York Terrace	5.51	1729.34	263.64	0.021	5.46	0.0	13.942	B
4 - Woolwich Road (W)	1708.79	65.90	2445.53	0.699	1704.90	2.3	4.836	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	90.28	1683.37	489.94	0.184	90.27	0.2	9.007	A
2 - Woolwich Road (E)	1409.30	335.79	2202.97	0.640	1409.25	1.8	4.535	A
3 - York Terrace	5.51	1732.94	261.67	0.021	5.50	0.0	14.052	B
4 - Woolwich Road (W)	1708.79	66.06	2445.41	0.699	1708.71	2.3	4.884	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	73.72	1378.39	670.09	0.110	74.12	0.1	6.043	A
2 - Woolwich Road (E)	1150.69	275.05	2247.39	0.512	1153.52	1.1	3.301	A
3 - York Terrace	4.49	1418.65	434.29	0.010	4.54	0.0	8.379	A
4 - Woolwich Road (W)	1395.22	54.10	2454.39	0.568	1399.10	1.3	3.425	A

Main results: (18:15-18:30)

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	61.73	1152.78	803.35	0.077	61.90	0.1	4.857	A
2 - Woolwich Road (E)	963.65	229.98	2280.34	0.423	964.93	0.7	2.741	A
3 - York Terrace	3.76	1186.63	561.72	0.007	3.78	0.0	6.451	A
4 - Woolwich Road (W)	1168.43	45.24	2461.03	0.475	1170.11	0.9	2.793	A

Baseline Plus Proposed Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Standard Roundabout	3.66	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D3	Baseline Plus Proposed Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Stone Lake Retail Park		✓	8.00	100.000
2 - Woolwich Road (E)		✓	1195.00	100.000
3 - York Terrace		✓	9.00	100.000
4 - Woolwich Road (W)		✓	1112.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Stone Lake Retail Park	2 - Woolwich Road (E)	3 - York Terrace	4 - Woolwich Road (W)
From	1 - Stone Lake Retail Park	0.000	2.000	0.000	6.000
	2 - Woolwich Road (E)	6.000	54.000	3.000	1132.000
	3 - York Terrace	0.000	3.000	0.000	6.000
	4 - Woolwich Road (W)	13.000	998.000	4.000	97.000

Vehicle Mix

Heavy Vehicle proportion

		To			
		1 - Stone Lake Retail Park	2 - Woolwich Road (E)	3 - York Terrace	4 - Woolwich Road (W)
From	1 - Stone Lake Retail Park	0	0	0	0
	2 - Woolwich Road (E)	0	19	0	11
	3 - York Terrace	0	0	0	0
	4 - Woolwich Road (W)	0	11	0	9

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Stone Lake Retail Park	0.01	5.24	0.0	A
2 - Woolwich Road (E)	0.59	3.98	1.4	A
3 - York Terrace	0.03	9.78	0.0	A
4 - Woolwich Road (W)	0.53	3.26	1.1	A

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	6.02	867.98	946.14	0.006	6.00	0.0	3.828	A
2 - Woolwich Road (E)	899.66	80.33	2247.33	0.400	897.00	0.7	2.660	A
3 - York Terrace	6.78	972.08	643.73	0.011	6.73	0.0	5.651	A
4 - Woolwich Road (W)	837.17	47.28	2345.27	0.357	834.96	0.6	2.381	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	7.19	1038.42	840.47	0.009	7.18	0.0	4.319	A
2 - Woolwich Road (E)	1074.28	96.12	2235.68	0.481	1073.26	0.9	3.094	A
3 - York Terrace	8.09	1163.09	531.78	0.015	8.07	0.0	6.873	A
4 - Woolwich Road (W)	999.67	56.58	2337.64	0.428	998.91	0.7	2.687	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	8.81	1271.26	696.12	0.013	8.79	0.0	5.237	A
2 - Woolwich Road (E)	1315.72	117.67	2219.75	0.593	1313.63	1.4	3.964	A
3 - York Terrace	9.91	1423.60	379.09	0.026	9.86	0.0	9.748	A
4 - Woolwich Road (W)	1224.34	69.24	2327.25	0.526	1222.91	1.1	3.255	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	8.81	1272.76	695.19	0.013	8.81	0.0	5.244	A
2 - Woolwich Road (E)	1315.72	117.81	2219.65	0.593	1315.68	1.4	3.982	A
3 - York Terrace	9.91	1425.79	377.81	0.026	9.91	0.0	9.784	A
4 - Woolwich Road (W)	1224.34	69.36	2327.15	0.526	1224.32	1.1	3.263	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	7.19	1040.73	839.04	0.009	7.21	0.0	4.327	A
2 - Woolwich Road (E)	1074.28	96.33	2235.52	0.481	1076.34	0.9	3.112	A
3 - York Terrace	8.09	1166.37	529.85	0.015	8.14	0.0	6.902	A
4 - Woolwich Road (W)	999.67	56.75	2337.50	0.428	1001.09	0.8	2.698	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	6.02	871.12	944.19	0.006	6.03	0.0	3.839	A
2 - Woolwich Road (E)	899.66	80.63	2247.11	0.400	900.70	0.7	2.677	A
3 - York Terrace	6.78	976.06	641.40	0.011	6.80	0.0	5.674	A
4 - Woolwich Road (W)	837.17	47.49	2345.10	0.357	837.95	0.6	2.391	A

Baseline Plus Proposed Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Standard Roundabout	4.94	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D4	Baseline Plus Proposed Development	PM	ONE HOUR	17:00	18:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Stone Lake Retail Park		✓	82.00	100.000
2 - Woolwich Road (E)		✓	1312.00	100.000
3 - York Terrace		✓	5.00	100.000
4 - Woolwich Road (W)		✓	1550.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Stone Lake Retail Park	2 - Woolwich Road (E)	3 - York Terrace	4 - Woolwich Road (W)
From	1 - Stone Lake Retail Park	0.000	43.000	0.000	39.000
	2 - Woolwich Road (E)	32.000	24.000	6.000	1250.000
	3 - York Terrace	0.000	4.000	0.000	1.000
	4 - Woolwich Road (W)	51.000	1234.000	5.000	260.000

Vehicle Mix

Heavy Vehicle proportion

		To			
		1 - Stone Lake Retail Park	2 - Woolwich Road (E)	3 - York Terrace	4 - Woolwich Road (W)
From	1 - Stone Lake Retail Park	0	0	0	0
	2 - Woolwich Road (E)	0	4	0	5
	3 - York Terrace	0	0	0	0
	4 - Woolwich Road (W)	0	7	0	1

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Stone Lake Retail Park	0.18	8.98	0.2	A
2 - Woolwich Road (E)	0.66	4.74	1.9	A
3 - York Terrace	0.02	15.17	0.0	C
4 - Woolwich Road (W)	0.70	4.87	2.3	A

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	61.73	1146.06	807.30	0.076	61.40	0.1	4.824	A
2 - Woolwich Road (E)	987.74	228.10	2281.64	0.433	984.70	0.8	2.770	A
3 - York Terrace	3.76	1204.55	551.75	0.007	3.74	0.0	6.568	A
4 - Woolwich Road (W)	1166.92	45.02	2461.13	0.474	1163.33	0.9	2.765	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	73.72	1371.14	674.35	0.109	73.56	0.1	5.990	A
2 - Woolwich Road (E)	1179.46	272.94	2248.85	0.524	1178.12	1.1	3.357	A
3 - York Terrace	4.49	1441.18	421.76	0.011	4.48	0.0	8.627	A
4 - Woolwich Road (W)	1393.41	53.87	2454.49	0.568	1391.79	1.3	3.384	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	90.28	1677.42	493.43	0.183	89.89	0.2	8.911	A
2 - Woolwich Road (E)	1444.54	333.86	2204.30	0.655	1441.42	1.9	4.700	A
3 - York Terrace	5.51	1763.20	244.86	0.022	5.46	0.0	15.032	C
4 - Woolwich Road (W)	1706.58	65.89	2445.47	0.698	1702.70	2.3	4.822	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	90.28	1681.18	491.21	0.184	90.27	0.2	8.978	A
2 - Woolwich Road (E)	1444.54	334.69	2203.69	0.656	1444.48	1.9	4.741	A
3 - York Terrace	5.51	1767.06	242.74	0.023	5.50	0.0	15.173	C
4 - Woolwich Road (W)	1706.58	66.06	2445.34	0.698	1706.50	2.3	4.870	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	73.72	1376.57	671.14	0.110	74.11	0.1	6.033	A
2 - Woolwich Road (E)	1179.46	274.14	2247.97	0.525	1182.56	1.1	3.387	A
3 - York Terrace	4.49	1446.78	418.68	0.011	4.54	0.0	8.695	A
4 - Woolwich Road (W)	1393.41	54.11	2454.31	0.568	1397.27	1.3	3.419	A

Main results: (18:15-18:30)

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	61.73	1151.26	804.23	0.077	61.90	0.1	4.852	A
2 - Woolwich Road (E)	987.74	229.23	2280.81	0.433	989.12	0.8	2.791	A
3 - York Terrace	3.76	1210.05	548.73	0.007	3.78	0.0	6.608	A
4 - Woolwich Road (W)	1166.92	45.24	2460.96	0.474	1168.59	0.9	2.788	A

Baseline Plus Other Cumulative Developments, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Standard Roundabout	3.99	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D5	Baseline Plus Other Cumulative Developments	AM	ONE HOUR	08:00	09:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Stone Lake Retail Park		✓	8.00	100.000
2 - Woolwich Road (E)		✓	1279.00	100.000
3 - York Terrace		✓	9.00	100.000
4 - Woolwich Road (W)		✓	1202.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Stone Lake Retail Park	2 - Woolwich Road (E)	3 - York Terrace	4 - Woolwich Road (W)
From	1 - Stone Lake Retail Park	0.000	2.000	0.000	6.000
	2 - Woolwich Road (E)	6.000	54.000	3.000	1216.000
	3 - York Terrace	0.000	3.000	0.000	6.000
	4 - Woolwich Road (W)	13.000	1094.000	4.000	91.000

Vehicle Mix

Heavy Vehicle proportion

		To			
		1 - Stone Lake Retail Park	2 - Woolwich Road (E)	3 - York Terrace	4 - Woolwich Road (W)
From	1 - Stone Lake Retail Park	0	0	0	0
	2 - Woolwich Road (E)	0	19	0	10
	3 - York Terrace	0	0	0	0
	4 - Woolwich Road (W)	0	11	0	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Stone Lake Retail Park	0.01	5.76	0.0	A
2 - Woolwich Road (E)	0.63	4.31	1.7	A
3 - York Terrace	0.03	11.11	0.0	B
4 - Woolwich Road (W)	0.57	3.59	1.3	A

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	6.02	935.44	903.94	0.007	6.00	0.0	4.009	A
2 - Woolwich Road (E)	962.89	75.82	2269.99	0.424	959.96	0.7	2.742	A
3 - York Terrace	6.78	1030.53	613.90	0.011	6.73	0.0	5.928	A
4 - Woolwich Road (W)	904.93	47.28	2342.90	0.386	902.42	0.6	2.495	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	7.19	1119.16	789.96	0.009	7.18	0.0	4.598	A
2 - Woolwich Road (E)	1149.79	90.72	2258.81	0.509	1148.60	1.0	3.240	A
3 - York Terrace	8.09	1233.03	496.09	0.016	8.07	0.0	7.376	A
4 - Woolwich Road (W)	1080.57	56.57	2335.28	0.463	1079.65	0.9	2.866	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	8.81	1369.95	634.38	0.014	8.79	0.0	5.754	A
2 - Woolwich Road (E)	1408.20	111.05	2243.54	0.628	1405.66	1.7	4.284	A
3 - York Terrace	9.91	1509.01	335.53	0.030	9.85	0.0	11.053	B
4 - Woolwich Road (W)	1323.42	69.23	2324.91	0.569	1321.61	1.3	3.582	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	8.81	1371.84	633.20	0.014	8.81	0.0	5.764	A
2 - Woolwich Road (E)	1408.20	111.20	2243.42	0.628	1408.16	1.7	4.309	A
3 - York Terrace	9.91	1511.65	333.99	0.030	9.91	0.0	11.107	B
4 - Woolwich Road (W)	1323.42	69.36	2324.80	0.569	1323.40	1.3	3.594	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	7.19	1122.03	788.18	0.009	7.21	0.0	4.609	A
2 - Woolwich Road (E)	1149.79	90.95	2258.63	0.509	1152.31	1.0	3.263	A
3 - York Terrace	8.09	1236.96	493.80	0.016	8.15	0.0	7.415	A
4 - Woolwich Road (W)	1080.57	56.77	2335.12	0.463	1082.37	0.9	2.879	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	6.02	939.04	901.70	0.007	6.03	0.0	4.020	A
2 - Woolwich Road (E)	962.89	76.12	2269.77	0.424	964.11	0.7	2.759	A
3 - York Terrace	6.78	1034.95	611.33	0.011	6.80	0.0	5.956	A
4 - Woolwich Road (W)	904.93	47.49	2342.72	0.386	905.86	0.6	2.506	A

Baseline Plus Other Cumulative Developments, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Standard Roundabout	6.23	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D6	Baseline Plus Other Cumulative Developments	PM	ONE HOUR	17:00	18:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Stone Lake Retail Park		✓	82.00	100.000
2 - Woolwich Road (E)		✓	1471.00	100.000
3 - York Terrace		✓	5.00	100.000
4 - Woolwich Road (W)		✓	1670.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Stone Lake Retail Park	2 - Woolwich Road (E)	3 - York Terrace	4 - Woolwich Road (W)
From	1 - Stone Lake Retail Park	0.000	43.000	0.000	39.000
	2 - Woolwich Road (E)	32.000	24.000	6.000	1409.000
	3 - York Terrace	0.000	4.000	0.000	1.000
	4 - Woolwich Road (W)	51.000	1347.000	5.000	267.000

Vehicle Mix

Heavy Vehicle proportion

		To			
		1 - Stone Lake Retail Park	2 - Woolwich Road (E)	3 - York Terrace	4 - Woolwich Road (W)
From	1 - Stone Lake Retail Park	0	0	0	0
	2 - Woolwich Road (E)	0	4	0	5
	3 - York Terrace	0	0	0	0
	4 - Woolwich Road (W)	0	7	0	1

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Stone Lake Retail Park	0.22	11.17	0.3	B
2 - Woolwich Road (E)	0.74	6.22	2.8	A
3 - York Terrace	0.04	26.43	0.0	D
4 - Woolwich Road (W)	0.75	5.94	3.0	A

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	61.73	1235.84	753.89	0.082	61.38	0.1	5.196	A
2 - Woolwich Road (E)	1107.44	233.29	2277.44	0.486	1103.68	0.9	3.056	A
3 - York Terrace	3.76	1328.72	483.07	0.008	3.73	0.0	7.509	A
4 - Woolwich Road (W)	1257.26	45.00	2459.63	0.511	1253.11	1.0	2.974	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	73.72	1478.55	610.45	0.121	73.53	0.1	6.703	A
2 - Woolwich Road (E)	1322.39	279.15	2243.91	0.589	1320.47	1.4	3.891	A
3 - York Terrace	4.49	1589.76	339.58	0.013	4.47	0.0	10.743	B
4 - Woolwich Road (W)	1501.30	53.85	2453.00	0.612	1499.21	1.6	3.766	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	90.28	1807.78	415.87	0.217	89.74	0.3	11.019	B
2 - Woolwich Road (E)	1619.59	341.24	2198.52	0.737	1614.36	2.7	6.108	A
3 - York Terrace	5.51	1943.54	145.10	0.038	5.40	0.0	25.752	D
4 - Woolwich Road (W)	1838.70	65.78	2444.05	0.752	1833.10	3.0	5.839	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	90.28	1813.23	412.66	0.219	90.27	0.3	11.166	B
2 - Woolwich Road (E)	1619.59	342.38	2197.68	0.737	1619.45	2.8	6.221	A
3 - York Terrace	5.51	1949.73	141.70	0.039	5.50	0.0	26.429	D
4 - Woolwich Road (W)	1838.70	66.05	2443.85	0.752	1838.55	3.0	5.943	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	73.72	1486.23	605.91	0.122	74.27	0.1	6.777	A
2 - Woolwich Road (E)	1322.39	280.76	2242.74	0.590	1327.65	1.5	3.955	A
3 - York Terrace	4.49	1598.48	334.78	0.013	4.60	0.0	10.907	B
4 - Woolwich Road (W)	1501.30	54.22	2452.72	0.612	1506.91	1.6	3.830	A

Main results: (18:15-18:30)

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	61.73	1242.10	750.18	0.082	61.93	0.1	5.233	A
2 - Woolwich Road (E)	1107.44	234.59	2276.50	0.486	1109.43	1.0	3.091	A
3 - York Terrace	3.76	1335.73	479.22	0.008	3.79	0.0	7.574	A
4 - Woolwich Road (W)	1257.26	45.27	2459.43	0.511	1259.43	1.1	3.004	A

Cumulative Development Scenario, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Standard Roundabout	4.07	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D7	Cumulative Development Scenario	AM	ONE HOUR	08:00	09:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Stone Lake Retail Park		✓	8.00	100.000
2 - Woolwich Road (E)		✓	1276.00	100.000
3 - York Terrace		✓	9.00	100.000
4 - Woolwich Road (W)		✓	1258.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Stone Lake Retail Park	2 - Woolwich Road (E)	3 - York Terrace	4 - Woolwich Road (W)
From	1 - Stone Lake Retail Park	0.000	2.000	0.000	6.000
	2 - Woolwich Road (E)	6.000	54.000	3.000	1213.000
	3 - York Terrace	0.000	3.000	0.000	6.000
	4 - Woolwich Road (W)	13.000	1141.000	4.000	100.000

Vehicle Mix

Heavy Vehicle proportion

		To			
		1 - Stone Lake Retail Park	2 - Woolwich Road (E)	3 - York Terrace	4 - Woolwich Road (W)
From	1 - Stone Lake Retail Park	0	0	0	0
	2 - Woolwich Road (E)	0	19	0	10
	3 - York Terrace	0	0	0	0
	4 - Woolwich Road (W)	0	10	0	9

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Stone Lake Retail Park	0.01	6.06	0.0	A
2 - Woolwich Road (E)	0.63	4.33	1.7	A
3 - York Terrace	0.03	11.22	0.0	B
4 - Woolwich Road (W)	0.59	3.75	1.4	A

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	6.02	977.44	883.16	0.007	6.00	0.0	4.103	A
2 - Woolwich Road (E)	960.64	82.57	2265.39	0.424	957.71	0.7	2.747	A
3 - York Terrace	6.78	1035.03	611.69	0.011	6.73	0.0	5.950	A
4 - Woolwich Road (W)	947.09	47.28	2363.90	0.401	944.43	0.7	2.532	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	7.19	1169.41	765.11	0.009	7.18	0.0	4.749	A
2 - Woolwich Road (E)	1147.10	98.80	2253.30	0.509	1145.91	1.0	3.248	A
3 - York Terrace	8.09	1238.42	493.44	0.016	8.07	0.0	7.416	A
4 - Woolwich Road (W)	1130.92	56.57	2356.21	0.480	1129.91	0.9	2.932	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	8.81	1431.38	604.01	0.015	8.79	0.0	6.047	A
2 - Woolwich Road (E)	1404.91	120.93	2236.80	0.628	1402.35	1.7	4.301	A
3 - York Terrace	9.91	1515.58	332.29	0.030	9.85	0.0	11.164	B
4 - Woolwich Road (W)	1385.09	69.23	2345.75	0.590	1383.05	1.4	3.731	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	8.81	1433.49	602.71	0.015	8.81	0.0	6.060	A
2 - Woolwich Road (E)	1404.91	121.11	2236.67	0.628	1404.86	1.7	4.327	A
3 - York Terrace	9.91	1518.26	330.73	0.030	9.91	0.0	11.220	B
4 - Woolwich Road (W)	1385.09	69.36	2345.64	0.591	1385.06	1.4	3.746	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	7.19	1172.60	763.15	0.009	7.21	0.0	4.763	A
2 - Woolwich Road (E)	1147.10	99.07	2253.10	0.509	1149.64	1.0	3.269	A
3 - York Terrace	8.09	1242.40	491.13	0.016	8.15	0.0	7.456	A
4 - Woolwich Road (W)	1130.92	56.77	2356.05	0.480	1132.94	0.9	2.947	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	6.02	981.29	880.80	0.007	6.03	0.0	4.116	A
2 - Woolwich Road (E)	960.64	82.91	2265.15	0.424	961.86	0.7	2.764	A
3 - York Terrace	6.78	1039.49	609.10	0.011	6.80	0.0	5.978	A
4 - Woolwich Road (W)	947.09	47.49	2363.72	0.401	948.12	0.7	2.544	A

Cumulative Development Scenario, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1 - untitled	untitled	Standard Roundabout	6.29	A

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)
D8	Cumulative Development Scenario	PM	ONE HOUR	17:00	18:30	15

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Stone Lake Retail Park		✓	82.00	100.000
2 - Woolwich Road (E)		✓	1502.00	100.000
3 - York Terrace		✓	5.00	100.000
4 - Woolwich Road (W)		✓	1669.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Stone Lake Retail Park	2 - Woolwich Road (E)	3 - York Terrace	4 - Woolwich Road (W)
From	1 - Stone Lake Retail Park	0.000	43.000	0.000	39.000
	2 - Woolwich Road (E)	32.000	24.000	6.000	1440.000
	3 - York Terrace	0.000	4.000	0.000	1.000
	4 - Woolwich Road (W)	51.000	1346.000	5.000	267.000

Vehicle Mix

Heavy Vehicle proportion

		To			
		1 - Stone Lake Retail Park	2 - Woolwich Road (E)	3 - York Terrace	4 - Woolwich Road (W)
From	1 - Stone Lake Retail Park	0	0	0	0
	2 - Woolwich Road (E)	0	4	0	4
	3 - York Terrace	0	0	0	0
	4 - Woolwich Road (W)	0	7	0	1

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Stone Lake Retail Park	0.22	11.14	0.3	B
2 - Woolwich Road (E)	0.75	6.37	2.9	A
3 - York Terrace	0.04	28.64	0.0	D
4 - Woolwich Road (W)	0.75	5.93	3.0	A

Main Results for each time segment

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	61.73	1235.08	754.33	0.082	61.38	0.1	5.193	A
2 - Woolwich Road (E)	1130.78	233.29	2298.40	0.492	1126.93	1.0	3.063	A
3 - York Terrace	3.76	1351.98	475.89	0.008	3.73	0.0	7.624	A
4 - Woolwich Road (W)	1256.51	45.00	2459.65	0.511	1252.36	1.0	2.972	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	73.72	1477.65	610.98	0.121	73.53	0.1	6.697	A
2 - Woolwich Road (E)	1350.26	279.15	2264.56	0.596	1348.27	1.5	3.920	A
3 - York Terrace	4.49	1617.55	331.00	0.014	4.47	0.0	11.025	B
4 - Woolwich Road (W)	1500.40	53.85	2453.02	0.612	1498.32	1.6	3.763	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	90.28	1806.69	416.52	0.217	89.74	0.3	10.997	B
2 - Woolwich Road (E)	1653.73	341.25	2218.74	0.745	1648.17	2.9	6.248	A
3 - York Terrace	5.51	1977.35	134.71	0.041	5.39	0.0	27.816	D
4 - Woolwich Road (W)	1837.61	65.77	2444.08	0.752	1832.03	3.0	5.828	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	90.28	1812.12	413.31	0.218	90.27	0.3	11.143	B
2 - Woolwich Road (E)	1653.73	342.38	2217.91	0.746	1653.57	2.9	6.375	A
3 - York Terrace	5.51	1983.85	131.16	0.042	5.50	0.0	28.645	D
4 - Woolwich Road (W)	1837.61	66.05	2443.87	0.752	1837.46	3.0	5.932	A

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

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	73.72	1485.33	606.45	0.122	74.27	0.1	6.770	A
2 - Woolwich Road (E)	1350.26	280.76	2263.38	0.597	1355.85	1.5	3.990	A
3 - York Terrace	4.49	1626.68	326.02	0.014	4.61	0.0	11.203	B
4 - Woolwich Road (W)	1500.40	54.24	2452.73	0.612	1506.00	1.6	3.826	A

Main results: (18:15-18:30)

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Stone Lake Retail Park	61.73	1241.34	750.64	0.082	61.93	0.1	5.230	A
2 - Woolwich Road (E)	1130.78	234.58	2297.44	0.492	1132.86	1.0	3.096	A
3 - York Terrace	3.76	1359.14	471.97	0.008	3.79	0.0	7.689	A
4 - Woolwich Road (W)	1256.51	45.27	2459.45	0.511	1258.68	1.1	3.002	A