



Junctions 8

PICADY 8 - Priority Intersection Module

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Filename: Eastbound Offslip.arc8

Path: U:\Transport Planning\PROJECTS\679475 2016 HESWSPA\Okehampton - Local Plan Study

Report generation date: 11/12/2017 10:55:11

- » Okehampton EB Offslip - 2018, AM
- » Okehampton EB Offslip - 2018, PM
- » Okehampton EB Offslip - 2034+Dev, AM
- » Okehampton EB Offslip - 2034+Dev, PM

Summary of junction performance

	AM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
Okehampton EB Offslip - 2018						
Stream B-AC	0.29	8.81	0.23	A	8.81	A
Stream C-A	-	-	-	-		
Stream C-B	0.00	0.00	0.00	A		
Stream A-B	-	-	-	-		
Stream A-C	-	-	-	-		

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - 2018, AM" model duration: 07:45 - 09:15

"D2 - 2018, PM" model duration: 16:45 - 18:15

"D3 - 2034+Dev, AM" model duration: 07:45 - 09:15

"D4 - 2034+Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.6.541 at 11/12/2017 10:55:09

File summary

Title	(untitled)
Location	
Site Number	
Date	11/12/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ThomasG0
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

Okehampton EB Offslip - 2018, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2018, AM	2018	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Okehampton EB Offslip	T-Junction	Two-way	A,B,C		8.81	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	A30 Offslip		Minor
C	C	B3260		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.10		0.00		2.20	145.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80										22	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	548.970	0.095	0.241	0.151	0.344
1	B-C	706.548	0.103	0.261	-	-
1	C-B	657.934	0.243	0.243	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	354.00	100.000
B	ONE HOUR	✓	109.00	100.000
C	ONE HOUR	✓	537.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	354.000
	B	24.000	0.000	85.000
	C	537.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.22	0.00	0.78
	C	1.00	0.00	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.23	8.81	0.29	A	100.02	150.03	20.03	8.01	0.22	20.03	8.01
C-A	-	-	-	-	492.76	739.14	-	-	-	-	-
C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	324.84	487.25	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	82.06	20.52	81.40	0.00	573.46	0.143	0.00	0.17	7.307	A
C-A	404.28	101.07	404.28	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	593.25	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	266.51	66.63	266.51	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	97.99	24.50	97.80	0.00	554.96	0.177	0.17	0.21	7.871	A
C-A	482.75	120.69	482.75	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	580.69	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	318.24	79.56	318.24	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	120.01	30.00	119.70	0.00	528.77	0.227	0.21	0.29	8.800	A
C-A	591.25	147.81	591.25	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	563.33	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	389.76	97.44	389.76	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	120.01	30.00	120.00	0.00	528.77	0.227	0.29	0.29	8.806	A
C-A	591.25	147.81	591.25	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	563.33	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	389.76	97.44	389.76	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	97.99	24.50	98.29	0.00	554.96	0.177	0.29	0.22	7.888	A
C-A	482.75	120.69	482.75	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	580.69	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	318.24	79.56	318.24	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	82.06	20.52	82.25	0.00	573.46	0.143	0.22	0.17	7.333	A
C-A	404.28	101.07	404.28	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	593.25	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	266.51	66.63	266.51	0.00	-	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.40	0.16	7.307	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.11	0.21	7.871	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.23	0.28	8.800	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.37	0.29	8.806	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.34	0.22	7.888	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.59	0.17	7.333	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Okehampton EB Offslip - 2018, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2018, PM	2018	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Okehampton EB Offslip	T-Junction	Two-way	A,B,C		8.97	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	A30 Offslip		Minor
C	C	B3260		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.10		0.00		2.20	145.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80										22	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	548.970	0.095	0.241	0.151	0.344
1	B-C	706.548	0.103	0.261	-	-
1	C-B	657.934	0.243	0.243	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	433.00	100.000
B	ONE HOUR	✓	88.00	100.000
C	ONE HOUR	✓	483.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	433.000
	B	23.000	0.000	65.000
	C	483.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.26	0.00	0.74
	C	1.00	0.00	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.19	8.97	0.24	A	80.75	121.13	16.45	8.15	0.18	16.45	8.15
C-A	-	-	-	-	443.21	664.81	-	-	-	-	-
C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	397.33	595.99	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	66.25	16.56	65.71	0.00	550.24	0.120	0.00	0.14	7.422	A
C-A	363.63	90.91	363.63	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	578.81	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	325.99	81.50	325.99	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	79.11	19.78	78.96	0.00	528.65	0.150	0.14	0.17	8.003	A
C-A	434.21	108.55	434.21	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	563.45	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	389.26	97.31	389.26	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	96.89	24.22	96.63	0.00	498.16	0.194	0.17	0.24	8.960	A
C-A	531.79	132.95	531.79	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	542.22	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	476.74	119.19	476.74	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	96.89	24.22	96.88	0.00	498.16	0.194	0.24	0.24	8.971	A
C-A	531.79	132.95	531.79	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	542.22	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	476.74	119.19	476.74	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	79.11	19.78	79.36	0.00	528.65	0.150	0.24	0.18	8.016	A
C-A	434.21	108.55	434.21	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	563.45	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	389.26	97.31	389.26	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	66.25	16.56	66.41	0.00	550.24	0.120	0.18	0.14	7.442	A
C-A	363.63	90.91	363.63	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	578.81	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	325.99	81.50	325.99	0.00	-	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.96	0.13	7.422	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.55	0.17	8.003	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.48	0.23	8.960	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.59	0.24	8.971	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.74	0.18	8.016	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.12	0.14	7.442	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Okehampton EB Offslip - 2034+Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relati
2034+Dev, AM	2034+Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Okehampton EB Offslip	T-Junction	Two-way	A,B,C		17.67	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	A30 Offslip		Minor
C	C	B3260		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.10		0.00		2.20	145.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80										22	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	548.970	0.095	0.241	0.151	0.344
1	B-C	706.548	0.103	0.261	-	-
1	C-B	657.934	0.243	0.243	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	558.00	100.000
B	ONE HOUR	✓	272.00	100.000
C	ONE HOUR	✓	755.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	558.000
	B	24.000	0.000	248.000
	C	755.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.09	0.00	0.91
	C	1.00	0.00	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.60	17.67	1.44	C	249.59	374.39	83.16	13.33	0.92	83.18	13.33
C-A	-	-	-	-	692.80	1039.20	-	-	-	-	-
C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	512.03	768.05	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	204.78	51.19	202.54	0.00	564.66	0.363	0.00	0.56	9.883	A
C-A	568.40	142.10	568.40	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	555.97	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	420.09	105.02	420.09	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	244.52	61.13	243.52	0.00	539.21	0.453	0.56	0.81	12.131	B
C-A	678.73	169.68	678.73	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	536.18	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	501.63	125.41	501.63	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	299.48	74.87	297.08	0.00	502.72	0.596	0.81	1.41	17.300	C
C-A	831.27	207.82	831.27	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	508.82	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	614.37	153.59	614.37	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	299.48	74.87	299.36	0.00	502.72	0.596	1.41	1.44	17.672	C
C-A	831.27	207.82	831.27	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	508.82	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	614.37	153.59	614.37	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	244.52	61.13	246.88	0.00	539.21	0.453	1.44	0.85	12.413	B
C-A	678.73	169.68	678.73	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	536.18	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	501.63	125.41	501.63	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	204.78	51.19	205.86	0.00	564.66	0.363	0.85	0.58	10.065	B
C-A	568.40	142.10	568.40	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	555.97	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	420.09	105.02	420.09	0.00	-	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	7.96	0.53	9.883	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	11.63	0.78	12.131	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	19.65	1.31	17.300	C	B
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	21.42	1.43	17.672	C	B
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	13.47	0.90	12.413	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	9.03	0.60	10.065	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Okehampton EB Offslip - 2034+Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relati
2034+Dev, PM	2034+Dev	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Okehampton EB Offslip	T-Junction	Two-way	A,B,C		11.46	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	A30 Offslip		Minor
C	C	B3260		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.10		0.00		2.20	145.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.80										22	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	548.970	0.095	0.241	0.151	0.344
1	B-C	706.548	0.103	0.261	-	-
1	C-B	657.934	0.243	0.243	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	518.00	100.000
B	ONE HOUR	✓	150.00	100.000
C	ONE HOUR	✓	854.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	518.000
	B	23.000	0.000	127.000
	C	854.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.15	0.00	0.85
	C	1.00	0.00	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.34	11.46	0.52	B	137.64	206.46	33.55	9.75	0.37	33.56	9.75
C-A	-	-	-	-	783.65	1175.47	-	-	-	-	-
C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	475.33	712.99	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	112.93	28.23	111.90	0.00	546.98	0.206	0.00	0.26	8.256	A
C-A	642.94	160.73	642.94	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	563.28	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	389.98	97.49	389.98	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	134.85	33.71	134.49	0.00	519.48	0.260	0.26	0.35	9.342	A
C-A	767.73	191.93	767.73	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	544.91	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	465.67	116.42	465.67	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	165.15	41.29	164.47	0.00	479.20	0.345	0.35	0.52	11.413	B
C-A	940.27	235.07	940.27	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	519.50	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	570.33	142.58	570.33	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	165.15	41.29	165.13	0.00	479.20	0.345	0.52	0.52	11.460	B
C-A	940.27	235.07	940.27	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	519.50	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	570.33	142.58	570.33	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	134.85	33.71	135.51	0.00	519.48	0.260	0.52	0.36	9.391	A
C-A	767.73	191.93	767.73	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	544.91	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	465.67	116.42	465.67	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	112.93	28.23	113.30	0.00	546.98	0.206	0.36	0.26	8.309	A
C-A	642.94	160.73	642.94	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	563.28	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	389.98	97.49	389.98	0.00	-	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.70	0.25	8.256	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	5.04	0.34	9.342	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	7.44	0.50	11.413	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	7.79	0.52	11.460	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	5.52	0.37	9.391	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.06	0.27	8.309	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-



Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.6.541 [19821,26/11/2015] © Copyright TRL Limited, 2017
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Filename: Westbound Offslip.arc8

Path: U:\Transport Planning\PROJECTS\679475 2016 HESWSPA\Okehampton - Local Plan Study

Report generation date: 11/12/2017 10:59:24

- » Okehampton WB Offslip - 2018, AM
- » Okehampton WB Offslip - 2018, PM
- » Okehampton WB Offslip - 2034+Dev, AM
- » Okehampton WB Offslip - 2034+Dev, PM

Summary of junction performance

	AM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
Okehampton WB Offslip - 2018						
Stream B-C	0.07	6.16	0.07	A	12.36	B
Stream B-A	0.80	13.56	0.45	B		
Stream C-A	-	-	-	-		
Stream C-B	0.00	0.00	0.00	A		
Stream A-B	-	-	-	-		
Stream A-C	-	-	-	-		

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - 2018, AM " model duration: 07:45 - 09:15

"D2 - 2018, PM" model duration: 16:45 - 18:15

"D3 - 2034+Dev, AM" model duration: 07:45 - 09:15

"D4 - 2034+Dev, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.6.541 at 11/12/2017 10:59:22

File summary

Title	(untitled)
Location	
Site Number	
Date	11/12/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ThomasG0
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

Okehampton WB Offslip - 2018, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2018, AM	2018	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		12.36	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	A30 Offslip		Minor
C	C	B3260		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.10		0.00		2.20	140.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		5.00	3.60								190	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	583.818	0.101	0.256	0.161	0.366
1	B-C	767.004	0.112	0.283	-	-
1	C-B	655.039	0.242	0.242	-	-

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	✓	193.00	100.000
B	ONE HOUR	✓	234.00	100.000
C	ONE HOUR	✓	273.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	193.000
	B	196.000	0.000	38.000
	C	273.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.84	0.00	0.16
	C	1.00	0.00	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.07	6.16	0.07	A	34.87	52.30	5.09	5.84	0.06	5.09	5.84
B-A	0.45	13.56	0.80	B	179.85	269.78	51.75	11.51	0.58	51.76	11.51
C-A	-	-	-	-	250.51	375.76	-	-	-	-	-
C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	177.10	265.65	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	28.61	7.15	28.43	0.00	673.75	0.042	0.00	0.04	5.577	A
B-A	147.56	36.89	145.97	0.00	513.54	0.287	0.00	0.40	9.753	A
C-A	205.53	51.38	205.53	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	619.93	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	145.30	36.33	145.30	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	34.16	8.54	34.12	0.00	654.08	0.052	0.04	0.05	5.806	A
B-A	176.20	44.05	175.65	0.00	499.90	0.352	0.40	0.53	11.083	B
C-A	245.42	61.36	245.42	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	613.11	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	173.50	43.38	173.50	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	41.84	10.46	41.77	0.00	626.81	0.067	0.05	0.07	6.153	A
B-A	215.80	53.95	214.77	0.00	481.05	0.449	0.53	0.79	13.465	B
C-A	300.58	75.14	300.58	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	603.69	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	212.50	53.12	212.50	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	41.84	10.46	41.84	0.00	626.43	0.067	0.07	0.07	6.157	A
B-A	215.80	53.95	215.76	0.00	481.05	0.449	0.79	0.80	13.563	B
C-A	300.58	75.14	300.58	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	603.69	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	212.50	53.12	212.50	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	34.16	8.54	34.22	0.00	653.50	0.052	0.07	0.06	5.815	A
B-A	176.20	44.05	177.19	0.00	499.90	0.352	0.80	0.55	11.189	B
C-A	245.42	61.36	245.42	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	613.11	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	173.50	43.38	173.50	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	28.61	7.15	28.65	0.00	672.96	0.043	0.06	0.04	5.587	A
B-A	147.56	36.89	148.14	0.00	513.54	0.287	0.55	0.41	9.869	A
C-A	205.53	51.38	205.53	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	619.93	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	145.30	36.33	145.30	0.00	-	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.64	0.04	5.577	A	A
B-A	5.67	0.38	9.753	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.81	0.05	5.806	A	A
B-A	7.74	0.52	11.083	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.05	0.07	6.153	A	A
B-A	11.34	0.76	13.465	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.07	0.07	6.157	A	A
B-A	11.99	0.80	13.563	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.85	0.06	5.815	A	A
B-A	8.67	0.58	11.189	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.68	0.05	5.587	A	A
B-A	6.35	0.42	9.869	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Okehampton WB Offslip - 2018, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2018, FM	2018	FM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		12.23	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	A30 Offslip		Minor
C	C	B3260		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.10		0.00		2.20	140.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		5.00	3.60								190	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	583.818	0.101	0.256	0.161	0.366
1	B-C	767.004	0.112	0.283	-	-
1	C-B	655.039	0.242	0.242	-	-

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	✓	194.00	100.000
B	ONE HOUR	✓	235.00	100.000
C	ONE HOUR	✓	247.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	194.000
	B	197.000	0.000	38.000
	C	247.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.84	0.00	0.16
	C	1.00	0.00	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.07	6.16	0.07	A	34.87	52.30	5.10	5.84	0.06	5.10	5.84
B-A	0.45	13.40	0.80	B	180.77	271.16	51.54	11.41	0.57	51.55	11.41
C-A	-	-	-	-	226.65	339.98	-	-	-	-	-
C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	178.02	267.03	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	28.61	7.15	28.43	0.00	673.58	0.042	0.00	0.04	5.578	A
B-A	148.31	37.08	146.72	0.00	516.50	0.287	0.00	0.40	9.694	A
C-A	185.95	46.49	185.95	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	619.74	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	146.05	36.51	146.05	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	34.16	8.54	34.12	0.00	653.98	0.052	0.04	0.05	5.807	A
B-A	177.10	44.27	176.55	0.00	503.44	0.352	0.40	0.53	10.994	B
C-A	222.05	55.51	222.05	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	612.89	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	174.40	43.60	174.40	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	41.84	10.46	41.77	0.00	626.85	0.067	0.05	0.07	6.153	A
B-A	216.90	54.23	215.88	0.00	485.37	0.447	0.53	0.79	13.306	B
C-A	271.95	67.99	271.95	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	603.42	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	213.60	53.40	213.60	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	41.84	10.46	41.84	0.00	626.48	0.067	0.07	0.07	6.156	A
B-A	216.90	54.23	216.86	0.00	485.37	0.447	0.79	0.80	13.403	B
C-A	271.95	67.99	271.95	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	603.42	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	213.60	53.40	213.60	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	34.16	8.54	34.22	0.00	653.41	0.052	0.07	0.06	5.814	A
B-A	177.10	44.27	178.08	0.00	503.44	0.352	0.80	0.55	11.099	B
C-A	222.05	55.51	222.05	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	612.89	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	174.40	43.60	174.40	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	28.61	7.15	28.65	0.00	672.81	0.043	0.06	0.04	5.590	A
B-A	148.31	37.08	148.89	0.00	516.50	0.287	0.55	0.41	9.809	A
C-A	185.95	46.49	185.95	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	619.74	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	146.05	36.51	146.05	0.00	-	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.64	0.04	5.578	A	A
B-A	5.67	0.38	9.694	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.81	0.05	5.807	A	A
B-A	7.72	0.51	10.994	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.05	0.07	6.153	A	A
B-A	11.27	0.75	13.306	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.07	0.07	6.156	A	A
B-A	11.91	0.79	13.403	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.85	0.06	5.814	A	A
B-A	8.64	0.58	11.099	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.68	0.05	5.590	A	A
B-A	6.34	0.42	9.809	A	A
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Okehampton WB Offslip - 2034+Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relati
2034+Dev, AM	2034+Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		63.36	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	A30 Offslip		Minor
C	C	B3260		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.10		0.00		2.20	140.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		5.00	3.60								190	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	583.818	0.101	0.256	0.161	0.366
1	B-C	767.004	0.112	0.283	-	-
1	C-B	655.039	0.242	0.242	-	-

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	✓	193.00	100.000
B	ONE HOUR	✓	439.00	100.000
C	ONE HOUR	✓	273.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	193.000
	B	401.000	0.000	38.000
	C	273.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.91	0.00	0.09
	C	1.00	0.00	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.08	7.30	0.08	A	34.87	52.30	5.81	6.66	0.06	5.81	6.66
B-A	0.92	68.67	7.83	F	367.96	551.95	314.70	34.21	3.50	314.83	34.22
C-A	-	-	-	-	250.51	375.76	-	-	-	-	-
C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	177.10	265.65	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	28.61	7.15	28.42	0.00	619.21	0.046	0.00	0.05	6.092	A
B-A	301.89	75.47	296.43	0.00	513.54	0.588	0.00	1.37	16.206	C
C-A	205.53	51.38	205.53	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	619.93	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	145.30	36.33	145.30	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	34.16	8.54	34.11	0.00	586.52	0.058	0.05	0.06	6.516	A
B-A	360.49	90.12	356.46	0.00	499.90	0.721	1.37	2.37	24.391	C
C-A	245.42	61.36	245.42	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	613.11	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	173.50	43.38	173.50	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	41.84	10.46	41.75	0.00	541.20	0.077	0.06	0.08	7.208	A
B-A	441.51	110.38	424.74	0.00	481.05	0.918	2.37	6.57	52.454	F
C-A	300.58	75.14	300.58	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	603.69	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	212.50	53.12	212.50	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	41.84	10.46	41.83	0.00	535.03	0.078	0.08	0.08	7.298	A
B-A	441.51	110.38	436.47	0.00	481.05	0.918	6.57	7.83	68.672	F
C-A	300.58	75.14	300.58	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	603.69	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	212.50	53.12	212.50	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	34.16	8.54	34.24	0.00	577.25	0.059	0.08	0.06	6.630	A
B-A	360.49	90.12	380.43	0.00	499.90	0.721	7.83	2.84	33.836	D
C-A	245.42	61.36	245.42	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	613.11	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	173.50	43.38	173.50	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	28.61	7.15	28.67	0.00	615.19	0.047	0.06	0.05	6.140	A
B-A	301.89	75.47	307.31	0.00	513.54	0.588	2.84	1.49	17.882	C
C-A	205.53	51.38	205.53	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	619.93	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	145.30	36.33	145.30	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.70	0.05	6.092	A	A
B-A	18.59	1.24	16.206	C	B
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.90	0.06	6.516	A	A
B-A	32.14	2.14	24.391	C	C
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.22	0.08	7.208	A	A
B-A	76.57	5.10	52.454	F	D
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.26	0.08	7.298	A	A
B-A	109.07	7.27	68.672	F	E
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.97	0.06	6.630	A	A
B-A	54.13	3.61	33.836	D	C
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.75	0.05	6.140	A	A
B-A	24.20	1.61	17.882	C	B
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Okehampton WB Offslip - 2034+Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relati
2034+Dev, PM	2034+Dev	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		19.35	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	A30 Offslip		Minor
C	C	B3260		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.10		0.00		2.20	140.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		5.00	3.60								190	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	583.818	0.101	0.256	0.161	0.366
1	B-C	767.004	0.112	0.283	-	-
1	C-B	655.039	0.242	0.242	-	-

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	✓	194.00	100.000
B	ONE HOUR	✓	320.00	100.000
C	ONE HOUR	✓	274.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	194.000
	B	282.000	0.000	38.000
	C	274.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.88	0.00	0.12
	C	1.00	0.00	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.07	6.57	0.08	A	34.87	52.30	5.36	6.15	0.06	5.36	6.15
B-A	0.65	21.07	1.77	C	258.77	388.15	102.26	15.81	1.14	102.29	15.81
C-A	-	-	-	-	251.43	377.14	-	-	-	-	-
C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	178.02	267.03	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	28.61	7.15	28.43	0.00	650.63	0.044	0.00	0.05	5.784	A
B-A	212.30	53.08	209.54	0.00	513.23	0.414	0.00	0.69	11.752	B
C-A	206.28	51.57	206.28	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	619.74	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	146.05	36.51	146.05	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	34.16	8.54	34.11	0.00	625.61	0.055	0.05	0.06	6.086	A
B-A	253.51	63.38	252.27	0.00	499.53	0.508	0.69	1.00	14.483	B
C-A	246.32	61.58	246.32	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	612.89	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	174.40	43.60	174.40	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	41.84	10.46	41.77	0.00	590.97	0.071	0.06	0.08	6.554	A
B-A	310.49	77.62	307.60	0.00	480.59	0.646	1.00	1.72	20.460	C
C-A	301.68	75.42	301.68	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	603.42	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	213.60	53.40	213.60	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	41.84	10.46	41.84	0.00	589.91	0.071	0.08	0.08	6.567	A
B-A	310.49	77.62	310.30	0.00	480.59	0.646	1.72	1.77	21.072	C
C-A	301.68	75.42	301.68	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	603.42	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	213.60	53.40	213.60	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	34.16	8.54	34.23	0.00	624.06	0.055	0.08	0.06	6.103	A
B-A	253.51	63.38	256.34	0.00	499.53	0.508	1.77	1.06	14.971	B
C-A	246.32	61.58	246.32	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	612.89	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	174.40	43.60	174.40	0.00	-	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-C	28.61	7.15	28.66	0.00	649.13	0.044	0.06	0.05	5.804	A
B-A	212.30	53.08	213.67	0.00	513.23	0.414	1.06	0.72	12.071	B
C-A	206.28	51.57	206.28	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	619.74	0.000	0.00	0.00	0.000	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	146.05	36.51	146.05	0.00	-	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.67	0.04	5.784	A	A
B-A	9.72	0.65	11.752	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.85	0.06	6.086	A	A
B-A	14.24	0.95	14.483	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.11	0.07	6.554	A	A
B-A	23.73	1.58	20.460	C	C
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

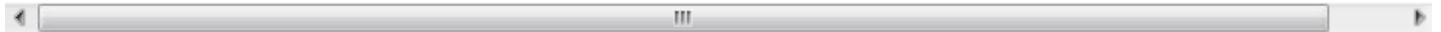
Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.14	0.08	6.567	A	A
B-A	26.25	1.75	21.072	C	C
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.89	0.06	6.103	A	A
B-A	16.99	1.13	14.971	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

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

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.71	0.05	5.804	A	A
B-A	11.33	0.76	12.071	B	B
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

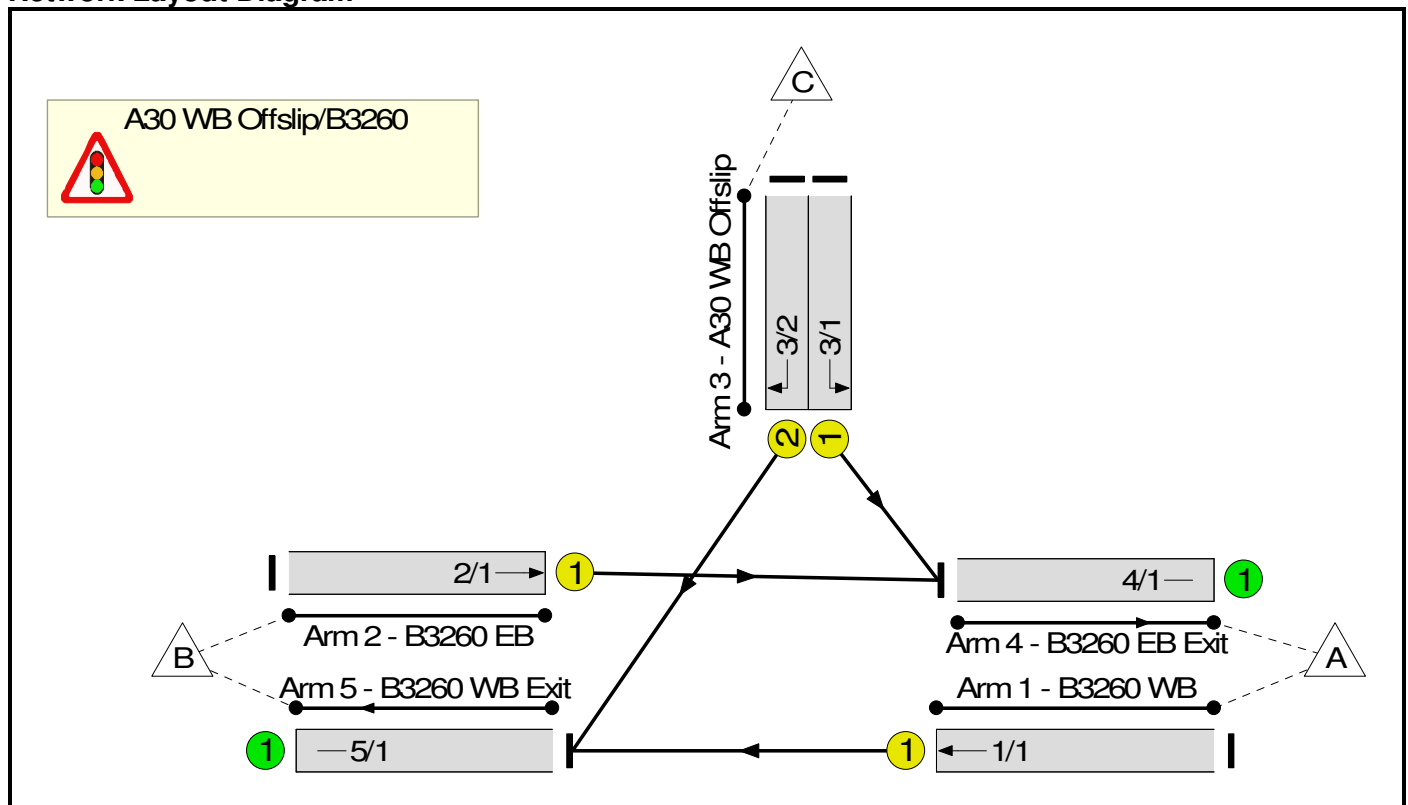


Full Input Data And Results
Full Input Data And Results

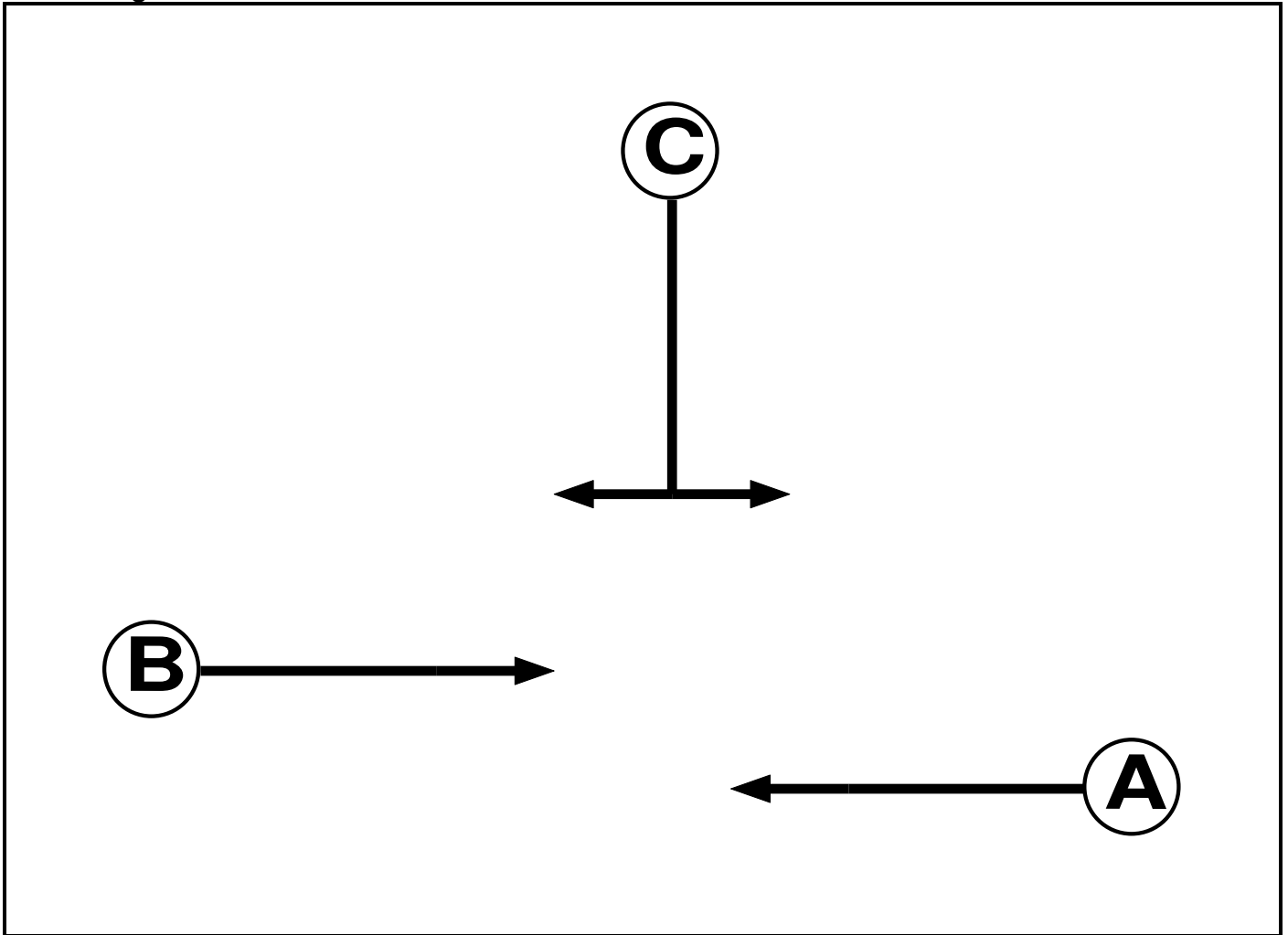
User and Project Details

Project:	Okehampton Local Plan Study
Title:	A30/B3260 Westbound Offslip
Location:	
Client:	Highways England
Design Layout Ref:	Preferred Option
Date Started:	11/12/2017
Date Completed:	20/12/2017
Model Purpose:	Preliminary design of Local Plan mitigation scheme
Additional detail:	
File name:	Okehampton A30 WB Offslip.lsg3x
Author:	Gethin Thomas
Company:	CH2M
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7

Phase Intergreens Matrix

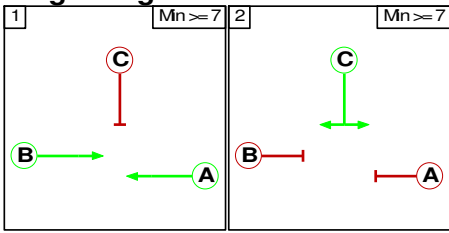
		Starting Phase		
		A	B	C
Terminating Phase	A			5
	B			8
	C	5	5	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C

Full Input Data And Results

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage	
	1	2
1		8
2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A30 WB Offslip/B3260

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: A30 WB Offslip/B3260												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B3260 WB)	U	A	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 5 Ahead	Inf
2/1 (B3260 EB)	U	B	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 4 Ahead	Inf
3/1 (A30 WB Offslip)	U	C	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 4 Left	Inf
3/2 (A30 WB Offslip)	U	C	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 5 Right	Inf
4/1 (B3260 EB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (B3260 WB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2034+Dev AM Peak'	08:00	09:00	01:00	
2: '2034+Dev Pm Peak'	08:00	09:00	01:00	

Scenario 1: 'Scenario 1' (FG1: '2034+Dev AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	273	0	273
	B	193	0	0	193
	C	38	401	0	439
	Tot.	231	674	0	905

Traffic Lane Flows

Lane	Scenario 1: Scenario 1
Junction: A30 WB Offslip/B3260	
1/1	273
2/1	193
3/1	38
3/2	401
4/1	231
5/1	674

Full Input Data And Results

Lane Saturation Flows

Junction: A30 WB Offslip/B3260								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B3260 WB)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
2/1 (B3260 EB)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (A30 WB Offslip)	3.60	0.00	Y	Arm 4 Left	Inf	100.0 %	1975	1975
3/2 (A30 WB Offslip)	3.60	0.00	Y	Arm 5 Right	Inf	100.0 %	1975	1975
4/1 (B3260 EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B3260 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Scenario 2' (FG2: '2034+Dev Pm Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	274	0	274
	B	194	0	0	194
	C	38	197	0	235
	Tot.	232	471	0	703

Traffic Lane Flows

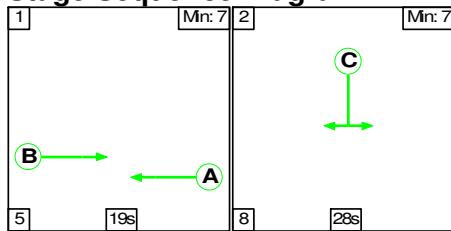
Lane	Scenario 2: Scenario 2
Junction: A30 WB Offslip/B3260	
1/1	274
2/1	194
3/1	38
3/2	197
4/1	232
5/1	471

Lane Saturation Flows

Junction: A30 WB Offslip/B3260								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B3260 WB)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
2/1 (B3260 EB)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/1 (A30 WB Offslip)	3.60	0.00	Y	Arm 4 Left	Inf	100.0 %	1975	1975
3/2 (A30 WB Offslip)	3.60	0.00	Y	Arm 5 Right	Inf	100.0 %	1975	1975
4/1 (B3260 EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B3260 WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Scenario 1' (FG1: '2034+Dev AM Peak', Plan 1: 'Network Control Plan 1')

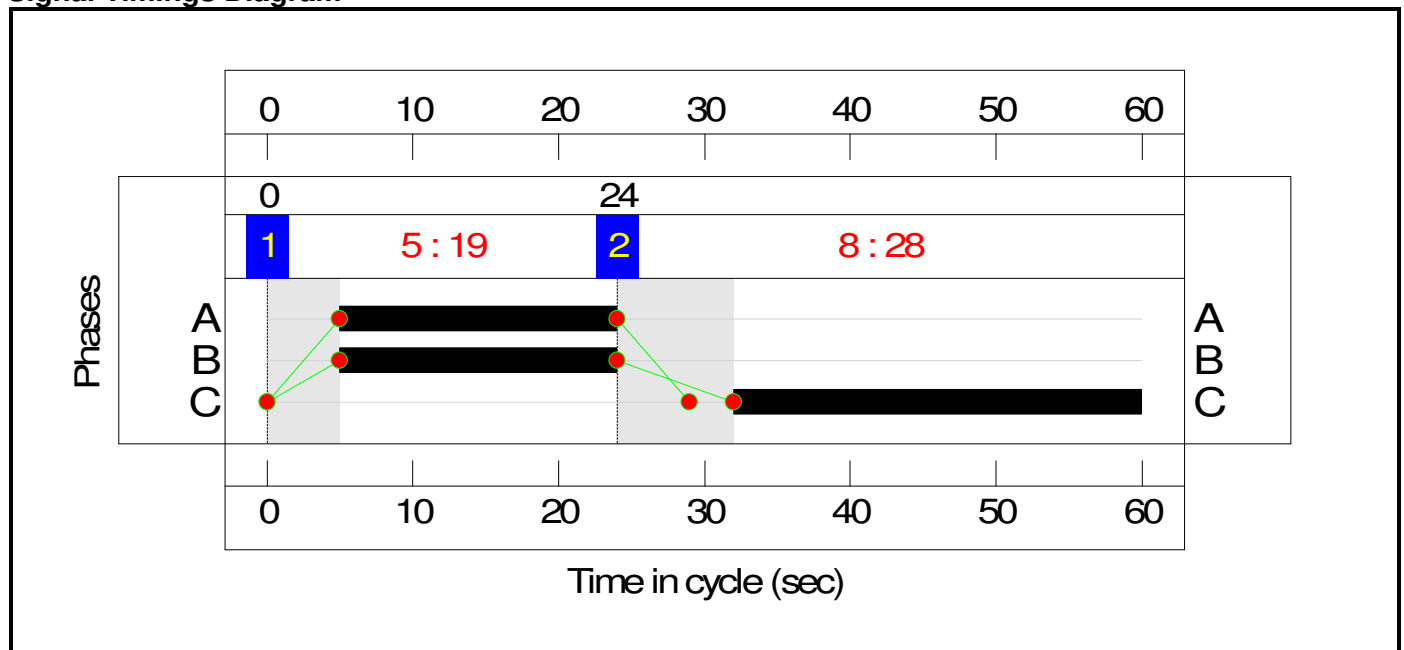
Stage Sequence Diagram



Stage Timings


Stage	1	2
Duration	19	28
Change Point	0	24

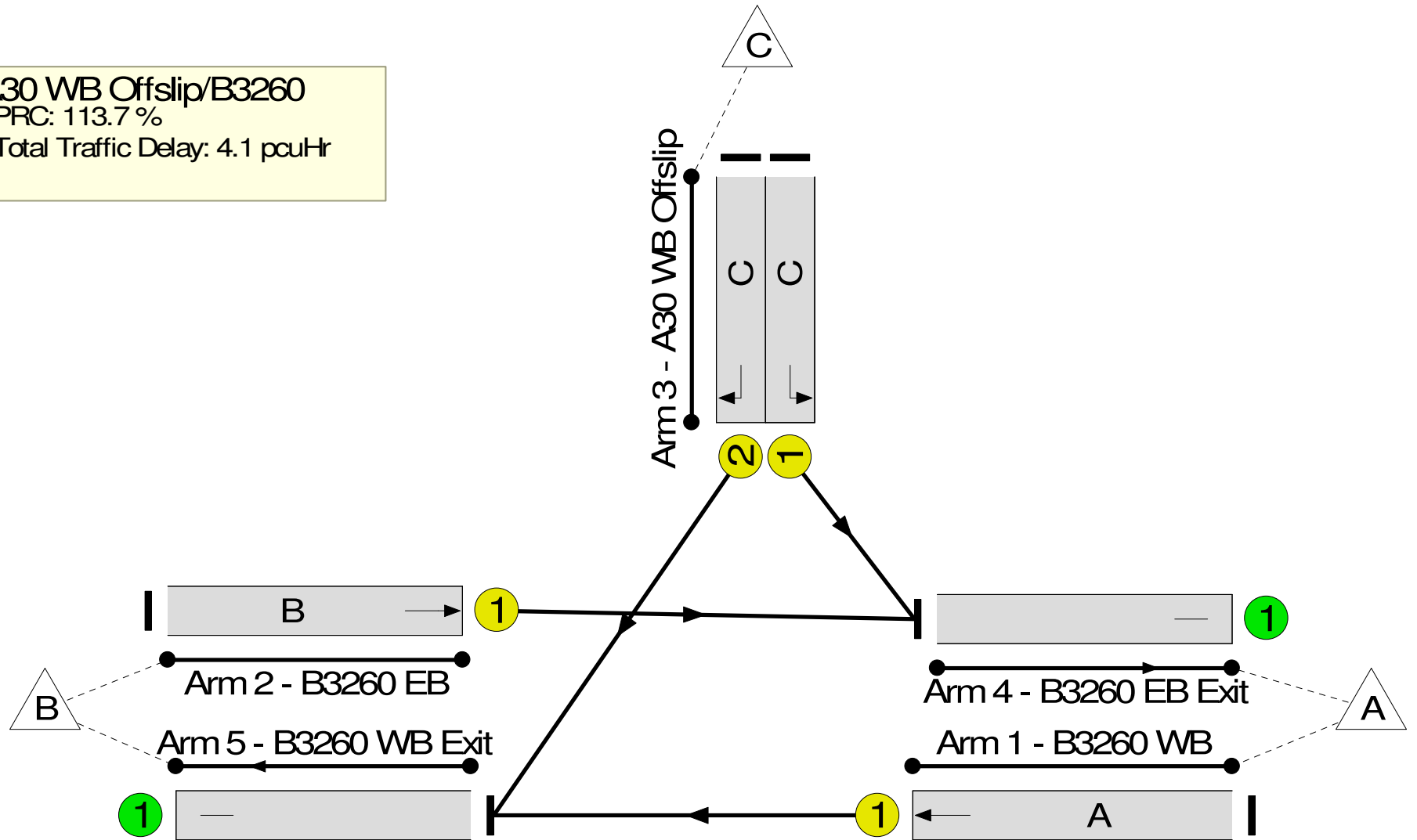
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results
Network Layout Diagram

 **A30 WB Offslip/B3260**
PRC: 113.7 %
Total Traffic Delay: 4.1 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A30/B3260 Westbound Offslip	-	-	N/A	-	-		-	-	-	-	-	-	42.1%
A30 WB Offslip/B3260	-	-	N/A	-	-		-	-	-	-	-	-	42.1%
1/1	B3260 WB Ahead	U	N/A	N/A	A		1	19	-	273	1945	648	42.1%
2/1	B3260 EB Ahead	U	N/A	N/A	B		1	19	-	193	1945	648	29.8%
3/1	A30 WB Offslip Left	U	N/A	N/A	C		1	28	-	38	1975	955	4.0%
3/2	A30 WB Offslip Right	U	N/A	N/A	C		1	28	-	401	1975	955	42.0%
4/1	B3260 EB Exit	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
5/1	B3260 WB Exit	U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A30/B3260 Westbound Offslip	-	-	0	0	0	3.2	1.0	0.0	4.1	-	-	-	-
A30 WB Offslip/B3260	-	-	0	0	0	3.2	1.0	0.0	4.1	-	-	-	-
1/1	273	273	-	-	-	1.2	0.4	-	1.5	20.3	3.5	0.4	3.9
2/1	193	193	-	-	-	0.8	0.2	-	1.0	18.8	2.4	0.2	2.6
3/1	38	38	-	-	-	0.1	0.0	-	0.1	10.2	0.3	0.0	0.3
3/2	401	401	-	-	-	1.1	0.4	-	1.5	13.3	4.2	0.4	4.6
4/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

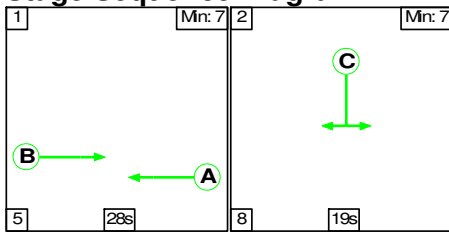
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	113.7	Total Delay for Signalled Lanes (pcuHr):	4.14	Cycle Time (s):	60
	PRC Over All Lanes (%):	113.7	Total Delay Over All Lanes(pcuHr):	4.14		

Full Input Data And Results

Scenario 2: 'Scenario 2' (FG2: '2034+Dev Pm Peak', Plan 1: 'Network Control Plan 1')

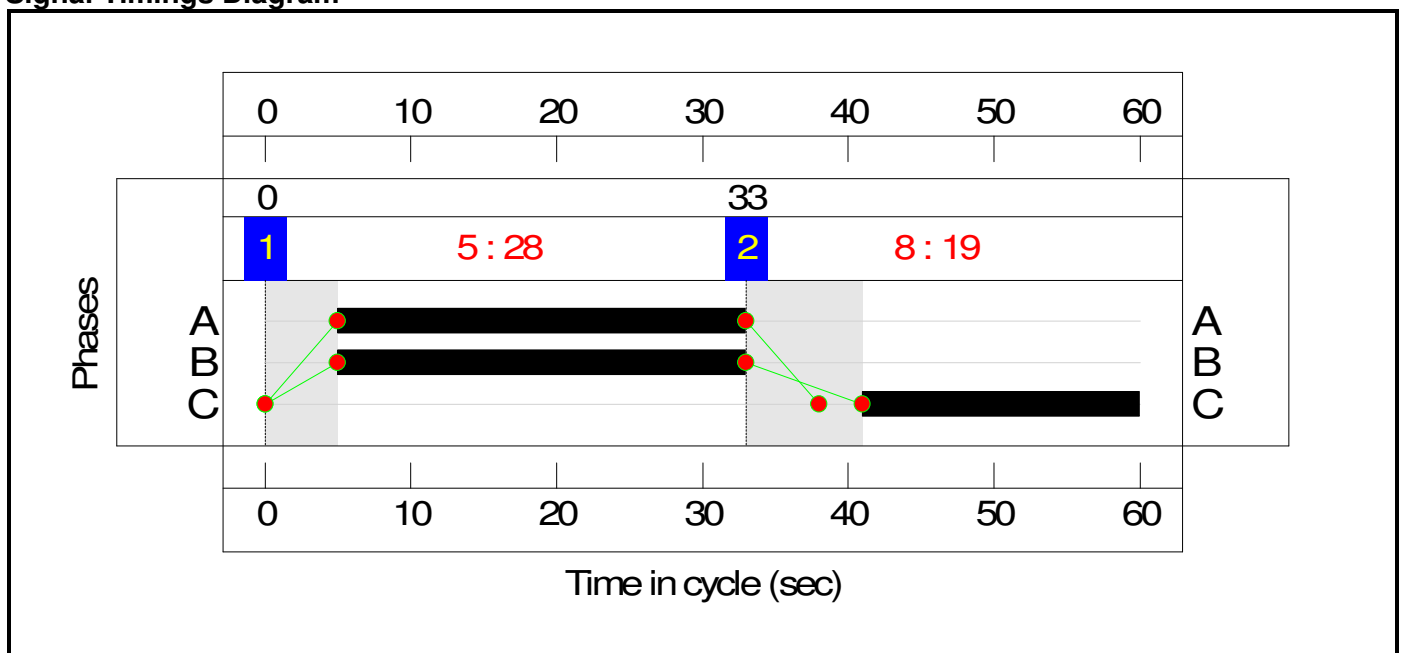
Stage Sequence Diagram




Stage Timings

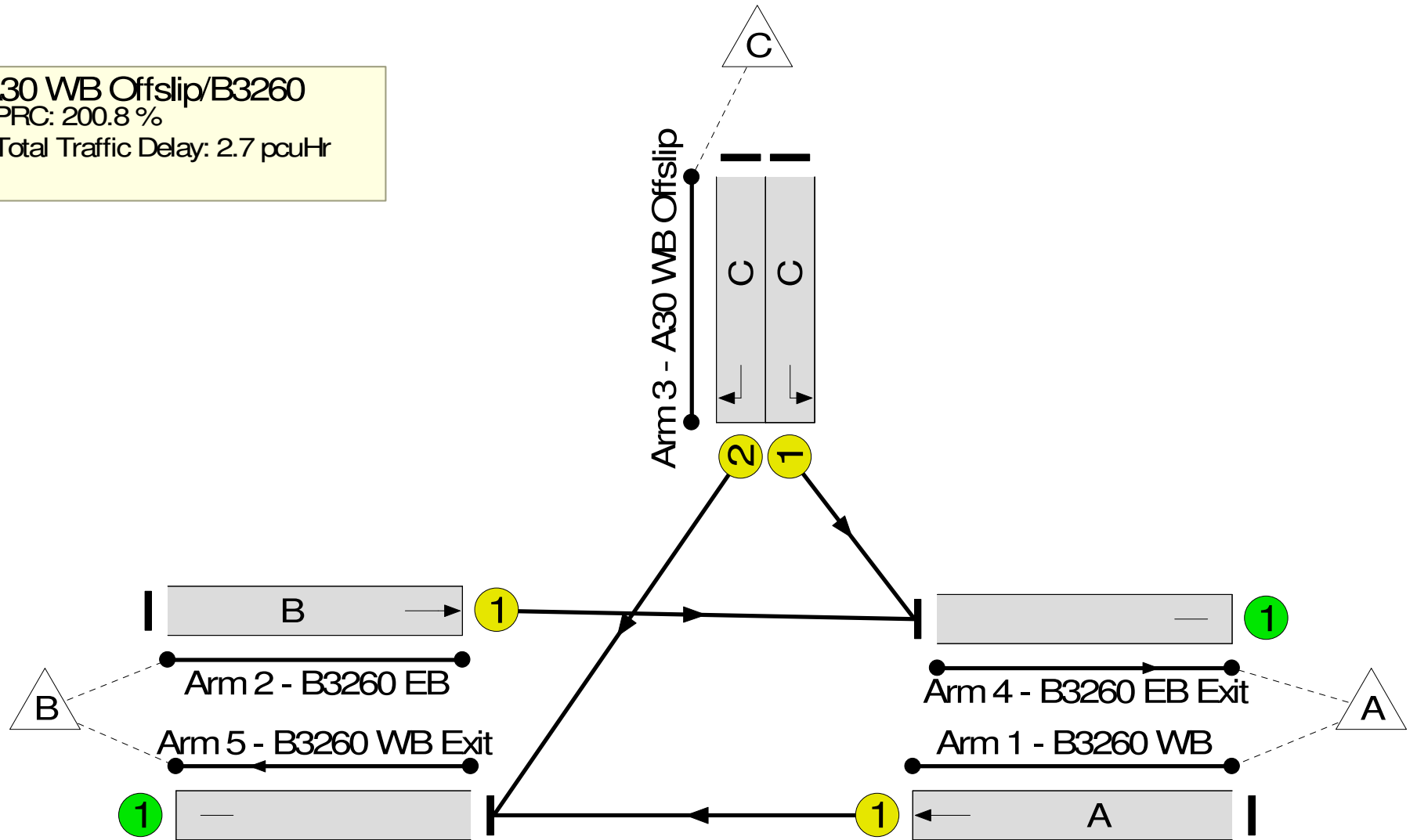
Stage	1	2
Duration	28	19
Change Point	0	33

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

 **A30 WB Offslip/B3260**
PRC: 200.8 %
Total Traffic Delay: 2.7 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A30/B3260 Westbound Offslip	-	-	N/A	-	-		-	-	-	-	-	-	29.9%
A30 WB Offslip/B3260	-	-	N/A	-	-		-	-	-	-	-	-	29.9%
1/1	B3260 WB Ahead	U	N/A	N/A	A		1	28	-	274	1945	940	29.1%
2/1	B3260 EB Ahead	U	N/A	N/A	B		1	28	-	194	1945	940	20.6%
3/1	A30 WB Offslip Left	U	N/A	N/A	C		1	19	-	38	1975	658	5.8%
3/2	A30 WB Offslip Right	U	N/A	N/A	C		1	19	-	197	1975	658	29.9%
4/1	B3260 EB Exit	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
5/1	B3260 WB Exit	U	N/A	N/A	-		-	-	-	471	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A30/B3260 Westbound Offslip	-	-	0	0	0	2.1	0.6	0.0	2.7	-	-	-	-
A30 WB Offslip/B3260	-	-	0	0	0	2.1	0.6	0.0	2.7	-	-	-	-
1/1	274	274	-	-	-	0.7	0.2	-	0.9	11	2.7	0.2	2.9
2/1	194	194	-	-	-	0.5	0.1	-	0.6	11.3	1.8	0.1	2.0
3/1	38	38	-	-	-	0.1	0.0	-	0.2	16.6	0.4	0.0	0.5
3/2	197	197	-	-	-	0.8	0.2	-	1.0	18.7	2.4	0.2	2.6
4/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	200.8	Total Delay for Signalled Lanes (pcuHr):	2.73	Cycle Time (s):	60
	PRC Over All Lanes (%):	200.8	Total Delay Over All Lanes(pcuHr):	2.73		