Movement	2015 Survey + Permitted				2020 Survey + Permitted			
	AM		PM		AM		PM	
	Q	RFC	Q	RFC	Q	RFC	Q	RFC
Site access all movements	0	0.19	0	0.18	0	0.2	0	0.19
Great Georges street north right to site access	0	0.02	0	0.03	0	0.02	0	0.03
Movement	**2015 Survey + Permitted + Dev**				**2020 Survey + Permitted + Dev**			
	AM		PM		AM		PM	
	Q	RFC	Q	RFC	Q	RFC	Q	RFC
Site access all movements	0	0.23	0	0.33	0	0.24	1	0.35
Great Georges street north right to site access	0	0.03	0	0.05	0	0.03	0	0.05

Junctions 8

PICADY 8 - Priority Intersection Module

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

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

Filename: Tribecca North Site Access.arc8
Path: A:\Project_145_02 Tribecca DTPC\Analysis\PICADY
Report generation date: 12/10/2015 15:01:25

Summary of junction performance

	AM		PM	
	Queue (PCU)	RFC	Queue (PCU)	RFC
	A1 - 2015 Survey + Permitted			
Stream B-AC	0.23	0.19	0.22	0.18
Stream C-AB	0.02	0.02	0.03	0.03
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
	A1 - 2015 Survey + Permitted + Dev			
Stream B-AC	0.29	0.23	0.49	0.33
Stream C-AB	0.03	0.03	0.06	0.05
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
	A1 - 2020 Survey + Permitted			
Stream B-AC	0.24	0.20	0.23	0.19
Stream C-AB	0.02	0.02	0.03	0.03
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
	A1 - 2020 Survey + Permitted + Dev			
Stream B-AC	0.31	0.24	0.53	0.35
Stream C-AB	0.03	0.03	0.06	0.05
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - 2015 Survey + Permitted, AM " model duration: 08:00 - 09:30
"D2 - 2015 Survey + Permitted, PM" model duration: 17:00 - 18:30
"D3 - 2020 Survey + Permitted, AM" model duration: 08:00 - 09:30
"D4 - 2020 Survey + Permitted, PM" model duration: 17:00 - 18:30
"D5 - 2015 Survey + Permitted + Dev, AM" model duration: 08:00 - 09:30
"D6 - 2015 Survey + Permitted + Dev, PM" model duration: 17:00 - 18:30
"D7 - 2020 Survey + Permitted + Dev, AM" model duration: 08:00 - 09:30
"D8 - 2020 Survey + Permitted + Dev, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.4.487 at 12/10/2015 15:01:20

File summary

Title	(untitled)
Location	
Site Number	
Date	12/10/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Tony
Description	

Analysis Options

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

Units

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

(Default Analysis Set) - 2015 Survey + Permitted, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2015 Survey + Permitted, AM	2015 Survey + Permitted	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	12.72	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Great Georges Street south		Major
B	B	site access		Minor
C	C	Great Georges Street north		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00	✓	3.00	100.00	✓	6.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										30	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	497.137	0.091	0.229	0.144	0.327
1	B-C	636.527	0.098	0.247	-	-
1	C-B	686.890	0.266	0.266	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	543.00	100.000
B	ONE HOUR	✓	56.00	100.000
C	ONE HOUR	✓	449.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	408.80	408.80		
08:00-08:15	B	42.16	42.16		
08:00-08:15	C	338.03	338.03		
08:15-08:30	A	488.15	488.15		
08:15-08:30	B	50.34	50.34		
08:15-08:30	C	403.64	403.64		
08:30-08:45	A	597.85	597.85		
08:30-08:45	B	61.66	61.66		
08:30-08:45	C	494.36	494.36		
08:45-09:00	A	597.85	597.85		
08:45-09:00	B	61.66	61.66		
08:45-09:00	C	494.36	494.36		
09:00-09:15	A	488.15	488.15		
09:00-09:15	B	50.34	50.34		
09:00-09:15	C	403.64	403.64		
09:15-09:30	A	408.80	408.80		
09:15-09:30	B	42.16	42.16		
09:15-09:30	C	338.03	338.03		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	26.000	517.000
	B	41.000	0.000	15.000
	C	441.000	8.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.73	0.00	0.27
	C	0.98	0.02	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	13.55	0.23	B
C-AB	0.02	6.94	0.02	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	42.16	41.68	0.00	392.01	0.108	0.12	10.263	B
C-AB	6.02	5.98	0.00	578.09	0.010	0.01	6.292	A
C-A	332.01	332.01	0.00	-	-	-	-	-
A-B	19.57	19.57	0.00	-	-	-	-	-
A-C	389.22	389.22	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	50.34	50.19	0.00	365.03	0.138	0.16	11.428	B
C-AB	7.19	7.18	0.00	556.98	0.013	0.01	6.547	A
C-A	396.45	396.45	0.00	-	-	-	-	-
A-B	23.37	23.37	0.00	-	-	-	-	-
A-C	464.77	464.77	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	61.66	61.38	0.00	327.34	0.188	0.23	13.520	B
C-AB	8.81	8.79	0.00	527.78	0.017	0.02	6.935	A
C-A	485.55	485.55	0.00	-	-	-	-	-
A-B	28.63	28.63	0.00	-	-	-	-	-
A-C	569.23	569.23	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	61.66	61.65	0.00	327.34	0.188	0.23	13.549	B
C-AB	8.81	8.81	0.00	527.78	0.017	0.02	6.935	A
C-A	485.55	485.55	0.00	-	-	-	-	-
A-B	28.63	28.63	0.00	-	-	-	-	-
A-C	569.23	569.23	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	50.34	50.61	0.00	365.03	0.138	0.16	11.459	B
C-AB	7.19	7.21	0.00	556.98	0.013	0.01	6.550	A
C-A	396.45	396.45	0.00	-	-	-	-	-
A-B	23.37	23.37	0.00	-	-	-	-	-
A-C	464.77	464.77	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	42.16	42.32	0.00	392.00	0.108	0.12	10.301	B
C-AB	6.02	6.03	0.00	578.09	0.010	0.01	6.294	A
C-A	332.01	332.01	0.00	-	-	-	-	-
A-B	19.57	19.57	0.00	-	-	-	-	-
A-C	389.22	389.22	0.00	-	-	-	-	-

(Default Analysis Set) - 2015 Survey + Permitted, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2015 Survey + Permitted, PM	2015 Survey + Permitted	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	12.06	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Great Georges Street south		Major
B	B	site access		Minor
C	C	Great Georges Street north		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00	✓	3.00	100.00	✓	6.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										30	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	497.137	0.091	0.229	0.144	0.327
1	B-C	636.527	0.098	0.247	-	-
1	C-B	686.890	0.266	0.266	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	490.00	100.000
B	ONE HOUR	✓	53.00	100.000
C	ONE HOUR	✓	564.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	368.90	368.90		
17:00-17:15	B	39.90	39.90		
17:00-17:15	C	424.61	424.61		
17:15-17:30	A	440.50	440.50		
17:15-17:30	B	47.65	47.65		
17:15-17:30	C	507.02	507.02		
17:30-17:45	A	539.50	539.50		
17:30-17:45	B	58.35	58.35		
17:30-17:45	C	620.98	620.98		
17:45-18:00	A	539.50	539.50		
17:45-18:00	B	58.35	58.35		
17:45-18:00	C	620.98	620.98		
18:00-18:15	A	440.50	440.50		
18:00-18:15	B	47.65	47.65		
18:00-18:15	C	507.02	507.02		
18:15-18:30	A	368.90	368.90		
18:15-18:30	B	39.90	39.90		
18:15-18:30	C	424.61	424.61		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	45.000	445.000
	B	40.000	0.000	13.000
	C	548.000	16.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.09	0.91
	B	0.75	0.00	0.25
	C	0.97	0.03	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.18	13.63	0.22	B
C-AB	0.03	6.85	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	39.90	39.45	0.00	388.03	0.103	0.11	10.314	B
C-AB	12.05	11.96	0.00	588.71	0.020	0.02	6.242	A
C-A	412.56	412.56	0.00	-	-	-	-	-
A-B	33.88	33.88	0.00	-	-	-	-	-
A-C	335.02	335.02	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	47.65	47.50	0.00	360.66	0.132	0.15	11.491	B
C-AB	14.38	14.36	0.00	569.66	0.025	0.03	6.482	A
C-A	492.64	492.64	0.00	-	-	-	-	-
A-B	40.45	40.45	0.00	-	-	-	-	-
A-C	400.05	400.05	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	58.35	58.09	0.00	322.37	0.181	0.22	13.608	B
C-AB	17.62	17.59	0.00	543.31	0.032	0.03	6.847	A
C-A	603.36	603.36	0.00	-	-	-	-	-
A-B	49.55	49.55	0.00	-	-	-	-	-
A-C	489.95	489.95	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	58.35	58.35	0.00	322.36	0.181	0.22	13.635	B
C-AB	17.62	17.62	0.00	543.31	0.032	0.03	6.847	A
C-A	603.36	603.36	0.00	-	-	-	-	-
A-B	49.55	49.55	0.00	-	-	-	-	-
A-C	489.95	489.95	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	47.65	47.90	0.00	360.65	0.132	0.15	11.522	B
C-AB	14.38	14.41	0.00	569.66	0.025	0.03	6.483	A
C-A	492.64	492.64	0.00	-	-	-	-	-
A-B	40.45	40.45	0.00	-	-	-	-	-
A-C	400.05	400.05	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	39.90	40.05	0.00	388.00	0.103	0.12	10.352	B
C-AB	12.05	12.07	0.00	588.71	0.020	0.02	6.244	A
C-A	412.56	412.56	0.00	-	-	-	-	-
A-B	33.88	33.88	0.00	-	-	-	-	-
A-C	335.02	335.02	0.00	-	-	-	-	-

(Default Analysis Set) - 2020 Survey + Permitted, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020 Survey + Permitted, AM	2020 Survey + Permitted	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	13.41	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Great Georges Street south		Major
B	B	site access		Minor
C	C	Great Georges Street north		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00	✓	3.00	100.00	✓	6.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										30	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	497.137	0.091	0.229	0.144	0.327
1	B-C	636.527	0.098	0.247	-	-
1	C-B	686.890	0.266	0.266	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	579.00	100.000
B	ONE HOUR	✓	56.00	100.000
C	ONE HOUR	✓	480.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	435.90	435.90		
08:00-08:15	B	42.16	42.16		
08:00-08:15	C	361.37	361.37		
08:15-08:30	A	520.51	520.51		
08:15-08:30	B	50.34	50.34		
08:15-08:30	C	431.51	431.51		
08:30-08:45	A	637.49	637.49		
08:30-08:45	B	61.66	61.66		
08:30-08:45	C	528.49	528.49		
08:45-09:00	A	637.49	637.49		
08:45-09:00	B	61.66	61.66		
08:45-09:00	C	528.49	528.49		
09:00-09:15	A	520.51	520.51		
09:00-09:15	B	50.34	50.34		
09:00-09:15	C	431.51	431.51		
09:15-09:30	A	435.90	435.90		
09:15-09:30	B	42.16	42.16		
09:15-09:30	C	361.37	361.37		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	26.000	553.000
	B	41.000	0.000	15.000
	C	472.000	8.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.73	0.00	0.27
	C	0.98	0.02	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	14.31	0.24	B
C-AB	0.02	7.08	0.02	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	42.16	41.67	0.00	382.59	0.110	0.12	10.545	B
C-AB	6.02	5.98	0.00	570.88	0.011	0.01	6.372	A
C-A	355.35	355.35	0.00	-	-	-	-	-
A-B	19.57	19.57	0.00	-	-	-	-	-
A-C	416.33	416.33	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	50.34	50.18	0.00	353.68	0.142	0.16	11.855	B
C-AB	7.19	7.18	0.00	548.36	0.013	0.01	6.651	A
C-A	424.32	424.32	0.00	-	-	-	-	-
A-B	23.37	23.37	0.00	-	-	-	-	-
A-C	497.14	497.14	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	61.66	61.35	0.00	313.23	0.197	0.24	14.275	B
C-AB	8.81	8.79	0.00	517.23	0.017	0.02	7.079	A
C-A	519.68	519.68	0.00	-	-	-	-	-
A-B	28.63	28.63	0.00	-	-	-	-	-
A-C	608.86	608.86	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	61.66	61.65	0.00	313.23	0.197	0.24	14.309	B
C-AB	8.81	8.81	0.00	517.23	0.017	0.02	7.079	A
C-A	519.68	519.68	0.00	-	-	-	-	-
A-B	28.63	28.63	0.00	-	-	-	-	-
A-C	608.86	608.86	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	50.34	50.64	0.00	353.67	0.142	0.17	11.891	B
C-AB	7.19	7.21	0.00	548.36	0.013	0.01	6.654	A
C-A	424.32	424.32	0.00	-	-	-	-	-
A-B	23.37	23.37	0.00	-	-	-	-	-
A-C	497.14	497.14	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	42.16	42.33	0.00	382.57	0.110	0.13	10.587	B
C-AB	6.02	6.03	0.00	570.88	0.011	0.01	6.372	A
C-A	355.35	355.35	0.00	-	-	-	-	-
A-B	19.57	19.57	0.00	-	-	-	-	-
A-C	416.33	416.33	0.00	-	-	-	-	-

(Default Analysis Set) - 2020 Survey + Permitted, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020 Survey + Permitted, PM	2020 Survey + Permitted	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	12.68	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Great Georges Street south		Major
B	B	site access		Minor
C	C	Great Georges Street north		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00	✓	3.00	100.00	✓	6.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										30	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	497.137	0.091	0.229	0.144	0.327
1	B-C	636.527	0.098	0.247	-	-
1	C-B	686.890	0.266	0.266	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	521.00	100.000
B	ONE HOUR	✓	53.00	100.000
C	ONE HOUR	✓	603.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	392.24	392.24		
17:00-17:15	B	39.90	39.90		
17:00-17:15	C	453.97	453.97		
17:15-17:30	A	468.37	468.37		
17:15-17:30	B	47.65	47.65		
17:15-17:30	C	542.08	542.08		
17:30-17:45	A	573.63	573.63		
17:30-17:45	B	58.35	58.35		
17:30-17:45	C	663.92	663.92		
17:45-18:00	A	573.63	573.63		
17:45-18:00	B	58.35	58.35		
17:45-18:00	C	663.92	663.92		
18:00-18:15	A	468.37	468.37		
18:00-18:15	B	47.65	47.65		
18:00-18:15	C	542.08	542.08		
18:15-18:30	A	392.24	392.24		
18:15-18:30	B	39.90	39.90		
18:15-18:30	C	453.97	453.97		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	45.000	476.000
	B	40.000	0.000	13.000
	C	587.000	16.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.09	0.91
	B	0.75	0.00	0.25
	C	0.97	0.03	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	14.41	0.23	B
C-AB	0.03	6.97	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	39.90	39.44	0.00	378.64	0.105	0.12	10.600	B
C-AB	12.05	11.96	0.00	582.50	0.021	0.02	6.310	A
C-A	441.92	441.92	0.00	-	-	-	-	-
A-B	33.88	33.88	0.00	-	-	-	-	-
A-C	358.36	358.36	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	47.65	47.49	0.00	349.33	0.136	0.16	11.920	B
C-AB	14.38	14.36	0.00	562.24	0.026	0.03	6.570	A
C-A	527.70	527.70	0.00	-	-	-	-	-
A-B	40.45	40.45	0.00	-	-	-	-	-
A-C	427.91	427.91	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	58.35	58.06	0.00	308.25	0.189	0.23	14.371	B
C-AB	17.62	17.59	0.00	534.23	0.033	0.03	6.967	A
C-A	646.30	646.30	0.00	-	-	-	-	-
A-B	49.55	49.55	0.00	-	-	-	-	-
A-C	524.09	524.09	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	58.35	58.35	0.00	308.24	0.189	0.23	14.405	B
C-AB	17.62	17.62	0.00	534.23	0.033	0.03	6.967	A
C-A	646.30	646.30	0.00	-	-	-	-	-
A-B	49.55	49.55	0.00	-	-	-	-	-
A-C	524.09	524.09	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	47.65	47.93	0.00	349.31	0.136	0.16	11.955	B
C-AB	14.38	14.41	0.00	562.24	0.026	0.03	6.571	A
C-A	527.70	527.70	0.00	-	-	-	-	-
A-B	40.45	40.45	0.00	-	-	-	-	-
A-C	427.91	427.91	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	39.90	40.07	0.00	378.61	0.105	0.12	10.640	B
C-AB	12.05	12.07	0.00	582.50	0.021	0.02	6.312	A
C-A	441.92	441.92	0.00	-	-	-	-	-
A-B	33.88	33.88	0.00	-	-	-	-	-
A-C	358.36	358.36	0.00	-	-	-	-	-

(Default Analysis Set) - 2015 Survey + Permitted + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2015 Survey + Permitted + Dev, AM	2015 Survey + Permitted + Dev	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	13.35	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Great Georges Street south		Major
B	B	site access		Minor
C	C	Great Georges Street north		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00	✓	3.00	100.00	✓	6.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										30	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	497.137	0.091	0.229	0.144	0.327
1	B-C	636.527	0.098	0.247	-	-
1	C-B	686.890	0.266	0.266	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	570.00	100.000
B	ONE HOUR	✓	66.00	100.000
C	ONE HOUR	✓	468.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	429.13	429.13		
08:00-08:15	B	49.69	49.69		
08:00-08:15	C	352.33	352.33		
08:15-08:30	A	512.42	512.42		
08:15-08:30	B	59.33	59.33		
08:15-08:30	C	420.72	420.72		
08:30-08:45	A	627.58	627.58		
08:30-08:45	B	72.67	72.67		
08:30-08:45	C	515.28	515.28		
08:45-09:00	A	627.58	627.58		
08:45-09:00	B	72.67	72.67		
08:45-09:00	C	515.28	515.28		
09:00-09:15	A	512.42	512.42		
09:00-09:15	B	59.33	59.33		
09:00-09:15	C	420.72	420.72		
09:15-09:30	A	429.13	429.13		
09:15-09:30	B	49.69	49.69		
09:15-09:30	C	352.33	352.33		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	47.000	523.000
	B	49.000	0.000	17.000
	C	454.000	14.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.74	0.00	0.26
	C	0.97	0.03	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.23	14.67	0.29	B
C-AB	0.03	7.14	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	49.69	49.10	0.00	385.39	0.129	0.15	10.687	B
C-AB	10.54	10.47	0.00	572.68	0.018	0.02	6.403	A
C-A	341.80	341.80	0.00	-	-	-	-	-
A-B	35.38	35.38	0.00	-	-	-	-	-
A-C	393.74	393.74	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	59.33	59.13	0.00	357.31	0.166	0.20	12.064	B
C-AB	12.59	12.57	0.00	550.52	0.023	0.02	6.691	A
C-A	408.14	408.14	0.00	-	-	-	-	-
A-B	42.25	42.25	0.00	-	-	-	-	-
A-C	470.17	470.17	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	72.67	72.29	0.00	318.07	0.228	0.29	14.647	B
C-AB	15.41	15.39	0.00	519.87	0.030	0.03	7.135	A
C-A	499.86	499.86	0.00	-	-	-	-	-
A-B	51.75	51.75	0.00	-	-	-	-	-
A-C	575.83	575.83	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	72.67	72.66	0.00	318.07	0.228	0.29	14.669	B
C-AB	15.41	15.41	0.00	519.87	0.030	0.03	7.135	A
C-A	499.86	499.86	0.00	-	-	-	-	-
A-B	51.75	51.75	0.00	-	-	-	-	-
A-C	575.83	575.83	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	59.33	59.70	0.00	357.30	0.166	0.20	12.113	B
C-AB	12.59	12.61	0.00	550.52	0.023	0.02	6.694	A
C-A	408.14	408.14	0.00	-	-	-	-	-
A-B	42.25	42.25	0.00	-	-	-	-	-
A-C	470.17	470.17	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	49.69	49.90	0.00	385.36	0.129	0.15	10.739	B
C-AB	10.54	10.56	0.00	572.68	0.018	0.02	6.406	A
C-A	341.80	341.80	0.00	-	-	-	-	-
A-B	35.38	35.38	0.00	-	-	-	-	-
A-C	393.74	393.74	0.00	-	-	-	-	-

(Default Analysis Set) - 2015 Survey + Permitted + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2015 Survey + Permitted + Dev, PM	2015 Survey + Permitted + Dev	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	15.19	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Great Georges Street south		Major
B	B	site access		Minor
C	C	Great Georges Street north		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00	✓	3.00	100.00	✓	6.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										30	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	497.137	0.091	0.229	0.144	0.327
1	B-C	636.527	0.098	0.247	-	-
1	C-B	686.890	0.266	0.266	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	534.00	100.000
B	ONE HOUR	✓	93.00	100.000
C	ONE HOUR	✓	593.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	402.02	402.02		
17:00-17:15	B	70.02	70.02		
17:00-17:15	C	446.44	446.44		
17:15-17:30	A	480.06	480.06		
17:15-17:30	B	83.61	83.61		
17:15-17:30	C	533.09	533.09		
17:30-17:45	A	587.94	587.94		
17:30-17:45	B	102.39	102.39		
17:30-17:45	C	652.91	652.91		
17:45-18:00	A	587.94	587.94		
17:45-18:00	B	102.39	102.39		
17:45-18:00	C	652.91	652.91		
18:00-18:15	A	480.06	480.06		
18:00-18:15	B	83.61	83.61		
18:00-18:15	C	533.09	533.09		
18:15-18:30	A	402.02	402.02		
18:15-18:30	B	70.02	70.02		
18:15-18:30	C	446.44	446.44		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	71.000	463.000
	B	70.000	0.000	23.000
	C	567.000	26.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.13	0.87
	B	0.75	0.00	0.25
	C	0.96	0.04	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.33	17.43	0.49	C
C-AB	0.05	7.17	0.06	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.02	69.12	0.00	379.17	0.185	0.22	11.580	B
C-AB	19.57	19.44	0.00	579.90	0.034	0.03	6.421	A
C-A	426.87	426.87	0.00	-	-	-	-	-
A-B	53.45	53.45	0.00	-	-	-	-	-
A-C	348.57	348.57	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	83.61	83.26	0.00	349.89	0.239	0.31	13.484	B
C-AB	23.37	23.34	0.00	559.13	0.042	0.04	6.718	A
C-A	509.72	509.72	0.00	-	-	-	-	-
A-B	63.83	63.83	0.00	-	-	-	-	-
A-C	416.23	416.23	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	102.39	101.70	0.00	308.86	0.332	0.48	17.319	C
C-AB	28.63	28.57	0.00	530.42	0.054	0.06	7.173	A
C-A	624.28	624.28	0.00	-	-	-	-	-
A-B	78.17	78.17	0.00	-	-	-	-	-
A-C	509.77	509.77	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	102.39	102.37	0.00	308.85	0.332	0.49	17.428	C
C-AB	28.63	28.63	0.00	530.42	0.054	0.06	7.173	A
C-A	624.28	624.28	0.00	-	-	-	-	-
A-B	78.17	78.17	0.00	-	-	-	-	-
A-C	509.77	509.77	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	83.61	84.28	0.00	349.86	0.239	0.32	13.591	B
C-AB	23.37	23.42	0.00	559.13	0.042	0.04	6.722	A
C-A	509.72	509.72	0.00	-	-	-	-	-
A-B	63.83	63.83	0.00	-	-	-	-	-
A-C	416.23	416.23	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.02	70.38	0.00	379.11	0.185	0.23	11.675	B
C-AB	19.57	19.61	0.00	579.90	0.034	0.04	6.427	A
C-A	426.87	426.87	0.00	-	-	-	-	-
A-B	53.45	53.45	0.00	-	-	-	-	-
A-C	348.57	348.57	0.00	-	-	-	-	-

(Default Analysis Set) - 2020 Survey + Permitted + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020 Survey + Permitted + Dev, AM	2020 Survey + Permitted + Dev	AM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	14.12	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Great Georges Street south		Major
B	B	site access		Minor
C	C	Great Georges Street north		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00	✓	3.00	100.00	✓	6.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										30	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	497.137	0.091	0.229	0.144	0.327
1	B-C	636.527	0.098	0.247	-	-
1	C-B	686.890	0.266	0.266	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	606.00	100.000
B	ONE HOUR	✓	66.00	100.000
C	ONE HOUR	✓	499.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	456.23	456.23		
08:00-08:15	B	49.69	49.69		
08:00-08:15	C	375.67	375.67		
08:15-08:30	A	544.78	544.78		
08:15-08:30	B	59.33	59.33		
08:15-08:30	C	448.59	448.59		
08:30-08:45	A	667.22	667.22		
08:30-08:45	B	72.67	72.67		
08:30-08:45	C	549.41	549.41		
08:45-09:00	A	667.22	667.22		
08:45-09:00	B	72.67	72.67		
08:45-09:00	C	549.41	549.41		
09:00-09:15	A	544.78	544.78		
09:00-09:15	B	59.33	59.33		
09:00-09:15	C	448.59	448.59		
09:15-09:30	A	456.23	456.23		
09:15-09:30	B	49.69	49.69		
09:15-09:30	C	375.67	375.67		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	47.000	559.000
	B	49.000	0.000	17.000
	C	485.000	14.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.74	0.00	0.26
	C	0.97	0.03	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.24	15.56	0.31	C
C-AB	0.03	7.29	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	49.69	49.09	0.00	375.93	0.132	0.15	10.995	B
C-AB	10.54	10.46	0.00	565.47	0.019	0.02	6.486	A
C-A	365.13	365.13	0.00	-	-	-	-	-
A-B	35.38	35.38	0.00	-	-	-	-	-
A-C	420.84	420.84	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	59.33	59.12	0.00	345.92	0.172	0.20	12.543	B
C-AB	12.59	12.57	0.00	541.90	0.023	0.02	6.800	A
C-A	436.01	436.01	0.00	-	-	-	-	-
A-B	42.25	42.25	0.00	-	-	-	-	-
A-C	502.53	502.53	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	72.67	72.25	0.00	303.91	0.239	0.31	15.511	C
C-AB	15.41	15.38	0.00	509.32	0.030	0.03	7.287	A
C-A	533.99	533.99	0.00	-	-	-	-	-
A-B	51.75	51.75	0.00	-	-	-	-	-
A-C	615.47	615.47	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	72.67	72.65	0.00	303.90	0.239	0.31	15.565	C
C-AB	15.41	15.41	0.00	509.32	0.030	0.03	7.287	A
C-A	533.99	533.99	0.00	-	-	-	-	-
A-B	51.75	51.75	0.00	-	-	-	-	-
A-C	615.47	615.47	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	59.33	59.73	0.00	345.90	0.172	0.21	12.596	B
C-AB	12.59	12.61	0.00	541.90	0.023	0.02	6.803	A
C-A	436.01	436.01	0.00	-	-	-	-	-
A-B	42.25	42.25	0.00	-	-	-	-	-
A-C	502.53	502.53	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	49.69	49.91	0.00	375.91	0.132	0.15	11.052	B
C-AB	10.54	10.56	0.00	565.47	0.019	0.02	6.486	A
C-A	365.13	365.13	0.00	-	-	-	-	-
A-B	35.38	35.38	0.00	-	-	-	-	-
A-C	420.84	420.84	0.00	-	-	-	-	-

(Default Analysis Set) - 2020 Survey + Permitted + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2020 Survey + Permitted + Dev, PM	2020 Survey + Permitted + Dev	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	16.26	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Great Georges Street south		Major
B	B	site access		Minor
C	C	Great Georges Street north		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00	✓	3.00	100.00	✓	6.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.00										30	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	497.137	0.091	0.229	0.144	0.327
1	B-C	636.527	0.098	0.247	-	-
1	C-B	686.890	0.266	0.266	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	567.00	100.000
B	ONE HOUR	✓	93.00	100.000
C	ONE HOUR	✓	632.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
17:00-17:15	A	426.87	426.87		
17:00-17:15	B	70.02	70.02		
17:00-17:15	C	475.80	475.80		
17:15-17:30	A	509.72	509.72		
17:15-17:30	B	83.61	83.61		
17:15-17:30	C	568.16	568.16		
17:30-17:45	A	624.28	624.28		
17:30-17:45	B	102.39	102.39		
17:30-17:45	C	695.84	695.84		
17:45-18:00	A	624.28	624.28		
17:45-18:00	B	102.39	102.39		
17:45-18:00	C	695.84	695.84		
18:00-18:15	A	509.72	509.72		
18:00-18:15	B	83.61	83.61		
18:00-18:15	C	568.16	568.16		
18:15-18:30	A	426.87	426.87		
18:15-18:30	B	70.02	70.02		
18:15-18:30	C	475.80	475.80		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	71.000	496.000
	B	70.000	0.000	23.000
	C	606.000	26.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.13	0.87
	B	0.75	0.00	0.25
	C	0.96	0.04	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.35	18.77	0.53	C
C-AB	0.05	7.31	0.06	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.02	69.09	0.00	369.39	0.190	0.23	11.954	B
C-AB	19.57	19.43	0.00	573.28	0.034	0.04	6.498	A
C-A	456.23	456.23	0.00	-	-	-	-	-
A-B	53.45	53.45	0.00	-	-	-	-	-
A-C	373.41	373.41	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	83.61	83.24	0.00	338.07	0.247	0.32	14.104	B
C-AB	23.37	23.34	0.00	551.23	0.042	0.04	6.819	A
C-A	544.78	544.78	0.00	-	-	-	-	-
A-B	63.83	63.83	0.00	-	-	-	-	-
A-C	445.89	445.89	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	102.39	101.61	0.00	294.12	0.348	0.52	18.622	C
C-AB	28.63	28.57	0.00	520.75	0.055	0.06	7.314	A
C-A	667.22	667.22	0.00	-	-	-	-	-
A-B	78.17	78.17	0.00	-	-	-	-	-
A-C	546.11	546.11	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	102.39	102.36	0.00	294.10	0.348	0.53	18.767	C
C-AB	28.63	28.63	0.00	520.75	0.055	0.06	7.314	A
C-A	667.22	667.22	0.00	-	-	-	-	-
A-B	78.17	78.17	0.00	-	-	-	-	-
A-C	546.11	546.11	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	83.61	84.37	0.00	338.04	0.247	0.34	14.232	B
C-AB	23.37	23.43	0.00	551.23	0.042	0.04	6.823	A
C-A	544.78	544.78	0.00	-	-	-	-	-
A-B	63.83	63.83	0.00	-	-	-	-	-
A-C	445.89	445.89	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	70.02	70.41	0.00	369.33	0.190	0.24	12.060	B
C-AB	19.57	19.61	0.00	573.28	0.034	0.04	6.501	A
C-A	456.23	456.23	0.00	-	-	-	-	-
A-B	53.45	53.45	0.00	-	-	-	-	-
A-C	373.41	373.41	0.00	-	-	-	-	-