

**Heavy Vehicle Percentages - Junction 1 (for whole period)**

From	To			
	1	2	3	4
1	1.730	1.730	1.730	1.730
2	1.380	1.380	1.380	1.380
3	8.340	8.340	8.340	8.340
4	0.430	0.430	0.430	0.430

# Results

**Results Summary for whole modelled period**

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.67	6.37	2.01	A
2	0.66	9.86	1.91	A
3	0.41	4.81	0.75	A
4	0.68	8.58	2.06	A

**Main Results for each time segment**

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	784.22	781.20	330.20	0.00	1833.33	0.428	0.76	3.470	A
2	483.13	480.60	618.28	0.00	1252.70	0.386	0.63	4.712	A
3	384.65	383.31	699.12	0.00	1615.58	0.238	0.34	3.162	A
4	600.41	597.56	464.22	0.00	1438.86	0.417	0.71	4.283	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	936.44	935.02	395.38	0.00	1786.26	0.524	1.11	4.295	A

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2	576.90	575.59	740.09	0.00	1178.46	0.490	0.96	6.040	A
3	459.32	458.79	837.11	0.00	1513.43	0.303	0.47	3.696	A
4	716.95	715.52	555.80	0.00	1380.06	0.520	1.07	5.428	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1146.90	1143.40	483.13	0.00	1722.88	0.666	1.99	6.283	A
2	706.56	702.91	904.87	0.00	1078.03	0.655	1.87	9.636	A
3	562.54	561.45	1022.75	0.00	1376.00	0.409	0.74	4.782	A
4	878.09	874.26	679.44	0.00	1300.69	0.675	2.03	8.402	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1146.90	1146.81	485.12	0.00	1721.44	0.666	2.01	6.371	A
2	706.56	706.42	907.80	0.00	1076.25	0.657	1.91	9.860	A
3	562.54	562.52	1027.17	0.00	1372.73	0.410	0.75	4.813	A
4	878.09	877.95	681.81	0.00	1299.17	0.676	2.06	8.577	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	936.44	939.93	398.22	0.00	1784.20	0.525	1.13	4.355	A
2	576.90	580.57	744.31	0.00	1175.89	0.491	0.99	6.166	A
3	459.32	460.40	843.40	0.00	1508.77	0.304	0.48	3.726	A
4	716.95	720.79	559.23	0.00	1377.86	0.520	1.10	5.533	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	784.22	785.70	332.57	0.00	1831.61	0.428	0.77	3.505	A
2	483.13	484.51	622.04	0.00	1250.41	0.386	0.64	4.775	A
3	384.65	385.20	704.24	0.00	1611.79	0.239	0.34	3.180	A
4	600.41	601.92	467.27	0.00	1436.90	0.418	0.73	4.339	A

# (Default Analysis Set) - 2025 DM, AM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2025 DM, AM	2025 DM	AM		ONE HOUR	07:45	09:15	90	15		

# Junction Network

## Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Blandford St Mary Roundabout	Roundabout	1,2,3,4			7.31	A

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Name	Description
1	A354 North	A354 North
2	A350 South	
3	A354 South	A354 South

4	Bournemouth Rd	
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### Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	4.95	9.13	9.70	19.74	40.00	24.00	
2	2.96	7.63	21.70	7.17	40.00	22.27	
3	4.73	8.52	14.20	26.88	40.00	22.27	
4	3.63	7.13	20.00	13.08	40.00	29.50	

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

### Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.722	2071.812
2		(calculated)	(calculated)	0.609	1629.524
3		(calculated)	(calculated)	0.740	2133.133
4		(calculated)	(calculated)	0.642	1736.865

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

## Traffic Flows

### Demand Set Data Options

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

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1121.41	100.000
2	ONE HOUR	✓	685.35	100.000
3	ONE HOUR	✓	598.58	100.000
4	ONE HOUR	✓	589.31	100.000

# Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	431.520	437.190	252.700
	2	323.190	0.000	7.670	354.490
	3	350.690	0.000	0.000	247.890
	4	258.010	202.200	129.100	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.38	0.39	0.23
	2	0.47	0.00	0.01	0.52
	3	0.59	0.00	0.00	0.41
	4	0.44	0.34	0.22	0.00

# Vehicle Mix

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

To	

From		1	2	3	4
	1	1.052	1.052	1.052	1.052
	2	1.034	1.034	1.034	1.034
	3	1.042	1.042	1.042	1.042
	4	1.023	1.023	1.023	1.023

**Heavy Vehicle Percentages - Junction 1 (for whole period)**

From	To				
		1	2	3	4
	1	5.160	5.160	5.160	5.160
	2	3.380	3.380	3.380	3.380
	3	4.240	4.240	4.240	4.240
4	2.330	2.330	2.330	2.330	

# Results

**Results Summary for whole modelled period**

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.68	6.60	2.24	A
2	0.70	11.41	2.35	B
3	0.48	5.24	0.95	A
4	0.51	6.02	1.08	A

**Main Results for each time segment**

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	844.26	840.89	248.37	0.00	1892.43	0.446	0.84	3.588	A

2	515.97	513.11	614.10	0.00	1255.25	0.411	0.71	4.996	A
3	450.64	449.04	696.85	0.00	1617.26	0.279	0.40	3.208	A
4	443.66	441.80	505.04	0.00	1412.65	0.314	0.47	3.788	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1008.12	1006.55	297.40	0.00	1857.02	0.543	1.24	4.443	A
2	616.12	614.53	735.12	0.00	1181.49	0.521	1.11	6.545	A
3	538.11	537.43	834.47	0.00	1515.38	0.355	0.57	3.835	A
4	529.78	529.01	604.66	0.00	1348.70	0.393	0.66	4.491	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1234.70	1230.79	363.84	0.00	1809.03	0.683	2.21	6.503	A
2	754.58	749.85	898.96	0.00	1081.63	0.698	2.29	11.061	B
3	659.05	657.55	1018.81	0.00	1378.92	0.478	0.94	5.192	A
4	648.84	647.20	738.85	0.00	1262.56	0.514	1.07	5.971	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1234.70	1234.59	364.75	0.00	1808.38	0.683	2.24	6.595	A
2	754.58	754.38	901.65	0.00	1079.99	0.699	2.35	11.411	B
3	659.05	659.01	1024.14	0.00	1374.97	0.479	0.95	5.241	A
4	648.84	648.80	741.84	0.00	1260.64	0.515	1.08	6.020	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1008.12	1012.02	298.75	0.00	1856.04	0.543	1.26	4.505	A
2	616.12	620.91	739.01	0.00	1179.12	0.523	1.15	6.722	A
3	538.11	539.60	842.01	0.00	1509.80	0.356	0.58	3.875	A
4	529.78	531.41	608.94	0.00	1345.95	0.394	0.67	4.533	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
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1	844.26	845.89	249.86	0.00	1891.35	0.446	0.85	3.628	A
2	515.97	517.64	617.76	0.00	1253.02	0.412	0.73	5.073	A
3	450.64	451.34	702.46	0.00	1613.11	0.279	0.41	3.233	A
4	443.66	444.45	508.53	0.00	1410.41	0.315	0.47	3.815	A

## (Default Analysis Set) - 2025 DM, PM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2025 DM, PM	2025 DM	PM		ONE HOUR	16:45	18:15	90	15		

## Junction Network

### Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Blandford St Mary Roundabout	Roundabout	1,2,3,4			9.33	A

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms



**Arms**

Arm	Name	Description
1	A354 North	A354 North
2	A350 South	
3	A354 South	A354 South
4	Bournemouth Rd	

**Roundabout Geometry**

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	4.95	9.13	9.70	19.74	40.00	24.00	
2	2.96	7.63	21.70	7.17	40.00	22.27	
3	4.73	8.52	14.20	26.88	40.00	22.27	
4	3.63	7.13	20.00	13.08	40.00	29.50	

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

**Pedestrian Crossings**

Arm	Crossing Type
1	None
2	None
3	None
4	None

**Slope / Intercept / Capacity**

**Roundabout Slope and Intercept used in model**

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.722	2071.812
2		(calculated)	(calculated)	0.609	1629.524
3		(calculated)	(calculated)	0.740	2133.133
4		(calculated)	(calculated)	0.642	1736.865

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

**Traffic Flows**

### Demand Set Data Options

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

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1125.00	100.000
2	ONE HOUR	✓	677.82	100.000
3	ONE HOUR	✓	544.13	100.000
4	ONE HOUR	✓	856.16	100.000

## Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	422.770	360.700	341.530
	2	343.720	0.000	13.320	320.780
	3	299.530	21.090	0.000	223.510
	4	414.140	256.600	185.420	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.38	0.32	0.30
	2	0.51	0.00	0.02	0.47
	3	0.55	0.04	0.00	0.41

4	0.48	0.30	0.22	0.00
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## Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.017	1.017	1.017	1.017
	2	1.014	1.014	1.014	1.014
	3	1.083	1.083	1.083	1.083
	4	1.004	1.004	1.004	1.004

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	1.730	1.730	1.730	1.730
	2	1.380	1.380	1.380	1.380
	3	8.340	8.340	8.340	8.340
	4	0.430	0.430	0.430	0.430

## Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.73	7.86	2.67	A
2	0.72	12.64	2.56	B
3	0.46	5.46	0.90	A
4	0.74	11.10	2.84	B

**Main Results for each time segment**

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	846.96	843.45	346.88	0.00	1821.28	0.465	0.88	3.731	A
2	510.30	507.43	665.36	0.00	1224.01	0.417	0.72	5.073	A
3	409.65	408.13	753.51	0.00	1575.32	0.260	0.38	3.337	A
4	644.56	641.24	497.80	0.00	1417.30	0.455	0.83	4.640	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1011.35	1009.52	415.33	0.00	1771.85	0.571	1.34	4.792	A
2	609.35	607.67	796.42	0.00	1144.13	0.533	1.14	6.781	A
3	489.16	488.52	902.20	0.00	1465.24	0.334	0.54	3.990	A
4	769.67	767.78	596.00	0.00	1354.26	0.568	1.30	6.145	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1238.65	1233.52	506.81	0.00	1705.78	0.726	2.62	7.672	A
2	746.29	740.89	972.85	0.00	1036.60	0.720	2.49	12.124	B
3	599.10	597.68	1100.80	0.00	1318.22	0.454	0.89	5.401	A
4	942.65	936.78	727.88	0.00	1269.60	0.742	2.77	10.677	B

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1238.65	1238.46	509.74	0.00	1703.66	0.727	2.67	7.864	A
2	746.29	746.00	977.14	0.00	1033.99	0.722	2.56	12.640	B
3	599.10	599.06	1107.32	0.00	1313.40	0.456	0.90	5.459	A
4	942.65	942.36	731.28	0.00	1267.41	0.744	2.84	11.097	B

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1011.35	1016.51	419.47	0.00	1768.86	0.572	1.37	4.902	A
2	609.35	614.86	802.49	0.00	1140.43	0.534	1.18	7.014	A
3	489.16	490.57	911.38	0.00	1458.45	0.335	0.55	4.035	A
4	769.67	775.64	600.86	0.00	1351.14	0.570	1.35	6.345	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	846.96	848.89	349.72	0.00	1819.23	0.466	0.89	3.780	A
2	510.30	512.09	669.91	0.00	1221.24	0.418	0.73	5.160	A
3	409.65	410.31	759.73	0.00	1570.71	0.261	0.38	3.362	A
4	644.56	646.57	501.45	0.00	1414.95	0.456	0.85	4.718	A

## (Default Analysis Set) - 2025 DS, AM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2025 DS, AM	2025 DS	AM		ONE HOUR	07:45	09:15	90	15		

## Junction Network

### Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Blandford St Mary Roundabout	Roundabout	1,2,3,4			8.07	A

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description
1	A354 North	A354 North
2	A350 South	
3	A354 South	A354 South
4	Bournemouth Rd	

### Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	4.95	9.13	9.70	19.74	40.00	24.00	
2	2.96	7.63	21.70	7.17	40.00	22.27	
3	4.73	8.52	14.20	26.88	40.00	22.27	
4	3.63	7.13	20.00	13.08	40.00	29.50	

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

### Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.722	2071.812

2		(calculated)	(calculated)	0.609	1629.524
3		(calculated)	(calculated)	0.740	2133.133
4		(calculated)	(calculated)	0.642	1736.865

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

## Traffic Flows

### Demand Set Data Options

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

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1131.56	100.000
2	ONE HOUR	✓	724.58	100.000
3	ONE HOUR	✓	636.91	100.000
4	ONE HOUR	✓	596.29	100.000

## Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	436.500	442.360	252.700
	2	343.450	0.000	8.310	372.820
	3	374.900	0.000	0.000	262.010
	4	258.010	206.360	131.920	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.39	0.39	0.22
	2	0.47	0.00	0.01	0.51
	3	0.59	0.00	0.00	0.41
	4	0.43	0.35	0.22	0.00

## Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.052	1.052	1.052	1.052
	2	1.034	1.034	1.034	1.034
	3	1.042	1.042	1.042	1.042
	4	1.023	1.023	1.023	1.023

**Heavy Vehicle Percentages - Junction 1 (for whole period)**

		To			
		1	2	3	4
From	1	5.160	5.160	5.160	5.160
	2	3.380	3.380	3.380	3.380
	3	4.240	4.240	4.240	4.240
	4	2.330	2.330	2.330	2.330

## Results

**Results Summary for whole modelled period**

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.69	6.79	2.32	A



2	0.74	13.38	2.89	B
3	0.52	5.84	1.13	A
4	0.53	6.43	1.16	A

**Main Results for each time segment**

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	851.90	848.47	253.58	0.00	1888.67	0.451	0.86	3.627	A
2	545.50	542.34	620.06	0.00	1251.62	0.436	0.79	5.224	A
3	479.50	477.72	725.60	0.00	1595.98	0.300	0.45	3.349	A
4	448.92	446.98	538.26	0.00	1391.32	0.323	0.48	3.893	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1017.25	1015.61	303.64	0.00	1852.51	0.549	1.27	4.514	A
2	651.38	649.51	742.25	0.00	1177.14	0.553	1.26	7.027	A
3	572.57	571.77	868.86	0.00	1489.92	0.384	0.65	4.084	A
4	536.05	535.23	644.42	0.00	1323.17	0.405	0.69	4.670	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1245.87	1241.76	371.41	0.00	1803.56	0.691	2.30	6.689	A
2	797.78	791.58	907.59	0.00	1076.38	0.741	2.81	12.796	B
3	701.25	699.38	1059.81	0.00	1348.57	0.520	1.11	5.764	A
4	656.53	654.69	786.88	0.00	1231.72	0.533	1.15	6.363	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1245.87	1245.76	372.43	0.00	1802.83	0.691	2.32	6.789	A

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2	797.78	797.44	910.44	0.00	1074.64	0.742	2.89	13.383	B
3	701.25	701.19	1066.50	0.00	1343.62	0.522	1.13	5.841	A
4	656.53	656.48	790.73	0.00	1229.25	0.534	1.16	6.431	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1017.25	1021.36	305.14	0.00	1851.42	0.549	1.30	4.582	A
2	651.38	657.72	746.37	0.00	1174.64	0.555	1.31	7.284	A
3	572.57	574.44	878.27	0.00	1482.96	0.386	0.66	4.140	A
4	536.05	537.88	649.89	0.00	1319.66	0.406	0.71	4.722	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	851.90	853.60	255.16	0.00	1887.52	0.451	0.87	3.669	A
2	545.50	547.50	623.83	0.00	1249.32	0.437	0.81	5.317	A
3	479.50	480.33	731.85	0.00	1591.35	0.301	0.45	3.382	A
4	448.92	449.78	542.25	0.00	1388.76	0.323	0.49	3.926	A

## (Default Analysis Set) - 2025 DS, PM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2025 DS, PM	2025 DS	PM		ONE HOUR	16:45	18:15	90	15		

# Junction Network

## Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Blandford St Mary Roundabout	Roundabout	1,2,3,4			10.32	B

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Name	Description
1	A354 North	A354 North
2	A350 South	
3	A354 South	A354 South
4	Bournemouth Rd	

## Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	4.95	9.13	9.70	19.74	40.00	24.00	
2	2.96	7.63	21.70	7.17	40.00	22.27	
3	4.73	8.52	14.20	26.88	40.00	22.27	
4	3.63	7.13	20.00	13.08	40.00	29.50	

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

## Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

4	None
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## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.722	2071.812
2		(calculated)	(calculated)	0.609	1629.524
3		(calculated)	(calculated)	0.740	2133.133
4		(calculated)	(calculated)	0.642	1736.865

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

## Traffic Flows

### Demand Set Data Options

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

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	1146.59	100.000
2	ONE HOUR	✓	702.34	100.000
3	ONE HOUR	✓	560.09	100.000
4	ONE HOUR	✓	871.22	100.000

## Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	434.080	370.980	341.530
	2	352.260	0.000	22.520	327.560
	3	308.210	22.920	0.000	228.960
	4	414.140	264.930	192.150	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.38	0.32	0.30
	2	0.50	0.00	0.03	0.47
	3	0.55	0.04	0.00	0.41
	4	0.48	0.30	0.22	0.00

# Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.017	1.017	1.017	1.017
	2	1.014	1.014	1.014	1.014
	3	1.083	1.083	1.083	1.083
	4	1.004	1.004	1.004	1.004

**Heavy Vehicle Percentages - Junction 1 (for whole period)**

		To			
		1	2	3	4
From	1	1.730	1.730	1.730	1.730
	2	1.380	1.380	1.380	1.380
	3	8.340	8.340	8.340	8.340

4	0.430	0.430	0.430	0.430
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# Results

## Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.75	8.54	2.94	A
2	0.76	14.55	3.04	B
3	0.47	5.70	0.97	A
4	0.76	12.21	3.17	B

## Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	863.21	859.54	359.48	0.00	1812.18	0.476	0.92	3.830	A
2	528.76	525.67	678.03	0.00	1216.29	0.435	0.77	5.262	A
3	421.67	420.08	764.84	0.00	1566.93	0.269	0.40	3.396	A
4	655.90	652.43	512.01	0.00	1408.18	0.466	0.87	4.762	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1030.76	1028.76	430.40	0.00	1760.96	0.585	1.42	4.987	A
2	631.39	629.48	811.58	0.00	1134.89	0.556	1.25	7.193	A
3	503.51	502.82	915.73	0.00	1455.23	0.346	0.57	4.093	A
4	783.21	781.15	612.99	0.00	1343.35	0.583	1.38	6.408	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
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4	3.63	7.13	20.00	13.08	40.00	29.50	
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Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

### Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.722	2071.812
2		(calculated)	(calculated)	0.609	1629.524
3		(calculated)	(calculated)	0.740	2133.133
4		(calculated)	(calculated)	0.642	1736.865

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

## Traffic Flows

### Demand Set Data Options

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

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	971.00	100.000

2	ONE HOUR	✓	565.00	100.000
3	ONE HOUR	✓	505.00	100.000
4	ONE HOUR	✓	471.00	100.000

## Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	390.000	397.000	184.000
	2	293.000	0.000	7.000	265.000
	3	319.000	0.000	0.000	186.000
	4	208.000	158.000	105.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.40	0.41	0.19
	2	0.52	0.00	0.01	0.47
	3	0.63	0.00	0.00	0.37
	4	0.44	0.34	0.22	0.00

## Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.052	1.052	1.052	1.052
	2	1.034	1.034	1.034	1.034
	3	1.042	1.042	1.042	1.042
	4	1.023	1.023	1.023	1.023



**Heavy Vehicle Percentages - Junction 1 (for whole period)**

		To			
		1	2	3	4
From	1	5.160	5.160	5.160	5.160
	2	3.380	3.380	3.380	3.380
	3	4.240	4.240	4.240	4.240
	4	2.330	2.330	2.330	2.330

# Results

**Results Summary for whole modelled period**

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.57	4.77	1.41	A
2	0.53	6.80	1.17	A
3	0.36	3.86	0.59	A
4	0.40	4.69	0.67	A

**Main Results for each time segment**

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	731.02	728.47	197.26	0.00	1929.34	0.379	0.64	3.146	A
2	425.36	423.40	514.63	0.00	1315.87	0.323	0.49	4.161	A
3	380.19	379.01	556.20	0.00	1721.39	0.221	0.29	2.793	A
4	354.59	353.27	458.98	0.00	1442.22	0.246	0.33	3.378	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	872.91	871.92	236.17	0.00	1901.24	0.459	0.89	3.674	A

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2	507.92	507.10	616.00	0.00	1254.09	0.405	0.70	4.977	A
3	453.98	453.57	666.04	0.00	1640.07	0.277	0.40	3.163	A
4	423.42	422.95	549.49	0.00	1384.12	0.306	0.45	3.830	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1069.09	1067.04	289.08	0.00	1863.03	0.574	1.40	4.743	A
2	622.08	620.24	753.88	0.00	1170.06	0.532	1.16	6.745	A
3	556.02	555.24	814.76	0.00	1529.97	0.363	0.59	3.846	A
4	518.58	517.70	672.38	0.00	1305.22	0.397	0.67	4.673	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1069.09	1069.06	289.56	0.00	1862.68	0.574	1.41	4.770	A
2	622.08	622.04	755.28	0.00	1169.21	0.532	1.17	6.801	A
3	556.02	556.00	816.91	0.00	1528.38	0.364	0.59	3.859	A
4	518.58	518.57	673.80	0.00	1304.31	0.398	0.67	4.688	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	872.91	874.94	236.92	0.00	1900.70	0.459	0.90	3.699	A
2	507.92	509.74	618.11	0.00	1252.80	0.405	0.71	5.022	A
3	453.98	454.75	669.22	0.00	1637.71	0.277	0.40	3.176	A
4	423.42	424.29	551.60	0.00	1382.76	0.306	0.45	3.846	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	731.02	732.04	198.27	0.00	1928.62	0.379	0.65	3.165	A
2	425.36	426.22	517.17	0.00	1314.32	0.324	0.50	4.194	A
3	380.19	380.61	559.65	0.00	1718.83	0.221	0.30	2.806	A
4	354.59	355.07	461.45	0.00	1440.63	0.246	0.34	3.394	A

## (Default Analysis Set) - 2013 BY, PM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2013 BY, PM	2013 BY	PM		ONE HOUR	16:45	18:15	90	15		

## Junction Network

### Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Blandford St Mary Roundabout	Roundabout	1,2,3,4			5.68	A

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description
1	A354 North	A354 North
2	A350 South	
3	A354 South	A354 South

4	Bournemouth Rd	
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### Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	4.95	9.13	9.70	19.74	40.00	24.00	
2	2.96	7.63	21.70	7.17	40.00	22.27	
3	4.73	8.52	14.20	26.88	40.00	22.27	
4	3.63	7.13	20.00	13.08	40.00	29.50	

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

### Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.722	2071.812
2		(calculated)	(calculated)	0.609	1629.524
3		(calculated)	(calculated)	0.740	2133.133
4		(calculated)	(calculated)	0.642	1736.865

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

## Traffic Flows

### Demand Set Data Options

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

# Entry Flows

## General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	971.00	100.000
2	ONE HOUR	✓	561.00	100.000
3	ONE HOUR	✓	455.00	100.000
4	ONE HOUR	✓	682.00	100.000

# Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	379.000	324.000	268.000
	2	306.000	0.000	12.000	243.000
	3	268.000	19.000	0.000	168.000
	4	337.000	196.000	149.000	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.39	0.33	0.28
	2	0.55	0.00	0.02	0.43
	3	0.59	0.04	0.00	0.37
	4	0.49	0.29	0.22	0.00

# Vehicle Mix

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

To	
----	--

From		1	2	3	4
	1	1.017	1.017	1.017	1.017
	2	1.014	1.014	1.014	1.014
	3	1.083	1.083	1.083	1.083
	4	1.004	1.004	1.004	1.004

**Heavy Vehicle Percentages - Junction 1 (for whole period)**

From	To				
		1	2	3	4
	1	1.730	1.730	1.730	1.730
	2	1.380	1.380	1.380	1.380
	3	8.340	8.340	8.340	8.340
4	0.430	0.430	0.430	0.430	

# Results

**Results Summary for whole modelled period**

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.60	5.13	1.51	A
2	0.55	7.09	1.21	A
3	0.34	4.04	0.56	A
4	0.57	6.38	1.32	A

**Main Results for each time segment**

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	731.02	728.43	272.89	0.00	1874.72	0.390	0.65	3.188	A

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2	422.35	420.39	555.81	0.00	1290.77	0.327	0.49	4.184	A
3	342.55	341.44	612.45	0.00	1679.74	0.204	0.28	2.911	A
4	513.45	511.26	444.68	0.00	1451.40	0.354	0.55	3.837	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	872.91	871.84	326.74	0.00	1835.83	0.475	0.91	3.796	A
2	504.33	503.47	665.28	0.00	1224.05	0.412	0.70	5.058	A
3	409.04	408.65	733.33	0.00	1590.25	0.257	0.37	3.301	A
4	613.10	612.17	532.38	0.00	1395.10	0.439	0.78	4.612	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1069.09	1066.74	399.67	0.00	1783.15	0.600	1.50	5.096	A
2	617.67	615.71	813.96	0.00	1133.44	0.545	1.19	7.022	A
3	500.96	500.23	896.97	0.00	1469.12	0.341	0.56	4.023	A
4	750.90	748.79	651.37	0.00	1318.71	0.569	1.31	6.321	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	1069.09	1069.05	400.75	0.00	1782.38	0.600	1.51	5.133	A
2	617.67	617.63	815.82	0.00	1132.31	0.546	1.21	7.090	A
3	500.96	500.95	899.47	0.00	1467.26	0.341	0.56	4.035	A
4	750.90	750.85	652.87	0.00	1317.75	0.570	1.32	6.377	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	872.91	875.24	328.32	0.00	1834.69	0.476	0.93	3.825	A
2	504.33	506.28	668.02	0.00	1222.38	0.413	0.72	5.111	A
3	409.04	409.76	737.02	0.00	1587.53	0.258	0.38	3.312	A
4	613.10	615.20	534.62	0.00	1393.66	0.440	0.80	4.656	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
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1	731.02	732.12	274.54	0.00	1873.53	0.390	0.65	3.213	A
2	422.35	423.24	558.75	0.00	1288.98	0.328	0.50	4.219	A
3	342.55	342.94	616.25	0.00	1676.93	0.204	0.28	2.923	A
4	513.45	514.41	447.17	0.00	1449.80	0.354	0.55	3.868	A



<h2>Junctions 8</h2>
<h3>ARCADY 8 - Roundabout Module</h3>
Version: 8.0.1.305 [25 May 2012] © Copyright TRL Limited, 2013
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Filename: (new file)

Path:

Report generation date: 22/11/2013 08:37:51

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>A1 - 2013 BY</b>								
Arm 1	1.91	6.49	0.65	A	2.20	7.49	0.68	A
Arm 2	1.84	10.82	0.63	B	2.00	11.85	0.65	B
Arm 3	1.51	9.93	0.60	A	1.35	9.85	0.57	A
Arm 4	1.37	9.65	0.56	A	4.20	21.00	0.81	C
<b>A1 - 2014 DM</b>								
Arm 1	1.86	6.38	0.64	A	2.21	7.54	0.68	A
Arm 2	1.82	10.66	0.62	B	2.02	11.94	0.65	B
Arm 3	1.49	9.79	0.59	A	1.36	9.90	0.57	A
Arm 4	1.38	9.67	0.56	A	4.26	21.27	0.81	C
<b>A1 - 2014 DS</b>								
Arm 1	1.96	6.61	0.66	A	2.33	7.85	0.69	A
Arm 2	2.06	11.70	0.65	B	2.20	12.74	0.67	B
Arm 3	1.75	11.05	0.63	B	1.45	10.32	0.58	B
Arm 4	1.46	10.17	0.58	B	4.68	23.17	0.82	C
<b>A1 - 2025 DM</b>								
Arm 1	3.61	10.57	0.78	B	5.08	14.80	0.84	B

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<b>Arm 2</b>	4.30	22.10	0.80	C	6.05	31.25	0.86	D
<b>Arm 3</b>	3.38	19.33	0.77	C	3.41	21.31	0.78	C
<b>Arm 4</b>	2.62	15.90	0.72	C	34.14	128.88	1.05	F
<b>A1 - 2025 DS</b>								
<b>Arm 1</b>	3.72	10.84	0.79	B	5.44	15.73	0.85	C
<b>Arm 2</b>	5.12	25.67	0.83	D	7.08	36.01	0.88	E
<b>Arm 3</b>	4.24	23.67	0.82	C	3.75	23.14	0.79	C
<b>Arm 4</b>	2.85	17.24	0.73	C	39.90	146.88	1.07	F

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

- "D1 - 2014 DM, AM" model duration: 07:45 - 09:15
- "D2 - 2014 DM, PM" model duration: 16:45 - 18:15
- "D3 - 2014 DS, AM" model duration: 07:45 - 09:15
- "D4 - 2014 DS, PM" model duration: 16:45 - 18:15
- "D5 - 2025 DM, AM" model duration: 07:45 - 09:15
- "D6 - 2025 DM, PM" model duration: 16:45 - 18:15
- "D7 - 2025 DS, AM" model duration: 07:45 - 09:15
- "D8 - 2025 DS, PM" model duration: 16:45 - 18:15
- "D9 - 2013 BY, AM" model duration: 07:45 - 09:15
- "D10 - 2013 BY, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.1.305 at 22/11/2013 08:37:47

## File summary

### File Description

<b>Title</b>	Bournemouth Rd/ Stour Park Capacity Assessment
<b>Location</b>	Blandford St Mary
<b>Site Number</b>	2
<b>Date</b>	14/01/2013
<b>Version</b>	1
<b>Status</b>	-
<b>Identifier</b>	
<b>Client</b>	AIS
<b>Jobnumber</b>	3513028A
<b>Enumerator</b>	CORP\haywardr
<b>Description</b>	2014 with and without dev 2025 with and without dev

## Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
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5.75			N/A	0.85	36.00	20.00
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### 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) - 2014 DM, AM

### Data Errors and Warnings

No errors or warnings

### Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2014 DM, AM	2014 DM	AM		ONE HOUR	07:45	09:15	90	15		

## Junction Network

### Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
Bournemouth Rd'Stour Park Roundabout	Roundabout	1,2,3,4			8.65	A

### Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

## Arms

## Arms

Arm	Name	Description
1	Stour Park	Stour Park
2	Bournemouth Rd (South)	Bournemouth Rd (South)
3	Birch Avenue	Birch Avenue
4	Bournemouth Rd (North)	Bournemouth Road (North)

## Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	6.01	6.14	1.30	19.86	32.00	31.00	
2	3.76	5.30	8.00	27.05	32.00	29.00	
3	3.45	5.65	8.00	24.37	32.00	27.00	
4	3.50	5.99	4.18	18.47	32.00	32.00	

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

## Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None
4	None

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.684	1843.810
2		(calculated)	(calculated)	0.610	1451.185
3		(calculated)	(calculated)	0.606	1426.773
4		(calculated)	(calculated)	0.572	1305.596

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

## Traffic Flows

### Demand Set Data Options

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

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	961.92	100.000
2	ONE HOUR	✓	565.64	100.000
3	ONE HOUR	✓	505.48	100.000
4	ONE HOUR	✓	471.45	100.000

## Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	390.370	397.380	174.170
	2	293.380	0.000	7.010	265.250
	3	319.300	0.000	0.000	186.180
	4	208.200	158.150	105.100	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.41	0.41	0.18
	2	0.52	0.00	0.01	0.47
	3	0.63	0.00	0.00	0.37

4	0.44	0.34	0.22	0.00
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## Vehicle Mix

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

		To			
		1	2	3	4
From	1	1.000	1.080	1.000	1.050
	2	1.090	1.000	1.160	1.130
	3	1.000	1.120	1.000	1.110
	4	1.070	1.100	1.060	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		1	2	3	4
From	1	0.000	8.000	0.000	5.000
	2	9.000	0.000	16.000	13.000
	3	0.000	12.000	0.000	11.000
	4	7.000	10.000	6.000	0.000

## Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.64	6.38	1.86	A
2	0.62	10.66	1.82	B
3	0.59	9.79	1.49	A
4	0.56	9.67	1.38	A