

Job name: Hogwood Farm – Parcels 4 and 5 Secondary Access

Job No: C86557

Note No: C86557-JNP-66-XX-RP-T-1004

Date: 04/11/2024

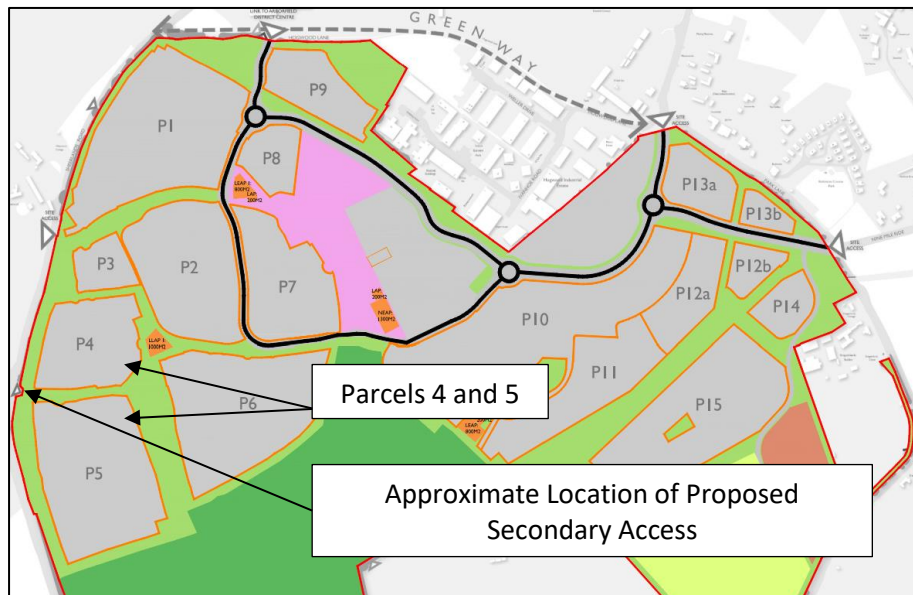
Prepared by: Ellen Earle

Subject: Transport Technical Note

1. Introduction

- 1.1 JNP Group have been commissioned by Cala Homes Thames Ltd. to prepare a Technical Note (TN) to accompany a full planning application to Wokingham Borough Council (WBC) for the provision of a secondary access to the Hogwood Farm development via Parcels 4 and 5.
- 1.2 The secondary access will form a junction with Sheerlands Road and will link to the internal road network of Parcels 4 and 5, which is subject to a separate reserved matters application for the construction of 185 dwellings. The location of Parcels 4 and 5 in the context of the wider development is shown as Figure 1.

Figure 1 – Location of Parcels 4 and 5



- 1.3 Parcels 4 and 5 will also be accessed from the east via the internal road network of Finchwood Park Parcel 2, which was approved under application 213645.

2. Context and Planning History

- 2.1 There is an existing access in the south-west corner of Parcels 4 and 5 which forms a simple priority junction with Sheerlands Road. The junction is used as a temporary access for construction vehicles

accessing the various parcels which form the Hogwood Farm development, as shown in Figure 2. This use of the construction access was permitted for a period of five years from April 2021 under application 210084, which was approved in 2021.

Figure 2 - Existing Construction Access



- 2.2 The parameter plans from the outline approval (Consent O/2014/2179, as varied by application 181194) showed that this junction would ultimately become an access point for emergency vehicles only.
- 2.3 During pre-application discussions for Parcels 4 and 5 with WBC, it was agreed that the access should be retained to form a permanent secondary access to provide a more direct route to the A327 Reading Road for residents of Parcels 4 and 5. As the junction falls outside of the red line boundary for the wider development's outline consent, it will be submitted as part of a separate planning application. Site Access General Arrangement drawings have been presented to WBC for comment prior to the application being submitted and the design has been amended to incorporate the feedback.

3. Site Access General Arrangement

- 3.1 The secondary access will be in the same position as the existing temporary construction access and will retain the same geometry at the bell mouth.
- 3.2 The general arrangement of the secondary access is shown on drawing C86657-JNP-XX-XX-DR-C-7015-P09 'Secondary Site Access General Arrangement', which is provided within **Appendix A**.

Geometry

- 3.3 The alignment of the road closely follows that of the existing construction access.
- 3.4 The access has a width of 4.8m with 1m service margins on both sides. The geometry accords with the requirements for shared surface streets that are set out within WBC's 'Living Streets: A Highways Design Guide for Developers' document. The standards for shared surface streets have been utilised given that the road is not intended to offer a key thoroughfare to and from Parcels 4

and 5 or the wider development.

- 3.5 At the bell mouth, a 6m kerb radius is provided on both sides of the junction.
- 3.6 Within the site, a road narrowing is proposed which will reduce the carriageway width to 3.7m over a distance of around 11m. The narrowing is located on the south side of the carriageway and so it is expected that vehicles egressing the site will give-way to those entering. The narrowing will act as a traffic calming measure. It should be noted that the narrowing falls within the red line boundary of Parcels 4 and 5.

Swept Path Analysis

- 3.7 Swept path analysis has been conducted for a fire tender, which confirms it is able to access and egress the junction in a forward gear. This is shown on drawing C86657-JNP-XX-XX-DR-C-7015-P09, which is provided within **Appendix A**.
- 3.8 The 4.8m carriageway width is sufficient for two large cars to pass at the same time, either side of the carriageway narrowing. This is shown on drawing C86657-JNP-XX-XX-DR-C-7020-P01, which is provided within **Appendix A**.

Visibility

- 3.9 Visibility splays at the junction have been assessed based on the posted speed limit of 40mph along Sheerlands Road, which requires a 120m Stopping Sight Distance (SSD) in accordance with DMRB CD 109. This is achievable northbound along Sheerlands Road. To the west, a 29.9m visibility splay is achievable to the give way line at the Sheerlands Road / A327 Reading Road junction.

4. Collision Data

- 4.1 The collision database service CrashMap has been used to assess whether there are any notable road safety issues on the road network surrounding the site. The latest available data covers the period 2018-2022. A map showing the location of collisions which have occurred in the latest five-year period is provided as Figure 3.

Figure 3 - Collisions in the Vicinity of Sheerlands Road



- 4.2 As shown in Figure 1, there have been no recorded collisions in the vicinity of the Sheerlands Road / A327 Reading Road junction or along the section of Sheerlands Road which leads to the wider Finchwood Park development.

5. Junction Capacity

- 5.1 The junction capacity at the secondary access has previously been assessed within document Technical Note TN016 'Junction Assessment Sheerlands Road / A327 / Church Road Update (Trip Distribution)' dated August 2018, which was prepared by JNP Group and submitted and approved in support of the Parcel 1 (ref: 181422) application. The Technical Note is appended as **Appendix B**.
- 5.2 The Technical Note was prepared to assess the highway impact of utilising the Sheerlands Road access as the main vehicle access to Parcel 1, while the Nine Mile Ride Extension South (NMRE(S)) was still under construction.
- 5.3 The Sheerlands Road / A327 Reading Road junction was tested in a '2028 Do Something' scenario for the 178 dwellings which formed Parcel 1, as well as a sensitivity test of 400 dwellings. The junction operated within capacity for the trips associated with 400 dwellings, with a maximum RFC of 0.82 for Church Road right turn movements in the AM Peak.
- 5.4 Parcels 2 and 3 collectively accommodate 135 dwellings. The total number of dwellings across Parcels 2, 3, 4 and 5 is therefore 320 dwellings. This is 80 dwellings less than the 400 dwellings

which were tested within the junction capacity sensitivity assessments from TN016.

- 5.5 The 400 dwellings which the junction was tested against would therefore account for the trips associated with all 185 dwellings within Parcels 4 and 5, plus an additional 214 dwellings from the wider Hogwood Farm development. Overall, this amounts to 27% of the consented 1,500 dwellings from the outline scheme.
- 5.6 Given that the capacity of the junction has previously been assessed and was found to operate within capacity, no further assessment is considered necessary, and this was agreed during pre-application discussions for Parcels 4 and 5 with WBC. The previous assessment is considered robust given that it accounts for more dwellings than what will be provided within Parcels 4 and 5.
- 5.7 It is considered unlikely that the trips associated with 400 dwellings will utilise the access, as the internal layout of Parcels 4 and 5 has been designed to discourage rat-running and the NRME(S) will continue to form the principal desire line within the site and to the wider area.

6. Summary

- 6.1 In view of the above, the proposals are not expected to generate unacceptable impacts on highways safety or capacity, the two grounds for which a recommendation for refusal is warranted under paragraph 111 of the NPPF (2023).

Document Issue Record

Technical Note No	Rev	Date	Prepared	Reviewed	Approved
1004	-	27/06/2024	E Lishman	K Malik	K Malik
1004	P01	03/07/2024	E Lishman	K Malik	K Malik
1004	P02	23/10/2024	E Earle	K Malik	K Malik
1004	P03	04/11/2024	E Earle	K Malik	K Malik

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Appendix A

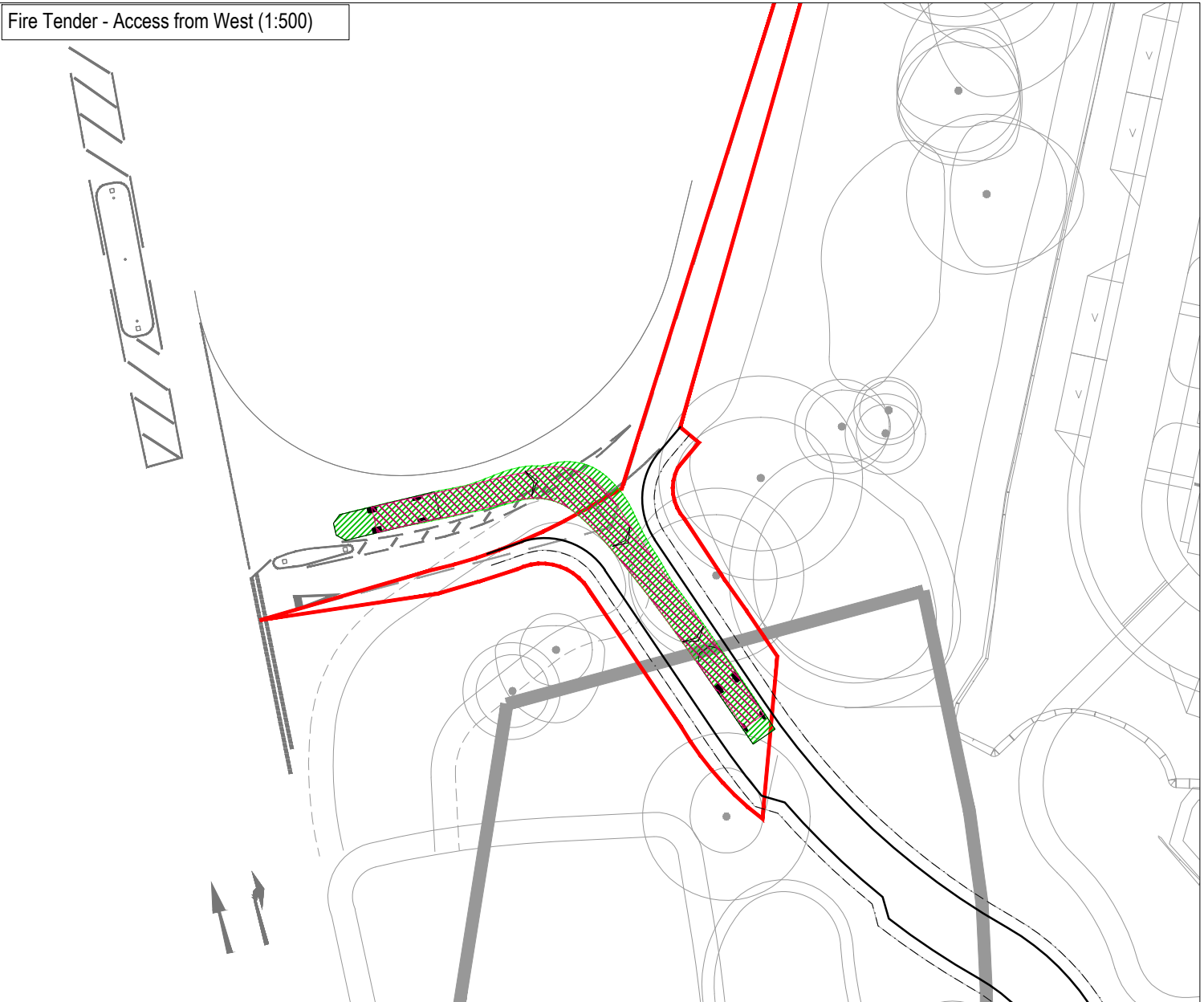
**C86657-JNP-XX-XX-DR-C-7015-P09 ‘Secondary
Site Access General Arrangement’**

**C86657-JNP-XX-XX-DR-C-7020-P01 ‘Secondary
Site Access – Large Car Swept Path Analysis’**

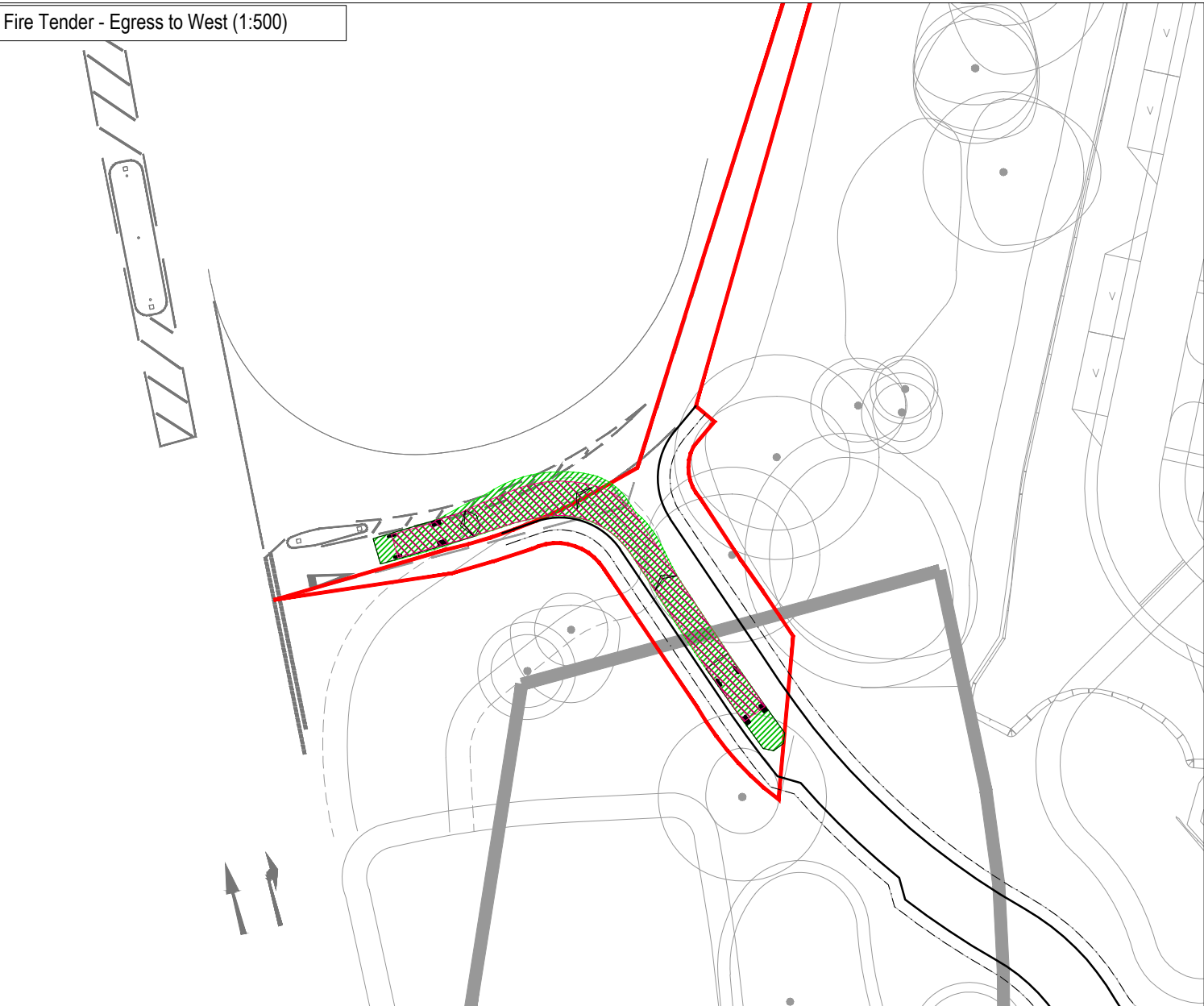
Site Access General Arrangement (1:200)



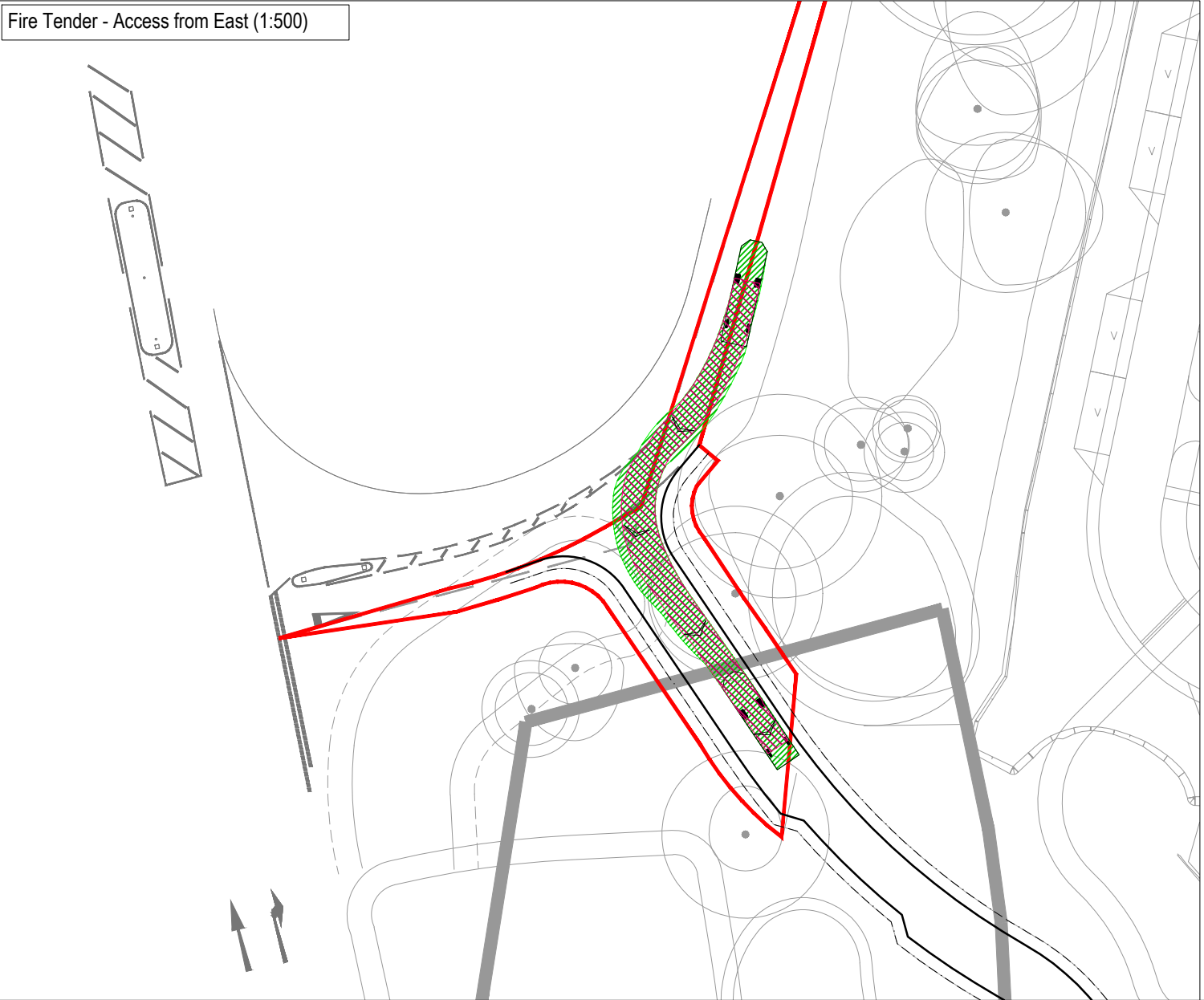
Fire Tender - Access from West (1:500)



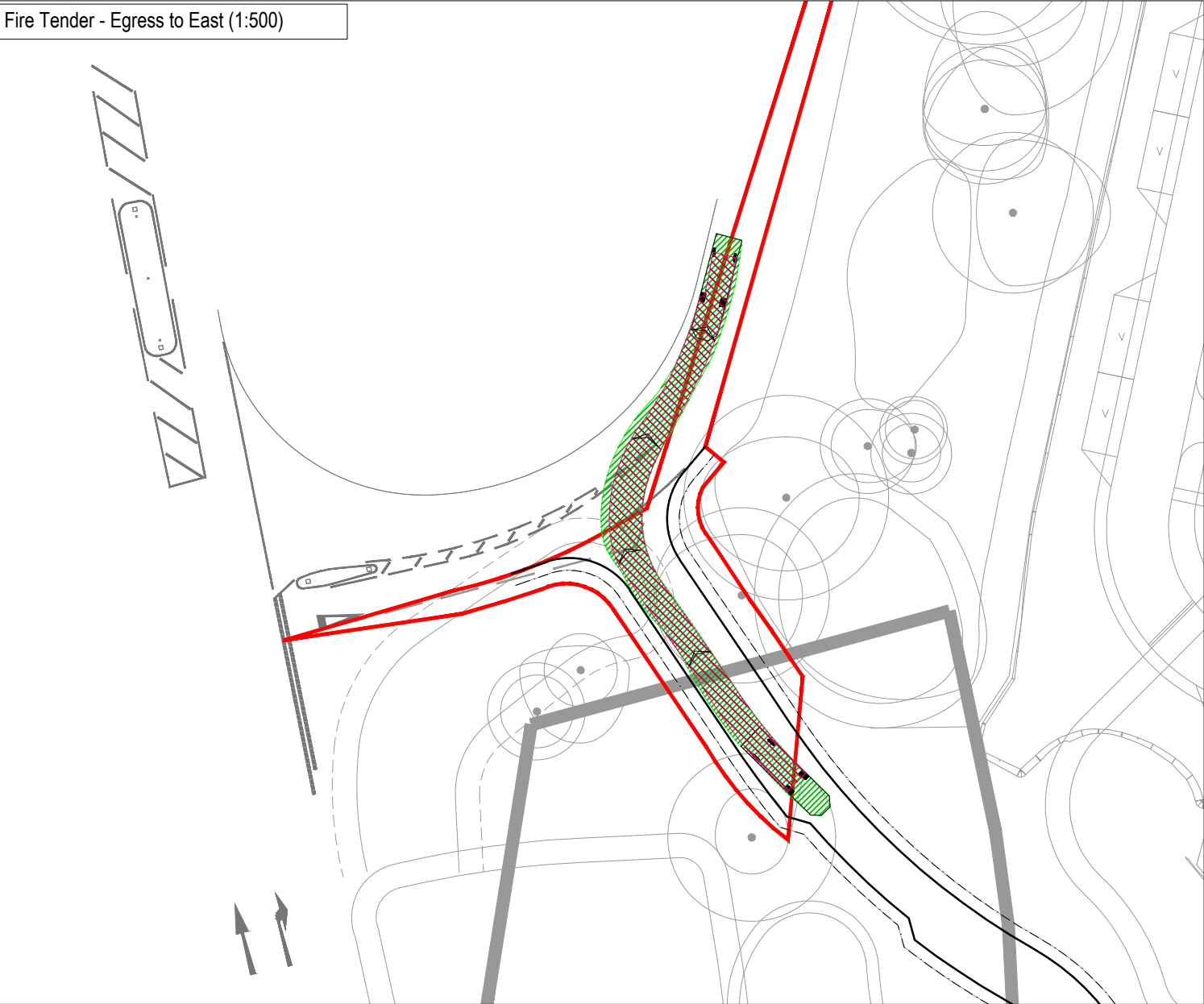
Fire Tender - Egress to West (1:500)



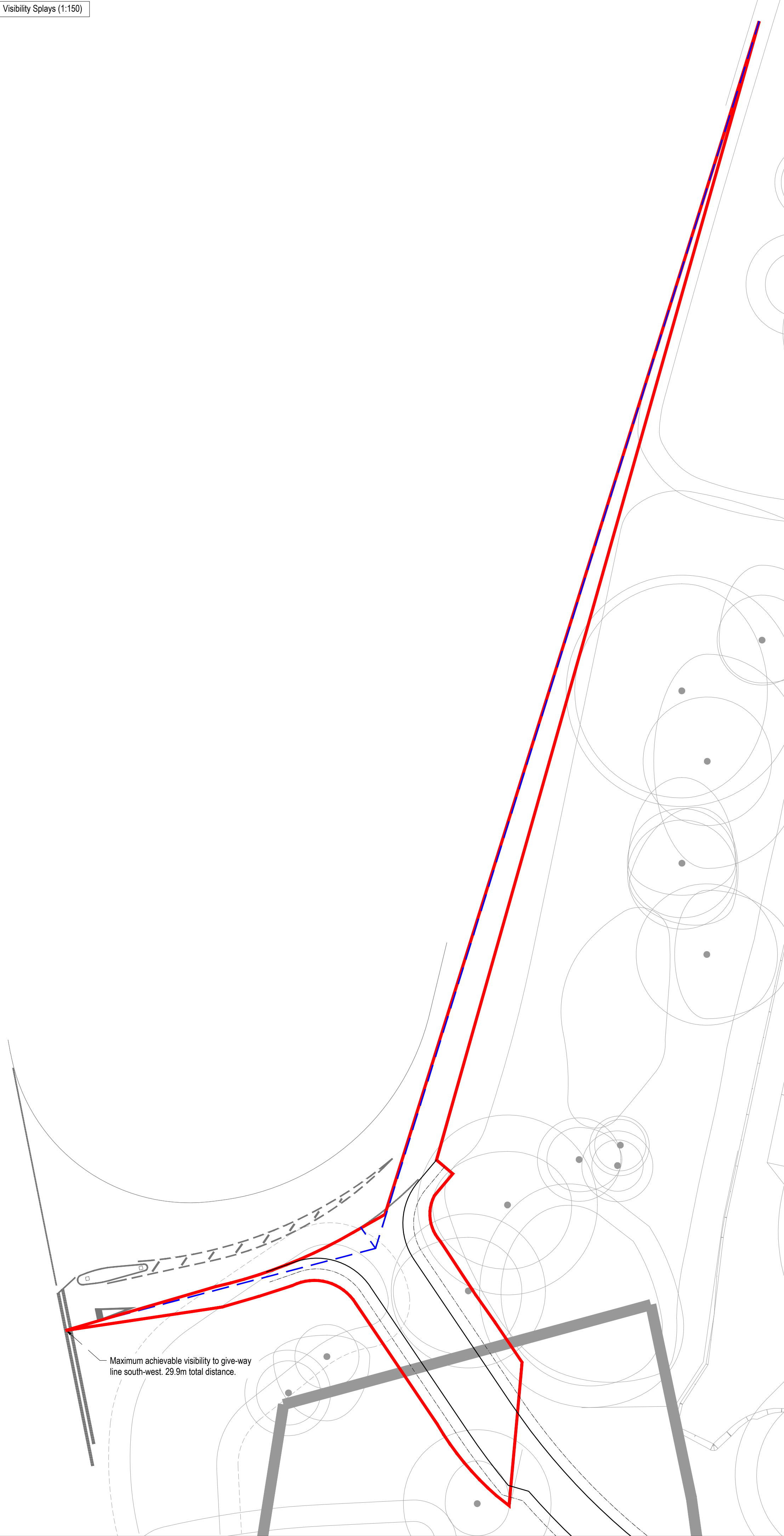
Fire Tender - Access from East (1:500)



Fire Tender - Egress to East (1:500)

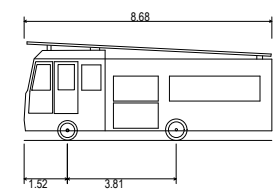


Visibility Splays (1:150)



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D632 Fire Appliance	6.680m
Overall Length	2.180m
Overall Width	3.450m
Overall Body Height	0.337m
Min Body Ground Clearance	2.121m
Max Track Width	6.00%
Lock to lock time	7.910m
Kerb to Kerb Turning Radius	

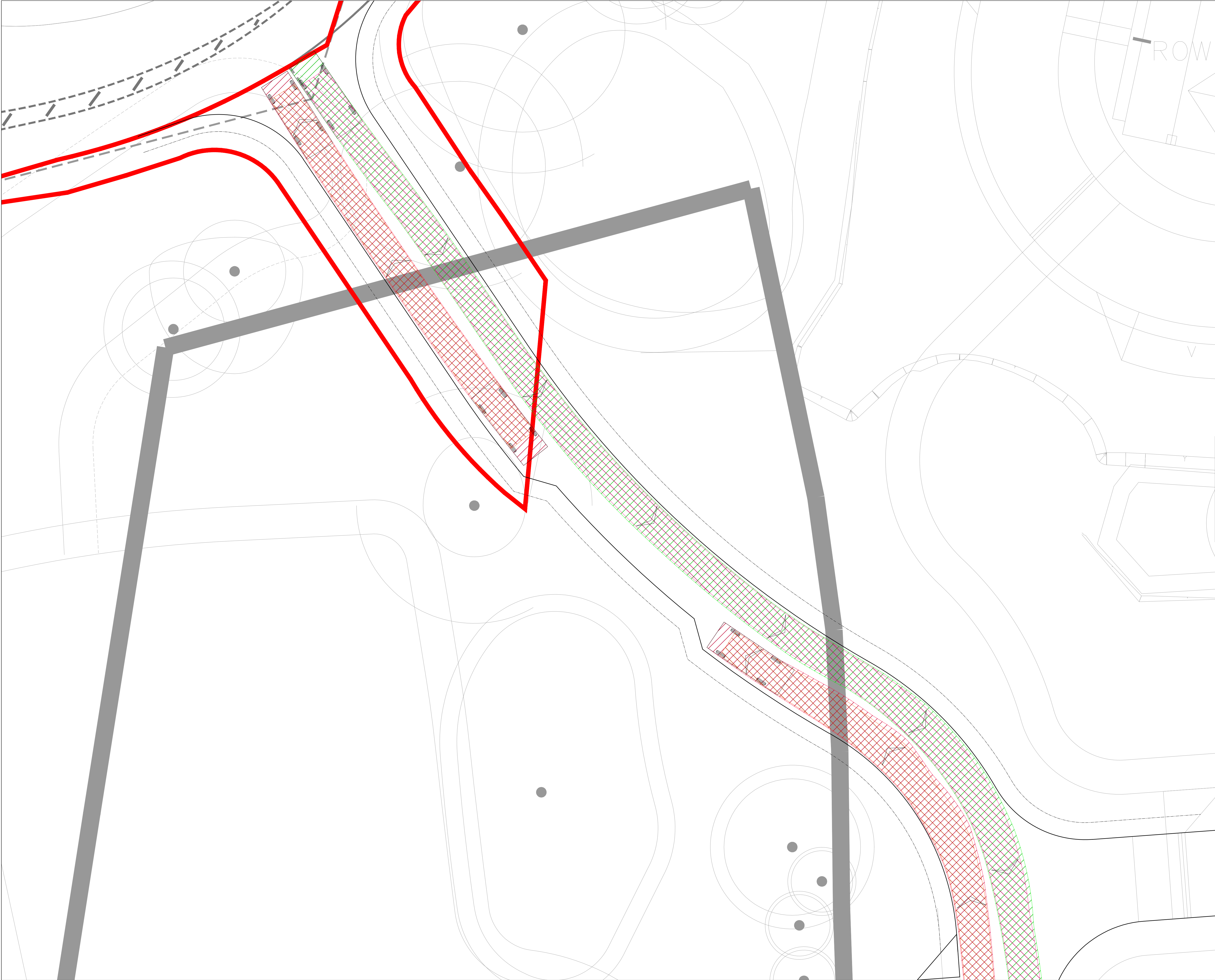
Legend	
—	Application Red Line Boundary
—	Junction Visibility Splay based on 40mph speed with a 2.4m 'Y' distance and 120m SSD
—	Proposed Road Channel
---	Proposed Verge Extents

Rev.	Date	Description	Drawn / Checked / App'd
P09	30/10/2024	Planning Issue	EE / KM / KM
P08	16/09/2024	Further amendments to road alignment	EL / KM / KM
P07	10/09/2024	Amended Road Alignment	EL / KM / KM
P06	02/09/2024	Amended to reflect LHA and LPA Comments	EL / KM / KM
P05	03/07/2024	Fifth Issue	EL / KM / KM
P04	27/06/2024	Fourth Issue	EL / KM / KM
P03	04/06/2024	Third Issue	EL / KM / KM
P02	21/05/2024	Second Issue	EL / KM / KM
P01	25/04/2024	First Issue	AK / EL / KM

Subsidiary:	S2 - Suitable for Information
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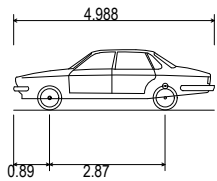


Client:	Cala Homes Thames Ltd
Job:	Hogwood Farm Parcels 4 & 5
Title:	Secondary Access General Arrangement
Classification:	FL 60_20
Scale @ A1:	As Shown
Project - Originator - Volume/System - Level/Location - Type - Discipline - Number	C86557 - JNP-XX-XX-DR-C-7015
Revision:	P09



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Large Car	4.988m
Overall Length	1.733m
Overall Width	1.502m
Overall Body Height	0.287m
Min Body Ground Clearance	1.700m
Track Width	4.00s
Lock to lock time	6.200m
Kerb to Kerb Turning Radius	

P01	30/10/2024	First Issue	EE / KM / KM
Rev	Date	Description	Dwn / Chks / App'd

Suitability:

S2 - Suitable for Information

Client Logo:



Client: Cala Homes Thames Ltd

Job: Hogwood Farm Parcels 4 & 5

Title: Secondary Access General Arrangement
Large Car Swept Path Analysis

Classification FL 60_20				
Scale @ A1: 1:100				

Project - Originator - Volume/System - Level/Location - Type - Discipline - Number C86557 - JNP-XX-XX-DR-C-7020	Revision: P01
Document/Drawing Number	

Appendix B

Technical Note TN016 'Junction Assessment Sheerlands Road / A327 / Church Road Update (Trip Distribution)'

Job name: Hogwood Farm, Finchampstead

Job No: C85672

Note No: TN016

Date: 16/08/2018

Prepared by: Stuart Wilson

Subject: Junction Assessment Sheerlands Road / A327 / Church Road Update (Trip Distribution)

1 Trip Generation and traffic impact assessment

1.1 Introduction

1.1.1 Trip generation for the proposals on P1 have been calculated using the same methodology contained within the original TA and that used within Transport Statements' submitted in support of reserved matters applications for parcels within the wider SDL.

1.2 Trip Generation

1.2.1 Trip rates as produced from the Wokingham Strategic Transport Model 3 (WSTM3) have been used to assess the likely number of vehicular trips resulting from the 178 dwellings proposed at P1. These are shown below in Table 4.1.

Table 4.1: Trip Rates and Trips (178 dwellings)

Time Range	Inbound		Outbound		Two-way	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
08:00-09:00	0.130	23	0.400	71	0.530	94
17:00-18:00	0.330	59	0.200	36	0.530	95

1.3 Traffic Impact Assessment

1.3.1 As it is likely Parcel 1 will be occupied before the completion of the NMRE(S), the traffic impact of the proposals on the Sheerlands Road/A327 junction have been assessed for the following scenarios:

-  2017 Base
-  2028 Base (Includes AGLC Development)
-  2028 Do Something (2028 Base + 178 Dwellings)
-  2028 Do Something Sensitivity Test (assessed against 400 dwellings)

1.3.2 The 2017 Base scenario uses the traffic flows as recorded by JNP. Traffic flows were acknowledged as being lower in 2017 between Sheerlands Road and Church Road compared to those surveyed in 2014 due to the closure of Sheerlands Road where it intersects NMRE(N).

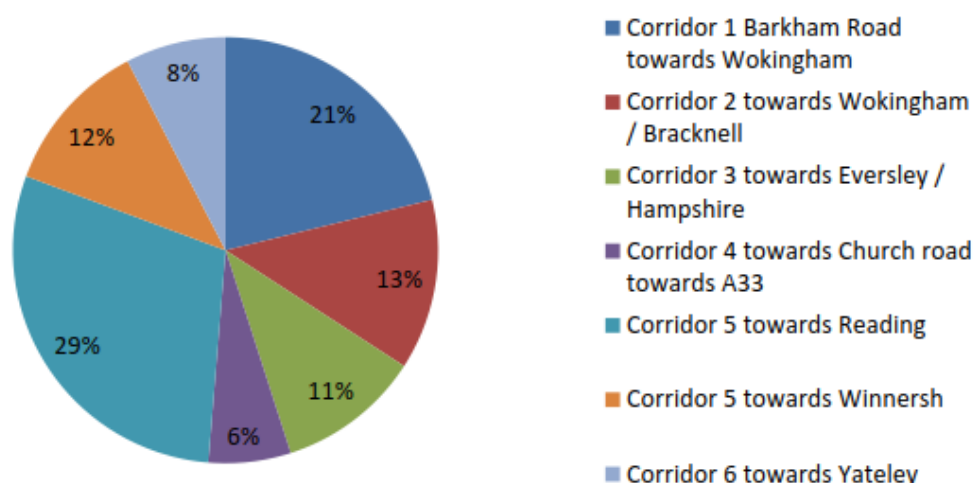
1.3.3 Flows were 'growthed' from 2017 to 2028 using the NTEM AF15 Dataset for Wokingham 018. The growth factors which were applied can be found below in Table 4.2.

Table 4.2: Trip Rates and Trips (178 dwellings)

Peak Hour	Growth Factor
AM	1.1754
PM	1.1822

- 1.3.4 For the 2028 Base scenario, the trips associated with the AGLC were derived by removing the trips associated with the standalone scenario from the cumulative scenario contained within the original TA.
- 1.3.5 A flow diagram was produced to support the hybrid planning application and the distributions were obtained from Wokingham Borough Council (WBC). The growth in traffic was also obtained from WBC. The growth and redistribution of traffic after the implementation of the Arborfield Relief Road was calculated using the WSTM.
- 1.3.6 As a result of the meeting on 23rd July 2018, it was agreed that the distribution will be taken from the original Outline Transport Assessment carried out on behalf of the Marino Family as opposed to existing traffic flows. With reference to Appendix I or the original TA by Royal Haskoning, Table 4.3 below details the trip distribution used.

Table 4.3 Extract of 2014 TA Trip Distribution



- 1.3.7 In order to apply this distribution to the Parcel 1 Development via Sheerlands Road, Google Maps was used to establish the quickest peak hour routing. Table 4.4 below shows the results.

Table 4.4: Trip Distribution applied to Parcel 1

Arm	Route to Sheerlands Road	Distribution
Corridor 1	A327 (N)	21%
Corridor 2	A327 (N)	13%
Corridor 3	A327 (S)	11%
Corridor 4	Church Road	6%
Corridor 5	A327 (N)	29%
Corridor 5	A327 (N)	12%
Corridor 6	A327 (S)	8%

1.3.8 In summary, the distribution at Sheerlands Road will be as follows:

- To/from A327 (N) 75%
- To/from Church Road 6%
- To/from A327 (S) 19%

1.3.9 It is noted that the highways consultation on the Reserved Matters Application suggested that the trip distribution is 'broadly 40% north, 40% east and 20% south'. JNP were not able to validate this from the TA, but showing 75% turning right would instead be considered very robust.

1.4 2017 Base Junction Modelling

1.4.1 The results of junction modelling for the 2017 base year are shown below in Table 4.5. Full model output reports for all scenarios are provide under **Appendix A**.

Table 4.5: 2017 Base Junction Modelling

Arm	2017 Surveyed AM Peak Hour (07:45-08:45)		2017 Surveyed PM Peak Hour (17:00-18:00)	
	RFC	End Queue	RFC	End Queue
Sheerlands Road-A327 (S)	0.01	0	0.02	0
Sheerlands Road Right-turns	0.03	0	0.05	0
A327 (N) Southbound	0.20	0	0.05	0
Church Road-A327 (N)	0.21	0	0.08	0
Church Road Right-turns	0.39	1	0.31	0
A327 (S) Northbound	0.02	0	0.01	0

1.4.2 Table 4.3 illustrates the maximum Ratio of Flow to Capacity (RFC which occurs at the Sheerlands Road/A327 Junction is 0.39 and no queues greater than 1 car are expected.

1.5 2028 Base Junction Modelling

1.5.1 The modelling results for a 2028 Base Year inclusive of wider development are shown below in Table 4.6.

Table 4.6: 2028 Base Including AGLC Development

Arm	2028 AGLC AM Peak Hour (07:45-08:45)		2028 AGLC PM Peak Hour (17:00-18:00)	
	RFC	End Queue	RFC	End Queue
Sheerlands Road-A327 (S)	0.03	0	0.03	0
Sheerlands Road Right-turns	0.05	0	0.07	0
A327 (N) Southbound	0.30	0	0.20	0
Church Road-A327 (N)	0.34	1	0.30	0
Church Road Right-turns	0.62	2	0.23	0
A327 (S) Northbound	0.03	0	0.01	0

1.5.2 Table 4.6 above shows that the maximum RFC occurring at the Sheerlands Road/A237 Junction is 0.62 and no queues greater than 2 cars are expected resulting in significant residual capacity.

1.6 2028 Do Something Junction Modelling

1.6.1 Two 'Do Something' scenarios have been prepared to assess the operational performance of the Sheerlands Road/A327 junction serving 178 dwellings and 400 dwellings as a sensitivity test.

1.6.2 The results for both scenarios are contained in Tables 4.7 and 4.8.

Table 4.7: 2028 Do Something 178 Dwellings

Arm	2028 Do Something AM Peak Hour (07:45-08:45)		2028 Do Something PM Peak Hour (17:00-18:00)	
	RFC	End Queue	RFC	End Queue
Sheerlands Road-A327 (S)	0.07	0	0.05	0
Sheerlands Road Right-turns	0.39	1	0.24	0
A327 (N) Southbound	0.31	0	0.20	0
Church Road-A327 (N)	0.36	1	0.31	0
Church Road Right-turns	0.70	2	0.27	0
A327 (S) Northbound	0.03	0	0.03	0

Table 4.8: 2028 Do Something Sensitivity Test 400 Dwellings

Arm	2028 Do Something Sensitivity Test AM Peak Hour (07:45-08:45)		2028 Do Something Sensitivity Test PM Peak Hour (17:00-18:00)	
	RFC	End Queue	RFC	End Queue
Sheerlands Road-A327 (S)	0.14	1	0.09	0
Sheerlands Road Right-turns	0.83	4	0.48	1
A327 (N) Southbound	0.33	0	0.21	0
Church Road-A327 (N)	0.40	1	0.32	0
Church Road Right-turns	0.82	3	0.33	0
A327 (S) Northbound	0.05	0	0.07	0

1.6.3 It can be seen from Tables 4.7 and 4.8 that the Sheerlands Road/A327 junction will continue to operate within capacity in both Do Something scenarios. The highest RFC of 0.83 can be seen in the sensitivity test and applies to right turners out of Sheerlands Road with queues of 4 vehicles expected.

Document Issue Record

Technical Note No	Rev	Date	Prepared	Reviewed	Approved
015	~	16/08/2018	SW	SW	SW

List of Appendices

Appendix A Junction Modelling Outputs

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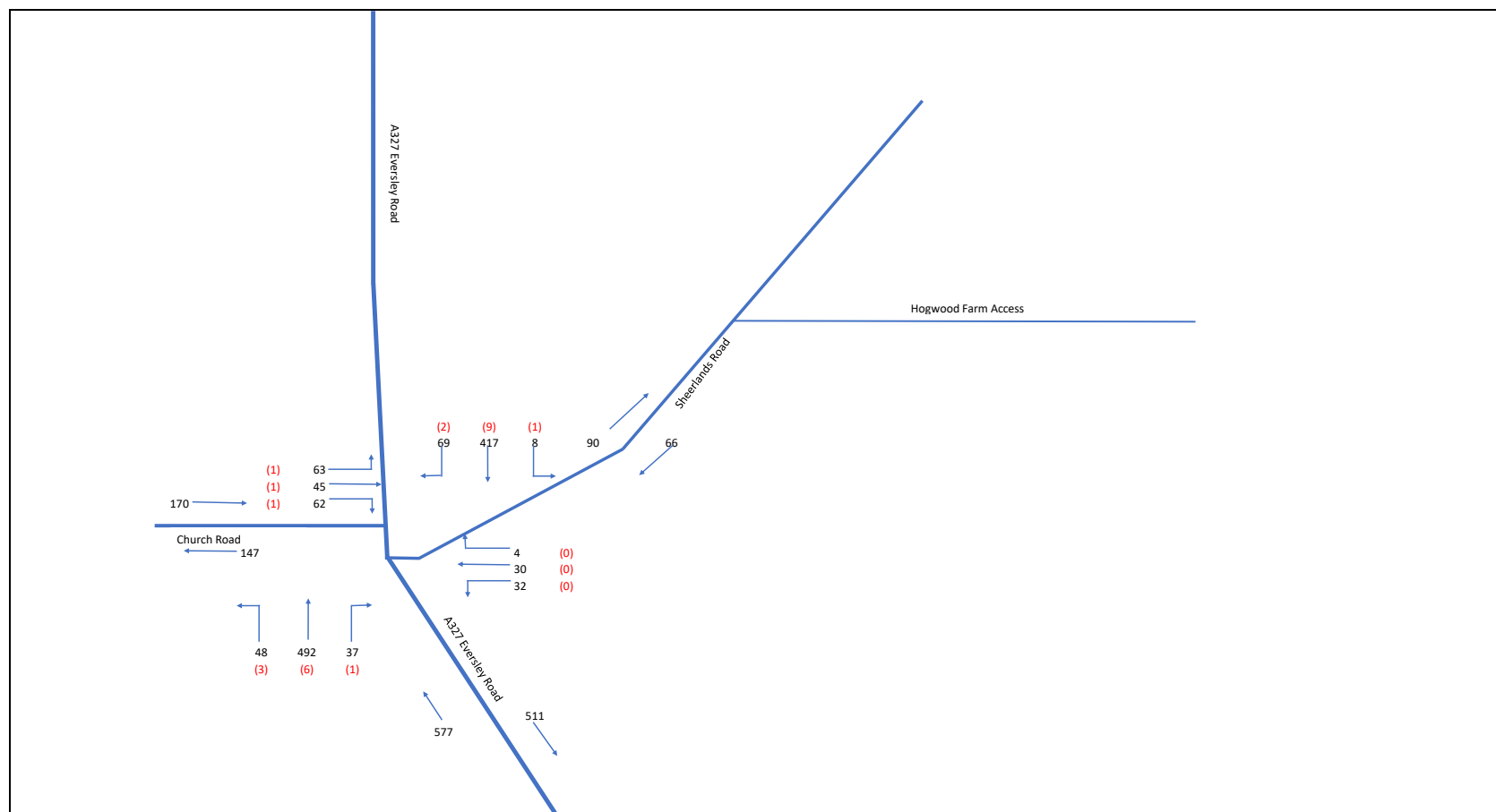
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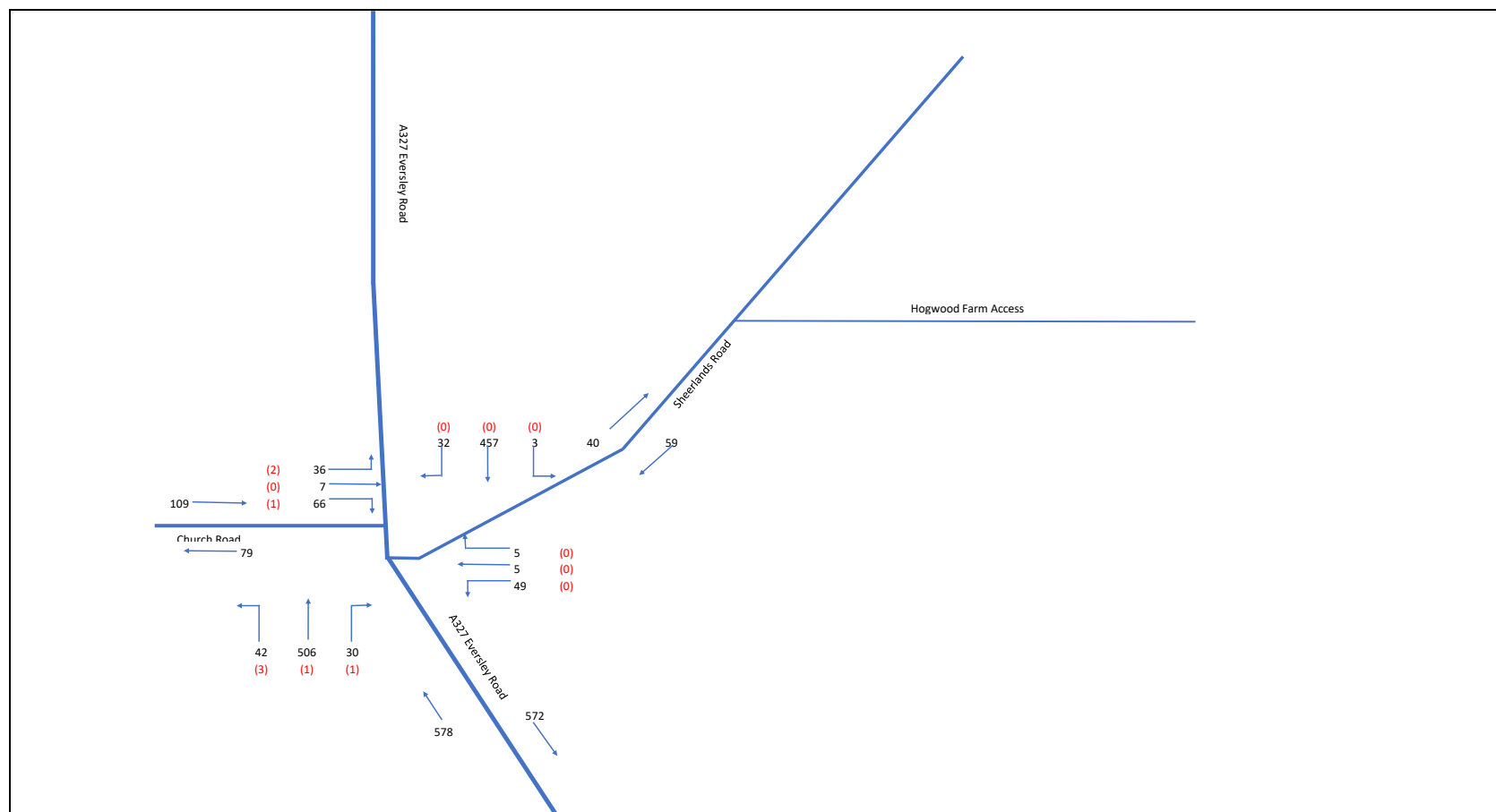
Appendix A

Flow Diagrams



Key:	
888	Traffic Flows
(888)	HGV
888	Passenger Car Units (for Signalised Junctions Only)

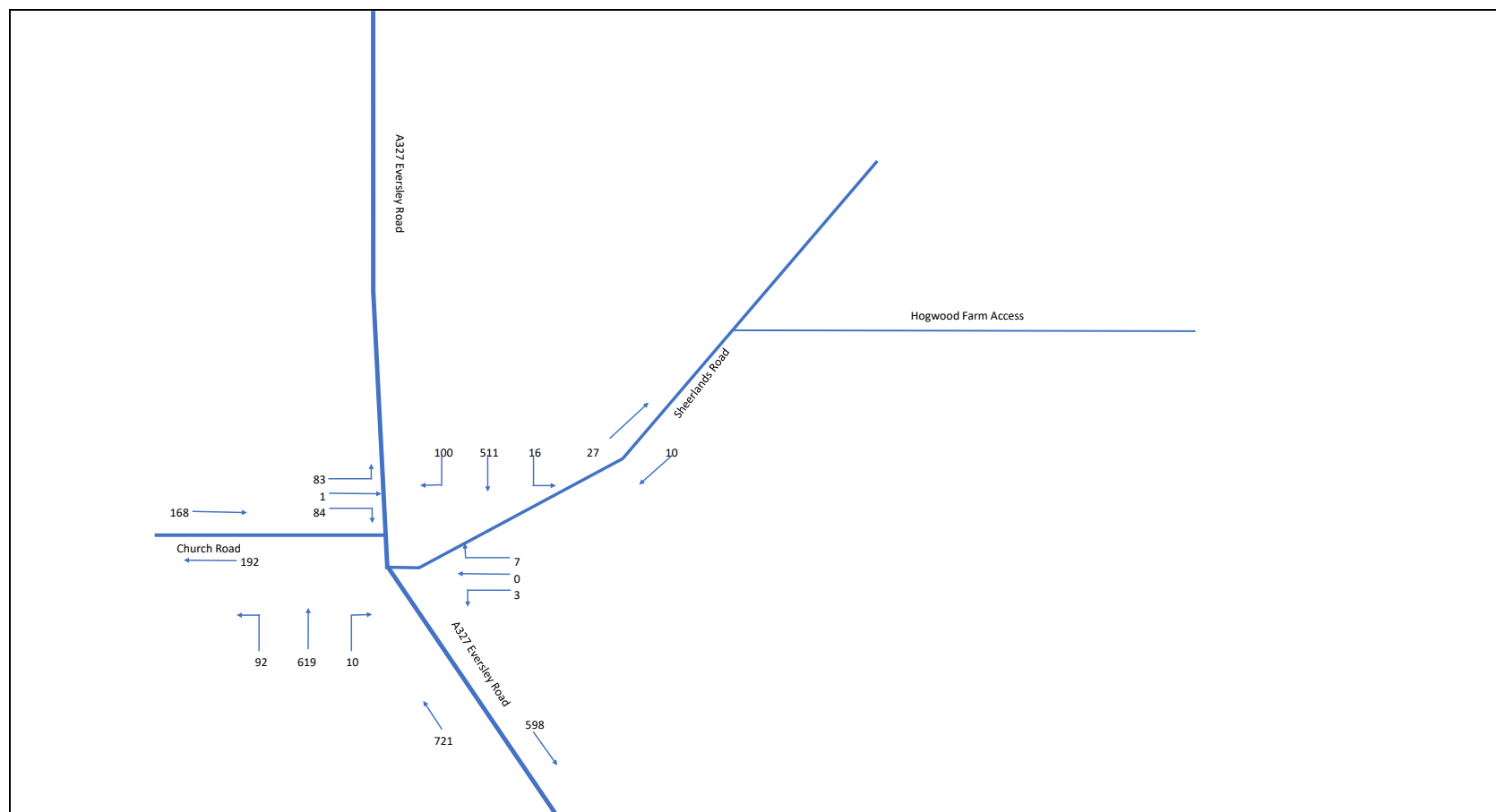
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Job:	Hogwood Farm Finchampstead, RG40 4QY	
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Drawn By:	AM	
Eng. Check:	SW	
Tech. Check:	SW	
Date:	Nov-17	Rev.
Figure Number:	C85672-F-101	A



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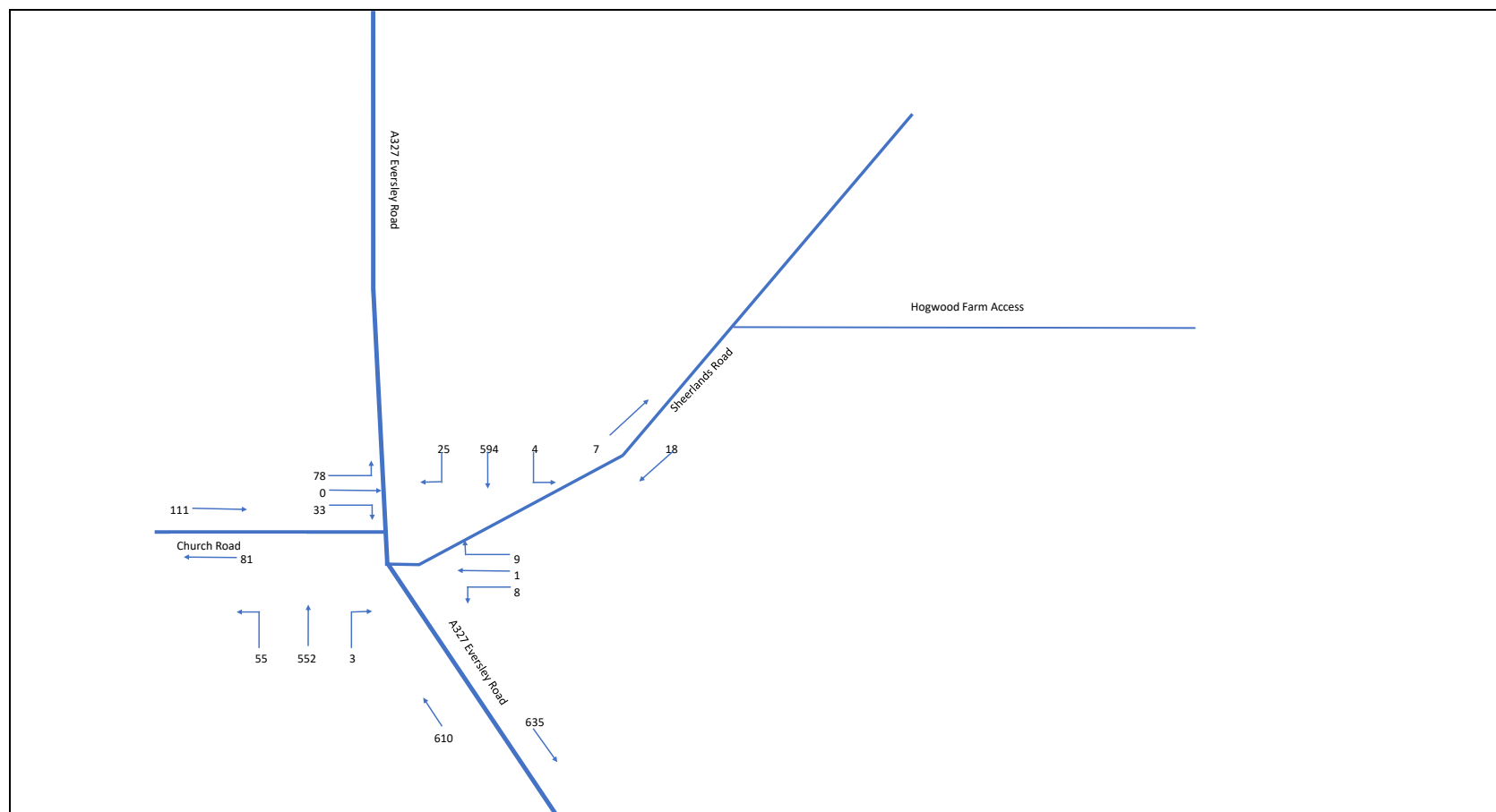
- 888 Traffic Flows
- (888) HGV
- 888 Passenger Car Units (for Signalised Junctions Only)

Client:	Legal and General Homes	
Job:	Hogwood Farm Finchampstead, RG40 4QY	
Title:	2014 Observed Flows PM-Peak Hour (17:00-18:00) Sheerlands/A327 Junction Traffic Flow Diagram	
Drawn By:	AM	
Eng. Check:	SW	
Tech. Check:	SW	
Date:	Nov-17	Rev.
Figure Number:	C85672-F-102	A



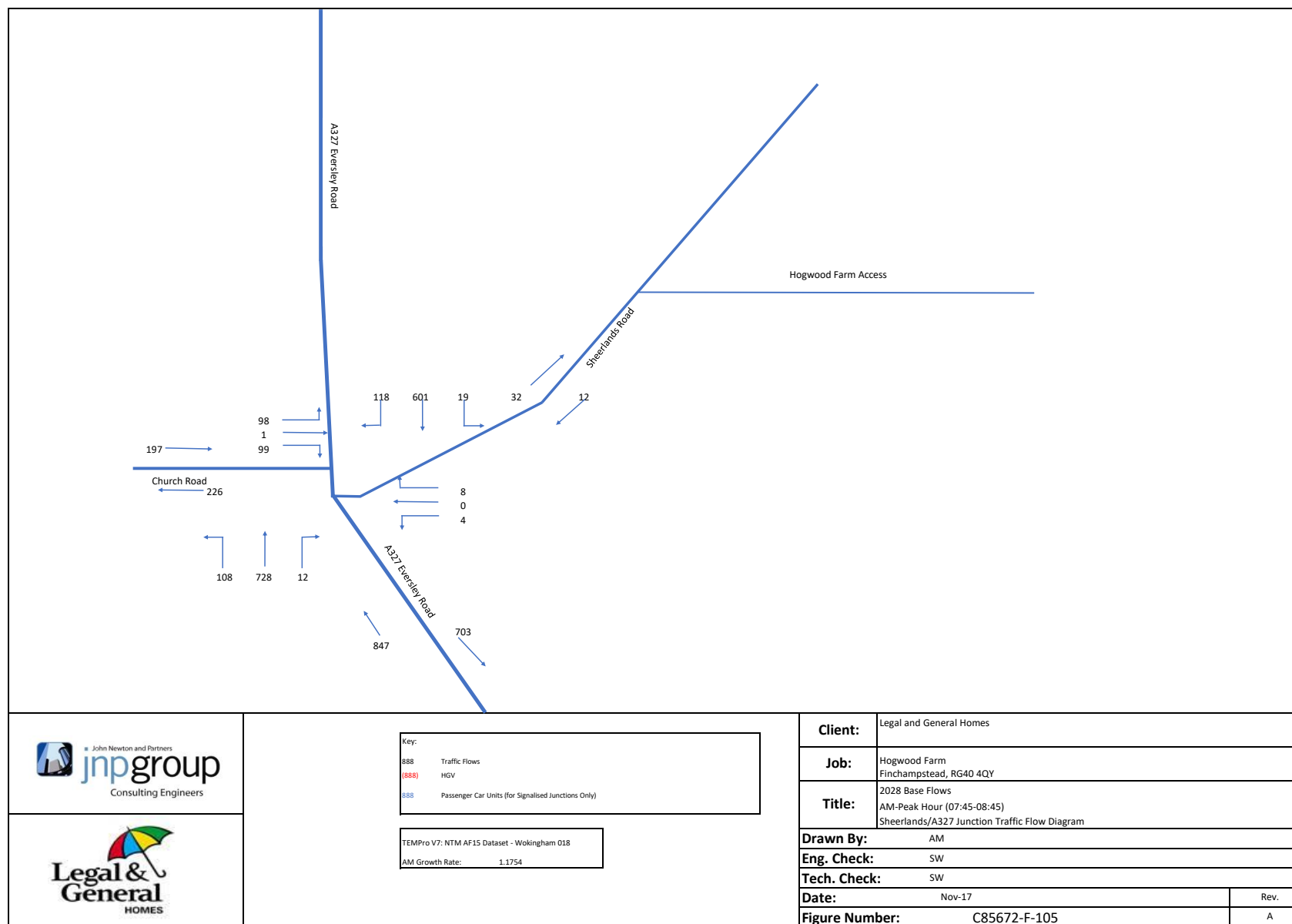
Key:	
888	Traffic Flows
(888)	HGV
888	Passenger Car Units (for Signalised Junctions Only)

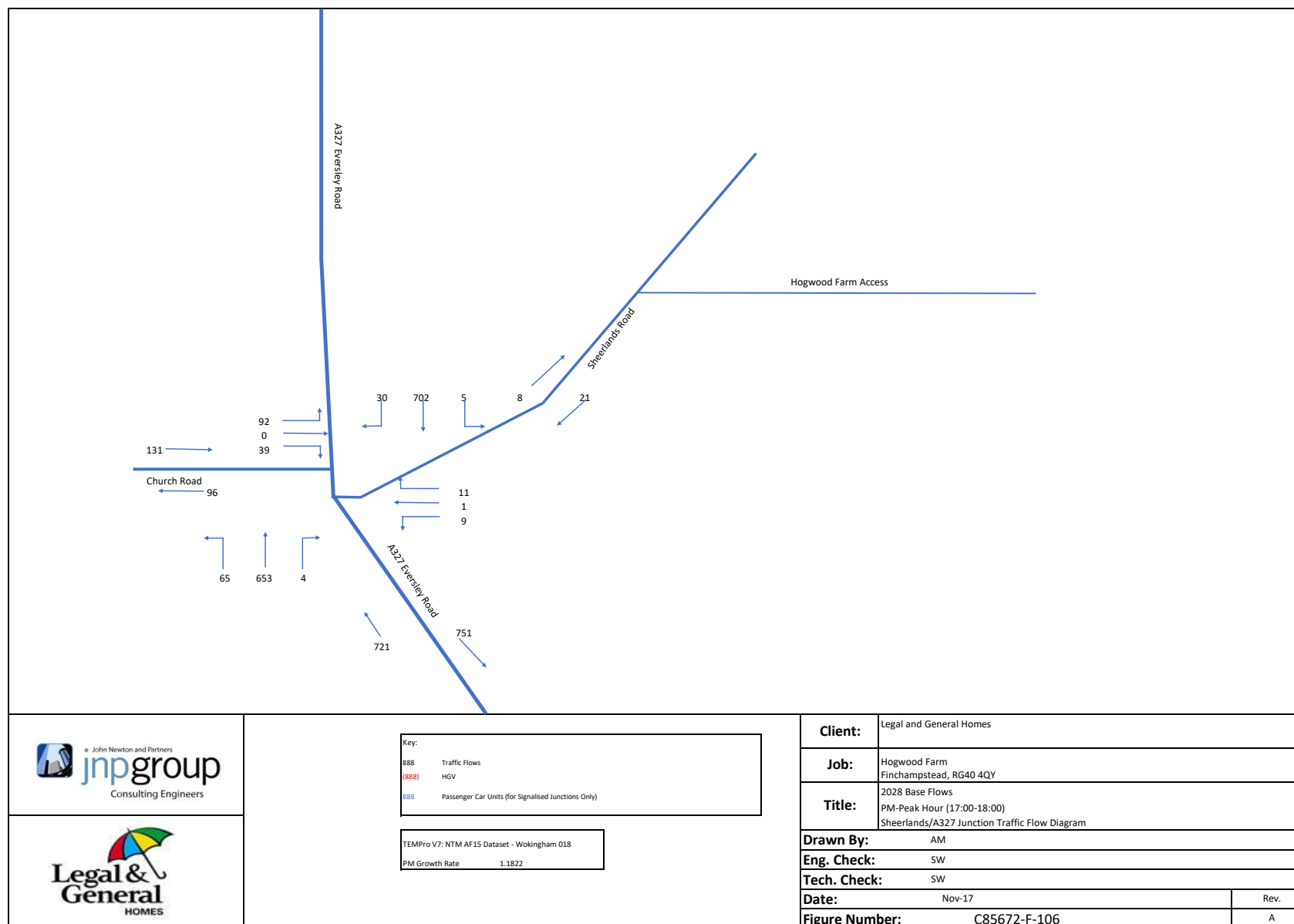
Client:	Legal and General Homes	
Job:	Hogwood Farm Finchampstead, RG40 4QY	
Title:	2017 Base Flows AM-Peak Hour (07:45-08:45) Sheerlands/A327 Junction Traffic Flow Diagram	
Drawn By:	AM	
Eng. Check:	SW	
Tech. Check:	SW	
Date:	Nov-17	Rev.
Figure Number:	C85672-F-103	A

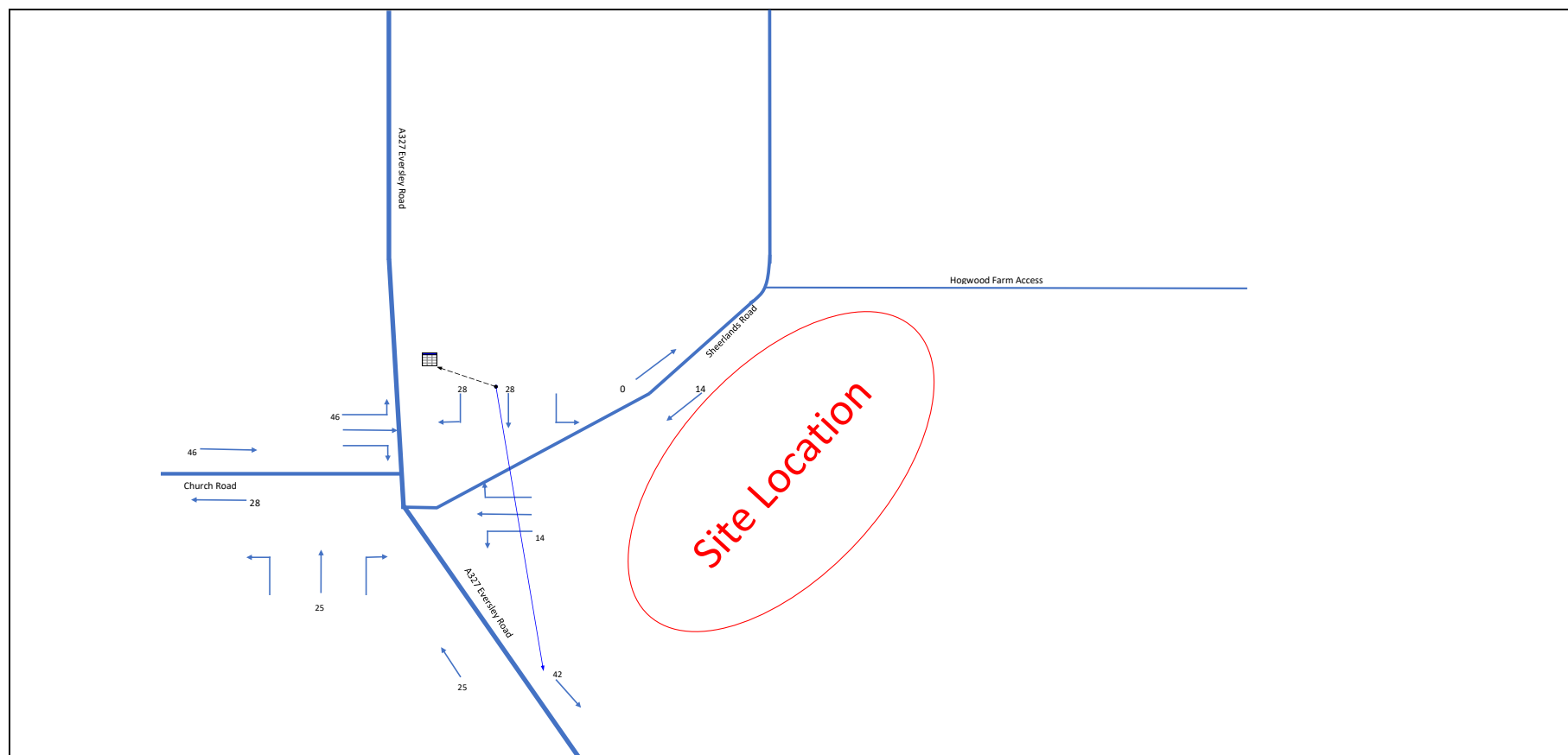


Key:	
888	Traffic Flows
(888)	HGV
888	Passenger Car Units (for Signalised Junctions Only)

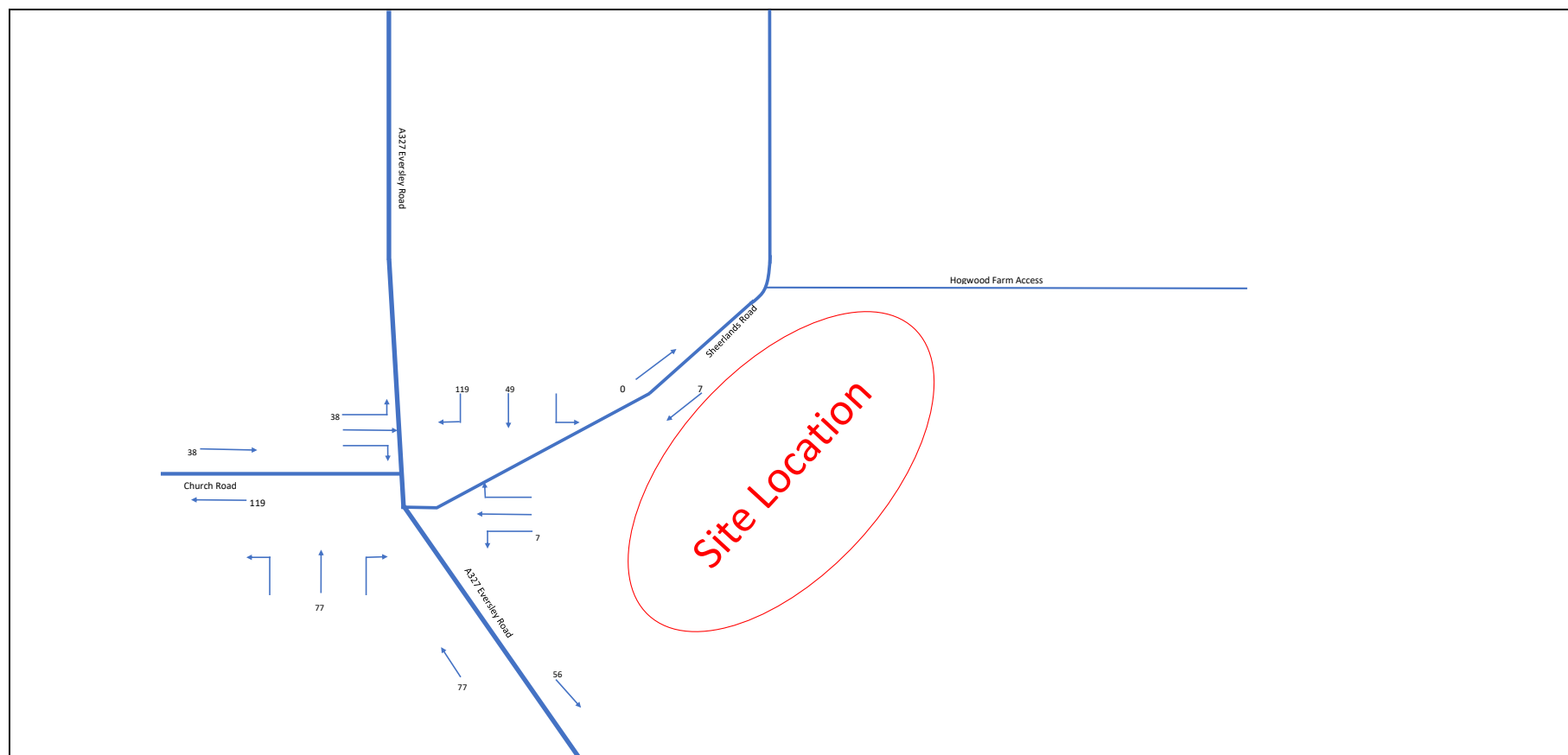
Client:	Legal and General Homes	
Job:	Hogwood Farm Finchampstead, RG40 4QY	
Title:	2017 Base Flows PM-Peak Hour (17:00-18:00) Sheerlands/A327 Junction Traffic Flow Diagram	
Drawn By:	AM	
Eng. Check:	SW	
Tech. Check:	SW	
Date:	Nov-17	Rev.
Figure Number:	C85672-F-104	A



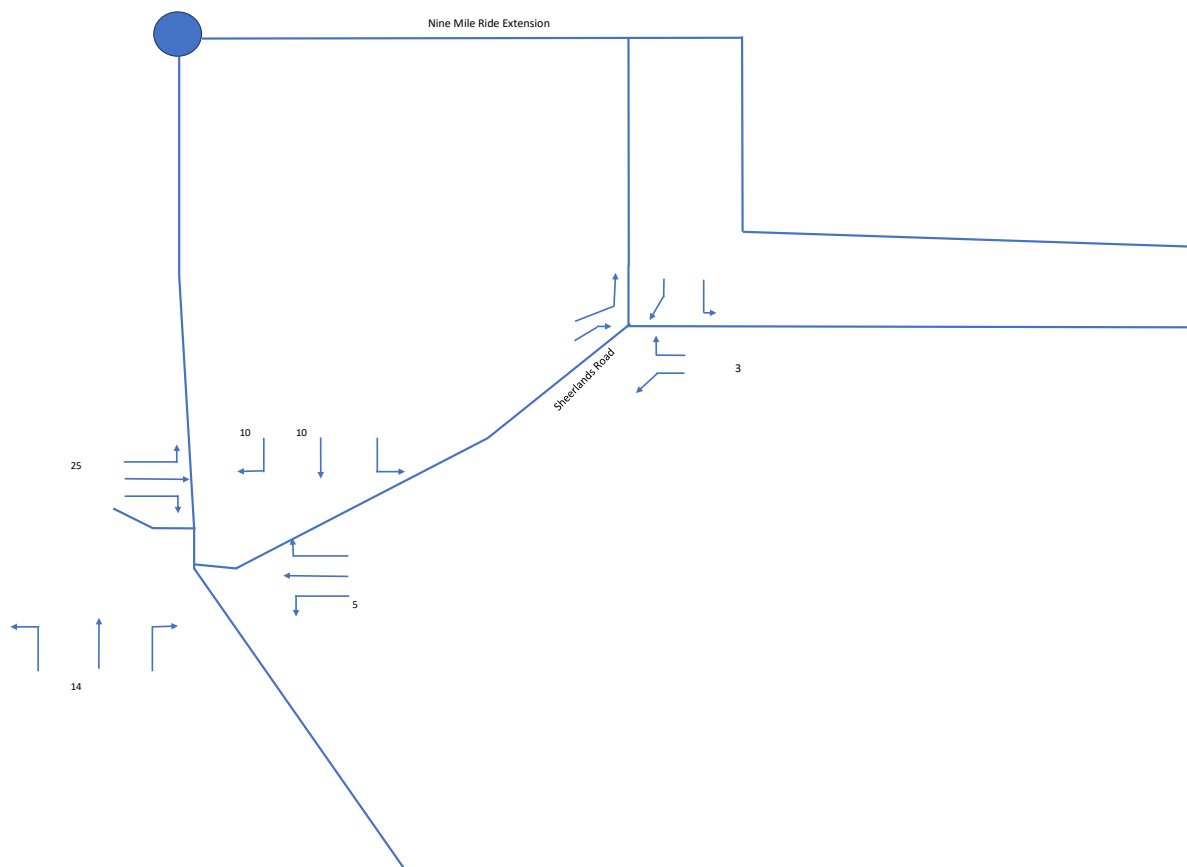




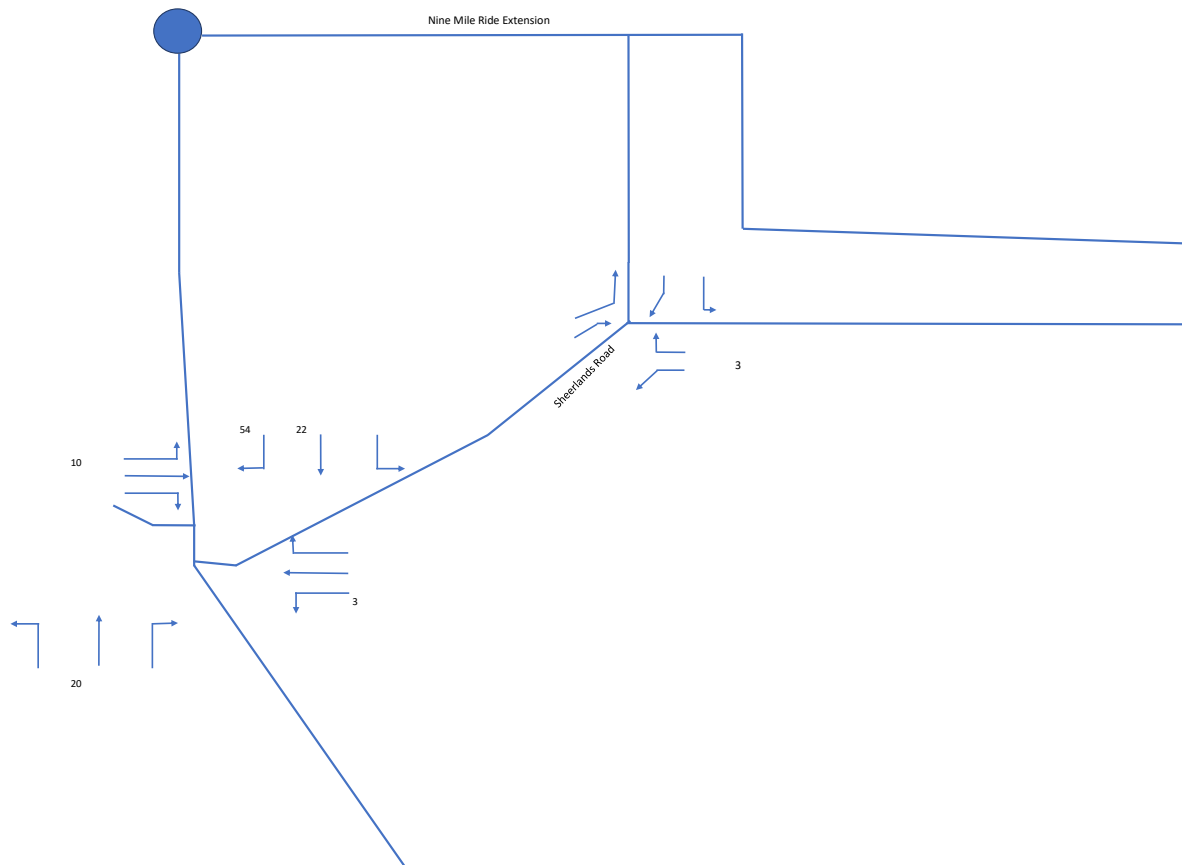
Client:	Legal and General Homes	
Job:	Hogwood Farm Finchampstead, RG40 4QY	
Title:	2019 SDL Flows AM-Peak Hour (07:45-08:45) Sheerlands/A327 Junction Traffic Flow Diagram	
Drawn By:	AM	
Eng. Check:	SW	
Tech. Check:	SW	
Date:	Nov-17	Rev.
Figure Number:	C85672-F-107	A



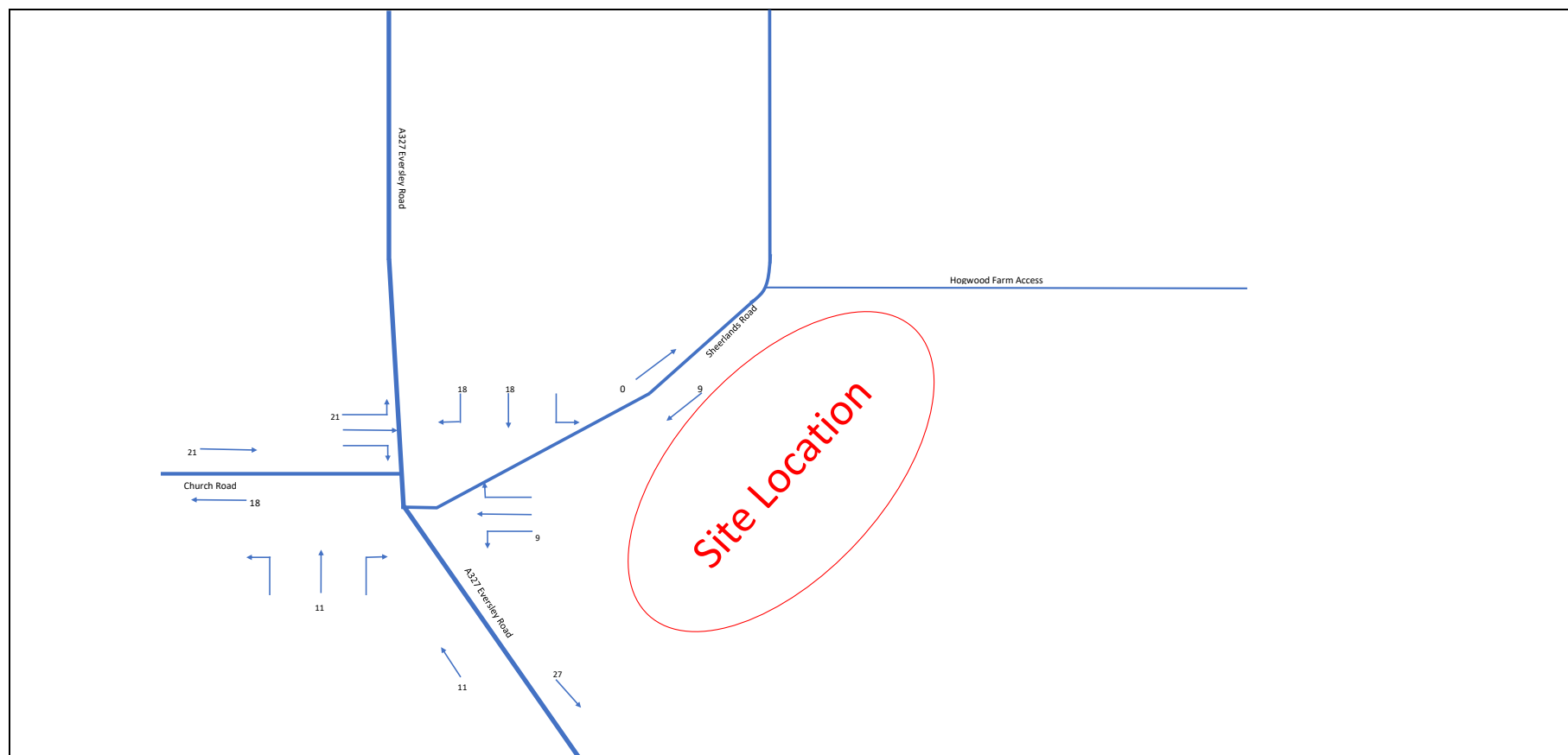
Client:	Legal and General Homes		
Job:	Hogwood Farm Finchampstead, RG40 4QY		
Title:	2019 SDL Flows PM-Peak Hour (17:00-18:00) Sheerlands/A327 Junction Traffic Flow Diagram		
Drawn By:	AM		
Eng. Check:	SW		
Tech. Check:	SW		
Date:	Nov-17		Rev.
Figure Number:	C85672-F-108		A



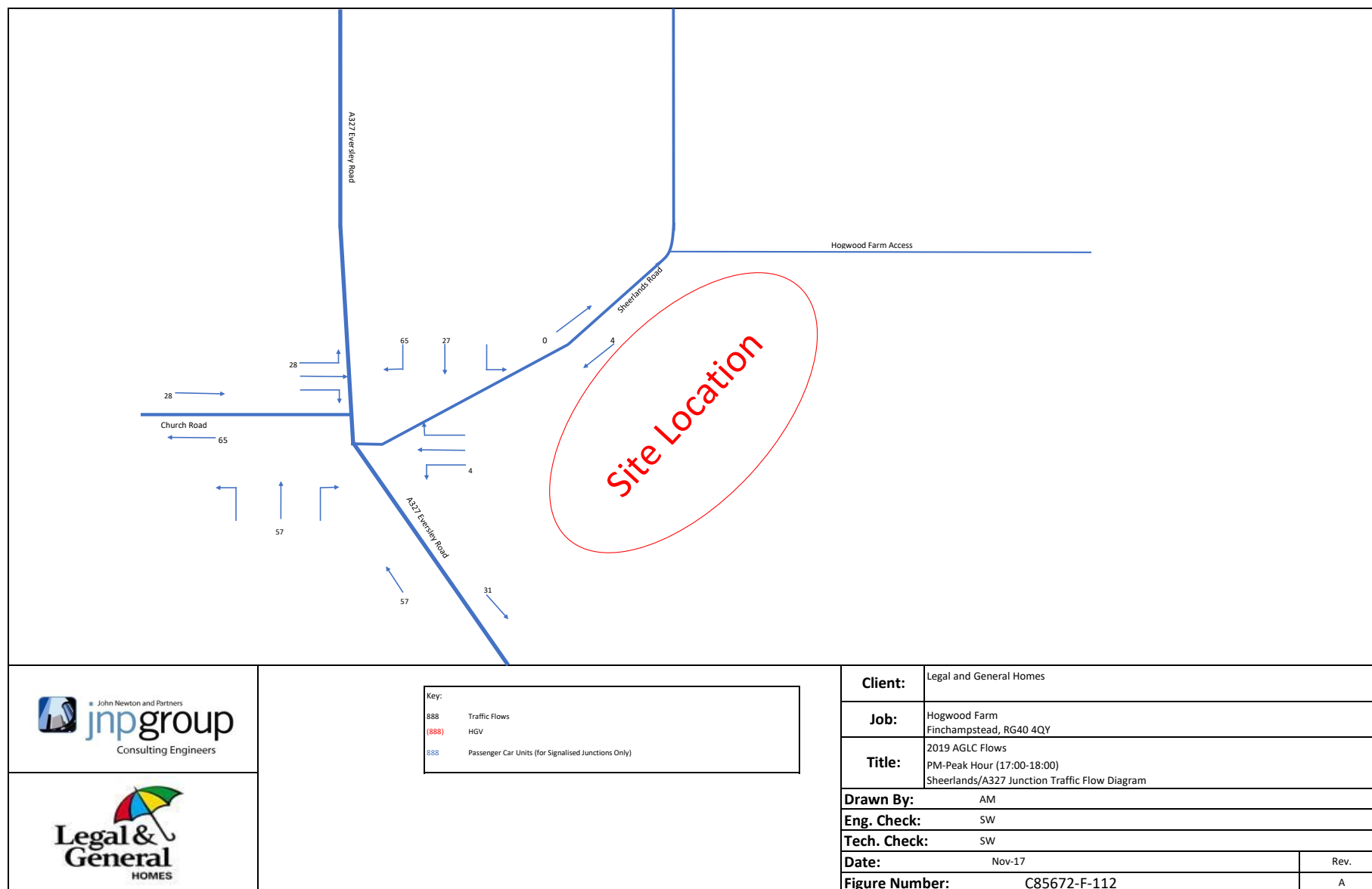
Client:	Legal and General Homes	
Job:	Hogwood Farm Finchampstead, RG40 4QY	
Title:	2019 Application Site Flows AM-Peak Hour (07:45-08:45) Sheerlands/A327 Junction Traffic Flow Diagram	
Drawn By:	AM	A
Eng. Check:	SW	
Tech. Check:	SW	
Date:	Nov-17	Rev.
Figure Number:	C85672-F-109	-

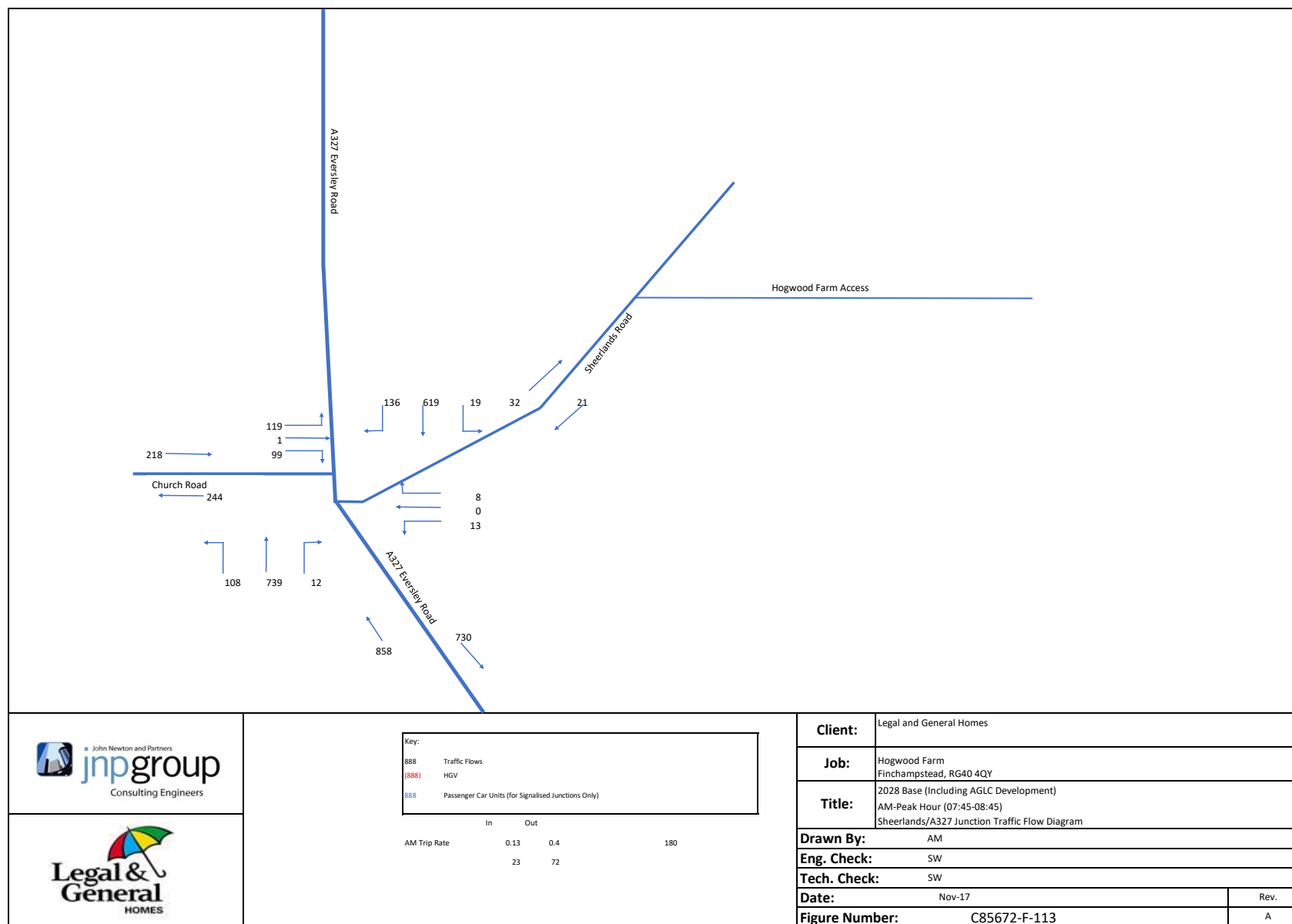


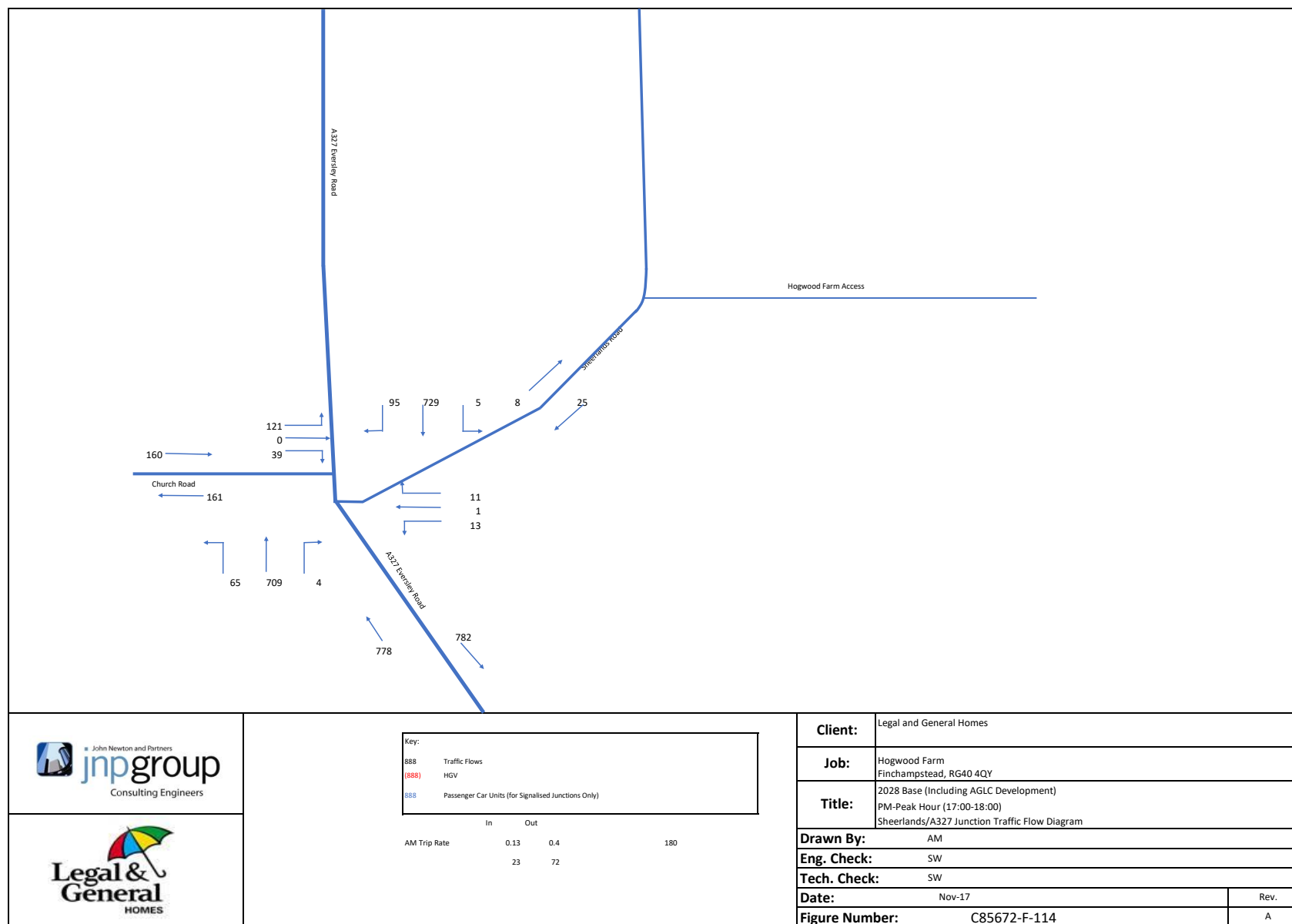
Client:	Legal and General Homes	
Job:	Hogwood Farm Finchampstead, RG40 4QY	
Title:	2019 Application Site Flows PM-Peak Hour (17:00-18:00) Sheerlands/A327 Junction Traffic Flow Diagram	
Drawn By:	AM	A
Eng. Check:	SW	
Tech. Check:	SW	
Date:	Nov-17	Rev.
Figure Number:	C85672-F-110	-

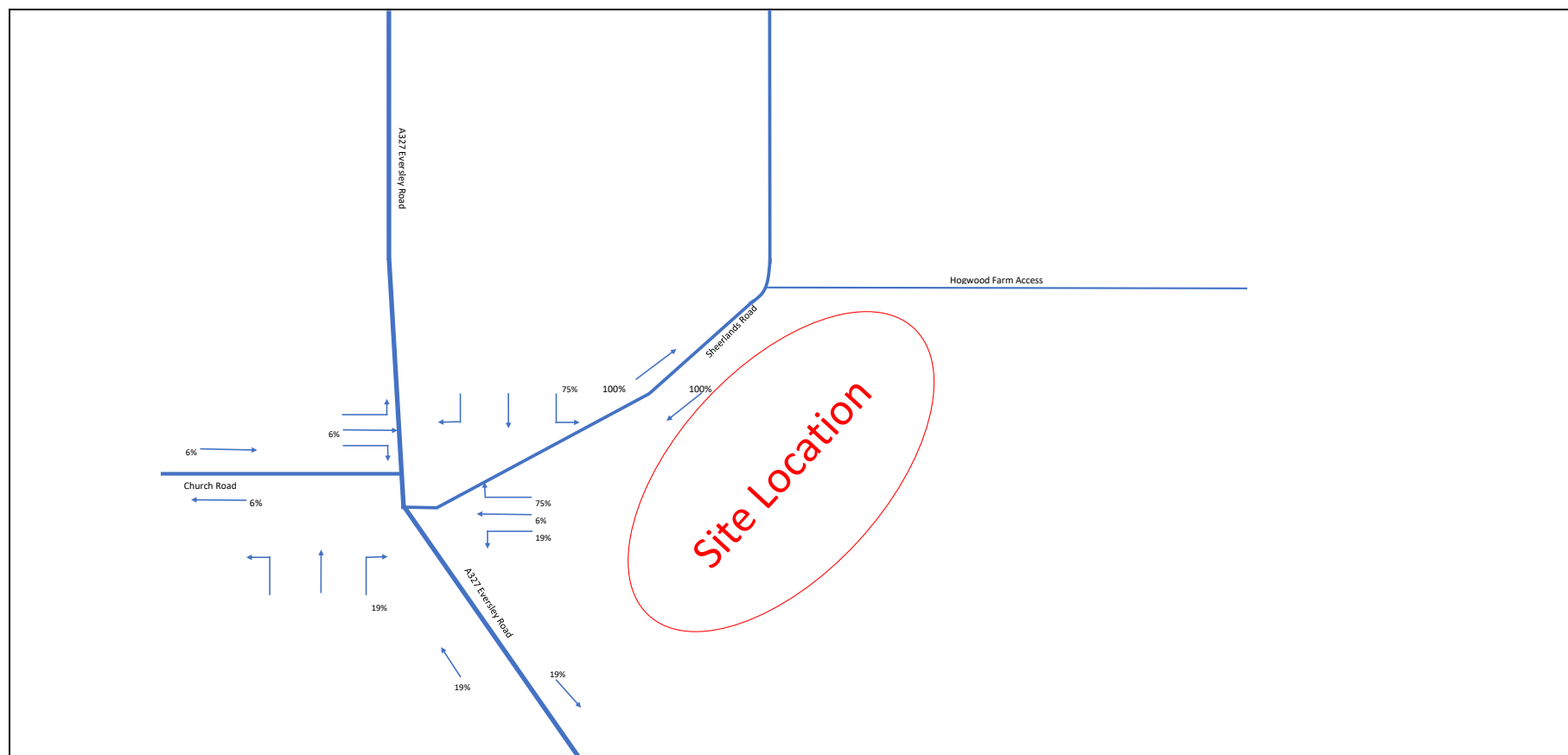


Client:	Legal and General Homes		
Job:	Hogwood Farm Finchampstead, RG40 4QY		
Title:	2019 AGLC Flows AM-Peak Hour (07:45-08:45) Sheerlands/A327 Junction Traffic Flow Diagram		
Drawn By:	AM		
Eng. Check:	SW		
Tech. Check:	SW		
Date:	Nov-17		Rev.
Figure Number:	C85672-F-111		A

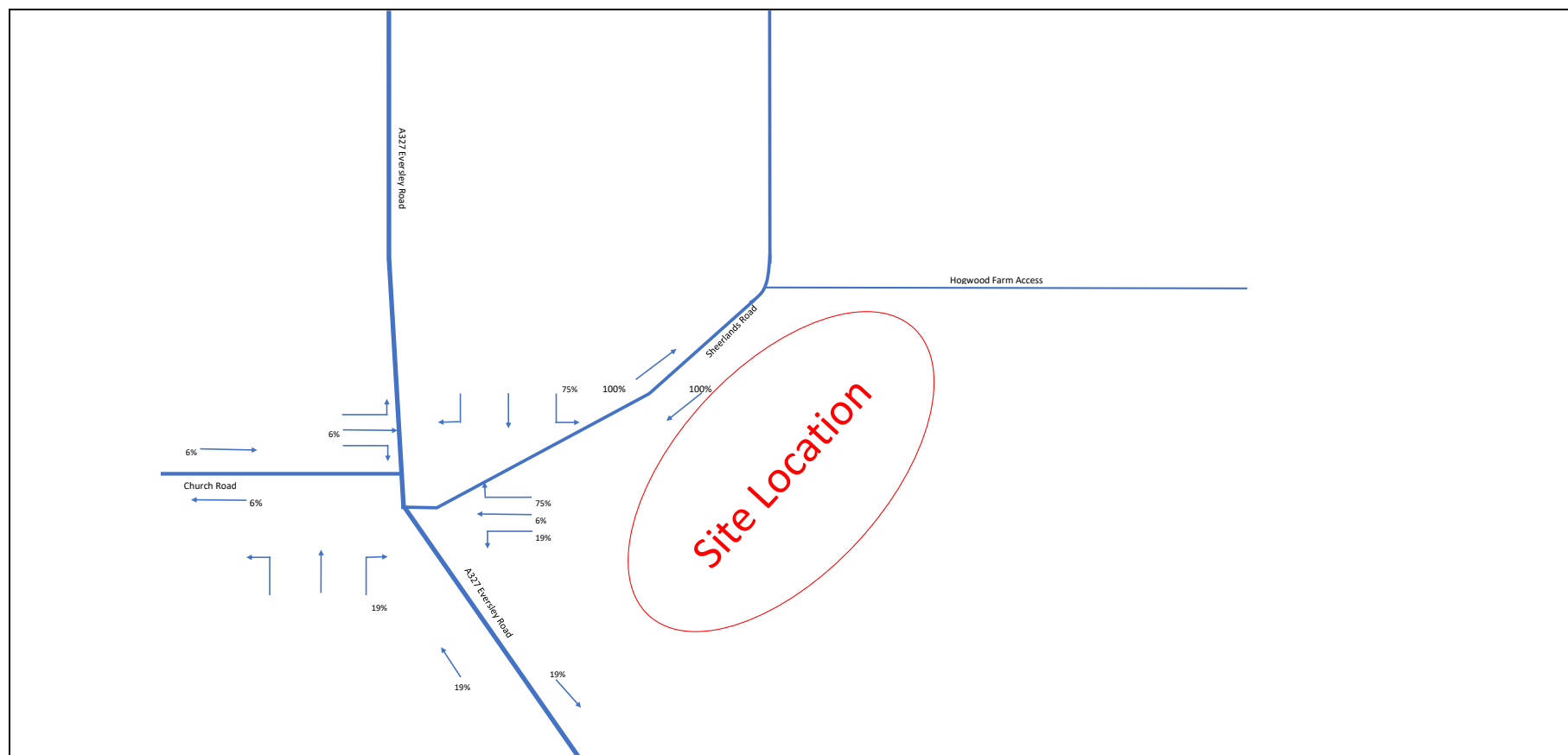




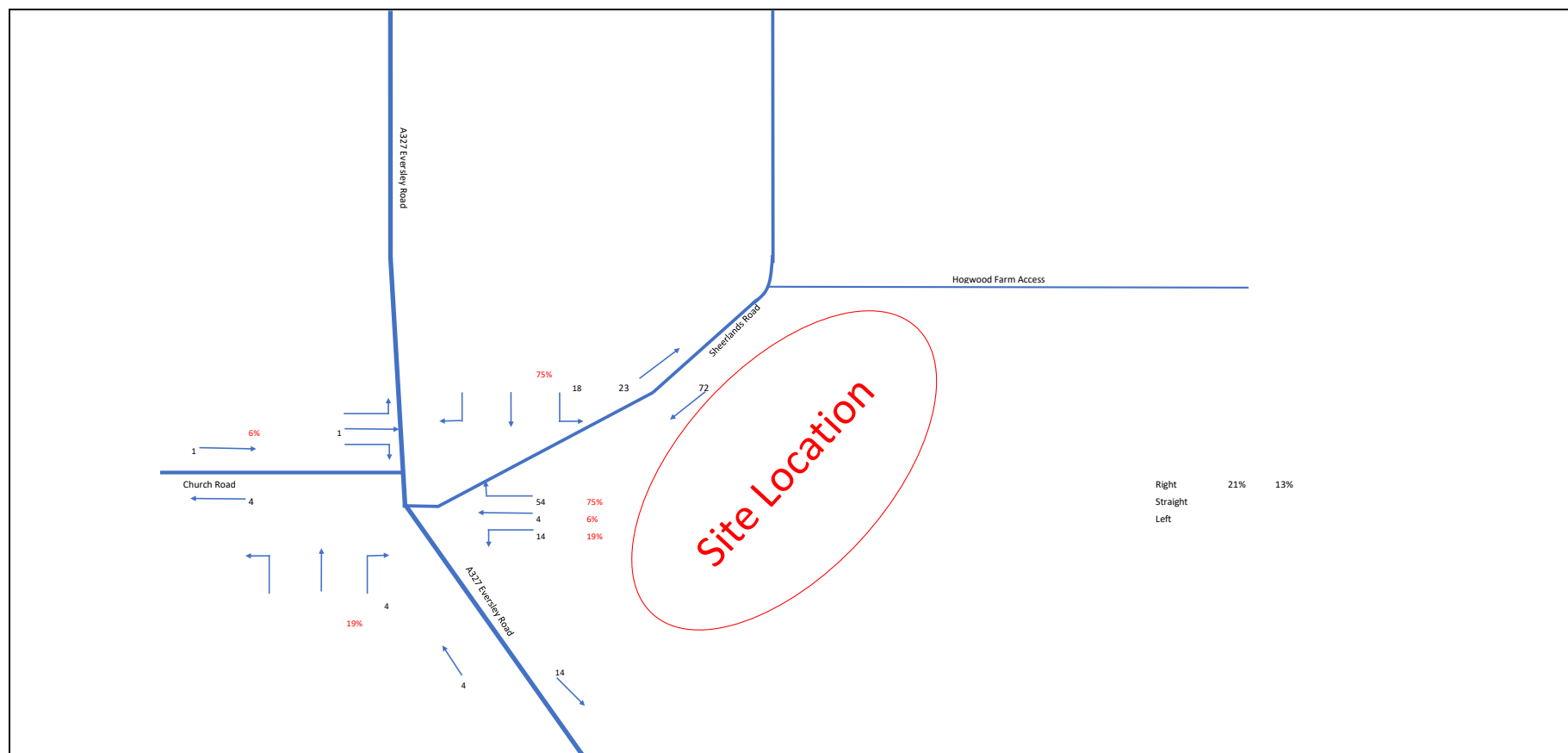




Client:	Legal and General Homes		
Job:	Hogwood Farm Finchampstead, RG40 4QY		
Title:	2014 Observed Flow Distributions AM-Peak Hour (07:45-08:45) Sheerlands/A327 Junction Traffic Flow Diagram		
Drawn By:	AM		
Eng. Check:	SW		
Tech. Check:	SW		
Date:	Nov-17		Rev.
Figure Number:	C85672-F-115		A



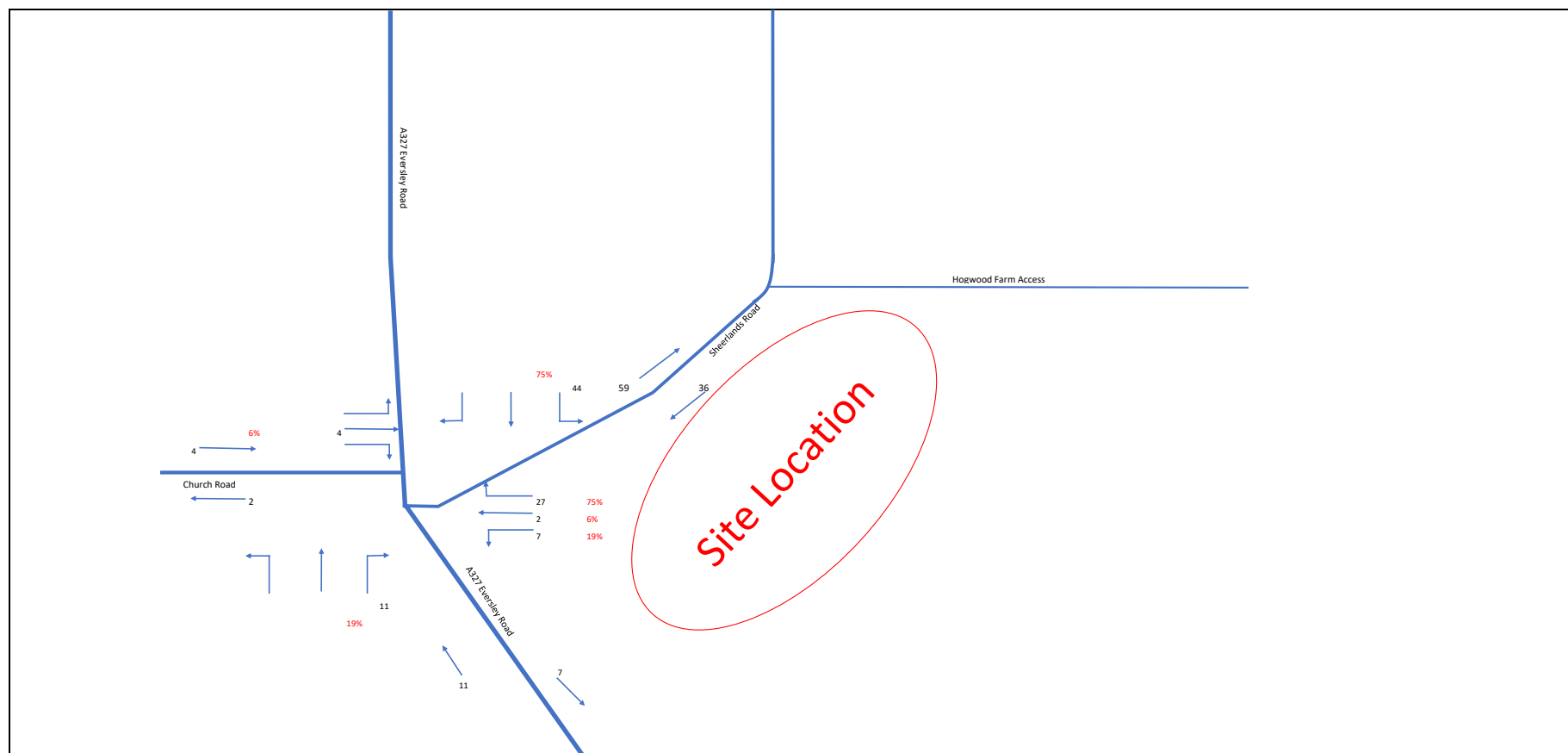
Client:	Legal and General Homes		
Job:	Hogwood Farm Finchampstead, RG40 4QY		
Title:	2014 Observed Flow Distributions PM-Peak Hour (17:00-18:00) Sheerlands/A327 Junction Traffic Flow Diagram		
Drawn By:	AM		
Eng. Check:	SW		
Tech. Check:	SW		
Date:	Nov-17		Rev.
Figure Number:	C85672-F-116		A



Key:	
888	Traffic Flows
(888)	HGV
888	Passenger Car Units (for Signalised Junctions Only)

	In	Out	
AM Trip Rate	0.13	0.4	180
	23	72	

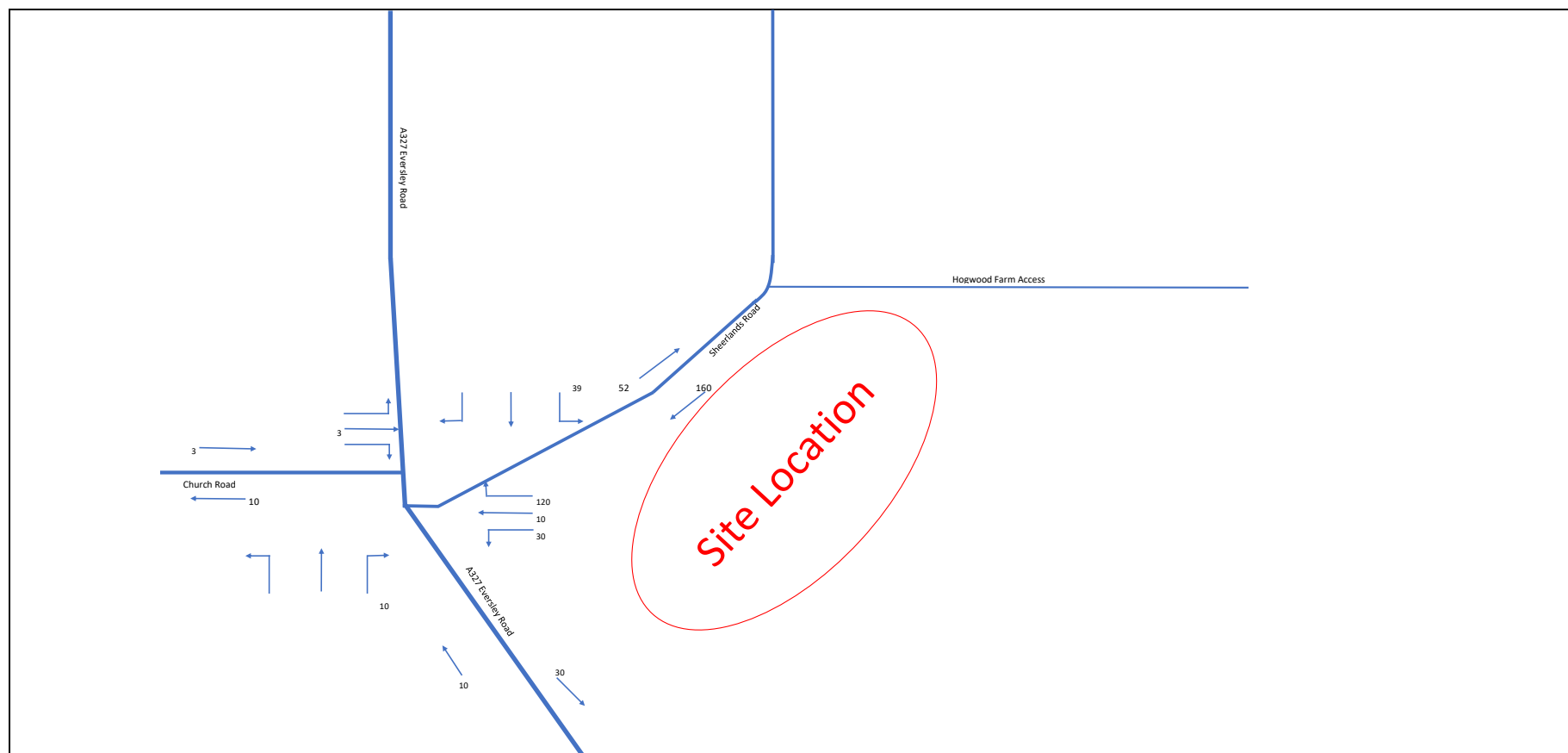
Client:	Legal and General Homes		
Job:	Hogwood Farm Finchampstead, RG40 4QY		
Title:	Parcel 1 Distributed Flows AM-Peak Hour (07:45-08:45) Sheerlands/A327 Junction Traffic Flow Diagram		
Drawn By:	AM		
Eng. Check:	SW		
Tech. Check:	SW		
Date:	Nov-17		Rev.
Figure Number:	C85672-F-117		A



Key:	
888	Traffic Flows
(888)	HGV
888	Passenger Car Units (for Signalised Junctions Only)

	In	Out	
PM Trip Rate	0.33	0.2	178
	59	36	

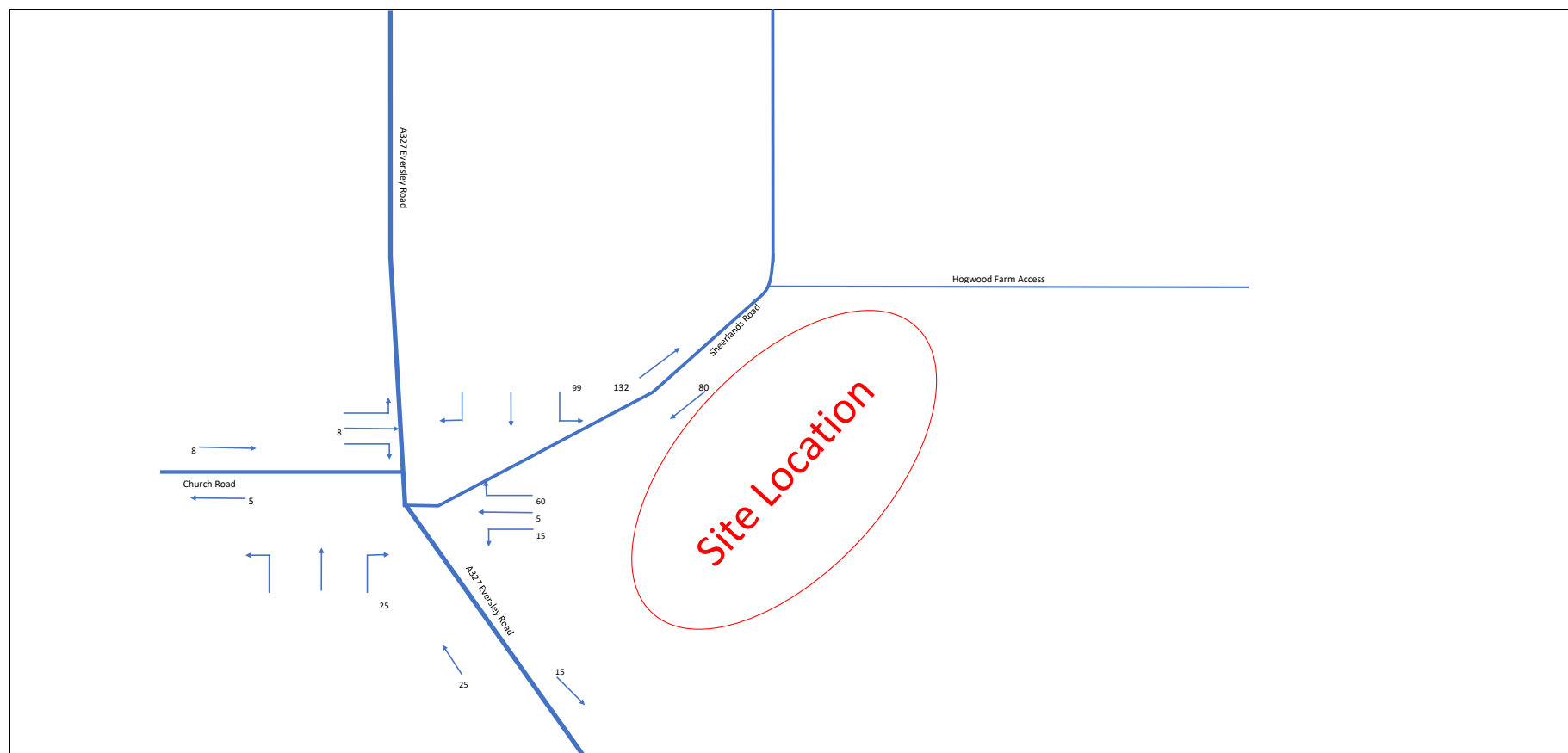
Client:	Legal and General Homes	
Job:	Hogwood Farm Finchampstead, RG40 4QY	
Title:	Parcel 1 Distributed Flows PM-Peak Hour (17:00-18:00) Sheerlands/A327 Junction Traffic Flow Diagram	
Drawn By:	AM	
Eng. Check:	SW	
Tech. Check:	SW	
Date:	Nov-17	Rev.
Figure Number:	C85672-F-118	A



Key:	
888	Traffic Flows
(888)	HGV
888	Passenger Car Units (for Signalised Junctions Only)

	In	Out	
AM Trip Rate	0.13	0.4	400
	52	160	

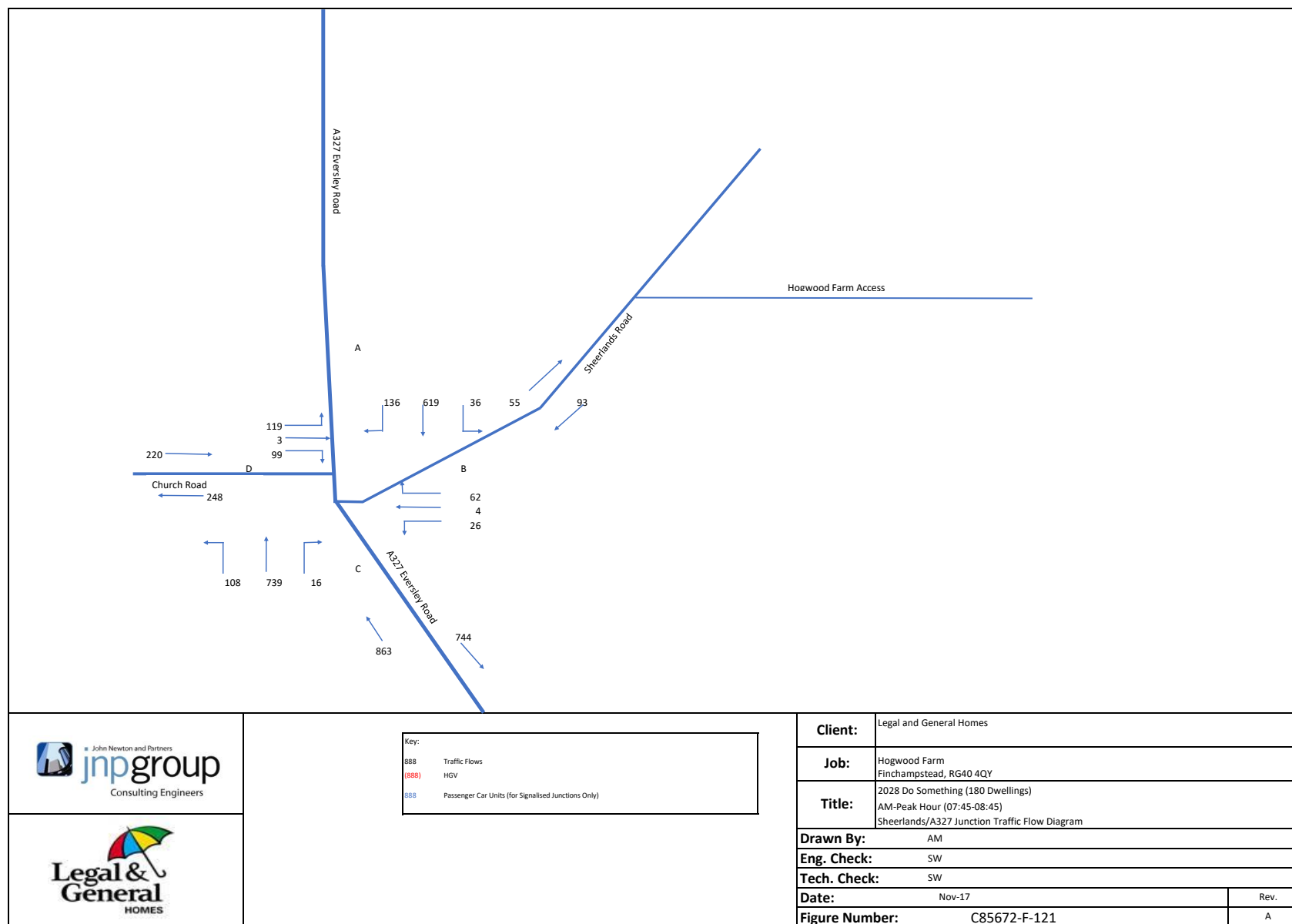
Client:	Legal and General Homes	
Job:	Hogwood Farm Finchampstead, RG40 4QY	
Title:	Sensitivity Test Distributed Flows (400 Units) AM-Peak Hour (07:45-08:45) Sheerlands/A327 Junction Traffic Flow Diagram	
Drawn By:	AM	
Eng. Check:	SW	
Tech. Check:	SW	
Date:	Nov-17	Rev.
Figure Number:	C85672-F-119	A

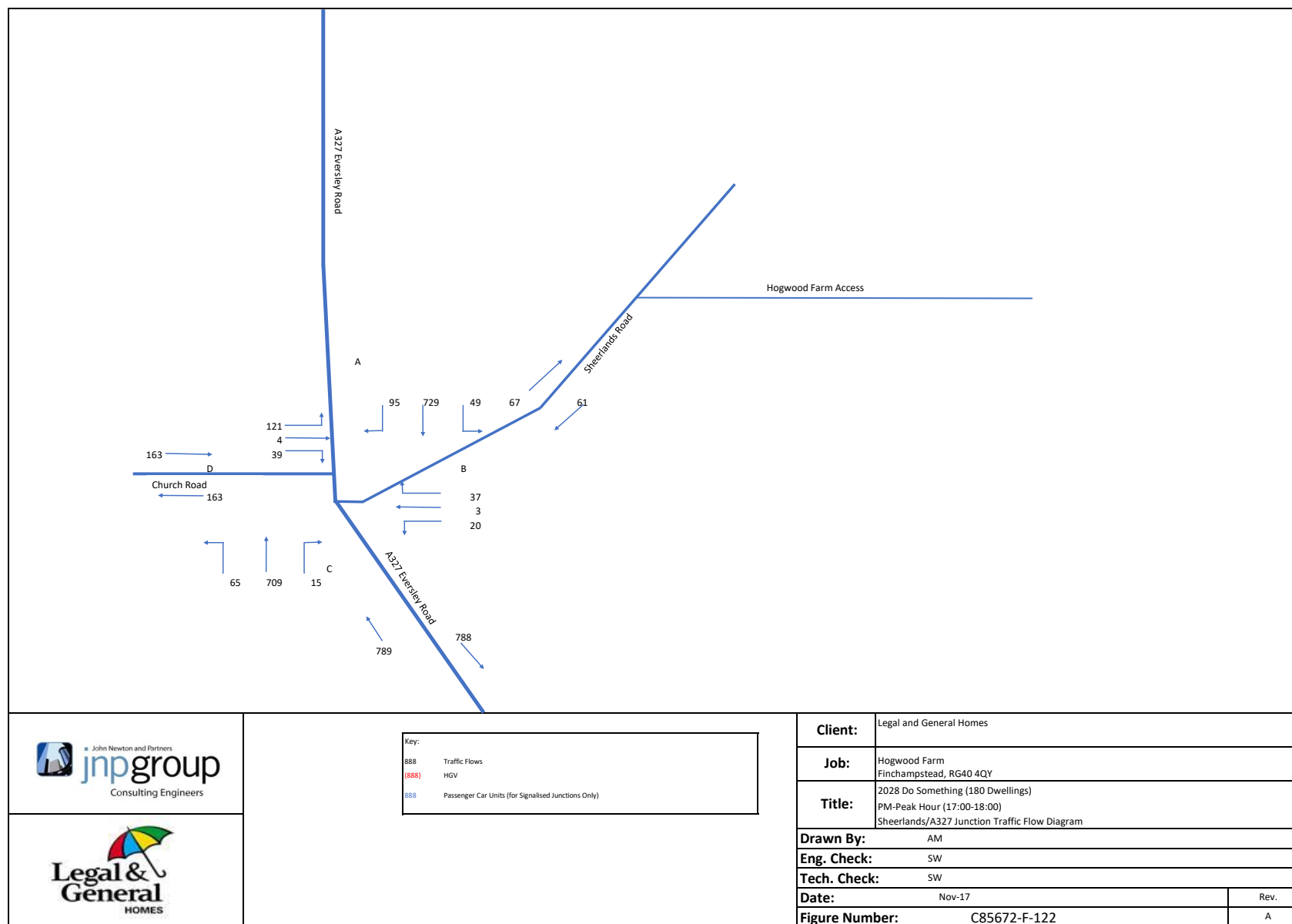


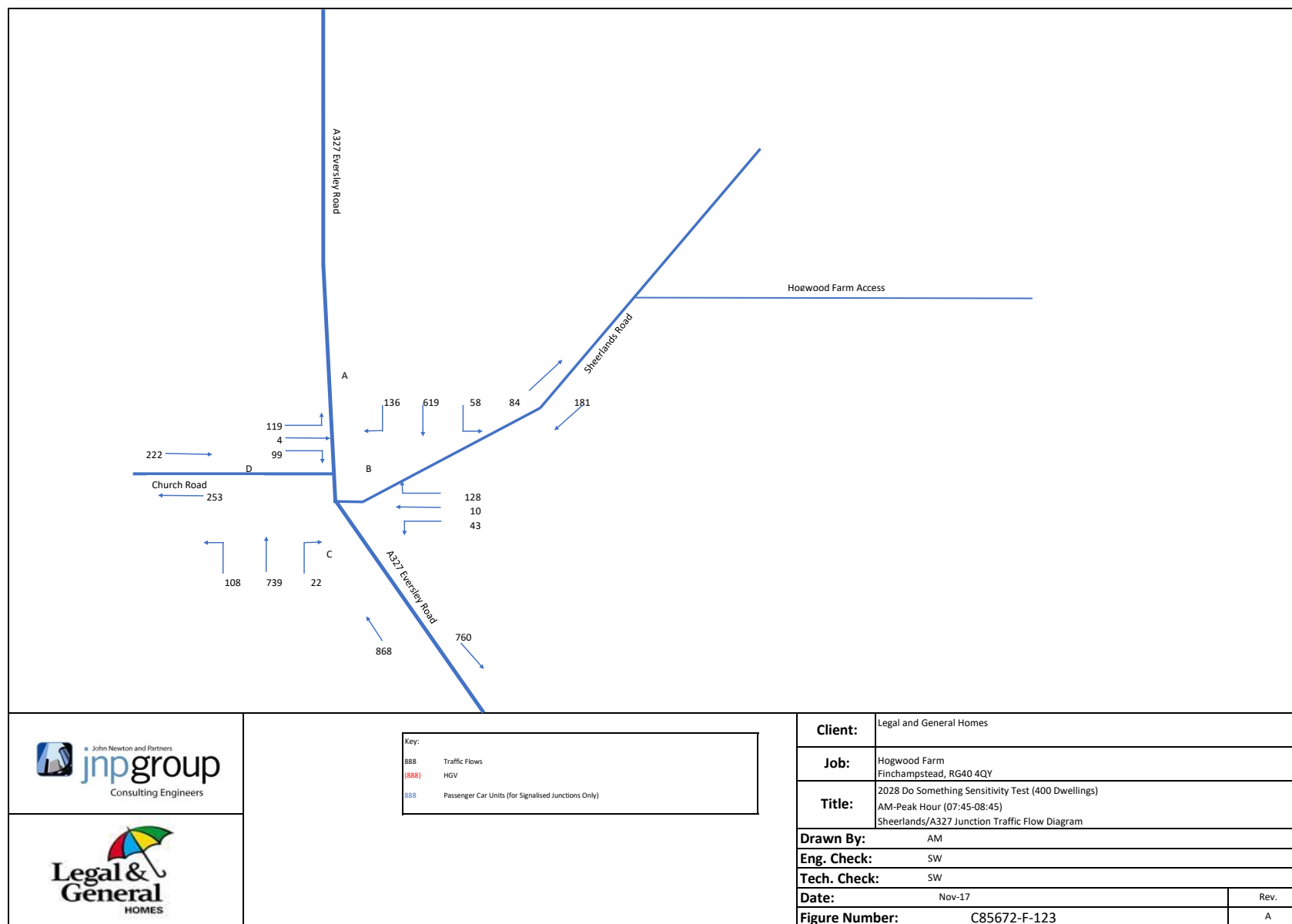
Key:		
888	Traffic Flows	
(888)	HGV	
888	Passenger Car Units (for Signalised Junctions Only)	

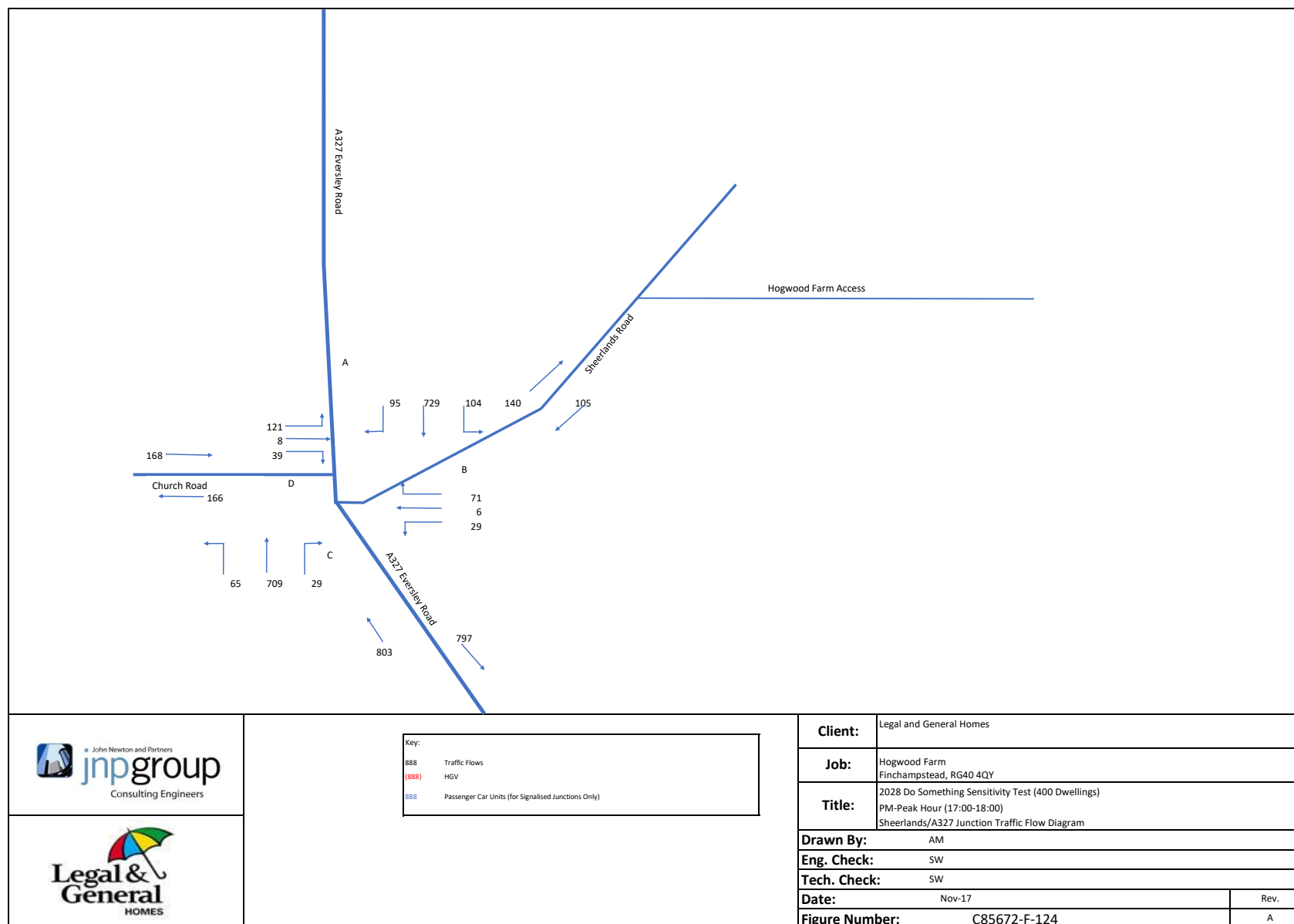
	In	Out	
PM Trip Rate	0.33	0.2	400
	132	80	

Client:	Legal and General Homes	
Job:	Hogwood Farm Finchampstead, RG40 4QY	
Title:	Sensitivity Test Distributed Flows PM-Peak Hour (17:00-18:00) Sheerlands/A327 Junction Traffic Flow Diagram	
Drawn By:	AM	
Eng. Check:	SW	
Tech. Check:	SW	
Date:	Nov-17	Rev.
Figure Number:	C85672-F-120	A









Appendix B

PICADY Outputs



Junctions 8				
PICADY 8 - Priority Intersection Module				
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2018				
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				
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution				

Filename: Sheerlands Junction 2028 Parcel 1.arc8

Path: H:\Jobs_C\85672 Hogwood Garden Village, Finchampstead, RG40 4QY\Docs JNP\PLANNING\Calcs\Junction Modelling

Report generation date: 16/08/2018 17:14:33

- » (Default Analysis Set) - 2017 Surveyed, AM
- » (Default Analysis Set) - 2017 Surveyed, PM
- » (Default Analysis Set) - 2028 AGLC, AM
- » (Default Analysis Set) - 2028 AGLC, PM
- » (Default Analysis Set) - 2028 AGLC+400, AM
- » (Default Analysis Set) - 2028 AGLC+400, PM
- » (Default Analysis Set) - 2028 AGLC+180, AM
- » (Default Analysis Set) - 2028 AGLC+180, PM

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2017 Surveyed				
Stream B-C	0.01	7.72	0.01	A
Stream B-AD	0.03	15.47	0.03	C
Stream A-BCD	0.25	8.37	0.20	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream D-A	0.26	10.24	0.21	B
Stream D-BC	0.62	24.48	0.39	C
Stream C-ABD	0.02	6.72	0.02	A
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-

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

"D1 - 2017 Surveyed, AM" model duration: 07:30 - 09:00

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

"D5 - 2028 AGLC, AM" model duration: 07:30 - 09:00

"D6 - 2028 AGLC, PM" model duration: 16:45 - 18:15

"D7 - 2028 AGLC+400, AM" model duration: 07:30 - 09:00

"D8 - 2028 AGLC+400, PM" model duration: 16:45 - 18:15

"D9 - 2028 AGLC+180, AM" model duration: 07:30 - 09:00

"D10 - 2028 AGLC+180, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 16/08/2018 17:14:28

File summary

Title	(untitled)
Location	
Site Number	
Date	03/11/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Aron.McGill
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) - 2017 Surveyed, 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
2017 Surveyed, AM	2017 Surveyed	AM		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	13.77	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A327 (N)		Major
B	B	Sheerlands Road		Minor
C	C	A327 (S)		Major
D	D	Church Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.40		0.00	✓	3.20	189.61	✓	14.90
C	7.46		0.00	✓	2.65	201.98	✓	11.36

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	Two lanes		2.75	2.75								28	25
D	Two lanes		3.59	3.59								35	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	758.178	-	-	-	0.276	0.276	0.276	-	0.276	-	-
1	B-AD	486.401	0.083	0.210	-	-	-	0.132	0.300	0.132	0.083	0.210
1	B-C	623.590	0.090	0.226	-	-	-	-	-	-	0.090	0.226
1	C-B	724.644	0.263	0.263	-	-	-	-	-	-	0.263	0.263
1	D-A	669.911	-	-	-	0.244	0.096	0.244	-	0.096	-	-
1	D-BC	524.794	0.143	0.143	0.324	0.227	0.090	0.227	-	0.090	-	-

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	✓	627.00	100.000
B	ONE HOUR	✓	10.00	100.000
C	ONE HOUR	✓	721.00	100.000
D	ONE HOUR	✓	168.00	100.000

Turning Proportions

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

	To				
		A	B	C	D
From	A	0.000	16.000	511.000	100.000
	B	7.000	0.000	3.000	0.000
	C	619.000	10.000	0.000	92.000
	D	83.000	1.000	84.000	0.000

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

	To				
		A	B	C	D
From	A	0.00	0.03	0.81	0.16
	B	0.70	0.00	0.30	0.00
	C	0.86	0.01	0.00	0.13
	D	0.49	0.01	0.50	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	7.72	0.01	A
B-AD	0.03	15.47	0.03	C
A-BCD	0.20	8.37	0.25	A
A-B	-	-	-	-
A-C	-	-	-	-
D-A	0.21	10.24	0.26	B
D-BC	0.39	24.48	0.62	C
C-ABD	0.02	6.72	0.02	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	2.26	2.24	0.00	518.93	0.004	0.00	6.966	A
B-AD	5.27	5.20	0.00	318.53	0.017	0.02	11.486	B
A-BCD	75.29	74.73	0.00	609.06	0.124	0.14	6.730	A
A-B	12.05	12.05	0.00	-	-	-	-	-
A-C	384.71	384.71	0.00	-	-	-	-	-
D-A	62.49	61.95	0.00	521.82	0.120	0.13	7.820	A
D-BC	63.99	63.05	0.00	330.62	0.194	0.24	13.409	B
C-ABD	7.53	7.48	0.00	603.50	0.012	0.01	6.039	A
C-D	69.26	69.26	0.00	-	-	-	-	-
C-A	466.02	466.02	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	2.70	2.69	0.00	498.20	0.005	0.01	7.264	A
B-AD	6.29	6.27	0.00	285.74	0.022	0.02	12.881	B
A-BCD	89.90	89.73	0.00	580.10	0.155	0.18	7.340	A
A-B	14.38	14.38	0.00	-	-	-	-	-
A-C	459.38	459.38	0.00	-	-	-	-	-
D-A	74.62	74.44	0.00	490.08	0.152	0.18	8.657	A
D-BC	76.41	75.98	0.00	292.73	0.261	0.35	16.573	C
C-ABD	8.99	8.98	0.00	579.74	0.016	0.02	6.306	A
C-D	82.71	82.71	0.00	-	-	-	-	-
C-A	556.47	556.47	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	3.30	3.30	0.00	469.54	0.007	0.01	7.721	A
B-AD	7.71	7.67	0.00	240.59	0.032	0.03	15.453	C
A-BCD	110.10	109.82	0.00	540.07	0.204	0.25	8.362	A
A-B	17.62	17.62	0.00	-	-	-	-	-
A-C	562.62	562.62	0.00	-	-	-	-	-
D-A	91.38	91.07	0.00	443.55	0.206	0.26	10.203	B
D-BC	93.59	92.52	0.00	240.56	0.389	0.61	24.141	C
C-ABD	11.01	10.99	0.00	547.11	0.020	0.02	6.714	A
C-D	101.29	101.29	0.00	-	-	-	-	-
C-A	681.53	681.53	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	3.30	3.30	0.00	469.28	0.007	0.01	7.725	A
B-AD	7.71	7.71	0.00	240.36	0.032	0.03	15.473	C
A-BCD	110.10	110.10	0.00	540.06	0.204	0.25	8.372	A
A-B	17.62	17.62	0.00	-	-	-	-	-
A-C	562.62	562.62	0.00	-	-	-	-	-
D-A	91.38	91.38	0.00	442.98	0.206	0.26	10.238	B
D-BC	93.59	93.54	0.00	240.46	0.389	0.62	24.479	C
C-ABD	11.01	11.01	0.00	546.83	0.020	0.02	6.717	A
C-D	101.29	101.29	0.00	-	-	-	-	-
C-A	681.53	681.53	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-C	2.70	2.70	0.00	497.82	0.005	0.01	7.270	A
B-AD	6.29	6.33	0.00	285.40	0.022	0.02	12.903	B
A-BCD	89.90	90.18	0.00	580.08	0.155	0.19	7.354	A
A-B	14.38	14.38	0.00	-	-	-	-	-
A-C	459.38	459.38	0.00	-	-	-	-	-
D-A	74.62	74.92	0.00	489.35	0.152	0.18	8.694	A
D-BC	76.41	77.46	0.00	292.57	0.261	0.36	16.814	C
C-ABD	8.99	9.01	0.00	579.33	0.016	0.02	6.311	A
C-D	82.71	82.71	0.00	-	-	-	-	-
C-A	556.47	556.47	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-C	2.26	2.26	0.00	518.57	0.004	0.00	6.971	A
B-AD	5.27	5.29	0.00	318.21	0.017	0.02	11.504	B
A-BCD	75.29	75.46	0.00	609.03	0.124	0.14	6.750	A
A-B	12.05	12.05	0.00	-	-	-	-	-
A-C	384.71	384.71	0.00	-	-	-	-	-
D-A	62.49	62.66	0.00	521.18	0.120	0.14	7.855	A
D-BC	63.99	64.46	0.00	330.36	0.194	0.24	13.564	B
C-ABD	7.53	7.54	0.00	603.12	0.012	0.01	6.046	A
C-D	69.26	69.26	0.00	-	-	-	-	-
C-A	466.02	466.02	0.00	-	-	-	-	-

(Default Analysis Set) - 2017 Surveyed, 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
2017 Surveyed, PM	2017 Surveyed	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	13.73	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A327 (N)		Major
B	B	Sheerlands Road		Minor
C	C	A327 (S)		Major
D	D	Church Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.40		0.00	✓	3.20	189.61	✓	14.90
C	7.46		0.00	✓	2.65	201.98	✓	11.36

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	Two lanes		2.75	2.75								28	25
D	Two lanes		3.59	3.59								35	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	758.178	-	-	-	0.276	0.276	0.276	-	0.276	-	-
1	B-AD	486.401	0.083	0.210	-	-	-	0.132	0.300	0.132	0.083	0.210
1	B-C	623.590	0.090	0.226	-	-	-	-	-	-	0.090	0.226
1	C-B	724.644	0.263	0.263	-	-	-	-	-	-	0.263	0.263
1	D-A	669.911	-	-	-	0.244	0.096	0.244	-	0.096	-	-
1	D-BC	524.794	0.143	0.143	0.324	0.227	0.090	0.227	-	0.090	-	-

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	✓	623.00	100.000
B	ONE HOUR	✓	18.00	100.000
C	ONE HOUR	✓	610.00	100.000
D	ONE HOUR	✓	111.00	100.000

Turning Proportions

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

	To				
		A	B	C	D
From	A	0.000	4.000	594.000	25.000
	B	9.000	0.000	8.000	1.000
	C	552.000	3.000	0.000	55.000
	D	33.000	0.000	78.000	0.000

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

	To				
		A	B	C	D
From	A	0.00	0.01	0.95	0.04
	B	0.50	0.00	0.44	0.06
	C	0.90	0.00	0.00	0.09
	D	0.30	0.00	0.70	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	8.16	0.02	A
B-AD	0.05	15.63	0.05	C
A-BCD	0.05	6.63	0.05	A
A-B	-	-	-	-
A-C	-	-	-	-
D-A	0.08	8.25	0.08	A
D-BC	0.31	18.91	0.44	C
C-ABD	0.01	6.85	0.01	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	6.02	5.98	0.00	505.85	0.012	0.01	7.201	A
B-AD	7.53	7.43	0.00	319.09	0.024	0.02	11.547	B
A-BCD	18.82	18.70	0.00	630.04	0.030	0.03	5.886	A
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	447.19	447.19	0.00	-	-	-	-	-
D-A	24.84	24.65	0.00	539.61	0.046	0.05	6.989	A
D-BC	58.72	57.94	0.00	354.82	0.166	0.20	12.095	B
C-ABD	2.26	2.24	0.00	590.83	0.004	0.00	6.115	A
C-D	41.41	41.41	0.00	-	-	-	-	-
C-A	415.57	415.57	0.00	-	-	-	-	-

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-C	7.19	7.18	0.00	482.54	0.015	0.02	7.572	A
B-AD	8.99	8.96	0.00	286.45	0.031	0.03	12.971	B
A-BCD	22.47	22.44	0.00	605.14	0.037	0.04	6.177	A
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	533.99	533.99	0.00	-	-	-	-	-
D-A	29.67	29.61	0.00	512.24	0.058	0.06	7.459	A
D-BC	70.12	69.81	0.00	321.77	0.218	0.27	14.268	B
C-ABD	2.70	2.69	0.00	564.65	0.005	0.00	6.405	A
C-D	49.44	49.44	0.00	-	-	-	-	-
C-A	496.24	496.24	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-C	8.81	8.79	0.00	450.29	0.020	0.02	8.154	A
B-AD	11.01	10.95	0.00	241.49	0.046	0.05	15.611	C
A-BCD	27.53	27.48	0.00	570.74	0.048	0.05	6.626	A
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	654.01	654.01	0.00	-	-	-	-	-
D-A	36.33	36.25	0.00	472.96	0.077	0.08	8.240	A
D-BC	85.88	85.22	0.00	276.14	0.311	0.44	18.789	C
C-ABD	3.30	3.30	0.00	528.66	0.006	0.01	6.851	A
C-D	60.56	60.56	0.00	-	-	-	-	-
C-A	607.76	607.76	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-C	8.81	8.81	0.00	450.11	0.020	0.02	8.157	A
B-AD	11.01	11.01	0.00	241.35	0.046	0.05	15.629	C
A-BCD	27.53	27.52	0.00	570.72	0.048	0.05	6.626	A
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	654.01	654.01	0.00	-	-	-	-	-
D-A	36.33	36.33	0.00	472.63	0.077	0.08	8.250	A
D-BC	85.88	85.85	0.00	276.11	0.311	0.44	18.914	C
C-ABD	3.30	3.30	0.00	528.49	0.006	0.01	6.853	A
C-D	60.56	60.56	0.00	-	-	-	-	-
C-A	607.76	607.76	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-C	7.19	7.21	0.00	482.28	0.015	0.02	7.580	A
B-AD	8.99	9.05	0.00	286.24	0.031	0.03	12.991	B
A-BCD	22.47	22.52	0.00	605.11	0.037	0.04	6.181	A
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	533.99	533.99	0.00	-	-	-	-	-
D-A	29.67	29.75	0.00	511.80	0.058	0.06	7.468	A
D-BC	70.12	70.76	0.00	321.73	0.218	0.28	14.380	B
C-ABD	2.70	2.70	0.00	564.39	0.005	0.00	6.408	A
C-D	49.44	49.44	0.00	-	-	-	-	-
C-A	496.24	496.24	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-C	6.02	6.04	0.00	505.54	0.012	0.01	7.206	A
B-AD	7.53	7.56	0.00	318.85	0.024	0.02	11.567	B
A-BCD	18.82	18.85	0.00	630.00	0.030	0.03	5.892	A
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	447.19	447.19	0.00	-	-	-	-	-
D-A	24.84	24.90	0.00	539.12	0.046	0.05	7.003	A
D-BC	58.72	59.05	0.00	354.75	0.166	0.20	12.190	B
C-ABD	2.26	2.26	0.00	590.53	0.004	0.00	6.118	A
C-D	41.41	41.41	0.00	-	-	-	-	-
C-A	415.57	415.57	0.00	-	-	-	-	-

(Default Analysis Set) - 2028 AGLC, 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
2028 AGLC, AM	2028 AGLC	AM		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	22.31	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A327 (N)		Major
B	B	Sheerlands Road		Minor
C	C	A327 (S)		Major
D	D	Church Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.40		0.00	✓	3.20	189.61	✓	14.90
C	7.46		0.00	✓	2.65	201.98	✓	11.36

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	Two lanes		2.75	2.75								28	25
D	Two lanes		3.59	3.59								35	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	758.178	-	-	-	0.276	0.276	0.276	-	0.276	-	-
1	B-AD	486.401	0.083	0.210	-	-	-	0.132	0.300	0.132	0.083	0.210
1	B-C	623.590	0.090	0.226	-	-	-	-	-	-	0.090	0.226
1	C-B	724.644	0.263	0.263	-	-	-	-	-	-	0.263	0.263
1	D-A	669.911	-	-	-	0.244	0.096	0.244	-	0.096	-	-
1	D-BC	524.794	0.143	0.143	0.324	0.227	0.090	0.227	-	0.090	-	-

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	✓	774.00	100.000
B	ONE HOUR	✓	21.00	100.000
C	ONE HOUR	✓	859.00	100.000
D	ONE HOUR	✓	219.00	100.000

Turning Proportions

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

		To			
From		A	B	C	D
	A	0.000	19.000	619.000	136.000
	B	8.000	0.000	13.000	0.000
	C	739.000	12.000	0.000	108.000
	D	119.000	1.000	99.000	0.000

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

		To			
From		A	B	C	D
	A	0.00	0.02	0.80	0.18
	B	0.38	0.00	0.62	0.00
	C	0.86	0.01	0.00	0.13
	D	0.54	0.00	0.45	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	8.53	0.03	A
B-AD	0.05	19.80	0.05	C
A-BCD	0.30	10.32	0.43	B
A-B	-	-	-	-
A-C	-	-	-	-
D-A	0.34	14.25	0.51	B
D-BC	0.62	52.00	1.51	F
C-ABD	0.03	7.25	0.03	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	9.79	9.71	0.00	497.29	0.020	0.02	7.383	A
B-AD	6.02	5.94	0.00	284.97	0.021	0.02	12.897	B
A-BCD	102.39	101.54	0.00	580.61	0.176	0.21	7.503	A
A-B	14.30	14.30	0.00	-	-	-	-	-
A-C	466.02	466.02	0.00	-	-	-	-	-
D-A	89.59	88.71	0.00	490.70	0.183	0.22	8.936	A
D-BC	75.29	73.91	0.00	288.16	0.261	0.34	16.806	C
C-ABD	9.03	8.97	0.00	578.56	0.016	0.02	6.320	A
C-D	81.31	81.31	0.00	-	-	-	-	-
C-A	556.36	556.36	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	11.69	11.67	0.00	472.10	0.025	0.03	7.818	A
B-AD	7.19	7.16	0.00	245.56	0.029	0.03	15.098	C
A-BCD	122.26	121.97	0.00	546.12	0.224	0.29	8.481	A
A-B	17.08	17.08	0.00	-	-	-	-	-
A-C	556.47	556.47	0.00	-	-	-	-	-
D-A	106.98	106.63	0.00	449.98	0.238	0.31	10.474	B
D-BC	89.90	89.00	0.00	241.93	0.372	0.57	23.398	C
C-ABD	10.79	10.77	0.00	549.84	0.020	0.02	6.677	A
C-D	97.09	97.09	0.00	-	-	-	-	-
C-A	664.35	664.35	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	14.31	14.28	0.00	437.08	0.033	0.03	8.515	A
B-AD	8.81	8.74	0.00	191.31	0.046	0.05	19.718	C
A-BCD	149.74	149.19	0.00	498.45	0.300	0.42	10.290	B
A-B	20.92	20.92	0.00	-	-	-	-	-
A-C	681.53	681.53	0.00	-	-	-	-	-
D-A	131.02	130.24	0.00	385.79	0.340	0.50	14.043	B
D-BC	110.10	106.69	0.00	178.32	0.617	1.42	48.160	E
C-ABD	13.21	13.19	0.00	510.40	0.026	0.03	7.239	A
C-D	118.91	118.91	0.00	-	-	-	-	-
C-A	813.65	813.65	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	14.31	14.31	0.00	436.26	0.033	0.03	8.531	A
B-AD	8.81	8.81	0.00	190.59	0.046	0.05	19.803	C
A-BCD	149.74	149.73	0.00	498.43	0.300	0.43	10.323	B
A-B	20.92	20.92	0.00	-	-	-	-	-
A-C	681.53	681.53	0.00	-	-	-	-	-
D-A	131.02	130.98	0.00	383.51	0.342	0.51	14.251	B
D-BC	110.10	109.75	0.00	178.13	0.618	1.51	51.998	F
C-ABD	13.21	13.21	0.00	509.50	0.026	0.03	7.252	A
C-D	118.91	118.91	0.00	-	-	-	-	-
C-A	813.65	813.65	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	11.69	11.72	0.00	470.99	0.025	0.03	7.840	A
B-AD	7.19	7.26	0.00	244.58	0.029	0.03	15.175	C
A-BCD	122.26	122.80	0.00	546.09	0.224	0.29	8.515	A
A-B	17.08	17.08	0.00	-	-	-	-	-
A-C	556.47	556.47	0.00	-	-	-	-	-
D-A	106.98	107.75	0.00	447.50	0.239	0.32	10.621	B
D-BC	89.90	93.47	0.00	241.63	0.372	0.62	24.830	C
C-ABD	10.79	10.81	0.00	548.62	0.020	0.02	6.693	A
C-D	97.09	97.09	0.00	-	-	-	-	-
C-A	664.35	664.35	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	9.79	9.81	0.00	496.68	0.020	0.02	7.396	A
B-AD	6.02	6.06	0.00	284.43	0.021	0.02	12.933	B
A-BCD	102.39	102.69	0.00	580.57	0.176	0.22	7.537	A
A-B	14.30	14.30	0.00	-	-	-	-	-
A-C	466.02	466.02	0.00	-	-	-	-	-
D-A	89.59	89.96	0.00	489.50	0.183	0.23	9.018	A
D-BC	75.29	76.30	0.00	287.75	0.262	0.36	17.104	C
C-ABD	9.03	9.05	0.00	577.91	0.016	0.02	6.327	A
C-D	81.31	81.31	0.00	-	-	-	-	-
C-A	556.36	556.36	0.00	-	-	-	-	-

(Default Analysis Set) - 2028 AGLC, 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
2028 AGLC, PM	2028 AGLC	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	12.60	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A327 (N)		Major
B	B	Sheerlands Road		Minor
C	C	A327 (S)		Major
D	D	Church Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.40		0.00	✓	3.20	189.61	✓	14.90
C	7.46		0.00	✓	2.65	201.98	✓	11.36

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	Two lanes		2.75	2.75								28	25
D	Two lanes		3.59	3.59								35	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	758.178	-	-	-	0.276	0.276	0.276	-	0.276	-	-
1	B-AD	486.401	0.083	0.210	-	-	-	0.132	0.300	0.132	0.083	0.210
1	B-C	623.590	0.090	0.226	-	-	-	-	-	-	0.090	0.226
1	C-B	724.644	0.263	0.263	-	-	-	-	-	-	0.263	0.263
1	D-A	669.911	-	-	-	0.244	0.096	0.244	-	0.096	-	-
1	D-BC	524.794	0.143	0.143	0.324	0.227	0.090	0.227	-	0.090	-	-

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	✓	829.00	100.000
B	ONE HOUR	✓	25.00	100.000
C	ONE HOUR	✓	779.00	100.000
D	ONE HOUR	✓	159.00	100.000

Turning Proportions

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

		To			
From		A	B	C	D
	A	0.000	5.000	729.000	95.000
	B	11.000	0.000	13.000	1.000
	C	710.000	4.000	0.000	65.000
	D	120.000	0.000	39.000	0.000

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

		To			
From		A	B	C	D
	A	0.00	0.01	0.88	0.11
	B	0.44	0.00	0.52	0.04
	C	0.91	0.01	0.00	0.08
	D	0.75	0.00	0.25	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.03	8.79	0.03	A
B-AD	0.07	19.86	0.07	C
A-BCD	0.20	8.69	0.25	A
A-B	-	-	-	-
A-C	-	-	-	-
D-A	0.30	11.62	0.42	B
D-BC	0.23	24.71	0.29	C
C-ABD	0.01	7.25	0.01	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	9.79	9.71	0.00	488.55	0.020	0.02	7.518	A
B-AD	9.03	8.91	0.00	286.96	0.031	0.03	12.941	B
A-BCD	71.52	70.98	0.00	594.73	0.120	0.14	6.866	A
A-B	3.76	3.76	0.00	-	-	-	-	-
A-C	548.83	548.83	0.00	-	-	-	-	-
D-A	90.34	89.51	0.00	519.56	0.174	0.21	8.355	A
D-BC	29.36	28.93	0.00	295.12	0.099	0.11	13.502	B
C-ABD	3.01	2.99	0.00	571.63	0.005	0.01	6.330	A
C-D	48.94	48.94	0.00	-	-	-	-	-
C-A	534.53	534.53	0.00	-	-	-	-	-

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-C	11.69	11.66	0.00	461.74	0.025	0.03	7.998	A
B-AD	10.79	10.74	0.00	248.16	0.043	0.04	15.159	C
A-BCD	85.40	85.24	0.00	562.97	0.152	0.18	7.534	A
A-B	4.49	4.49	0.00	-	-	-	-	-
A-C	655.36	655.36	0.00	-	-	-	-	-
D-A	107.88	107.59	0.00	488.23	0.221	0.28	9.451	A
D-BC	35.06	34.86	0.00	250.34	0.140	0.16	16.691	C
C-ABD	3.60	3.59	0.00	541.82	0.007	0.01	6.687	A
C-D	58.43	58.43	0.00	-	-	-	-	-
C-A	638.28	638.28	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-C	14.31	14.28	0.00	424.20	0.034	0.03	8.782	A
B-AD	13.21	13.11	0.00	194.59	0.068	0.07	19.821	C
A-BCD	104.60	104.31	0.00	519.09	0.202	0.25	8.673	A
A-B	5.51	5.51	0.00	-	-	-	-	-
A-C	802.64	802.64	0.00	-	-	-	-	-
D-A	132.12	131.57	0.00	442.26	0.299	0.42	11.566	B
D-BC	42.94	42.44	0.00	188.64	0.228	0.29	24.538	C
C-ABD	4.40	4.40	0.00	500.70	0.009	0.01	7.252	A
C-D	71.57	71.57	0.00	-	-	-	-	-
C-A	781.72	781.72	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-C	14.31	14.31	0.00	424.03	0.034	0.03	8.786	A
B-AD	13.21	13.21	0.00	194.48	0.068	0.07	19.859	C
A-BCD	104.60	104.59	0.00	519.06	0.202	0.25	8.685	A
A-B	5.51	5.51	0.00	-	-	-	-	-
A-C	802.64	802.64	0.00	-	-	-	-	-
D-A	132.12	132.11	0.00	441.91	0.299	0.42	11.618	B
D-BC	42.94	42.92	0.00	188.52	0.228	0.29	24.715	C
C-ABD	4.40	4.40	0.00	500.57	0.009	0.01	7.254	A
C-D	71.57	71.57	0.00	-	-	-	-	-
C-A	781.72	781.72	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-C	11.69	11.72	0.00	461.50	0.025	0.03	8.004	A
B-AD	10.79	10.89	0.00	248.00	0.044	0.05	15.188	C
A-BCD	85.40	85.68	0.00	562.92	0.152	0.18	7.549	A
A-B	4.49	4.49	0.00	-	-	-	-	-
A-C	655.36	655.36	0.00	-	-	-	-	-
D-A	107.88	108.42	0.00	487.81	0.221	0.29	9.503	A
D-BC	35.06	35.55	0.00	250.16	0.140	0.17	16.812	C
C-ABD	3.60	3.60	0.00	541.63	0.007	0.01	6.693	A
C-D	58.43	58.43	0.00	-	-	-	-	-
C-A	638.28	638.28	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-C	9.79	9.81	0.00	488.32	0.020	0.02	7.525	A
B-AD	9.03	9.09	0.00	286.82	0.032	0.03	12.963	B
A-BCD	71.52	71.69	0.00	594.68	0.120	0.14	6.887	A
A-B	3.76	3.76	0.00	-	-	-	-	-
A-C	548.83	548.83	0.00	-	-	-	-	-
D-A	90.34	90.64	0.00	519.20	0.174	0.21	8.405	A
D-BC	29.36	29.58	0.00	294.85	0.100	0.11	13.583	B
C-ABD	3.01	3.02	0.00	571.46	0.005	0.01	6.332	A
C-D	48.94	48.94	0.00	-	-	-	-	-
C-A	534.53	534.53	0.00	-	-	-	-	-

(Default Analysis Set) - 2028 AGLC+400, 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
2028 AGLC+400, AM	2028 AGLC+400	AM		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	53.61	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A327 (N)		Major
B	B	Sheerlands Road		Minor
C	C	A327 (S)		Major
D	D	Church Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.40		0.00	✓	3.20	189.61	✓	14.90
C	7.46		0.00	✓	2.65	201.98	✓	11.36

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	Two lanes		2.75	2.75								28	25
D	Two lanes		3.59	3.59								35	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	758.178	-	-	-	0.276	0.276	0.276	-	0.276	-	-
1	B-AD	486.401	0.083	0.210	-	-	-	0.132	0.300	0.132	0.083	0.210
1	B-C	623.590	0.090	0.226	-	-	-	-	-	-	0.090	0.226
1	C-B	724.644	0.263	0.263	-	-	-	-	-	-	0.263	0.263
1	D-A	669.911	-	-	-	0.244	0.096	0.244	-	0.096	-	-
1	D-BC	524.794	0.143	0.143	0.324	0.227	0.090	0.227	-	0.090	-	-

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	✓	813.00	100.000
B	ONE HOUR	✓	181.00	100.000
C	ONE HOUR	✓	869.00	100.000
D	ONE HOUR	✓	222.00	100.000

Turning Proportions

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

		To			
From		A	B	C	D
	A	0.000	58.000	619.000	136.000
	B	128.000	0.000	43.000	10.000
	C	739.000	22.000	0.000	108.000
	D	119.000	4.000	99.000	0.000

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

		To			
From		A	B	C	D
	A	0.00	0.07	0.76	0.17
	B	0.71	0.00	0.24	0.06
	C	0.85	0.03	0.00	0.12
	D	0.54	0.02	0.45	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	12.40	0.16	B
B-AD	0.83	98.08	3.78	F
A-BCD	0.33	11.77	0.48	B
A-B	-	-	-	-
A-C	-	-	-	-
D-A	0.40	18.35	0.65	C
D-BC	0.82	117.04	3.35	F
C-ABD	0.05	7.63	0.05	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	32.37	32.07	0.00	451.01	0.072	0.08	8.587	A
B-AD	103.89	101.62	0.00	280.09	0.371	0.57	19.935	C
A-BCD	102.39	101.49	0.00	553.61	0.185	0.22	7.944	A
A-B	43.67	43.67	0.00	-	-	-	-	-
A-C	466.02	466.02	0.00	-	-	-	-	-
D-A	89.59	88.65	0.00	465.19	0.193	0.24	9.537	A
D-BC	77.54	75.92	0.00	262.79	0.295	0.41	19.108	C
C-ABD	16.56	16.44	0.00	570.24	0.029	0.03	6.498	A
C-D	81.31	81.31	0.00	-	-	-	-	-
C-A	556.36	556.36	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	38.66	38.55	0.00	409.97	0.094	0.10	9.691	A
B-AD	124.06	122.31	0.00	239.67	0.518	1.01	30.238	D
A-BCD	122.26	121.92	0.00	513.27	0.238	0.31	9.192	A
A-B	52.14	52.14	0.00	-	-	-	-	-
A-C	556.47	556.47	0.00	-	-	-	-	-
D-A	106.98	106.56	0.00	416.83	0.257	0.34	11.589	B
D-BC	92.59	91.26	0.00	211.15	0.439	0.74	29.693	D
C-ABD	19.78	19.75	0.00	539.85	0.037	0.04	6.921	A
C-D	97.09	97.09	0.00	-	-	-	-	-
C-A	664.35	664.35	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	47.34	47.13	0.00	345.16	0.137	0.16	12.070	B
B-AD	151.94	143.24	0.00	184.02	0.826	3.18	76.254	F
A-BCD	149.74	149.07	0.00	457.89	0.327	0.48	11.631	B
A-B	63.86	63.86	0.00	-	-	-	-	-
A-C	681.53	681.53	0.00	-	-	-	-	-
D-A	131.02	129.90	0.00	335.93	0.390	0.62	17.378	C
D-BC	113.41	105.35	0.00	140.35	0.808	2.75	88.564	F
C-ABD	24.22	24.17	0.00	498.06	0.049	0.05	7.596	A
C-D	118.91	118.91	0.00	-	-	-	-	-
C-A	813.65	813.65	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	47.34	47.33	0.00	337.71	0.140	0.16	12.397	B
B-AD	151.94	149.53	0.00	182.36	0.833	3.78	98.075	F
A-BCD	149.74	149.71	0.00	455.49	0.329	0.48	11.771	B
A-B	63.86	63.86	0.00	-	-	-	-	-
A-C	681.53	681.53	0.00	-	-	-	-	-
D-A	131.02	130.89	0.00	326.85	0.401	0.65	18.349	C
D-BC	113.41	111.04	0.00	138.24	0.820	3.35	117.036	F
C-ABD	24.22	24.22	0.00	495.94	0.049	0.05	7.630	A
C-D	118.91	118.91	0.00	-	-	-	-	-
C-A	813.65	813.65	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	38.66	38.87	0.00	400.72	0.096	0.11	9.956	A
B-AD	124.06	134.49	0.00	237.24	0.523	1.18	37.930	E
A-BCD	122.26	122.92	0.00	509.73	0.240	0.32	9.324	A
A-B	52.14	52.14	0.00	-	-	-	-	-
A-C	556.47	556.47	0.00	-	-	-	-	-
D-A	106.98	108.14	0.00	406.80	0.263	0.36	12.098	B
D-BC	92.59	102.57	0.00	208.03	0.445	0.85	36.847	E
C-ABD	19.78	19.83	0.00	536.76	0.037	0.04	6.964	A
C-D	97.09	97.09	0.00	-	-	-	-	-
C-A	664.35	664.35	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	32.37	32.49	0.00	448.11	0.072	0.08	8.663	A
B-AD	103.89	106.15	0.00	279.34	0.372	0.61	21.042	C
A-BCD	102.39	102.75	0.00	552.31	0.185	0.23	8.015	A
A-B	43.67	43.67	0.00	-	-	-	-	-
A-C	466.02	466.02	0.00	-	-	-	-	-
D-A	89.59	90.07	0.00	462.34	0.194	0.24	9.684	A
D-BC	77.54	79.22	0.00	261.36	0.297	0.43	19.938	C
C-ABD	16.56	16.60	0.00	569.35	0.029	0.03	6.512	A
C-D	81.31	81.31	0.00	-	-	-	-	-
C-A	556.36	556.36	0.00	-	-	-	-	-

(Default Analysis Set) - 2028 AGLC+400, 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
2028 AGLC+400, PM	2028 AGLC+400	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	19.05	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A327 (N)		Major
B	B	Sheerlands Road		Minor
C	C	A327 (S)		Major
D	D	Church Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.40		0.00	✓	3.20	189.61	✓	14.90
C	7.46		0.00	✓	2.65	201.98	✓	11.36

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	Two lanes		2.75	2.75								28	25
D	Two lanes		3.59	3.59								35	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	758.178	-	-	-	0.276	0.276	0.276	-	0.276	-	-
1	B-AD	486.401	0.083	0.210	-	-	-	0.132	0.300	0.132	0.083	0.210
1	B-C	623.590	0.090	0.226	-	-	-	-	-	-	0.090	0.226
1	C-B	724.644	0.263	0.263	-	-	-	-	-	-	0.263	0.263
1	D-A	669.911	-	-	-	0.244	0.096	0.244	-	0.096	-	-
1	D-BC	524.794	0.143	0.143	0.324	0.227	0.090	0.227	-	0.090	-	-

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	✓	928.00	100.000
B	ONE HOUR	✓	106.00	100.000
C	ONE HOUR	✓	803.00	100.000
D	ONE HOUR	✓	168.00	100.000

Turning Proportions

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

		To			
From		A	B	C	D
	A	0.000	104.000	729.000	95.000
	B	71.000	0.000	29.000	6.000
	C	709.000	29.000	0.000	65.000
	D	121.000	8.000	39.000	0.000

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

		To			
From		A	B	C	D
	A	0.00	0.11	0.79	0.10
	B	0.67	0.00	0.27	0.06
	C	0.88	0.04	0.00	0.08
	D	0.72	0.05	0.23	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	10.70	0.09	B
B-AD	0.48	39.09	0.89	E
A-BCD	0.21	9.13	0.26	A
A-B	-	-	-	-
A-C	-	-	-	-
D-A	0.32	12.83	0.47	B
D-BC	0.33	34.13	0.48	D
C-ABD	0.07	8.23	0.07	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	21.83	21.64	0.00	459.62	0.048	0.05	8.216	A
B-AD	57.97	56.92	0.00	274.74	0.211	0.26	16.452	C
A-BCD	71.52	70.96	0.00	581.44	0.123	0.14	7.045	A
A-B	78.30	78.30	0.00	-	-	-	-	-
A-C	548.83	548.83	0.00	-	-	-	-	-
D-A	91.10	90.22	0.00	504.78	0.180	0.22	8.666	A
D-BC	35.38	34.80	0.00	274.07	0.129	0.15	15.010	C
C-ABD	21.83	21.67	0.00	550.45	0.040	0.04	6.806	A
C-D	48.94	48.94	0.00	-	-	-	-	-
C-A	533.77	533.77	0.00	-	-	-	-	-

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-C	26.07	26.01	0.00	423.77	0.062	0.06	9.049	A
B-AD	69.22	68.63	0.00	233.50	0.296	0.41	21.753	C
A-BCD	85.40	85.23	0.00	546.84	0.156	0.18	7.793	A
A-B	93.49	93.49	0.00	-	-	-	-	-
A-C	655.36	655.36	0.00	-	-	-	-	-
D-A	108.78	108.46	0.00	469.15	0.232	0.30	9.971	A
D-BC	42.25	41.93	0.00	225.00	0.188	0.23	19.629	C
C-ABD	26.07	26.02	0.00	516.49	0.050	0.05	7.339	A
C-D	58.43	58.43	0.00	-	-	-	-	-
C-A	637.38	637.38	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-C	31.93	31.82	0.00	369.55	0.086	0.09	10.656	B
B-AD	84.78	82.98	0.00	176.63	0.480	0.86	37.738	E
A-BCD	104.60	104.28	0.00	499.25	0.210	0.26	9.107	A
A-B	114.51	114.51	0.00	-	-	-	-	-
A-C	802.64	802.64	0.00	-	-	-	-	-
D-A	133.22	132.56	0.00	414.84	0.321	0.46	12.722	B
D-BC	51.75	50.79	0.00	157.53	0.329	0.46	33.433	D
C-ABD	31.93	31.85	0.00	469.65	0.068	0.07	8.222	A
C-D	71.57	71.57	0.00	-	-	-	-	-
C-A	780.62	780.62	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-C	31.93	31.93	0.00	368.25	0.087	0.09	10.703	B
B-AD	84.78	84.65	0.00	176.42	0.481	0.89	39.091	E
A-BCD	104.60	104.59	0.00	498.76	0.210	0.26	9.133	A
A-B	114.51	114.51	0.00	-	-	-	-	-
A-C	802.64	802.64	0.00	-	-	-	-	-
D-A	133.22	133.20	0.00	413.65	0.322	0.47	12.834	B
D-BC	51.75	51.69	0.00	157.04	0.330	0.48	34.129	D
C-ABD	31.93	31.93	0.00	469.40	0.068	0.07	8.228	A
C-D	71.57	71.57	0.00	-	-	-	-	-
C-A	780.62	780.62	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-C	26.07	26.18	0.00	422.24	0.062	0.07	9.093	A
B-AD	69.22	71.03	0.00	233.21	0.297	0.44	22.430	C
A-BCD	85.40	85.71	0.00	546.15	0.156	0.19	7.823	A
A-B	93.49	93.49	0.00	-	-	-	-	-
A-C	655.36	655.36	0.00	-	-	-	-	-
D-A	108.78	109.43	0.00	467.79	0.233	0.31	10.065	B
D-BC	42.25	43.21	0.00	224.29	0.188	0.24	19.981	C
C-ABD	26.07	26.15	0.00	516.14	0.051	0.05	7.350	A
C-D	58.43	58.43	0.00	-	-	-	-	-
C-A	637.38	637.38	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-C	21.83	21.90	0.00	458.65	0.048	0.05	8.245	A
B-AD	57.97	58.62	0.00	274.50	0.211	0.27	16.724	C
A-BCD	71.52	71.70	0.00	580.96	0.123	0.14	7.070	A
A-B	78.30	78.30	0.00	-	-	-	-	-
A-C	548.83	548.83	0.00	-	-	-	-	-
D-A	91.10	91.43	0.00	503.90	0.181	0.22	8.734	A
D-BC	35.38	35.73	0.00	273.45	0.129	0.15	15.167	C
C-ABD	21.83	21.88	0.00	550.20	0.040	0.04	6.813	A
C-D	48.94	48.94	0.00	-	-	-	-	-
C-A	533.77	533.77	0.00	-	-	-	-	-

(Default Analysis Set) - 2028 AGLC+180, 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
2028 AGLC+180, AM	2028 AGLC+180	AM		ONE HOUR	07:30	09:00	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	27.93	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A327 (N)		Major
B	B	Sheerlands Road		Minor
C	C	A327 (S)		Major
D	D	Church Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.40		0.00	✓	3.20	189.61	✓	14.90
C	7.46		0.00	✓	2.65	201.98	✓	11.36

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	Two lanes		2.75	2.75								28	25
D	Two lanes		3.59	3.59								35	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	758.178	-	-	-	0.276	0.276	0.276	-	0.276	-	-
1	B-AD	486.401	0.083	0.210	-	-	-	0.132	0.300	0.132	0.083	0.210
1	B-C	623.590	0.090	0.226	-	-	-	-	-	-	0.090	0.226
1	C-B	724.644	0.263	0.263	-	-	-	-	-	-	0.263	0.263
1	D-A	669.911	-	-	-	0.244	0.096	0.244	-	0.096	-	-
1	D-BC	524.794	0.143	0.143	0.324	0.227	0.090	0.227	-	0.090	-	-

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	✓	791.00	100.000
B	ONE HOUR	✓	92.00	100.000
C	ONE HOUR	✓	863.00	100.000
D	ONE HOUR	✓	221.00	100.000

Turning Proportions

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

		To			
From		A	B	C	D
	A	0.000	36.000	619.000	136.000
	B	62.000	0.000	26.000	4.000
	C	739.000	16.000	0.000	108.000
	D	119.000	3.000	99.000	0.000

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

		To			
From		A	B	C	D
	A	0.00	0.05	0.78	0.17
	B	0.67	0.00	0.28	0.04
	C	0.86	0.02	0.00	0.13
	D	0.54	0.01	0.45	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	9.82	0.08	A
B-AD	0.39	31.37	0.62	D
A-BCD	0.31	10.89	0.45	B
A-B	-	-	-	-
A-C	-	-	-	-
D-A	0.36	15.70	0.56	C
D-BC	0.70	70.52	2.05	F
C-ABD	0.03	7.41	0.04	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

Main results: (07:30-07:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	19.57	19.40	0.00	476.76	0.041	0.04	7.869	A
B-AD	49.69	48.85	0.00	282.88	0.176	0.21	15.330	C
A-BCD	102.39	101.52	0.00	568.56	0.180	0.22	7.695	A
A-B	27.10	27.10	0.00	-	-	-	-	-
A-C	466.02	466.02	0.00	-	-	-	-	-
D-A	89.59	88.68	0.00	479.09	0.187	0.23	9.200	A
D-BC	76.79	75.30	0.00	276.83	0.277	0.37	17.739	C
C-ABD	12.05	11.96	0.00	574.80	0.021	0.02	6.396	A
C-D	81.31	81.31	0.00	-	-	-	-	-
C-A	556.36	556.36	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	23.37	23.32	0.00	444.73	0.053	0.05	8.541	A
B-AD	59.33	58.91	0.00	243.04	0.244	0.31	19.520	C
A-BCD	122.26	121.95	0.00	531.53	0.230	0.30	8.789	A
A-B	32.36	32.36	0.00	-	-	-	-	-
A-C	556.47	556.47	0.00	-	-	-	-	-
D-A	106.98	106.60	0.00	435.03	0.246	0.32	10.952	B
D-BC	91.70	90.62	0.00	228.24	0.402	0.64	25.952	D
C-ABD	14.38	14.36	0.00	545.32	0.026	0.03	6.779	A
C-D	97.09	97.09	0.00	-	-	-	-	-
C-A	664.35	664.35	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	28.63	28.54	0.00	397.07	0.072	0.08	9.766	A
B-AD	72.67	71.54	0.00	188.19	0.386	0.60	30.561	D
A-BCD	149.74	149.14	0.00	480.52	0.312	0.45	10.844	B
A-B	39.64	39.64	0.00	-	-	-	-	-
A-C	681.53	681.53	0.00	-	-	-	-	-
D-A	131.02	130.11	0.00	364.03	0.360	0.55	15.342	C
D-BC	112.30	107.40	0.00	161.50	0.695	1.87	61.806	F
C-ABD	17.62	17.58	0.00	504.82	0.035	0.04	7.388	A
C-D	118.91	118.91	0.00	-	-	-	-	-
C-A	813.65	813.65	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	28.63	28.62	0.00	395.18	0.072	0.08	9.820	A
B-AD	72.67	72.59	0.00	187.17	0.388	0.62	31.367	D
A-BCD	149.74	149.72	0.00	480.21	0.312	0.45	10.892	B
A-B	39.64	39.64	0.00	-	-	-	-	-
A-C	681.53	681.53	0.00	-	-	-	-	-
D-A	131.02	130.97	0.00	360.22	0.364	0.56	15.700	C
D-BC	112.30	111.58	0.00	161.06	0.697	2.05	70.520	F
C-ABD	17.62	17.62	0.00	503.53	0.035	0.04	7.407	A
C-D	118.91	118.91	0.00	-	-	-	-	-
C-A	813.65	813.65	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	23.37	23.46	0.00	442.37	0.053	0.06	8.596	A
B-AD	59.33	60.46	0.00	241.64	0.246	0.33	19.988	C
A-BCD	122.26	122.85	0.00	531.08	0.230	0.30	8.832	A
A-B	32.36	32.36	0.00	-	-	-	-	-
A-C	556.47	556.47	0.00	-	-	-	-	-
D-A	106.98	107.89	0.00	430.98	0.248	0.34	11.172	B
D-BC	91.70	97.06	0.00	227.58	0.403	0.71	28.580	D
C-ABD	14.38	14.42	0.00	543.56	0.026	0.03	6.803	A
C-D	97.09	97.09	0.00	-	-	-	-	-
C-A	664.35	664.35	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	19.57	19.63	0.00	475.52	0.041	0.04	7.898	A
B-AD	49.69	50.15	0.00	282.26	0.176	0.22	15.540	C
A-BCD	102.39	102.71	0.00	568.19	0.180	0.22	7.740	A
A-B	27.10	27.10	0.00	-	-	-	-	-
A-C	466.02	466.02	0.00	-	-	-	-	-
D-A	89.59	90.00	0.00	477.39	0.188	0.23	9.304	A
D-BC	76.79	78.04	0.00	276.15	0.278	0.40	18.283	C
C-ABD	12.05	12.07	0.00	574.05	0.021	0.02	6.407	A
C-D	81.31	81.31	0.00	-	-	-	-	-
C-A	556.36	556.36	0.00	-	-	-	-	-

(Default Analysis Set) - 2028 AGLC+180, 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
2028 AGLC+180, PM	2028 AGLC+180	PM		ONE HOUR	16:45	18:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D	14.45	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	A327 (N)		Major
B	B	Sheerlands Road		Minor
C	C	A327 (S)		Major
D	D	Church Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	7.40		0.00	✓	3.20	189.61	✓	14.90
C	7.46		0.00	✓	2.65	201.98	✓	11.36

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	Two lanes		2.75	2.75								28	25
D	Two lanes		3.59	3.59								35	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	758.178	-	-	-	0.276	0.276	0.276	-	0.276	-	-
1	B-AD	486.401	0.083	0.210	-	-	-	0.132	0.300	0.132	0.083	0.210
1	B-C	623.590	0.090	0.226	-	-	-	-	-	-	0.090	0.226
1	C-B	724.644	0.263	0.263	-	-	-	-	-	-	0.263	0.263
1	D-A	669.911	-	-	-	0.244	0.096	0.244	-	0.096	-	-
1	D-BC	524.794	0.143	0.143	0.324	0.227	0.090	0.227	-	0.090	-	-

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	✓	869.00	100.000
B	ONE HOUR	✓	60.00	100.000
C	ONE HOUR	✓	789.00	100.000
D	ONE HOUR	✓	164.00	100.000

Turning Proportions

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

	To				
		A	B	C	D
From	A	0.000	45.000	729.000	95.000
	B	37.000	0.000	20.000	3.000
	C	709.000	15.000	0.000	65.000
	D	121.000	4.000	39.000	0.000

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

	To				
		A	B	C	D
From	A	0.00	0.05	0.84	0.11
	B	0.62	0.00	0.33	0.05
	C	0.90	0.02	0.00	0.08
	D	0.74	0.02	0.24	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	9.49	0.06	A
B-AD	0.24	25.18	0.30	D
A-BCD	0.20	8.87	0.26	A
A-B	-	-	-	-
A-C	-	-	-	-
D-A	0.31	12.12	0.44	B
D-BC	0.27	28.05	0.36	D
C-ABD	0.03	7.64	0.03	A
C-D	-	-	-	-
C-A	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	15.06	14.93	0.00	476.39	0.032	0.03	7.800	A
B-AD	30.11	29.64	0.00	281.84	0.107	0.12	14.250	B
A-BCD	71.52	70.97	0.00	589.12	0.121	0.14	6.940	A
A-B	33.88	33.88	0.00	-	-	-	-	-
A-C	548.83	548.83	0.00	-	-	-	-	-
D-A	91.10	90.24	0.00	513.16	0.178	0.21	8.495	A
D-BC	32.37	31.87	0.00	286.42	0.113	0.13	14.117	B
C-ABD	11.29	11.21	0.00	562.92	0.020	0.02	6.525	A
C-D	48.94	48.94	0.00	-	-	-	-	-
C-A	533.77	533.77	0.00	-	-	-	-	-

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-C	17.98	17.94	0.00	445.89	0.040	0.04	8.412	A
B-AD	35.96	35.75	0.00	242.01	0.149	0.17	17.435	C
A-BCD	85.40	85.23	0.00	556.18	0.154	0.18	7.642	A
A-B	40.45	40.45	0.00	-	-	-	-	-
A-C	655.36	655.36	0.00	-	-	-	-	-
D-A	108.78	108.47	0.00	480.02	0.227	0.29	9.681	A
D-BC	38.66	38.41	0.00	239.87	0.161	0.19	17.848	C
C-ABD	13.48	13.46	0.00	531.40	0.025	0.03	6.950	A
C-D	58.43	58.43	0.00	-	-	-	-	-
C-A	637.38	637.38	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-C	22.02	21.96	0.00	401.73	0.055	0.06	9.478	A
B-AD	44.04	43.53	0.00	187.05	0.235	0.30	24.995	C
A-BCD	104.60	104.30	0.00	510.75	0.205	0.25	8.851	A
A-B	49.55	49.55	0.00	-	-	-	-	-
A-C	802.64	802.64	0.00	-	-	-	-	-
D-A	133.22	132.62	0.00	430.70	0.309	0.44	12.053	B
D-BC	47.34	46.68	0.00	175.80	0.269	0.35	27.737	D
C-ABD	16.52	16.48	0.00	487.93	0.034	0.03	7.635	A
C-D	71.57	71.57	0.00	-	-	-	-	-
C-A	780.62	780.62	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-C	22.02	22.02	0.00	401.29	0.055	0.06	9.491	A
B-AD	44.04	44.02	0.00	186.91	0.236	0.30	25.185	D
A-BCD	104.60	104.59	0.00	510.61	0.205	0.26	8.866	A
A-B	49.55	49.55	0.00	-	-	-	-	-
A-C	802.64	802.64	0.00	-	-	-	-	-
D-A	133.22	133.20	0.00	430.12	0.310	0.44	12.122	B
D-BC	47.34	47.31	0.00	175.59	0.270	0.36	28.047	D
C-ABD	16.52	16.51	0.00	487.76	0.034	0.03	7.638	A
C-D	71.57	71.57	0.00	-	-	-	-	-
C-A	780.62	780.62	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-C	17.98	18.04	0.00	445.32	0.040	0.04	8.426	A
B-AD	35.96	36.46	0.00	241.80	0.149	0.18	17.572	C
A-BCD	85.40	85.69	0.00	555.97	0.154	0.18	7.658	A
A-B	40.45	40.45	0.00	-	-	-	-	-
A-C	655.36	655.36	0.00	-	-	-	-	-
D-A	108.78	109.36	0.00	479.33	0.227	0.30	9.747	A
D-BC	38.66	39.31	0.00	239.56	0.161	0.20	18.036	C
C-ABD	13.48	13.52	0.00	531.15	0.025	0.03	6.954	A
C-D	58.43	58.43	0.00	-	-	-	-	-
C-A	637.38	637.38	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-C	15.06	15.10	0.00	475.91	0.032	0.03	7.812	A
B-AD	30.11	30.34	0.00	281.65	0.107	0.12	14.339	B
A-BCD	71.52	71.70	0.00	588.92	0.121	0.14	6.964	A
A-B	33.88	33.88	0.00	-	-	-	-	-
A-C	548.83	548.83	0.00	-	-	-	-	-
D-A	91.10	91.41	0.00	512.61	0.178	0.22	8.554	A
D-BC	32.37	32.64	0.00	286.03	0.113	0.13	14.221	B
C-ABD	11.29	11.32	0.00	562.71	0.020	0.02	6.530	A
C-D	48.94	48.94	0.00	-	-	-	-	-
C-A	533.77	533.77	0.00	-	-	-	-	-

