

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	724.18	721.15	196.96	0.00	1709.12	0.424	0.76	3.780	A
2	425.84	423.23	507.12	0.00	1141.86	0.373	0.65	5.537	A
3	380.55	378.36	548.56	0.00	1094.41	0.348	0.55	5.202	A
4	354.93	352.73	458.52	0.00	1043.39	0.340	0.55	5.599	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	864.75	863.43	236.11	0.00	1682.35	0.514	1.09	4.565	A
2	508.50	507.22	607.29	0.00	1080.76	0.471	0.97	6.947	A
3	454.42	453.36	657.27	0.00	1028.54	0.442	0.81	6.484	A
4	423.82	422.85	549.46	0.00	991.38	0.428	0.79	6.812	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	1059.09	1056.09	288.59	0.00	1646.46	0.643	1.84	6.310	A
2	622.78	619.52	742.72	0.00	998.16	0.624	1.79	10.456	B
3	556.54	553.92	803.07	0.00	940.20	0.592	1.47	9.607	A
4	519.08	516.83	671.22	0.00	921.75	0.563	1.36	9.526	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	1059.09	1059.02	289.80	0.00	1645.63	0.644	1.86	6.381	A
2	622.78	622.66	744.94	0.00	996.80	0.625	1.82	10.663	B
3	556.54	556.45	806.69	0.00	938.01	0.593	1.49	9.786	A
4	519.08	519.00	674.45	0.00	919.91	0.564	1.38	9.672	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	864.75	867.73	237.90	0.00	1681.12	0.514	1.11	4.620	A
2	508.50	511.75	610.57	0.00	1078.76	0.471	1.00	7.081	A
3	454.42	457.04	662.53	0.00	1025.35	0.443	0.84	6.603	A
4	423.82	426.06	554.13	0.00	988.71	0.429	0.82	6.920	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	724.18	725.55	198.76	0.00	1707.89	0.424	0.77	3.816	A
2	425.84	427.18	510.46	0.00	1139.83	0.374	0.67	5.613	A
3	380.55	381.66	553.26	0.00	1091.56	0.349	0.56	5.272	A
4	354.93	355.96	462.65	0.00	1041.02	0.341	0.56	5.672	A

(Default Analysis Set) - 2014 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
2014 DM, PM	2014 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
Bournemouth Rd/Stour Park Roundabout	Roundabout	1,2,3,4			12.37	B

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	✓	973.07	100.000
2	ONE HOUR	✓	562.21	100.000
3	ONE HOUR	✓	455.97	100.000
4	ONE HOUR	✓	683.46	100.000

Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	379.810	324.690	268.570
	2	306.660	0.000	12.030	243.520
	3	268.570	19.040	0.000	168.360
	4	337.720	196.420	149.320	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			
		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	0.68	7.54	2.21	A

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2	0.65	11.94	2.02	B
3	0.57	9.90	1.36	A
4	0.81	21.27	4.26	C

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	732.58	729.30	272.49	0.00	1657.47	0.442	0.82	4.035	A
2	423.26	420.56	556.17	0.00	1111.95	0.381	0.67	5.750	A
3	343.28	341.28	612.85	0.00	1055.45	0.325	0.50	5.242	A
4	514.54	510.48	444.67	0.00	1051.31	0.489	1.02	7.112	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	874.77	873.21	326.58	0.00	1620.48	0.540	1.21	5.019	A
2	505.42	504.02	666.05	0.00	1044.92	0.484	1.02	7.357	A
3	409.91	408.95	734.25	0.00	981.90	0.417	0.74	6.542	A
4	614.42	611.82	532.87	0.00	1000.87	0.614	1.67	9.891	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	1071.37	1067.50	396.73	0.00	1572.51	0.681	2.18	7.383	A
2	619.00	615.21	813.17	0.00	955.19	0.648	1.97	11.606	B
3	502.03	499.63	896.68	0.00	883.48	0.568	1.34	9.657	A
4	752.50	743.02	650.72	0.00	933.48	0.806	4.03	19.434	C

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	1071.37	1071.22	401.17	0.00	1569.48	0.683	2.21	7.537	A

2	619.00	618.82	817.31	0.00	952.66	0.650	2.02	11.937	B
3	502.03	501.94	901.24	0.00	880.72	0.570	1.36	9.905	A
4	752.50	751.59	654.15	0.00	931.52	0.808	4.26	21.270	C

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	874.77	878.64	333.07	0.00	1616.05	0.541	1.25	5.122	A
2	505.42	509.23	672.10	0.00	1041.23	0.485	1.06	7.555	A
3	409.91	412.31	740.84	0.00	977.91	0.419	0.76	6.664	A
4	614.42	624.37	537.83	0.00	998.03	0.616	1.77	10.631	B

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	732.58	734.22	276.13	0.00	1654.98	0.443	0.84	4.090	A
2	423.26	424.75	560.69	0.00	1109.19	0.382	0.69	5.842	A
3	343.28	344.29	618.30	0.00	1052.15	0.326	0.51	5.312	A
4	514.54	517.43	448.84	0.00	1048.92	0.491	1.05	7.327	A

(Default Analysis Set) - 2014 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
2014 DS, AM	2014 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
Bournemouth Rd/Stour Park Roundabout	Roundabout	1,2,3,4			9.34	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)	l' - 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
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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)	0.684	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	✓	977.50	100.000
2	ONE HOUR	✓	587.11	100.000
3	ONE HOUR	✓	526.55	100.000
4	ONE HOUR	✓	475.29	100.000

Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	393.110	400.220	184.170
	2	304.420	0.000	7.360	275.330
	3	332.610	0.000	0.000	193.940
	4	208.200	160.440	106.650	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	1.000	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
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Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.66	6.61	1.96	A
2	0.65	11.70	2.06	B
3	0.63	11.05	1.75	B
4	0.58	10.17	1.46	B

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	735.91	732.78	199.81	0.00	1707.17	0.431	0.78	3.831	A
2	442.01	439.21	517.87	0.00	1135.30	0.389	0.70	5.714	A
3	396.41	394.03	571.76	0.00	1080.35	0.367	0.60	5.426	A
4	357.82	355.56	476.63	0.00	1033.03	0.346	0.57	5.709	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	878.75	877.37	239.53	0.00	1680.01	0.523	1.13	4.659	A
2	527.80	526.37	620.17	0.00	1072.91	0.492	1.06	7.287	A
3	473.36	472.14	685.07	0.00	1011.69	0.468	0.90	6.909	A
4	427.28	426.24	571.17	0.00	978.97	0.436	0.82	7.006	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
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1	1076.25	1073.03	292.70	0.00	1643.65	0.655	1.93	6.527	A
2	646.42	642.56	758.38	0.00	988.61	0.654	2.02	11.411	B
3	579.74	576.48	836.67	0.00	919.84	0.630	1.71	10.779	B
4	523.30	520.86	697.32	0.00	906.83	0.577	1.43	9.988	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	1076.25	1076.16	294.02	0.00	1642.75	0.655	1.96	6.607	A
2	646.42	646.26	760.78	0.00	987.14	0.655	2.06	11.698	B
3	579.74	579.60	840.91	0.00	917.27	0.632	1.75	11.054	B
4	523.30	523.21	701.21	0.00	904.60	0.578	1.46	10.165	B

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	878.75	881.95	241.47	0.00	1678.68	0.523	1.16	4.718	A
2	527.80	531.68	623.69	0.00	1070.76	0.493	1.10	7.461	A
3	473.36	476.63	691.18	0.00	1007.99	0.470	0.93	7.073	A
4	427.28	429.70	576.76	0.00	975.77	0.438	0.85	7.137	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	735.91	737.35	201.69	0.00	1705.89	0.431	0.80	3.872	A
2	442.01	443.52	521.36	0.00	1133.18	0.390	0.72	5.804	A
3	396.41	397.70	576.89	0.00	1077.24	0.368	0.61	5.510	A
4	357.82	358.91	481.19	0.00	1030.42	0.347	0.58	5.786	A

(Default Analysis Set) - 2014 DS, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
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(Default Analysis Set)			100.000	
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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 DS, PM	2014 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
Bournemouth Rd/Stour Park Roundabout	Roundabout	1,2,3,4			13.21	B

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)	l' - 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	
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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)	0.684	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	✓	984.95	100.000

2	ONE HOUR	✓	575.68	100.000
3	ONE HOUR	✓	464.74	100.000
4	ONE HOUR	✓	691.74	100.000

Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	386.030	330.350	268.570
	2	311.350	0.000	17.080	247.250
	3	273.350	20.040	0.000	171.350
	4	337.720	201.000	153.020	0.000

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

		To			
		1	2	3	4
From	1	0.00	0.39	0.34	0.27
	2	0.54	0.00	0.03	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			
		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	0.69	7.85	2.33	A
2	0.67	12.74	2.20	B
3	0.58	10.32	1.45	B
4	0.82	23.17	4.68	C

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	741.52	738.15	279.38	0.00	1652.76	0.449	0.84	4.094	A
2	433.40	430.58	563.12	0.00	1107.70	0.391	0.71	5.870	A
3	349.88	347.82	619.08	0.00	1051.68	0.333	0.52	5.320	A
4	520.78	516.58	452.45	0.00	1046.86	0.497	1.05	7.251	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	885.45	883.81	334.81	0.00	1614.85	0.548	1.25	5.129	A

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2	517.52	516.02	674.37	0.00	1039.85	0.498	1.08	7.599	A
3	417.79	416.78	741.70	0.00	977.38	0.427	0.77	6.685	A
4	621.86	619.09	542.20	0.00	995.54	0.625	1.74	10.216	B

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	1084.45	1080.30	406.30	0.00	1565.96	0.693	2.29	7.671	A
2	633.84	629.59	823.03	0.00	949.17	0.668	2.14	12.327	B
3	511.69	509.09	905.48	0.00	878.15	0.583	1.42	10.102	B
4	761.62	751.01	661.89	0.00	927.09	0.822	4.39	20.845	C

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	1084.45	1084.28	411.26	0.00	1562.58	0.694	2.33	7.850	A
2	633.84	633.61	827.55	0.00	946.42	0.670	2.20	12.739	B
3	511.69	511.58	910.47	0.00	875.13	0.585	1.45	10.319	B
4	761.62	760.48	665.64	0.00	924.94	0.823	4.68	23.174	C

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	885.45	889.61	342.15	0.00	1609.83	0.550	1.29	5.246	A
2	517.52	521.81	681.00	0.00	1035.80	0.500	1.13	7.829	A
3	417.79	420.40	748.90	0.00	973.02	0.429	0.79	6.827	A
4	621.86	633.13	547.61	0.00	992.44	0.627	1.86	11.103	B

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	741.52	743.25	283.24	0.00	1650.12	0.449	0.86	4.151	A
2	433.40	435.01	567.84	0.00	1104.83	0.392	0.72	5.975	A
3	349.88	350.95	624.77	0.00	1048.23	0.334	0.53	5.394	A
4	520.78	523.87	456.83	0.00	1044.36	0.499	1.09	7.489	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
Bournemouth Rd/Stour Park Roundabout	Roundabout	1,2,3,4			15.92	C

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)
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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	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	✓	1142.54	100.000
2	ONE HOUR	✓	664.81	100.000
3	ONE HOUR	✓	594.21	100.000
4	ONE HOUR	✓	554.20	100.000

Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	458.900	467.130	216.510
	2	344.760	0.000	8.240	311.810
	3	375.350	0.000	0.000	218.860
	4	244.740	185.910	123.550	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	1.000	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	0.78	10.57	3.61	B
2	0.80	22.10	4.30	C
3	0.77	19.33	3.38	C
4	0.72	15.90	2.62	C

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	860.16	855.87	231.27	0.00	1685.66	0.510	1.07	4.490	A

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2	500.50	496.74	604.44	0.00	1082.50	0.462	0.94	6.774	A
3	447.35	444.21	652.77	0.00	1031.27	0.434	0.79	6.333	A
4	417.23	414.17	538.20	0.00	997.82	0.418	0.76	6.613	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	1027.12	1024.71	277.23	0.00	1654.23	0.621	1.68	5.927	A
2	597.65	595.14	723.82	0.00	1009.69	0.592	1.57	9.573	A
3	534.18	532.14	781.94	0.00	953.00	0.561	1.30	8.835	A
4	498.21	496.47	644.77	0.00	936.88	0.532	1.20	8.774	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	1257.96	1250.61	337.79	0.00	1612.82	0.780	3.51	10.137	B
2	731.97	722.05	883.17	0.00	912.49	0.802	4.05	20.001	C
3	654.24	646.69	950.09	0.00	851.12	0.769	3.18	17.657	C
4	610.19	604.93	782.94	0.00	857.86	0.711	2.51	15.031	C

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	1257.96	1257.57	340.48	0.00	1610.97	0.781	3.61	10.567	B
2	731.97	730.96	888.41	0.00	909.29	0.805	4.30	22.099	C
3	654.24	653.45	960.21	0.00	844.99	0.774	3.38	19.333	C
4	610.19	609.76	791.84	0.00	852.78	0.716	2.62	15.900	C

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	1027.12	1034.59	281.21	0.00	1651.51	0.622	1.74	6.144	A
2	597.65	608.18	731.32	0.00	1005.11	0.595	1.67	10.312	B
3	534.18	542.17	796.69	0.00	944.07	0.566	1.38	9.474	A
4	498.21	503.61	657.87	0.00	929.39	0.536	1.27	9.223	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	860.16	862.74	234.05	0.00	1683.76	0.511	1.10	4.577	A
2	500.50	503.29	609.66	0.00	1079.31	0.464	0.97	6.964	A
3	447.35	449.64	660.54	0.00	1026.56	0.436	0.81	6.501	A
4	417.23	419.16	545.03	0.00	993.92	0.420	0.79	6.773	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
Bournemouth Rd/Stour Park Roundabout	Roundabout	1,2,3,4			48.52	E

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	✓	1165.30	100.000
2	ONE HOUR	✓	673.26	100.000
3	ONE HOUR	✓	546.05	100.000
4	ONE HOUR	✓	818.47	100.000

Turning Proportions

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

		To			
		1	2	3	4
From	1	0.000	454.840	388.830	321.630
	2	367.230	0.000	14.400	291.630
	3	321.630	22.800	0.000	201.620
	4	404.430	235.220	178.820	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
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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	0.84	14.80	5.08	B
2	0.86	31.25	6.05	D
3	0.78	21.31	3.41	C
4	1.05	128.88	34.14	F

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	877.30	872.43	325.37	0.00	1621.31	0.541	1.22	4.987	A
2	506.87	502.76	665.07	0.00	1045.52	0.485	1.03	7.299	A
3	411.10	408.13	732.80	0.00	982.78	0.418	0.74	6.501	A
4	616.19	609.49	531.67	0.00	1001.56	0.615	1.67	9.725	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	1047.58	1044.38	388.84	0.00	1577.91	0.664	2.02	7.002	A
2	605.25	602.14	795.86	0.00	965.74	0.627	1.80	10.880	B
3	490.89	488.89	877.51	0.00	895.10	0.548	1.24	9.196	A
4	735.79	728.30	636.81	0.00	941.43	0.782	3.54	17.577	C

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	1283.02	1271.87	445.60	0.00	1539.09	0.834	4.80	13.525	B
2	741.27	726.77	957.18	0.00	867.34	0.855	5.43	26.076	D
3	601.21	593.52	1062.27	0.00	783.15	0.768	3.16	19.069	C
4	901.15	831.87	770.79	0.00	864.81	1.042	20.86	67.890	F

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	1283.02	1281.92	454.07	0.00	1533.30	0.837	5.08	14.800	B
2	741.27	738.78	966.85	0.00	861.45	0.861	6.05	31.250	D
3	601.21	600.22	1076.80	0.00	774.35	0.776	3.41	21.309	C
4	901.15	848.06	781.56	0.00	858.65	1.050	34.14	128.882	F

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	1047.58	1058.68	452.40	0.00	1534.44	0.683	2.30	8.074	A
2	605.25	621.25	831.84	0.00	943.80	0.641	2.05	12.938	B
3	490.89	499.16	900.16	0.00	881.38	0.557	1.34	10.024	B
4	735.79	853.10	653.71	0.00	931.76	0.790	4.81	68.656	F

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	877.30	881.49	335.08	0.00	1614.67	0.543	1.26	5.156	A
2	506.87	510.79	674.69	0.00	1039.65	0.488	1.07	7.598	A
3	411.10	413.39	743.16	0.00	976.50	0.421	0.77	6.695	A
4	616.19	628.26	539.37	0.00	997.15	0.618	1.79	10.827	B

(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
Bournemouth Rd/Stour Park Roundabout	Roundabout	1,2,3,4			18.04	C

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