

# Junctions 9

## ARCADY 9 - Roundabout Module

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**Filename:** J2- Botwell Common Rd- Botwell Lane mini roundabout.j9

**Path:** C:\Users\Demetris Psyllides\Dropbox (Markides Associates)\Markides Associates Team Folder\Projects\16018.01 - Former Nestle Site, Hayes\Technical\Arcady\2024 and 2029 scenarios

**Report generation date:** 23/01/2017 13:49:40

- »2016, AM
- »2016, PM
- »2024 Baseline , AM
- »2024 Baseline , PM
- »2024 Baseline+Dev, AM
- »2024 Baseline+Dev, PM
- »2029 Baseline , AM
- »2029 Baseline , PM
- »2029 Baseline+Dev, AM
- »2029 Baseline+Dev, PM

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>2016</b>								
1 - Botwell Lane (N)	0.9	7.53	0.46	A	0.4	5.24	0.26	A
2 - Botwell Lane (S)	0.8	7.81	0.41	A	0.8	7.59	0.43	A
3 - Botwell Common Rd	0.6	6.12	0.34	A	0.5	6.11	0.31	A
<b>2024 Baseline</b>								
1 - Botwell Lane (N)	2.6	15.26	0.71	C	0.4	5.61	0.28	A
2 - Botwell Lane (S)	1.5	11.41	0.59	B	3.0	16.37	0.74	C
3 - Botwell Common Rd	1.1	8.17	0.49	A	0.9	8.72	0.46	A
<b>2024 Baseline+Dev</b>								
1 - Botwell Lane (N)	2.6	15.26	0.71	C	0.4	5.62	0.28	A
2 - Botwell Lane (S)	1.5	11.41	0.59	B	3.0	16.37	0.74	C
3 - Botwell Common Rd	1.1	8.17	0.49	A	0.9	8.72	0.46	A
<b>2029 Baseline</b>								
1 - Botwell Lane (N)	2.8	16.23	0.73	C	0.4	5.69	0.29	A
2 - Botwell Lane (S)	1.6	11.82	0.60	B	3.2	17.19	0.75	C
3 - Botwell Common Rd	1.1	8.37	0.50	A	1.0	8.96	0.47	A
<b>2029 Baseline+Dev</b>								
1 - Botwell Lane (N)	2.8	16.23	0.73	C	0.4	5.69	0.29	A
2 - Botwell Lane (S)	1.6	11.82	0.60	B	3.2	17.19	0.75	C

3 - Botwell Common Rd	1.1	8.37	0.50	A	1.0	8.96	0.47	A
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There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

## File summary

### File Description

Title	(untitled)
Location	
Site number	
Date	19/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DEMETRIS-PSYLLIDemetris Psyllides
Description	

## 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

## Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

## Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016	AM	ONE HOUR	07:45	09:15	15	✓
D2	2016	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2029 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D8	2029 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D9	2029 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2029 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

## Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

# 2016, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	7.20	A

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Arms

### Arms

Arm	Name	Description
1	Botwell Lane (N)	
2	Botwell Lane (S)	
3	Botwell Common Rd	

### Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Botwell Lane (N)	4.50	4.50	5.20	1.0	17.40	17.00	0.0	
2 - Botwell Lane (S)	3.70	3.70	4.20	1.0	13.20	9.20	0.0	
3 - Botwell Common Rd	3.40	3.40	7.10	11.0	12.40	8.90	0.0	

### Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
2 - Botwell Lane (S)	1.00	20.00	✓	Distance	5.00	3.57	5.00	3.57
3 - Botwell Common Rd	2.00	20.00	✓	Distance	6.00	4.29	6.00	4.29

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Botwell Lane (N)	0.723	1153
2 - Botwell Lane (S)	0.625	948
3 - Botwell Common Rd	0.674	1100

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

## Traffic Demand

## Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

## Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	409	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	326	100.000
3 - Botwell Common Rd		ONE HOUR	✓	307	100.000

## Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	290	119
	2 - Botwell Lane (S)	155	0	171
	3 - Botwell Common Rd	85	222	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.46	7.53	0.9	A	375	563
2 - Botwell Lane (S)	0.41	7.81	0.8	A	299	449
3 - Botwell Common Rd	0.34	6.12	0.6	A	282	423

## Main Results for each time segment

### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	308	77	166		1033	0.298	306	180	0.0	0.5	5.437	A
2 - Botwell Lane (S)	245	61	89	0.00	892	0.275	244	383	0.0	0.4	6.093	A
3 - Botwell Common Rd	231	58	116	0.00	1022	0.226	230	217	0.0	0.3	4.992	A

### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	368	92	199		1009	0.365	367	215	0.5	0.6	6.164	A
2 - Botwell Lane (S)	293	73	107	0.00	881	0.333	293	460	0.4	0.5	6.723	A
3 - Botwell Common Rd	276	69	139	0.00	1006	0.274	276	260	0.3	0.4	5.418	A

### 08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	450	113	244		976	0.461	449	264	0.6	0.9	7.493	A
2 - Botwell Lane (S)	359	90	131	0.00	866	0.414	358	562	0.5	0.8	7.779	A
3 - Botwell Common Rd	338	85	170	0.00	985	0.343	337	318	0.4	0.6	6.106	A

### 08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	450	113	244		976	0.461	450	264	0.9	0.9	7.530	A
2 - Botwell Lane (S)	359	90	131	0.00	866	0.415	359	564	0.8	0.8	7.810	A
3 - Botwell Common Rd	338	85	171	0.00	985	0.343	338	319	0.6	0.6	6.121	A

### 08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	368	92	200		1008	0.365	369	216	0.9	0.6	6.207	A

2 - Botwell Lane (S)	293	73	107	0.00	881	0.333	294	462	0.8	0.6	6.760	A
3 - Botwell Common Rd	276	69	140	0.00	1006	0.274	277	262	0.6	0.4	5.437	A

### 09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	308	77	167		1032	0.298	309	181	0.6	0.5	5.482	A
2 - Botwell Lane (S)	245	61	90	0.00	892	0.275	246	386	0.6	0.4	6.139	A
3 - Botwell Common Rd	231	58	117	0.00	1021	0.226	232	219	0.4	0.3	5.019	A

## 2016, PM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	6.49	A

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2016	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	240	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	361	100.000

3 - Botwell Common Rd		ONE HOUR	✓	267	100.000
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### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

### Demand (PCU/hr)

From	To		
	1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
1 - Botwell Lane (N)	0	198	42
2 - Botwell Lane (S)	213	0	148
3 - Botwell Common Rd	100	167	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To		
	1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
1 - Botwell Lane (N)	10	10	10
2 - Botwell Lane (S)	10	10	10
3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.26	5.24	0.4	A	220	330
2 - Botwell Lane (S)	0.43	7.59	0.8	A	331	497
3 - Botwell Common Rd	0.31	6.11	0.5	A	245	368

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	181	45	125		1062	0.170	180	234	0.0	0.2	4.482	A
2 - Botwell Lane (S)	272	68	31	0.00	928	0.293	270	273	0.0	0.5	6.001	A

3 - Botwell Common Rd	201	50	159	0.00	993	0.203	200	142	0.0	0.3	4.988	A
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17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	216	54	150		1044	0.207	216	281	0.2	0.3	4.776	A
2 - Botwell Lane (S)	325	81	38	0.00	924	0.351	324	328	0.5	0.6	6.591	A
3 - Botwell Common Rd	240	60	191	0.00	971	0.247	240	171	0.3	0.4	5.412	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	264	66	184		1020	0.259	264	344	0.3	0.4	5.234	A
2 - Botwell Lane (S)	397	99	46	0.00	919	0.433	397	401	0.6	0.8	7.565	A
3 - Botwell Common Rd	294	73	234	0.00	942	0.312	293	209	0.4	0.5	6.098	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	264	66	184		1020	0.259	264	345	0.4	0.4	5.240	A
2 - Botwell Lane (S)	397	99	46	0.00	919	0.433	397	402	0.8	0.8	7.592	A
3 - Botwell Common Rd	294	73	235	0.00	942	0.312	294	209	0.5	0.5	6.111	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	216	54	150		1044	0.207	216	282	0.4	0.3	4.784	A
2 - Botwell Lane (S)	325	81	38	0.00	924	0.351	325	329	0.8	0.6	6.625	A
3 - Botwell Common Rd	240	60	192	0.00	970	0.247	241	171	0.5	0.4	5.430	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	181	45	126		1062	0.170	181	236	0.3	0.2	4.496	A
2 - Botwell Lane (S)	272	68	32	0.00	928	0.293	272	275	0.6	0.5	6.043	A



3 - Botwell Common Rd	201	50	161	0.00	992	0.20 3	201	143	0.4	0.3	5.01 4	A
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## 2024 Baseline , AM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	11.98	B

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	573	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	448	100.000
3 - Botwell Common Rd		ONE HOUR	✓	428	100.000

### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

## Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	416	157
	2 - Botwell Lane (S)	194	0	254
	3 - Botwell Common Rd	97	331	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.71	15.26	2.6	C	526	789
2 - Botwell Lane (S)	0.59	11.41	1.5	B	411	617
3 - Botwell Common Rd	0.49	8.17	1.1	A	393	589

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	431	108	248		974	0.443	428	217	0.0	0.9	7.211	A
2 - Botwell Lane (S)	337	84	117	0.00	875	0.386	335	558	0.0	0.7	7.297	A
3 - Botwell Common Rd	322	81	145	0.00	1002	0.321	320	307	0.0	0.5	5.788	A

#### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	515	129	297		938	0.549	513	261	0.9	1.3	9.283	A
2 - Botwell Lane (S)	403	101	141	0.00	860	0.468	402	670	0.7	1.0	8.620	A

3 - Botwell Common Rd	385	96	174	0.00	983	0.392	384	368	0.5	0.7	6.606	A
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08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	631	158	363		890	0.709	626	319	1.3	2.5	14.717	B
2 - Botwell Lane (S)	493	123	172	0.00	841	0.587	491	818	1.0	1.5	11.252	B
3 - Botwell Common Rd	471	118	213	0.00	957	0.493	470	450	0.7	1.0	8.112	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	631	158	364		889	0.709	631	320	2.5	2.6	15.261	C
2 - Botwell Lane (S)	493	123	173	0.00	840	0.587	493	822	1.5	1.5	11.414	B
3 - Botwell Common Rd	471	118	214	0.00	956	0.493	471	452	1.0	1.1	8.167	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	515	129	299		937	0.550	520	263	2.6	1.4	9.610	A
2 - Botwell Lane (S)	403	101	142	0.00	859	0.469	405	676	1.5	1.0	8.769	A
3 - Botwell Common Rd	385	96	175	0.00	982	0.392	386	372	1.1	0.7	6.666	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	431	108	250		972	0.444	433	220	1.4	0.9	7.373	A
2 - Botwell Lane (S)	337	84	119	0.00	874	0.386	338	564	1.0	0.7	7.414	A
3 - Botwell Common Rd	322	81	147	0.00	1001	0.322	323	311	0.7	0.5	5.847	A

# 2024 Baseline , PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	11.94	B

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	251	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	613	100.000
3 - Botwell Common Rd		ONE HOUR	✓	349	100.000

### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	204	47
	2 - Botwell Lane (S)	353	0	260
	3 - Botwell Common Rd	135	214	0

## Vehicle Mix

## Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.28	5.61	0.4	A	230	345
2 - Botwell Lane (S)	0.74	16.37	3.0	C	562	844
3 - Botwell Common Rd	0.46	8.72	0.9	A	320	480

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	189	47	160		1037	0.182	188	364	0.0	0.2	4.659	A
2 - Botwell Lane (S)	461	115	35	0.00	926	0.498	457	313	0.0	1.1	8.376	A
3 - Botwell Common Rd	263	66	263	0.00	922	0.285	261	229	0.0	0.4	5.971	A

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	226	56	192		1014	0.223	225	437	0.2	0.3	5.020	A
2 - Botwell Lane (S)	551	138	42	0.00	921	0.598	549	375	1.1	1.6	10.569	B
3 - Botwell Common Rd	314	78	316	0.00	887	0.354	313	275	0.4	0.6	6.895	A

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	276	69	235		983	0.281	276	534	0.3	0.4	5.596	A
2 - Botwell Lane (S)	675	169	52	0.00	916	0.737	670	459	1.6	2.9	15.766	C

3 - Botwell Common Rd	384	96	386	0.00	840	0.457	383	336	0.6	0.9	8.642	A
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### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	276	69	236		982	0.281	276	537	0.4	0.4	5.607	A
2 - Botwell Lane (S)	675	169	52	0.00	916	0.737	675	460	2.9	3.0	16.373	C
3 - Botwell Common Rd	384	96	388	0.00	838	0.459	384	338	0.9	0.9	8.724	A

### 17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	226	56	193		1013	0.223	226	442	0.4	0.3	5.035	A
2 - Botwell Lane (S)	551	138	42	0.00	921	0.598	556	377	3.0	1.7	10.997	B
3 - Botwell Common Rd	314	78	320	0.00	884	0.355	315	278	0.9	0.6	6.976	A

### 18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	189	47	162		1036	0.182	189	369	0.3	0.2	4.677	A
2 - Botwell Lane (S)	461	115	35	0.00	926	0.499	464	315	1.7	1.1	8.614	A
3 - Botwell Common Rd	263	66	267	0.00	920	0.286	263	232	0.6	0.4	6.037	A

# 2024 Baseline+Dev, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	11.98	B

## Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	573	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	448	100.000
3 - Botwell Common Rd		ONE HOUR	✓	428	100.000

### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	416	157
	2 - Botwell Lane (S)	194	0	254
	3 - Botwell Common Rd	97	331	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.71	15.26	2.6	C	526	789
2 - Botwell Lane (S)	0.59	11.41	1.5	B	411	617
3 - Botwell Common Rd	0.49	8.17	1.1	A	393	589

## Main Results for each time segment

### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	431	108	248		974	0.443	428	217	0.0	0.9	7.211	A
2 - Botwell Lane (S)	337	84	117	0.00	875	0.386	335	558	0.0	0.7	7.297	A
3 - Botwell Common Rd	322	81	145	0.00	1002	0.321	320	307	0.0	0.5	5.788	A

### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	515	129	297		938	0.549	513	261	0.9	1.3	9.283	A
2 - Botwell Lane (S)	403	101	141	0.00	860	0.468	402	670	0.7	1.0	8.620	A
3 - Botwell Common Rd	385	96	174	0.00	983	0.392	384	368	0.5	0.7	6.606	A

### 08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	631	158	363		890	0.709	626	319	1.3	2.5	14.717	B
2 - Botwell Lane (S)	493	123	172	0.00	841	0.587	491	818	1.0	1.5	11.252	B
3 - Botwell Common Rd	471	118	213	0.00	957	0.493	470	450	0.7	1.0	8.112	A

### 08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	631	158	364		889	0.709	631	320	2.5	2.6	15.261	C
2 - Botwell Lane (S)	493	123	173	0.00	840	0.587	493	822	1.5	1.5	11.414	B
3 - Botwell Common Rd	471	118	214	0.00	956	0.493	471	452	1.0	1.1	8.167	A



### 08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	515	129	299		937	0.550	520	263	2.6	1.4	9.610	A
2 - Botwell Lane (S)	403	101	142	0.00	859	0.469	405	676	1.5	1.0	8.769	A
3 - Botwell Common Rd	385	96	175	0.00	982	0.392	386	372	1.1	0.7	6.666	A

### 09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	431	108	250		972	0.444	433	220	1.4	0.9	7.373	A
2 - Botwell Lane (S)	337	84	119	0.00	874	0.386	338	564	1.0	0.7	7.414	A
3 - Botwell Common Rd	322	81	147	0.00	1001	0.322	323	311	0.7	0.5	5.847	A

## 2024 Baseline+Dev, PM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	11.94	B

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

## Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	253	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	613	100.000
3 - Botwell Common Rd		ONE HOUR	✓	349	100.000

## Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	206	47
	2 - Botwell Lane (S)	353	0	260
	3 - Botwell Common Rd	135	214	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.28	5.62	0.4	A	232	348
2 - Botwell Lane (S)	0.74	16.37	3.0	C	562	844
3 - Botwell Common Rd	0.46	8.72	0.9	A	320	480

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
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1 - Botwell Lane (N)	190	48	160		1037	0.184	189	364	0.0	0.2	4.667	A
2 - Botwell Lane (S)	461	115	35	0.00	926	0.498	457	314	0.0	1.1	8.376	A
3 - Botwell Common Rd	263	66	263	0.00	922	0.285	261	229	0.0	0.4	5.971	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	227	57	192		1014	0.224	227	437	0.2	0.3	5.032	A
2 - Botwell Lane (S)	551	138	42	0.00	921	0.598	549	377	1.1	1.6	10.569	B
3 - Botwell Common Rd	314	78	316	0.00	887	0.354	313	275	0.4	0.6	6.895	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	279	70	235		983	0.283	278	534	0.3	0.4	5.614	A
2 - Botwell Lane (S)	675	169	52	0.00	916	0.737	670	461	1.6	2.9	15.766	C
3 - Botwell Common Rd	384	96	386	0.00	840	0.457	383	336	0.6	0.9	8.642	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	279	70	236		982	0.284	279	537	0.4	0.4	5.625	A
2 - Botwell Lane (S)	675	169	52	0.00	916	0.737	675	462	2.9	3.0	16.373	C
3 - Botwell Common Rd	384	96	388	0.00	838	0.459	384	338	0.9	0.9	8.724	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	227	57	193		1013	0.224	228	442	0.4	0.3	5.045	A
2 - Botwell Lane (S)	551	138	42	0.00	921	0.598	556	379	3.0	1.7	10.995	B
3 - Botwell Common Rd	314	78	320	0.00	884	0.355	315	278	0.9	0.6	6.976	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
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1 - Botwell Lane (N)	190	48	162		1036	0.18 4	191	369	0.3	0.2	4.68 7	A
2 - Botwell Lane (S)	461	115	35	0.00	926	0.49 9	464	317	1.7	1.1	8.61 4	A
3 - Botwell Common Rd	263	66	267	0.00	920	0.28 6	263	232	0.6	0.4	6.03 7	A

## 2029 Baseline , AM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	12.54	B

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	583	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	457	100.000
3 - Botwell Common Rd		ONE HOUR	✓	436	100.000

### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	423	160
	2 - Botwell Lane (S)	198	0	259
	3 - Botwell Common Rd	99	337	0

## Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.73	16.23	2.8	C	535	802
2 - Botwell Lane (S)	0.60	11.82	1.6	B	419	629
3 - Botwell Common Rd	0.50	8.37	1.1	A	400	600

### Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	439	110	252		971	0.452	435	222	0.0	0.9	7.351	A
2 - Botwell Lane (S)	344	86	119	0.00	873	0.394	341	568	0.0	0.7	7.407	A
3 - Botwell Common Rd	328	82	148	0.00	1000	0.328	326	313	0.0	0.5	5.874	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	524	131	302		934	0.561	522	266	0.9	1.4	9.565	A

2 - Botwell Lane (S)	411	103	143	0.00	858	0.479	410	681	0.7	1.0	8.805	A
3 - Botwell Common Rd	392	98	178	0.00	980	0.400	391	375	0.5	0.7	6.714	A

### 08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	642	160	370		885	0.725	636	326	1.4	2.7	15.571	C
2 - Botwell Lane (S)	503	126	175	0.00	839	0.600	501	832	1.0	1.6	11.632	B
3 - Botwell Common Rd	480	120	217	0.00	954	0.503	479	458	0.7	1.1	8.308	A

### 08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	642	160	371		885	0.726	642	327	2.7	2.8	16.235	C
2 - Botwell Lane (S)	503	126	176	0.00	838	0.601	503	836	1.6	1.6	11.820	B
3 - Botwell Common Rd	480	120	218	0.00	953	0.504	480	461	1.1	1.1	8.371	A

### 08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	524	131	304		933	0.562	530	268	2.8	1.4	9.947	A
2 - Botwell Lane (S)	411	103	145	0.00	857	0.479	413	688	1.6	1.0	8.970	A
3 - Botwell Common Rd	392	98	179	0.00	979	0.400	393	380	1.1	0.7	6.775	A

### 09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	439	110	254		969	0.453	441	224	1.4	0.9	7.532	A
2 - Botwell Lane (S)	344	86	121	0.00	872	0.394	345	574	1.0	0.7	7.532	A
3 - Botwell Common Rd	328	82	150	0.00	999	0.329	329	317	0.7	0.5	5.916	A

# 2029 Baseline , PM

## Data Errors and Warnings

Severity	Area	Item	Description
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Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	12.43	B

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	257	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	623	100.000
3 - Botwell Common Rd		ONE HOUR	✓	356	100.000

### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	209	48
	2 - Botwell Lane (S)	359	0	264
	3 - Botwell Common Rd	137	219	0

## Vehicle Mix

## Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.29	5.69	0.4	A	236	354
2 - Botwell Lane (S)	0.75	17.19	3.2	C	572	858
3 - Botwell Common Rd	0.47	8.96	1.0	A	327	490

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	193	48	164		1034	0.187	192	370	0.0	0.3	4.697	A
2 - Botwell Lane (S)	469	117	36	0.00	925	0.507	465	320	0.0	1.1	8.516	A
3 - Botwell Common Rd	268	67	268	0.00	919	0.292	266	233	0.0	0.4	6.047	A

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	231	58	196		1011	0.229	231	444	0.3	0.3	5.076	A
2 - Botwell Lane (S)	560	140	43	0.00	921	0.608	558	384	1.1	1.7	10.838	B
3 - Botwell Common Rd	320	80	321	0.00	883	0.362	319	279	0.4	0.6	7.014	A

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	283	71	240		979	0.289	282	542	0.3	0.4	5.681	A
2 - Botwell Lane (S)	686	171	53	0.00	915	0.750	680	470	1.7	3.1	16.476	C



3 - Botwell Common Rd	392	98	392	0.00	836	0.469	391	341	0.6	1.0	8.870	A
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### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	283	71	241		978	0.289	283	546	0.4	0.4	5.692	A
2 - Botwell Lane (S)	686	171	53	0.00	915	0.750	686	471	3.1	3.2	17.189	C
3 - Botwell Common Rd	392	98	395	0.00	834	0.470	392	343	1.0	1.0	8.964	A

### 17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	231	58	198		1010	0.229	232	450	0.4	0.3	5.092	A
2 - Botwell Lane (S)	560	140	43	0.00	921	0.608	566	386	3.2	1.8	11.325	B
3 - Botwell Common Rd	320	80	326	0.00	880	0.364	321	283	1.0	0.6	7.102	A

### 18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	193	48	165		1033	0.187	194	375	0.3	0.3	4.720	A
2 - Botwell Lane (S)	469	117	36	0.00	925	0.507	471	323	1.8	1.2	8.774	A
3 - Botwell Common Rd	268	67	272	0.00	917	0.292	269	236	0.6	0.5	6.119	A

# 2029 Baseline+Dev, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	12.54	B

## Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2029 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	583	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	457	100.000
3 - Botwell Common Rd		ONE HOUR	✓	436	100.000

### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	423	160
	2 - Botwell Lane (S)	198	0	259
	3 - Botwell Common Rd	99	337	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.73	16.23	2.8	C	535	802
2 - Botwell Lane (S)	0.60	11.82	1.6	B	419	629
3 - Botwell Common Rd	0.50	8.37	1.1	A	400	600

## Main Results for each time segment

### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	439	110	252		971	0.452	435	222	0.0	0.9	7.351	A
2 - Botwell Lane (S)	344	86	119	0.00	873	0.394	341	568	0.0	0.7	7.407	A
3 - Botwell Common Rd	328	82	148	0.00	1000	0.328	326	313	0.0	0.5	5.874	A

### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	524	131	302		934	0.561	522	266	0.9	1.4	9.565	A
2 - Botwell Lane (S)	411	103	143	0.00	858	0.479	410	681	0.7	1.0	8.805	A
3 - Botwell Common Rd	392	98	178	0.00	980	0.400	391	375	0.5	0.7	6.714	A

### 08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	642	160	370		885	0.725	636	326	1.4	2.7	15.571	C
2 - Botwell Lane (S)	503	126	175	0.00	839	0.600	501	832	1.0	1.6	11.632	B
3 - Botwell Common Rd	480	120	217	0.00	954	0.503	479	458	0.7	1.1	8.308	A

### 08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	642	160	371		885	0.726	642	327	2.7	2.8	16.235	C
2 - Botwell Lane (S)	503	126	176	0.00	838	0.601	503	836	1.6	1.6	11.820	B
3 - Botwell Common Rd	480	120	218	0.00	953	0.504	480	461	1.1	1.1	8.371	A

### 08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	524	131	304		933	0.562	530	268	2.8	1.4	9.947	A
2 - Botwell Lane (S)	411	103	145	0.00	857	0.479	413	688	1.6	1.0	8.970	A
3 - Botwell Common Rd	392	98	179	0.00	979	0.400	393	380	1.1	0.7	6.775	A

### 09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	439	110	254		969	0.453	441	224	1.4	0.9	7.532	A
2 - Botwell Lane (S)	344	86	121	0.00	872	0.394	345	574	1.0	0.7	7.532	A
3 - Botwell Common Rd	328	82	150	0.00	999	0.329	329	317	0.7	0.5	5.916	A

## 2029 Baseline+Dev, PM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	12.43	B

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2029 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00



1 - Botwell Lane (N)	193	48	164		1034	0.187	192	370	0.0	0.3	4.697	A
2 - Botwell Lane (S)	469	117	36	0.00	925	0.507	465	320	0.0	1.1	8.516	A
3 - Botwell Common Rd	268	67	268	0.00	919	0.292	266	233	0.0	0.4	6.047	A

### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	231	58	196		1011	0.229	231	444	0.3	0.3	5.076	A
2 - Botwell Lane (S)	560	140	43	0.00	921	0.608	558	384	1.1	1.7	10.838	B
3 - Botwell Common Rd	320	80	321	0.00	883	0.362	319	279	0.4	0.6	7.014	A

### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	283	71	240		979	0.289	282	542	0.3	0.4	5.681	A
2 - Botwell Lane (S)	686	171	53	0.00	915	0.750	680	470	1.7	3.1	16.476	C
3 - Botwell Common Rd	392	98	392	0.00	836	0.469	391	341	0.6	1.0	8.870	A

### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	283	71	241		978	0.289	283	546	0.4	0.4	5.692	A
2 - Botwell Lane (S)	686	171	53	0.00	915	0.750	686	471	3.1	3.2	17.189	C
3 - Botwell Common Rd	392	98	395	0.00	834	0.470	392	343	1.0	1.0	8.964	A

### 17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	231	58	198		1010	0.229	232	450	0.4	0.3	5.092	A
2 - Botwell Lane (S)	560	140	43	0.00	921	0.608	566	386	3.2	1.8	11.325	B
3 - Botwell Common Rd	320	80	326	0.00	880	0.364	321	283	1.0	0.6	7.102	A

### 18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
-----	-----------------------	-------------------------	---------------------------	----------------------------	-------------------	-----	---------------------	---------------------------------	-------------------	-----------------	-----------	-----

<b>1 - Botwell Lane (N)</b>	193	48	165		1033	0.18 7	194	375	0.3	0.3	4.72 0	A
<b>2 - Botwell Lane (S)</b>	469	117	36	0.00	925	0.50 7	471	323	1.8	1.2	8.77 4	A
<b>3 - Botwell Common Rd</b>	268	67	272	0.00	917	0.29 2	269	236	0.6	0.5	6.11 9	A

# Junctions 9

## ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []  
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**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution**

**Filename:** J2- Botwell Common Rd- Botwell Lane mini roundabout.j9

**Path:** C:\Users\Demetris Psyllides\Dropbox (Markides Associates)\Markides Associates Team Folder\Projects\16018.01 - Former Nestle Site, Hayes\Technical\Arcady\2024 Cumulative

**Report generation date:** 24/01/2017 09:50:07

- »2024 Baseline , AM
- »2024 Baseline , PM
- »2024 Baseline+Dev, AM
- »2024 Baseline+Dev, PM

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>2024 Baseline</b>								
1 - Botwell Lane (N)	2.6	15.26	0.71	C	0.4	5.61	0.28	A
2 - Botwell Lane (S)	1.5	11.41	0.59	B	3.0	16.37	0.74	C
3 - Botwell Common Rd	1.1	8.17	0.49	A	0.9	8.72	0.46	A
<b>2024 Baseline+Dev</b>								
1 - Botwell Lane (N)	2.6	15.26	0.71	C	0.4	5.61	0.28	A
2 - Botwell Lane (S)	1.5	11.41	0.59	B	3.0	16.37	0.74	C
3 - Botwell Common Rd	1.1	8.17	0.49	A	0.9	8.72	0.46	A

*There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.*

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

### File summary

#### File Description

Title	(untitled)
Location	
Site number	
Date	19/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	



Enumerator	DEMETRIS-PSYLLIDemetris Psyllides
Description	

## 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

## Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queuing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

## Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

## Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

# 2024 Baseline , AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	11.98	B

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Arms

### Arms

Arm	Name	Description
1	Botwell Lane (N)	
2	Botwell Lane (S)	
3	Botwell Common Rd	

### Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Botwell Lane (N)	4.50	4.50	5.20	1.0	17.40	17.00	0.0	
2 - Botwell Lane (S)	3.70	3.70	4.20	1.0	13.20	9.20	0.0	
3 - Botwell Common Rd	3.40	3.40	7.10	11.0	12.40	8.90	0.0	

### Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
2 - Botwell Lane (S)	1.00	20.00	✓	Distance	5.00	3.57	5.00	3.57
3 - Botwell Common Rd	2.00	20.00	✓	Distance	6.00	4.29	6.00	4.29

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Botwell Lane (N)	0.723	1153
2 - Botwell Lane (S)	0.625	948
3 - Botwell Common Rd	0.674	1100

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	573	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	448	100.000
3 - Botwell Common Rd		ONE HOUR	✓	428	100.000

### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

## Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	416	157
	2 - Botwell Lane (S)	194	0	254
	3 - Botwell Common Rd	97	331	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.71	15.26	2.6	C	526	789
2 - Botwell Lane (S)	0.59	11.41	1.5	B	411	617
3 - Botwell Common Rd	0.49	8.17	1.1	A	393	589

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	431	108	248		974	0.443	428	217	0.0	0.9	7.211	A
2 - Botwell Lane (S)	337	84	117	0.00	875	0.386	335	558	0.0	0.7	7.297	A
3 - Botwell Common Rd	322	81	145	0.00	1002	0.321	320	307	0.0	0.5	5.788	A

#### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	515	129	297		938	0.549	513	261	0.9	1.3	9.283	A
2 - Botwell Lane (S)	403	101	141	0.00	860	0.468	402	670	0.7	1.0	8.620	A

3 - Botwell Common Rd	385	96	174	0.00	983	0.392	384	368	0.5	0.7	6.606	A
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08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	631	158	363		890	0.709	626	319	1.3	2.5	14.717	B
2 - Botwell Lane (S)	493	123	172	0.00	841	0.587	491	818	1.0	1.5	11.252	B
3 - Botwell Common Rd	471	118	213	0.00	957	0.493	470	450	0.7	1.0	8.112	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	631	158	364		889	0.709	631	320	2.5	2.6	15.261	C
2 - Botwell Lane (S)	493	123	173	0.00	840	0.587	493	822	1.5	1.5	11.414	B
3 - Botwell Common Rd	471	118	214	0.00	956	0.493	471	452	1.0	1.1	8.167	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	515	129	299		937	0.550	520	263	2.6	1.4	9.610	A
2 - Botwell Lane (S)	403	101	142	0.00	859	0.469	405	676	1.5	1.0	8.769	A
3 - Botwell Common Rd	385	96	175	0.00	982	0.392	386	372	1.1	0.7	6.666	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	431	108	250		972	0.444	433	220	1.4	0.9	7.373	A
2 - Botwell Lane (S)	337	84	119	0.00	874	0.386	338	564	1.0	0.7	7.414	A
3 - Botwell Common Rd	322	81	147	0.00	1001	0.322	323	311	0.7	0.5	5.847	A

# 2024 Baseline , PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	11.94	B

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	251	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	613	100.000
3 - Botwell Common Rd		ONE HOUR	✓	349	100.000

### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	204	47
	2 - Botwell Lane (S)	353	0	260
	3 - Botwell Common Rd	135	214	0

## Vehicle Mix

## Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.28	5.61	0.4	A	230	345
2 - Botwell Lane (S)	0.74	16.37	3.0	C	562	844
3 - Botwell Common Rd	0.46	8.72	0.9	A	320	480

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	189	47	160		1037	0.182	188	364	0.0	0.2	4.659	A
2 - Botwell Lane (S)	461	115	35	0.00	926	0.498	457	313	0.0	1.1	8.376	A
3 - Botwell Common Rd	263	66	263	0.00	922	0.285	261	229	0.0	0.4	5.971	A

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	226	56	192		1014	0.223	225	437	0.2	0.3	5.020	A
2 - Botwell Lane (S)	551	138	42	0.00	921	0.598	549	375	1.1	1.6	10.569	B
3 - Botwell Common Rd	314	78	316	0.00	887	0.354	313	275	0.4	0.6	6.895	A

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	276	69	235		983	0.281	276	534	0.3	0.4	5.596	A
2 - Botwell Lane (S)	675	169	52	0.00	916	0.737	670	459	1.6	2.9	15.766	C

3 - Botwell Common Rd	384	96	386	0.00	840	0.457	383	336	0.6	0.9	8.642	A
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### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	276	69	236		982	0.281	276	537	0.4	0.4	5.607	A
2 - Botwell Lane (S)	675	169	52	0.00	916	0.737	675	460	2.9	3.0	16.373	C
3 - Botwell Common Rd	384	96	388	0.00	838	0.459	384	338	0.9	0.9	8.724	A

### 17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	226	56	193		1013	0.223	226	442	0.4	0.3	5.035	A
2 - Botwell Lane (S)	551	138	42	0.00	921	0.598	556	377	3.0	1.7	10.997	B
3 - Botwell Common Rd	314	78	320	0.00	884	0.355	315	278	0.9	0.6	6.976	A

### 18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	189	47	162		1036	0.182	189	369	0.3	0.2	4.677	A
2 - Botwell Lane (S)	461	115	35	0.00	926	0.499	464	315	1.7	1.1	8.614	A
3 - Botwell Common Rd	263	66	267	0.00	920	0.286	263	232	0.6	0.4	6.037	A

# 2024 Baseline+Dev, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	11.98	B

## Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	573	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	448	100.000
3 - Botwell Common Rd		ONE HOUR	✓	428	100.000

### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	416	157
	2 - Botwell Lane (S)	194	0	254
	3 - Botwell Common Rd	97	331	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period



Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.71	15.26	2.6	C	526	789
2 - Botwell Lane (S)	0.59	11.41	1.5	B	411	617
3 - Botwell Common Rd	0.49	8.17	1.1	A	393	589

## Main Results for each time segment

### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	431	108	248		974	0.443	428	217	0.0	0.9	7.211	A
2 - Botwell Lane (S)	337	84	117	0.00	875	0.386	335	558	0.0	0.7	7.297	A
3 - Botwell Common Rd	322	81	145	0.00	1002	0.321	320	307	0.0	0.5	5.788	A

### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	515	129	297		938	0.549	513	261	0.9	1.3	9.283	A
2 - Botwell Lane (S)	403	101	141	0.00	860	0.468	402	670	0.7	1.0	8.620	A
3 - Botwell Common Rd	385	96	174	0.00	983	0.392	384	368	0.5	0.7	6.606	A

### 08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	631	158	363		890	0.709	626	319	1.3	2.5	14.717	B
2 - Botwell Lane (S)	493	123	172	0.00	841	0.587	491	818	1.0	1.5	11.252	B
3 - Botwell Common Rd	471	118	213	0.00	957	0.493	470	450	0.7	1.0	8.112	A

### 08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	631	158	364		889	0.709	631	320	2.5	2.6	15.261	C
2 - Botwell Lane (S)	493	123	173	0.00	840	0.587	493	822	1.5	1.5	11.414	B
3 - Botwell Common Rd	471	118	214	0.00	956	0.493	471	452	1.0	1.1	8.167	A

### 08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	515	129	299		937	0.550	520	263	2.6	1.4	9.610	A
2 - Botwell Lane (S)	403	101	142	0.00	859	0.469	405	676	1.5	1.0	8.769	A
3 - Botwell Common Rd	385	96	175	0.00	982	0.392	386	372	1.1	0.7	6.666	A

### 09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	431	108	250		972	0.444	433	220	1.4	0.9	7.373	A
2 - Botwell Lane (S)	337	84	119	0.00	874	0.386	338	564	1.0	0.7	7.414	A
3 - Botwell Common Rd	322	81	147	0.00	1001	0.322	323	311	0.7	0.5	5.847	A

## 2024 Baseline+Dev, PM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	11.94	B

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

## Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	251	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	613	100.000
3 - Botwell Common Rd		ONE HOUR	✓	349	100.000

## Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	204	47
	2 - Botwell Lane (S)	353	0	260
	3 - Botwell Common Rd	135	214	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.28	5.61	0.4	A	230	345
2 - Botwell Lane (S)	0.74	16.37	3.0	C	562	844
3 - Botwell Common Rd	0.46	8.72	0.9	A	320	480

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
-----	-----------------------	-------------------------	---------------------------	----------------------------	-------------------	-----	---------------------	---------------------------------	-------------------	-----------------	-----------	-----

1 - Botwell Lane (N)	189	47	160		1037	0.182	188	364	0.0	0.2	4.659	A
2 - Botwell Lane (S)	461	115	35	0.00	926	0.498	457	313	0.0	1.1	8.376	A
3 - Botwell Common Rd	263	66	263	0.00	922	0.285	261	229	0.0	0.4	5.971	A

### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	226	56	192		1014	0.223	225	437	0.2	0.3	5.020	A
2 - Botwell Lane (S)	551	138	42	0.00	921	0.598	549	375	1.1	1.6	10.569	B
3 - Botwell Common Rd	314	78	316	0.00	887	0.354	313	275	0.4	0.6	6.895	A

### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	276	69	235		983	0.281	276	534	0.3	0.4	5.596	A
2 - Botwell Lane (S)	675	169	52	0.00	916	0.737	670	459	1.6	2.9	15.766	C
3 - Botwell Common Rd	384	96	386	0.00	840	0.457	383	336	0.6	0.9	8.642	A

### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	276	69	236		982	0.281	276	537	0.4	0.4	5.607	A
2 - Botwell Lane (S)	675	169	52	0.00	916	0.737	675	460	2.9	3.0	16.373	C
3 - Botwell Common Rd	384	96	388	0.00	838	0.459	384	338	0.9	0.9	8.724	A

### 17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	226	56	193		1013	0.223	226	442	0.4	0.3	5.035	A
2 - Botwell Lane (S)	551	138	42	0.00	921	0.598	556	377	3.0	1.7	10.997	B
3 - Botwell Common Rd	314	78	320	0.00	884	0.355	315	278	0.9	0.6	6.976	A

### 18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
-----	-----------------------	-------------------------	---------------------------	----------------------------	-------------------	-----	---------------------	---------------------------------	-------------------	-----------------	-----------	-----

<b>1 - Botwell Lane (N)</b>	189	47	162		1036	0.18 2	189	369	0.3	0.2	4.67 7	A
<b>2 - Botwell Lane (S)</b>	461	115	35	0.00	926	0.49 9	464	315	1.7	1.1	8.61 4	A
<b>3 - Botwell Common Rd</b>	263	66	267	0.00	920	0.28 6	263	232	0.6	0.4	6.03 7	A

# Junctions 9

## ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []  
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**Filename:** J2- Botwell Common Rd- Botwell Lane mini roundabout.j9

**Path:** C:\Users\Demetris Psyllides\Dropbox (Markides Associates)\Markides Associates Team Folder\Projects\16018.01 - Former Nestle Site, Hayes\Technical\Arcady\2024 and 2029 scenarios

**Report generation date:** 23/01/2017 13:49:40

- »2016, AM
- »2016, PM
- »2024 Baseline , AM
- »2024 Baseline , PM
- »2024 Baseline+Dev, AM
- »2024 Baseline+Dev, PM
- »2029 Baseline , AM
- »2029 Baseline , PM
- »2029 Baseline+Dev, AM
- »2029 Baseline+Dev, PM

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>2016</b>								
1 - Botwell Lane (N)	0.9	7.53	0.46	A	0.4	5.24	0.26	A
2 - Botwell Lane (S)	0.8	7.81	0.41	A	0.8	7.59	0.43	A
3 - Botwell Common Rd	0.6	6.12	0.34	A	0.5	6.11	0.31	A
<b>2024 Baseline</b>								
1 - Botwell Lane (N)	2.6	15.26	0.71	C	0.4	5.61	0.28	A
2 - Botwell Lane (S)	1.5	11.41	0.59	B	3.0	16.37	0.74	C
3 - Botwell Common Rd	1.1	8.17	0.49	A	0.9	8.72	0.46	A
<b>2024 Baseline+Dev</b>								
1 - Botwell Lane (N)	2.6	15.26	0.71	C	0.4	5.62	0.28	A
2 - Botwell Lane (S)	1.5	11.41	0.59	B	3.0	16.37	0.74	C
3 - Botwell Common Rd	1.1	8.17	0.49	A	0.9	8.72	0.46	A
<b>2029 Baseline</b>								
1 - Botwell Lane (N)	2.8	16.23	0.73	C	0.4	5.69	0.29	A
2 - Botwell Lane (S)	1.6	11.82	0.60	B	3.2	17.19	0.75	C
3 - Botwell Common Rd	1.1	8.37	0.50	A	1.0	8.96	0.47	A
<b>2029 Baseline+Dev</b>								
1 - Botwell Lane (N)	2.8	16.23	0.73	C	0.4	5.69	0.29	A
2 - Botwell Lane (S)	1.6	11.82	0.60	B	3.2	17.19	0.75	C

3 - Botwell Common Rd	1.1	8.37	0.50	A	1.0	8.96	0.47	A
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There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

## File summary

### File Description

Title	(untitled)
Location	
Site number	
Date	19/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DEMETRIS-PSYLLIDemetris Psyllides
Description	

## 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

## Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

## Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016	AM	ONE HOUR	07:45	09:15	15	✓
D2	2016	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2029 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D8	2029 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D9	2029 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2029 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

## Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

# 2016, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	7.20	A

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Arms

### Arms

Arm	Name	Description
1	Botwell Lane (N)	
2	Botwell Lane (S)	
3	Botwell Common Rd	

### Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Botwell Lane (N)	4.50	4.50	5.20	1.0	17.40	17.00	0.0	
2 - Botwell Lane (S)	3.70	3.70	4.20	1.0	13.20	9.20	0.0	
3 - Botwell Common Rd	3.40	3.40	7.10	11.0	12.40	8.90	0.0	

### Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
2 - Botwell Lane (S)	1.00	20.00	✓	Distance	5.00	3.57	5.00	3.57
3 - Botwell Common Rd	2.00	20.00	✓	Distance	6.00	4.29	6.00	4.29

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Botwell Lane (N)	0.723	1153
2 - Botwell Lane (S)	0.625	948
3 - Botwell Common Rd	0.674	1100

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

## Traffic Demand



## Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2016	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

## Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	409	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	326	100.000
3 - Botwell Common Rd		ONE HOUR	✓	307	100.000

## Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	290	119
	2 - Botwell Lane (S)	155	0	171
	3 - Botwell Common Rd	85	222	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.46	7.53	0.9	A	375	563
2 - Botwell Lane (S)	0.41	7.81	0.8	A	299	449
3 - Botwell Common Rd	0.34	6.12	0.6	A	282	423

## Main Results for each time segment

### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	308	77	166		1033	0.298	306	180	0.0	0.5	5.437	A
2 - Botwell Lane (S)	245	61	89	0.00	892	0.275	244	383	0.0	0.4	6.093	A
3 - Botwell Common Rd	231	58	116	0.00	1022	0.226	230	217	0.0	0.3	4.992	A

### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	368	92	199		1009	0.365	367	215	0.5	0.6	6.164	A
2 - Botwell Lane (S)	293	73	107	0.00	881	0.333	293	460	0.4	0.5	6.723	A
3 - Botwell Common Rd	276	69	139	0.00	1006	0.274	276	260	0.3	0.4	5.418	A

### 08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	450	113	244		976	0.461	449	264	0.6	0.9	7.493	A
2 - Botwell Lane (S)	359	90	131	0.00	866	0.414	358	562	0.5	0.8	7.779	A
3 - Botwell Common Rd	338	85	170	0.00	985	0.343	337	318	0.4	0.6	6.106	A

### 08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	450	113	244		976	0.461	450	264	0.9	0.9	7.530	A
2 - Botwell Lane (S)	359	90	131	0.00	866	0.415	359	564	0.8	0.8	7.810	A
3 - Botwell Common Rd	338	85	171	0.00	985	0.343	338	319	0.6	0.6	6.121	A

### 08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	368	92	200		1008	0.365	369	216	0.9	0.6	6.207	A

2 - Botwell Lane (S)	293	73	107	0.00	881	0.333	294	462	0.8	0.6	6.760	A
3 - Botwell Common Rd	276	69	140	0.00	1006	0.274	277	262	0.6	0.4	5.437	A

### 09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	308	77	167		1032	0.298	309	181	0.6	0.5	5.482	A
2 - Botwell Lane (S)	245	61	90	0.00	892	0.275	246	386	0.6	0.4	6.139	A
3 - Botwell Common Rd	231	58	117	0.00	1021	0.226	232	219	0.4	0.3	5.019	A

## 2016, PM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	6.49	A

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2016	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	240	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	361	100.000

3 - Botwell Common Rd		ONE HOUR	✓	267	100.000
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### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

### Origin-Destination Data

#### Demand (PCU/hr)

From	To		
	1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
1 - Botwell Lane (N)	0	198	42
2 - Botwell Lane (S)	213	0	148
3 - Botwell Common Rd	100	167	0

### Vehicle Mix

#### Heavy Vehicle Percentages

From	To		
	1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
1 - Botwell Lane (N)	10	10	10
2 - Botwell Lane (S)	10	10	10
3 - Botwell Common Rd	10	10	10

### Results

#### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.26	5.24	0.4	A	220	330
2 - Botwell Lane (S)	0.43	7.59	0.8	A	331	497
3 - Botwell Common Rd	0.31	6.11	0.5	A	245	368

#### Main Results for each time segment

##### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	181	45	125		1062	0.170	180	234	0.0	0.2	4.482	A
2 - Botwell Lane (S)	272	68	31	0.00	928	0.293	270	273	0.0	0.5	6.001	A

3 - Botwell Common Rd	201	50	159	0.00	993	0.203	200	142	0.0	0.3	4.988	A
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17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	216	54	150		1044	0.207	216	281	0.2	0.3	4.776	A
2 - Botwell Lane (S)	325	81	38	0.00	924	0.351	324	328	0.5	0.6	6.591	A
3 - Botwell Common Rd	240	60	191	0.00	971	0.247	240	171	0.3	0.4	5.412	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	264	66	184		1020	0.259	264	344	0.3	0.4	5.234	A
2 - Botwell Lane (S)	397	99	46	0.00	919	0.433	397	401	0.6	0.8	7.565	A
3 - Botwell Common Rd	294	73	234	0.00	942	0.312	293	209	0.4	0.5	6.098	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	264	66	184		1020	0.259	264	345	0.4	0.4	5.240	A
2 - Botwell Lane (S)	397	99	46	0.00	919	0.433	397	402	0.8	0.8	7.592	A
3 - Botwell Common Rd	294	73	235	0.00	942	0.312	294	209	0.5	0.5	6.111	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	216	54	150		1044	0.207	216	282	0.4	0.3	4.784	A
2 - Botwell Lane (S)	325	81	38	0.00	924	0.351	325	329	0.8	0.6	6.625	A
3 - Botwell Common Rd	240	60	192	0.00	970	0.247	241	171	0.5	0.4	5.430	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	181	45	126		1062	0.170	181	236	0.3	0.2	4.496	A
2 - Botwell Lane (S)	272	68	32	0.00	928	0.293	272	275	0.6	0.5	6.043	A

3 - Botwell Common Rd	201	50	161	0.00	992	0.20 3	201	143	0.4	0.3	5.01 4	A
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## 2024 Baseline , AM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	11.98	B

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	573	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	448	100.000
3 - Botwell Common Rd		ONE HOUR	✓	428	100.000

### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

## Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	416	157
	2 - Botwell Lane (S)	194	0	254
	3 - Botwell Common Rd	97	331	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.71	15.26	2.6	C	526	789
2 - Botwell Lane (S)	0.59	11.41	1.5	B	411	617
3 - Botwell Common Rd	0.49	8.17	1.1	A	393	589

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	431	108	248		974	0.443	428	217	0.0	0.9	7.211	A
2 - Botwell Lane (S)	337	84	117	0.00	875	0.386	335	558	0.0	0.7	7.297	A
3 - Botwell Common Rd	322	81	145	0.00	1002	0.321	320	307	0.0	0.5	5.788	A

#### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	515	129	297		938	0.549	513	261	0.9	1.3	9.283	A
2 - Botwell Lane (S)	403	101	141	0.00	860	0.468	402	670	0.7	1.0	8.620	A

3 - Botwell Common Rd	385	96	174	0.00	983	0.392	384	368	0.5	0.7	6.606	A
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08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	631	158	363		890	0.709	626	319	1.3	2.5	14.717	B
2 - Botwell Lane (S)	493	123	172	0.00	841	0.587	491	818	1.0	1.5	11.252	B
3 - Botwell Common Rd	471	118	213	0.00	957	0.493	470	450	0.7	1.0	8.112	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	631	158	364		889	0.709	631	320	2.5	2.6	15.261	C
2 - Botwell Lane (S)	493	123	173	0.00	840	0.587	493	822	1.5	1.5	11.414	B
3 - Botwell Common Rd	471	118	214	0.00	956	0.493	471	452	1.0	1.1	8.167	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	515	129	299		937	0.550	520	263	2.6	1.4	9.610	A
2 - Botwell Lane (S)	403	101	142	0.00	859	0.469	405	676	1.5	1.0	8.769	A
3 - Botwell Common Rd	385	96	175	0.00	982	0.392	386	372	1.1	0.7	6.666	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	431	108	250		972	0.444	433	220	1.4	0.9	7.373	A
2 - Botwell Lane (S)	337	84	119	0.00	874	0.386	338	564	1.0	0.7	7.414	A
3 - Botwell Common Rd	322	81	147	0.00	1001	0.322	323	311	0.7	0.5	5.847	A

# 2024 Baseline , PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?



Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	11.94	B

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	251	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	613	100.000
3 - Botwell Common Rd		ONE HOUR	✓	349	100.000

### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	204	47
	2 - Botwell Lane (S)	353	0	260
	3 - Botwell Common Rd	135	214	0

## Vehicle Mix

## Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.28	5.61	0.4	A	230	345
2 - Botwell Lane (S)	0.74	16.37	3.0	C	562	844
3 - Botwell Common Rd	0.46	8.72	0.9	A	320	480

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	189	47	160		1037	0.182	188	364	0.0	0.2	4.659	A
2 - Botwell Lane (S)	461	115	35	0.00	926	0.498	457	313	0.0	1.1	8.376	A
3 - Botwell Common Rd	263	66	263	0.00	922	0.285	261	229	0.0	0.4	5.971	A

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	226	56	192		1014	0.223	225	437	0.2	0.3	5.020	A
2 - Botwell Lane (S)	551	138	42	0.00	921	0.598	549	375	1.1	1.6	10.569	B
3 - Botwell Common Rd	314	78	316	0.00	887	0.354	313	275	0.4	0.6	6.895	A

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	276	69	235		983	0.281	276	534	0.3	0.4	5.596	A
2 - Botwell Lane (S)	675	169	52	0.00	916	0.737	670	459	1.6	2.9	15.766	C

3 - Botwell Common Rd	384	96	386	0.00	840	0.457	383	336	0.6	0.9	8.642	A
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### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	276	69	236		982	0.281	276	537	0.4	0.4	5.607	A
2 - Botwell Lane (S)	675	169	52	0.00	916	0.737	675	460	2.9	3.0	16.373	C
3 - Botwell Common Rd	384	96	388	0.00	838	0.459	384	338	0.9	0.9	8.724	A

### 17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	226	56	193		1013	0.223	226	442	0.4	0.3	5.035	A
2 - Botwell Lane (S)	551	138	42	0.00	921	0.598	556	377	3.0	1.7	10.997	B
3 - Botwell Common Rd	314	78	320	0.00	884	0.355	315	278	0.9	0.6	6.976	A

### 18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	189	47	162		1036	0.182	189	369	0.3	0.2	4.677	A
2 - Botwell Lane (S)	461	115	35	0.00	926	0.499	464	315	1.7	1.1	8.614	A
3 - Botwell Common Rd	263	66	267	0.00	920	0.286	263	232	0.6	0.4	6.037	A

# 2024 Baseline+Dev, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	11.98	B

## Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	573	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	448	100.000
3 - Botwell Common Rd		ONE HOUR	✓	428	100.000

### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	416	157
	2 - Botwell Lane (S)	194	0	254
	3 - Botwell Common Rd	97	331	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.71	15.26	2.6	C	526	789
2 - Botwell Lane (S)	0.59	11.41	1.5	B	411	617
3 - Botwell Common Rd	0.49	8.17	1.1	A	393	589

## Main Results for each time segment

### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	431	108	248		974	0.443	428	217	0.0	0.9	7.211	A
2 - Botwell Lane (S)	337	84	117	0.00	875	0.386	335	558	0.0	0.7	7.297	A
3 - Botwell Common Rd	322	81	145	0.00	1002	0.321	320	307	0.0	0.5	5.788	A

### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	515	129	297		938	0.549	513	261	0.9	1.3	9.283	A
2 - Botwell Lane (S)	403	101	141	0.00	860	0.468	402	670	0.7	1.0	8.620	A
3 - Botwell Common Rd	385	96	174	0.00	983	0.392	384	368	0.5	0.7	6.606	A

### 08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	631	158	363		890	0.709	626	319	1.3	2.5	14.717	B
2 - Botwell Lane (S)	493	123	172	0.00	841	0.587	491	818	1.0	1.5	11.252	B
3 - Botwell Common Rd	471	118	213	0.00	957	0.493	470	450	0.7	1.0	8.112	A

### 08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	631	158	364		889	0.709	631	320	2.5	2.6	15.261	C
2 - Botwell Lane (S)	493	123	173	0.00	840	0.587	493	822	1.5	1.5	11.414	B
3 - Botwell Common Rd	471	118	214	0.00	956	0.493	471	452	1.0	1.1	8.167	A

### 08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	515	129	299		937	0.550	520	263	2.6	1.4	9.610	A
2 - Botwell Lane (S)	403	101	142	0.00	859	0.469	405	676	1.5	1.0	8.769	A
3 - Botwell Common Rd	385	96	175	0.00	982	0.392	386	372	1.1	0.7	6.666	A

### 09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	431	108	250		972	0.444	433	220	1.4	0.9	7.373	A
2 - Botwell Lane (S)	337	84	119	0.00	874	0.386	338	564	1.0	0.7	7.414	A
3 - Botwell Common Rd	322	81	147	0.00	1001	0.322	323	311	0.7	0.5	5.847	A

## 2024 Baseline+Dev, PM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	11.94	B

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00



1 - Botwell Lane (N)	190	48	160		1037	0.184	189	364	0.0	0.2	4.667	A
2 - Botwell Lane (S)	461	115	35	0.00	926	0.498	457	314	0.0	1.1	8.376	A
3 - Botwell Common Rd	263	66	263	0.00	922	0.285	261	229	0.0	0.4	5.971	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	227	57	192		1014	0.224	227	437	0.2	0.3	5.032	A
2 - Botwell Lane (S)	551	138	42	0.00	921	0.598	549	377	1.1	1.6	10.569	B
3 - Botwell Common Rd	314	78	316	0.00	887	0.354	313	275	0.4	0.6	6.895	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	279	70	235		983	0.283	278	534	0.3	0.4	5.614	A
2 - Botwell Lane (S)	675	169	52	0.00	916	0.737	670	461	1.6	2.9	15.766	C
3 - Botwell Common Rd	384	96	386	0.00	840	0.457	383	336	0.6	0.9	8.642	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	279	70	236		982	0.284	279	537	0.4	0.4	5.625	A
2 - Botwell Lane (S)	675	169	52	0.00	916	0.737	675	462	2.9	3.0	16.373	C
3 - Botwell Common Rd	384	96	388	0.00	838	0.459	384	338	0.9	0.9	8.724	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	227	57	193		1013	0.224	228	442	0.4	0.3	5.045	A
2 - Botwell Lane (S)	551	138	42	0.00	921	0.598	556	379	3.0	1.7	10.995	B
3 - Botwell Common Rd	314	78	320	0.00	884	0.355	315	278	0.9	0.6	6.976	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
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1 - Botwell Lane (N)	190	48	162		1036	0.18 4	191	369	0.3	0.2	4.68 7	A
2 - Botwell Lane (S)	461	115	35	0.00	926	0.49 9	464	317	1.7	1.1	8.61 4	A
3 - Botwell Common Rd	263	66	267	0.00	920	0.28 6	263	232	0.6	0.4	6.03 7	A

## 2029 Baseline , AM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	12.54	B

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	583	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	457	100.000
3 - Botwell Common Rd		ONE HOUR	✓	436	100.000

### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	423	160
	2 - Botwell Lane (S)	198	0	259
	3 - Botwell Common Rd	99	337	0

## Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.73	16.23	2.8	C	535	802
2 - Botwell Lane (S)	0.60	11.82	1.6	B	419	629
3 - Botwell Common Rd	0.50	8.37	1.1	A	400	600

### Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	439	110	252		971	0.452	435	222	0.0	0.9	7.351	A
2 - Botwell Lane (S)	344	86	119	0.00	873	0.394	341	568	0.0	0.7	7.407	A
3 - Botwell Common Rd	328	82	148	0.00	1000	0.328	326	313	0.0	0.5	5.874	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	524	131	302		934	0.561	522	266	0.9	1.4	9.565	A

2 - Botwell Lane (S)	411	103	143	0.00	858	0.479	410	681	0.7	1.0	8.805	A
3 - Botwell Common Rd	392	98	178	0.00	980	0.400	391	375	0.5	0.7	6.714	A

### 08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	642	160	370		885	0.725	636	326	1.4	2.7	15.571	C
2 - Botwell Lane (S)	503	126	175	0.00	839	0.600	501	832	1.0	1.6	11.632	B
3 - Botwell Common Rd	480	120	217	0.00	954	0.503	479	458	0.7	1.1	8.308	A

### 08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	642	160	371		885	0.726	642	327	2.7	2.8	16.235	C
2 - Botwell Lane (S)	503	126	176	0.00	838	0.601	503	836	1.6	1.6	11.820	B
3 - Botwell Common Rd	480	120	218	0.00	953	0.504	480	461	1.1	1.1	8.371	A

### 08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	524	131	304		933	0.562	530	268	2.8	1.4	9.947	A
2 - Botwell Lane (S)	411	103	145	0.00	857	0.479	413	688	1.6	1.0	8.970	A
3 - Botwell Common Rd	392	98	179	0.00	979	0.400	393	380	1.1	0.7	6.775	A

### 09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	439	110	254		969	0.453	441	224	1.4	0.9	7.532	A
2 - Botwell Lane (S)	344	86	121	0.00	872	0.394	345	574	1.0	0.7	7.532	A
3 - Botwell Common Rd	328	82	150	0.00	999	0.329	329	317	0.7	0.5	5.916	A

# 2029 Baseline , PM

## Data Errors and Warnings

Severity	Area	Item	Description
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Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	12.43	B

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	257	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	623	100.000
3 - Botwell Common Rd		ONE HOUR	✓	356	100.000

### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	209	48
	2 - Botwell Lane (S)	359	0	264
	3 - Botwell Common Rd	137	219	0

## Vehicle Mix

## Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.29	5.69	0.4	A	236	354
2 - Botwell Lane (S)	0.75	17.19	3.2	C	572	858
3 - Botwell Common Rd	0.47	8.96	1.0	A	327	490

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	193	48	164		1034	0.187	192	370	0.0	0.3	4.697	A
2 - Botwell Lane (S)	469	117	36	0.00	925	0.507	465	320	0.0	1.1	8.516	A
3 - Botwell Common Rd	268	67	268	0.00	919	0.292	266	233	0.0	0.4	6.047	A

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	231	58	196		1011	0.229	231	444	0.3	0.3	5.076	A
2 - Botwell Lane (S)	560	140	43	0.00	921	0.608	558	384	1.1	1.7	10.838	B
3 - Botwell Common Rd	320	80	321	0.00	883	0.362	319	279	0.4	0.6	7.014	A

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	283	71	240		979	0.289	282	542	0.3	0.4	5.681	A
2 - Botwell Lane (S)	686	171	53	0.00	915	0.750	680	470	1.7	3.1	16.476	C

3 - Botwell Common Rd	392	98	392	0.00	836	0.469	391	341	0.6	1.0	8.870	A
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### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	283	71	241		978	0.289	283	546	0.4	0.4	5.692	A
2 - Botwell Lane (S)	686	171	53	0.00	915	0.750	686	471	3.1	3.2	17.189	C
3 - Botwell Common Rd	392	98	395	0.00	834	0.470	392	343	1.0	1.0	8.964	A

### 17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	231	58	198		1010	0.229	232	450	0.4	0.3	5.092	A
2 - Botwell Lane (S)	560	140	43	0.00	921	0.608	566	386	3.2	1.8	11.325	B
3 - Botwell Common Rd	320	80	326	0.00	880	0.364	321	283	1.0	0.6	7.102	A

### 18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	193	48	165		1033	0.187	194	375	0.3	0.3	4.720	A
2 - Botwell Lane (S)	469	117	36	0.00	925	0.507	471	323	1.8	1.2	8.774	A
3 - Botwell Common Rd	268	67	272	0.00	917	0.292	269	236	0.6	0.5	6.119	A

## 2029 Baseline+Dev, AM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	12.54	B

## Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2029 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	583	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	457	100.000
3 - Botwell Common Rd		ONE HOUR	✓	436	100.000

### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	423	160
	2 - Botwell Lane (S)	198	0	259
	3 - Botwell Common Rd	99	337	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.73	16.23	2.8	C	535	802
2 - Botwell Lane (S)	0.60	11.82	1.6	B	419	629
3 - Botwell Common Rd	0.50	8.37	1.1	A	400	600

## Main Results for each time segment

### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	439	110	252		971	0.452	435	222	0.0	0.9	7.351	A
2 - Botwell Lane (S)	344	86	119	0.00	873	0.394	341	568	0.0	0.7	7.407	A
3 - Botwell Common Rd	328	82	148	0.00	1000	0.328	326	313	0.0	0.5	5.874	A

### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	524	131	302		934	0.561	522	266	0.9	1.4	9.565	A
2 - Botwell Lane (S)	411	103	143	0.00	858	0.479	410	681	0.7	1.0	8.805	A
3 - Botwell Common Rd	392	98	178	0.00	980	0.400	391	375	0.5	0.7	6.714	A

### 08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	642	160	370		885	0.725	636	326	1.4	2.7	15.571	C
2 - Botwell Lane (S)	503	126	175	0.00	839	0.600	501	832	1.0	1.6	11.632	B
3 - Botwell Common Rd	480	120	217	0.00	954	0.503	479	458	0.7	1.1	8.308	A

### 08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	642	160	371		885	0.726	642	327	2.7	2.8	16.235	C
2 - Botwell Lane (S)	503	126	176	0.00	838	0.601	503	836	1.6	1.6	11.820	B
3 - Botwell Common Rd	480	120	218	0.00	953	0.504	480	461	1.1	1.1	8.371	A



### 08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	524	131	304		933	0.562	530	268	2.8	1.4	9.947	A
2 - Botwell Lane (S)	411	103	145	0.00	857	0.479	413	688	1.6	1.0	8.970	A
3 - Botwell Common Rd	392	98	179	0.00	979	0.400	393	380	1.1	0.7	6.775	A

### 09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	439	110	254		969	0.453	441	224	1.4	0.9	7.532	A
2 - Botwell Lane (S)	344	86	121	0.00	872	0.394	345	574	1.0	0.7	7.532	A
3 - Botwell Common Rd	328	82	150	0.00	999	0.329	329	317	0.7	0.5	5.916	A

## 2029 Baseline+Dev, PM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	12.43	B

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2029 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00



1 - Botwell Lane (N)	193	48	164		1034	0.187	192	370	0.0	0.3	4.697	A
2 - Botwell Lane (S)	469	117	36	0.00	925	0.507	465	320	0.0	1.1	8.516	A
3 - Botwell Common Rd	268	67	268	0.00	919	0.292	266	233	0.0	0.4	6.047	A

### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	231	58	196		1011	0.229	231	444	0.3	0.3	5.076	A
2 - Botwell Lane (S)	560	140	43	0.00	921	0.608	558	384	1.1	1.7	10.838	B
3 - Botwell Common Rd	320	80	321	0.00	883	0.362	319	279	0.4	0.6	7.014	A

### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	283	71	240		979	0.289	282	542	0.3	0.4	5.681	A
2 - Botwell Lane (S)	686	171	53	0.00	915	0.750	680	470	1.7	3.1	16.476	C
3 - Botwell Common Rd	392	98	392	0.00	836	0.469	391	341	0.6	1.0	8.870	A

### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	283	71	241		978	0.289	283	546	0.4	0.4	5.692	A
2 - Botwell Lane (S)	686	171	53	0.00	915	0.750	686	471	3.1	3.2	17.189	C
3 - Botwell Common Rd	392	98	395	0.00	834	0.470	392	343	1.0	1.0	8.964	A

### 17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	231	58	198		1010	0.229	232	450	0.4	0.3	5.092	A
2 - Botwell Lane (S)	560	140	43	0.00	921	0.608	566	386	3.2	1.8	11.325	B
3 - Botwell Common Rd	320	80	326	0.00	880	0.364	321	283	1.0	0.6	7.102	A

### 18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
-----	-----------------------	-------------------------	---------------------------	----------------------------	-------------------	-----	---------------------	---------------------------------	-------------------	-----------------	-----------	-----

<b>1 - Botwell Lane (N)</b>	193	48	165		1033	0.18 7	194	375	0.3	0.3	4.72 0	A
<b>2 - Botwell Lane (S)</b>	469	117	36	0.00	925	0.50 7	471	323	1.8	1.2	8.77 4	A
<b>3 - Botwell Common Rd</b>	268	67	272	0.00	917	0.29 2	269	236	0.6	0.5	6.11 9	A

# Junctions 9

## ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []  
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**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution**

**Filename:** J2- Botwell Common Rd- Botwell Lane mini roundabout.j9

**Path:** C:\Users\Demetris Psyllides\Dropbox (Markides Associates)\Markides Associates Team Folder\Projects\16018.01 - Former Nestle Site, Hayes\Technical\Arcady\2024 Cumulative

**Report generation date:** 24/01/2017 09:50:07

- »2024 Baseline , AM
- »2024 Baseline , PM
- »2024 Baseline+Dev, AM
- »2024 Baseline+Dev, PM

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2024 Baseline								
1 - Botwell Lane (N)	2.6	15.26	0.71	C	0.4	5.61	0.28	A
2 - Botwell Lane (S)	1.5	11.41	0.59	B	3.0	16.37	0.74	C
3 - Botwell Common Rd	1.1	8.17	0.49	A	0.9	8.72	0.46	A
2024 Baseline+Dev								
1 - Botwell Lane (N)	2.6	15.26	0.71	C	0.4	5.61	0.28	A
2 - Botwell Lane (S)	1.5	11.41	0.59	B	3.0	16.37	0.74	C
3 - Botwell Common Rd	1.1	8.17	0.49	A	0.9	8.72	0.46	A

*There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.*

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

### File summary

#### File Description

Title	(untitled)
Location	
Site number	
Date	19/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	

Enumerator	DEMETRIS-PSYLLIDemetris Psyllides
Description	

## 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

## Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queuing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

## Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

## Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

# 2024 Baseline , AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	11.98	B

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Arms

### Arms

Arm	Name	Description
1	Botwell Lane (N)	
2	Botwell Lane (S)	
3	Botwell Common Rd	

### Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Botwell Lane (N)	4.50	4.50	5.20	1.0	17.40	17.00	0.0	
2 - Botwell Lane (S)	3.70	3.70	4.20	1.0	13.20	9.20	0.0	
3 - Botwell Common Rd	3.40	3.40	7.10	11.0	12.40	8.90	0.0	

### Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
2 - Botwell Lane (S)	1.00	20.00	✓	Distance	5.00	3.57	5.00	3.57
3 - Botwell Common Rd	2.00	20.00	✓	Distance	6.00	4.29	6.00	4.29

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Botwell Lane (N)	0.723	1153
2 - Botwell Lane (S)	0.625	948
3 - Botwell Common Rd	0.674	1100

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	573	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	448	100.000
3 - Botwell Common Rd		ONE HOUR	✓	428	100.000

### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

## Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	416	157
	2 - Botwell Lane (S)	194	0	254
	3 - Botwell Common Rd	97	331	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.71	15.26	2.6	C	526	789
2 - Botwell Lane (S)	0.59	11.41	1.5	B	411	617
3 - Botwell Common Rd	0.49	8.17	1.1	A	393	589

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	431	108	248		974	0.443	428	217	0.0	0.9	7.211	A
2 - Botwell Lane (S)	337	84	117	0.00	875	0.386	335	558	0.0	0.7	7.297	A
3 - Botwell Common Rd	322	81	145	0.00	1002	0.321	320	307	0.0	0.5	5.788	A

#### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	515	129	297		938	0.549	513	261	0.9	1.3	9.283	A
2 - Botwell Lane (S)	403	101	141	0.00	860	0.468	402	670	0.7	1.0	8.620	A



3 - Botwell Common Rd	385	96	174	0.00	983	0.392	384	368	0.5	0.7	6.606	A
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08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	631	158	363		890	0.709	626	319	1.3	2.5	14.717	B
2 - Botwell Lane (S)	493	123	172	0.00	841	0.587	491	818	1.0	1.5	11.252	B
3 - Botwell Common Rd	471	118	213	0.00	957	0.493	470	450	0.7	1.0	8.112	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	631	158	364		889	0.709	631	320	2.5	2.6	15.261	C
2 - Botwell Lane (S)	493	123	173	0.00	840	0.587	493	822	1.5	1.5	11.414	B
3 - Botwell Common Rd	471	118	214	0.00	956	0.493	471	452	1.0	1.1	8.167	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	515	129	299		937	0.550	520	263	2.6	1.4	9.610	A
2 - Botwell Lane (S)	403	101	142	0.00	859	0.469	405	676	1.5	1.0	8.769	A
3 - Botwell Common Rd	385	96	175	0.00	982	0.392	386	372	1.1	0.7	6.666	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	431	108	250		972	0.444	433	220	1.4	0.9	7.373	A
2 - Botwell Lane (S)	337	84	119	0.00	874	0.386	338	564	1.0	0.7	7.414	A
3 - Botwell Common Rd	322	81	147	0.00	1001	0.322	323	311	0.7	0.5	5.847	A

# 2024 Baseline , PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	11.94	B

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	251	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	613	100.000
3 - Botwell Common Rd		ONE HOUR	✓	349	100.000

### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	204	47
	2 - Botwell Lane (S)	353	0	260
	3 - Botwell Common Rd	135	214	0

## Vehicle Mix

## Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.28	5.61	0.4	A	230	345
2 - Botwell Lane (S)	0.74	16.37	3.0	C	562	844
3 - Botwell Common Rd	0.46	8.72	0.9	A	320	480

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	189	47	160		1037	0.182	188	364	0.0	0.2	4.659	A
2 - Botwell Lane (S)	461	115	35	0.00	926	0.498	457	313	0.0	1.1	8.376	A
3 - Botwell Common Rd	263	66	263	0.00	922	0.285	261	229	0.0	0.4	5.971	A

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	226	56	192		1014	0.223	225	437	0.2	0.3	5.020	A
2 - Botwell Lane (S)	551	138	42	0.00	921	0.598	549	375	1.1	1.6	10.569	B
3 - Botwell Common Rd	314	78	316	0.00	887	0.354	313	275	0.4	0.6	6.895	A

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	276	69	235		983	0.281	276	534	0.3	0.4	5.596	A
2 - Botwell Lane (S)	675	169	52	0.00	916	0.737	670	459	1.6	2.9	15.766	C

3 - Botwell Common Rd	384	96	386	0.00	840	0.457	383	336	0.6	0.9	8.642	A
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### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	276	69	236		982	0.281	276	537	0.4	0.4	5.607	A
2 - Botwell Lane (S)	675	169	52	0.00	916	0.737	675	460	2.9	3.0	16.373	C
3 - Botwell Common Rd	384	96	388	0.00	838	0.459	384	338	0.9	0.9	8.724	A

### 17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	226	56	193		1013	0.223	226	442	0.4	0.3	5.035	A
2 - Botwell Lane (S)	551	138	42	0.00	921	0.598	556	377	3.0	1.7	10.997	B
3 - Botwell Common Rd	314	78	320	0.00	884	0.355	315	278	0.9	0.6	6.976	A

### 18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	189	47	162		1036	0.182	189	369	0.3	0.2	4.677	A
2 - Botwell Lane (S)	461	115	35	0.00	926	0.499	464	315	1.7	1.1	8.614	A
3 - Botwell Common Rd	263	66	267	0.00	920	0.286	263	232	0.6	0.4	6.037	A

# 2024 Baseline+Dev, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	11.98	B

## Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	573	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	448	100.000
3 - Botwell Common Rd		ONE HOUR	✓	428	100.000

### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	416	157
	2 - Botwell Lane (S)	194	0	254
	3 - Botwell Common Rd	97	331	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.71	15.26	2.6	C	526	789
2 - Botwell Lane (S)	0.59	11.41	1.5	B	411	617
3 - Botwell Common Rd	0.49	8.17	1.1	A	393	589

## Main Results for each time segment

### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	431	108	248		974	0.443	428	217	0.0	0.9	7.211	A
2 - Botwell Lane (S)	337	84	117	0.00	875	0.386	335	558	0.0	0.7	7.297	A
3 - Botwell Common Rd	322	81	145	0.00	1002	0.321	320	307	0.0	0.5	5.788	A

### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	515	129	297		938	0.549	513	261	0.9	1.3	9.283	A
2 - Botwell Lane (S)	403	101	141	0.00	860	0.468	402	670	0.7	1.0	8.620	A
3 - Botwell Common Rd	385	96	174	0.00	983	0.392	384	368	0.5	0.7	6.606	A

### 08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	631	158	363		890	0.709	626	319	1.3	2.5	14.717	B
2 - Botwell Lane (S)	493	123	172	0.00	841	0.587	491	818	1.0	1.5	11.252	B
3 - Botwell Common Rd	471	118	213	0.00	957	0.493	470	450	0.7	1.0	8.112	A

### 08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	631	158	364		889	0.709	631	320	2.5	2.6	15.261	C
2 - Botwell Lane (S)	493	123	173	0.00	840	0.587	493	822	1.5	1.5	11.414	B
3 - Botwell Common Rd	471	118	214	0.00	956	0.493	471	452	1.0	1.1	8.167	A

### 08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	515	129	299		937	0.550	520	263	2.6	1.4	9.610	A
2 - Botwell Lane (S)	403	101	142	0.00	859	0.469	405	676	1.5	1.0	8.769	A
3 - Botwell Common Rd	385	96	175	0.00	982	0.392	386	372	1.1	0.7	6.666	A

### 09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	431	108	250		972	0.444	433	220	1.4	0.9	7.373	A
2 - Botwell Lane (S)	337	84	119	0.00	874	0.386	338	564	1.0	0.7	7.414	A
3 - Botwell Common Rd	322	81	147	0.00	1001	0.322	323	311	0.7	0.5	5.847	A

## 2024 Baseline+Dev, PM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	11.94	B

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00





1 - Botwell Lane (N)	189	47	160		1037	0.182	188	364	0.0	0.2	4.659	A
2 - Botwell Lane (S)	461	115	35	0.00	926	0.498	457	313	0.0	1.1	8.376	A
3 - Botwell Common Rd	263	66	263	0.00	922	0.285	261	229	0.0	0.4	5.971	A

### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	226	56	192		1014	0.223	225	437	0.2	0.3	5.020	A
2 - Botwell Lane (S)	551	138	42	0.00	921	0.598	549	375	1.1	1.6	10.569	B
3 - Botwell Common Rd	314	78	316	0.00	887	0.354	313	275	0.4	0.6	6.895	A

### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	276	69	235		983	0.281	276	534	0.3	0.4	5.596	A
2 - Botwell Lane (S)	675	169	52	0.00	916	0.737	670	459	1.6	2.9	15.766	C
3 - Botwell Common Rd	384	96	386	0.00	840	0.457	383	336	0.6	0.9	8.642	A

### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	276	69	236		982	0.281	276	537	0.4	0.4	5.607	A
2 - Botwell Lane (S)	675	169	52	0.00	916	0.737	675	460	2.9	3.0	16.373	C
3 - Botwell Common Rd	384	96	388	0.00	838	0.459	384	338	0.9	0.9	8.724	A

### 17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	226	56	193		1013	0.223	226	442	0.4	0.3	5.035	A
2 - Botwell Lane (S)	551	138	42	0.00	921	0.598	556	377	3.0	1.7	10.997	B
3 - Botwell Common Rd	314	78	320	0.00	884	0.355	315	278	0.9	0.6	6.976	A

### 18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
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<b>1 - Botwell Lane (N)</b>	189	47	162		1036	0.18 2	189	369	0.3	0.2	4.67 7	A
<b>2 - Botwell Lane (S)</b>	461	115	35	0.00	926	0.49 9	464	315	1.7	1.1	8.61 4	A
<b>3 - Botwell Common Rd</b>	263	66	267	0.00	920	0.28 6	263	232	0.6	0.4	6.03 7	A

# Junctions 9

## ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []  
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**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution**

**Filename:** J2- Botwell Common Rd- Botwell Lane mini roundabout.j9

**Path:** C:\Users\Demetris Psyllides\Dropbox (Markides Associates)\Markides Associates Team Folder\Projects\16018.01 - Former Nestle Site, Hayes\Technical\Arcady\2029 Cumulative

**Report generation date:** 24/01/2017 15:14:28

- »2029 Baseline , AM
- »2029 Baseline , PM
- »2029 Baseline+Dev, AM
- »2029 Baseline+Dev, PM

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2029 Baseline								
1 - Botwell Lane (N)	2.8	16.23	0.73	C	0.4	5.69	0.29	A
2 - Botwell Lane (S)	1.6	11.82	0.60	B	3.2	17.19	0.75	C
3 - Botwell Common Rd	1.1	8.37	0.50	A	1.0	8.96	0.47	A
2029 Baseline+Dev								
1 - Botwell Lane (N)	2.8	16.23	0.73	C	0.4	5.69	0.29	A
2 - Botwell Lane (S)	1.6	11.82	0.60	B	3.2	17.19	0.75	C
3 - Botwell Common Rd	1.1	8.37	0.50	A	1.0	8.96	0.47	A

*There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.*

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

### File summary

#### File Description

Title	(untitled)
Location	
Site number	
Date	19/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	

Enumerator	DEMETRIS-PSYLLIDemetris Psyllides
Description	

## 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

## Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

## Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D8	2029 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D9	2029 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2029 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

## Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

# 2029 Baseline , AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	12.54	B

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Arms

### Arms

Arm	Name	Description
1	Botwell Lane (N)	
2	Botwell Lane (S)	
3	Botwell Common Rd	

### Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Botwell Lane (N)	4.50	4.50	5.20	1.0	17.40	17.00	0.0	
2 - Botwell Lane (S)	3.70	3.70	4.20	1.0	13.20	9.20	0.0	
3 - Botwell Common Rd	3.40	3.40	7.10	11.0	12.40	8.90	0.0	

### Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
2 - Botwell Lane (S)	1.00	20.00	✓	Distance	5.00	3.57	5.00	3.57
3 - Botwell Common Rd	2.00	20.00	✓	Distance	6.00	4.29	6.00	4.29

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Botwell Lane (N)	0.723	1153
2 - Botwell Lane (S)	0.625	948
3 - Botwell Common Rd	0.674	1100

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	583	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	457	100.000
3 - Botwell Common Rd		ONE HOUR	✓	436	100.000

### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

## Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	423	160
	2 - Botwell Lane (S)	198	0	259
	3 - Botwell Common Rd	99	337	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.73	16.23	2.8	C	535	802
2 - Botwell Lane (S)	0.60	11.82	1.6	B	419	629
3 - Botwell Common Rd	0.50	8.37	1.1	A	400	600

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	439	110	252		971	0.452	435	222	0.0	0.9	7.351	A
2 - Botwell Lane (S)	344	86	119	0.00	873	0.394	341	568	0.0	0.7	7.407	A
3 - Botwell Common Rd	328	82	148	0.00	1000	0.328	326	313	0.0	0.5	5.874	A

#### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	524	131	302		934	0.561	522	266	0.9	1.4	9.565	A
2 - Botwell Lane (S)	411	103	143	0.00	858	0.479	410	681	0.7	1.0	8.805	A

3 - Botwell Common Rd	392	98	178	0.00	980	0.400	391	375	0.5	0.7	6.714	A
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### 08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	642	160	370		885	0.725	636	326	1.4	2.7	15.571	C
2 - Botwell Lane (S)	503	126	175	0.00	839	0.600	501	832	1.0	1.6	11.632	B
3 - Botwell Common Rd	480	120	217	0.00	954	0.503	479	458	0.7	1.1	8.308	A

### 08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	642	160	371		885	0.726	642	327	2.7	2.8	16.235	C
2 - Botwell Lane (S)	503	126	176	0.00	838	0.601	503	836	1.6	1.6	11.820	B
3 - Botwell Common Rd	480	120	218	0.00	953	0.504	480	461	1.1	1.1	8.371	A

### 08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	524	131	304		933	0.562	530	268	2.8	1.4	9.947	A
2 - Botwell Lane (S)	411	103	145	0.00	857	0.479	413	688	1.6	1.0	8.970	A
3 - Botwell Common Rd	392	98	179	0.00	979	0.400	393	380	1.1	0.7	6.775	A

### 09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	439	110	254		969	0.453	441	224	1.4	0.9	7.532	A
2 - Botwell Lane (S)	344	86	121	0.00	872	0.394	345	574	1.0	0.7	7.532	A
3 - Botwell Common Rd	328	82	150	0.00	999	0.329	329	317	0.7	0.5	5.916	A

# 2029 Baseline , PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
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## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	12.43	B

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	257	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	623	100.000
3 - Botwell Common Rd		ONE HOUR	✓	356	100.000

### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	209	48
	2 - Botwell Lane (S)	359	0	264
	3 - Botwell Common Rd	137	219	0

## Vehicle Mix



## Heavy Vehicle Percentages

From	To			
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
3 - Botwell Common Rd	10	10	10	

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.29	5.69	0.4	A	236	354
2 - Botwell Lane (S)	0.75	17.19	3.2	C	572	858
3 - Botwell Common Rd	0.47	8.96	1.0	A	327	490

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	193	48	164		1034	0.187	192	370	0.0	0.3	4.697	A
2 - Botwell Lane (S)	469	117	36	0.00	925	0.507	465	320	0.0	1.1	8.516	A
3 - Botwell Common Rd	268	67	268	0.00	919	0.292	266	233	0.0	0.4	6.047	A

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	231	58	196		1011	0.229	231	444	0.3	0.3	5.076	A
2 - Botwell Lane (S)	560	140	43	0.00	921	0.608	558	384	1.1	1.7	10.838	B
3 - Botwell Common Rd	320	80	321	0.00	883	0.362	319	279	0.4	0.6	7.014	A

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	283	71	240		979	0.289	282	542	0.3	0.4	5.681	A
2 - Botwell Lane (S)	686	171	53	0.00	915	0.750	680	470	1.7	3.1	16.476	C

3 - Botwell Common Rd	392	98	392	0.00	836	0.469	391	341	0.6	1.0	8.870	A
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### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	283	71	241		978	0.289	283	546	0.4	0.4	5.692	A
2 - Botwell Lane (S)	686	171	53	0.00	915	0.750	686	471	3.1	3.2	17.189	C
3 - Botwell Common Rd	392	98	395	0.00	834	0.470	392	343	1.0	1.0	8.964	A

### 17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	231	58	198		1010	0.229	232	450	0.4	0.3	5.092	A
2 - Botwell Lane (S)	560	140	43	0.00	921	0.608	566	386	3.2	1.8	11.325	B
3 - Botwell Common Rd	320	80	326	0.00	880	0.364	321	283	1.0	0.6	7.102	A

### 18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	193	48	165		1033	0.187	194	375	0.3	0.3	4.720	A
2 - Botwell Lane (S)	469	117	36	0.00	925	0.507	471	323	1.8	1.2	8.774	A
3 - Botwell Common Rd	268	67	272	0.00	917	0.292	269	236	0.6	0.5	6.119	A

# 2029 Baseline+Dev, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	12.54	B

## Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2029 Baseline+Dev	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Botwell Lane (N)		ONE HOUR	✓	583	100.000
2 - Botwell Lane (S)		ONE HOUR	✓	457	100.000
3 - Botwell Common Rd		ONE HOUR	✓	436	100.000

### Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Botwell Lane (N)		
2 - Botwell Lane (S)	Global	0.00
3 - Botwell Common Rd	Global	0.00

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	0	423	160
	2 - Botwell Lane (S)	198	0	259
	3 - Botwell Common Rd	99	337	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		1 - Botwell Lane (N)	2 - Botwell Lane (S)	3 - Botwell Common Rd
From	1 - Botwell Lane (N)	10	10	10
	2 - Botwell Lane (S)	10	10	10
	3 - Botwell Common Rd	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Botwell Lane (N)	0.73	16.23	2.8	C	535	802
2 - Botwell Lane (S)	0.60	11.82	1.6	B	419	629
3 - Botwell Common Rd	0.50	8.37	1.1	A	400	600

## Main Results for each time segment

### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	439	110	252		971	0.452	435	222	0.0	0.9	7.351	A
2 - Botwell Lane (S)	344	86	119	0.00	873	0.394	341	568	0.0	0.7	7.407	A
3 - Botwell Common Rd	328	82	148	0.00	1000	0.328	326	313	0.0	0.5	5.874	A

### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	524	131	302		934	0.561	522	266	0.9	1.4	9.565	A
2 - Botwell Lane (S)	411	103	143	0.00	858	0.479	410	681	0.7	1.0	8.805	A
3 - Botwell Common Rd	392	98	178	0.00	980	0.400	391	375	0.5	0.7	6.714	A

### 08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	642	160	370		885	0.725	636	326	1.4	2.7	15.571	C
2 - Botwell Lane (S)	503	126	175	0.00	839	0.600	501	832	1.0	1.6	11.632	B
3 - Botwell Common Rd	480	120	217	0.00	954	0.503	479	458	0.7	1.1	8.308	A

### 08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	642	160	371		885	0.726	642	327	2.7	2.8	16.235	C
2 - Botwell Lane (S)	503	126	176	0.00	838	0.601	503	836	1.6	1.6	11.820	B
3 - Botwell Common Rd	480	120	218	0.00	953	0.504	480	461	1.1	1.1	8.371	A

### 08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	524	131	304		933	0.562	530	268	2.8	1.4	9.947	A
2 - Botwell Lane (S)	411	103	145	0.00	857	0.479	413	688	1.6	1.0	8.970	A
3 - Botwell Common Rd	392	98	179	0.00	979	0.400	393	380	1.1	0.7	6.775	A

### 09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	439	110	254		969	0.453	441	224	1.4	0.9	7.532	A
2 - Botwell Lane (S)	344	86	121	0.00	872	0.394	345	574	1.0	0.7	7.532	A
3 - Botwell Common Rd	328	82	150	0.00	999	0.329	329	317	0.7	0.5	5.916	A

## 2029 Baseline+Dev, PM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	2 - Botwell Lane (S) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Pedestrian Crossing	3 - Botwell Common Rd - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1,2,3	12.43	B

### Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2029 Baseline+Dev	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00



1 - Botwell Lane (N)	193	48	164		1034	0.187	192	370	0.0	0.3	4.697	A
2 - Botwell Lane (S)	469	117	36	0.00	925	0.507	465	320	0.0	1.1	8.516	A
3 - Botwell Common Rd	268	67	268	0.00	919	0.292	266	233	0.0	0.4	6.047	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	231	58	196		1011	0.229	231	444	0.3	0.3	5.076	A
2 - Botwell Lane (S)	560	140	43	0.00	921	0.608	558	384	1.1	1.7	10.838	B
3 - Botwell Common Rd	320	80	321	0.00	883	0.362	319	279	0.4	0.6	7.014	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	283	71	240		979	0.289	282	542	0.3	0.4	5.681	A
2 - Botwell Lane (S)	686	171	53	0.00	915	0.750	680	470	1.7	3.1	16.476	C
3 - Botwell Common Rd	392	98	392	0.00	836	0.469	391	341	0.6	1.0	8.870	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	283	71	241		978	0.289	283	546	0.4	0.4	5.692	A
2 - Botwell Lane (S)	686	171	53	0.00	915	0.750	686	471	3.1	3.2	17.189	C
3 - Botwell Common Rd	392	98	395	0.00	834	0.470	392	343	1.0	1.0	8.964	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Botwell Lane (N)	231	58	198		1010	0.229	232	450	0.4	0.3	5.092	A
2 - Botwell Lane (S)	560	140	43	0.00	921	0.608	566	386	3.2	1.8	11.325	B
3 - Botwell Common Rd	320	80	326	0.00	880	0.364	321	283	1.0	0.6	7.102	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
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<b>1 - Botwell Lane (N)</b>	193	48	165		1033	0.18 7	194	375	0.3	0.3	4.72 0	A
<b>2 - Botwell Lane (S)</b>	469	117	36	0.00	925	0.50 7	471	323	1.8	1.2	8.77 4	A
<b>3 - Botwell Common Rd</b>	268	67	272	0.00	917	0.29 2	269	236	0.6	0.5	6.11 9	A