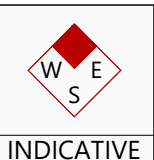
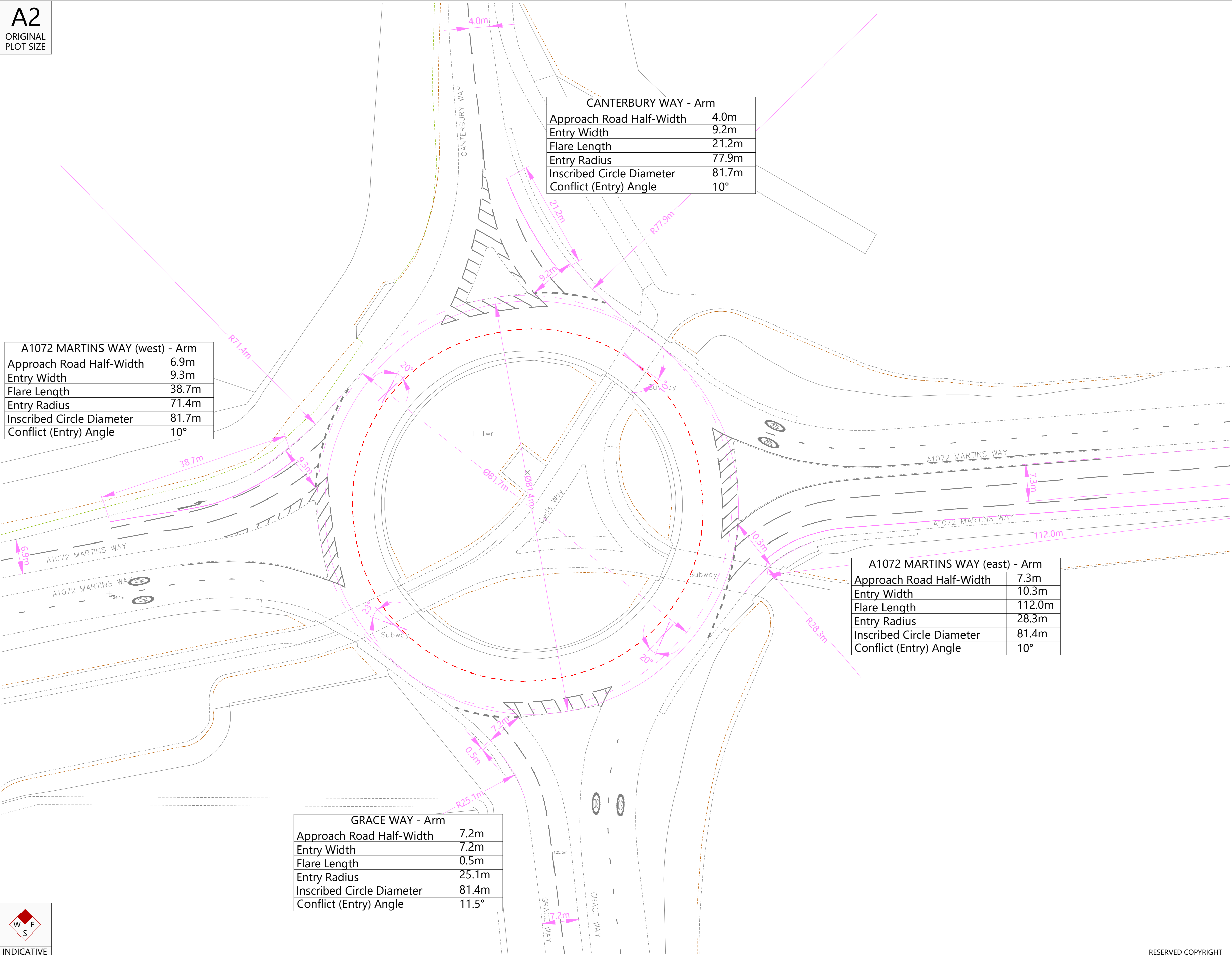


APPENDIX G



INDICATIVE

CANTERBURY WAY - Arm	
Approach Road Half-Width	4.0m
Entry Width	9.2m
Flare Length	21.2m
Entry Radius	77.9m
Inscribed Circle Diameter	81.7m
Conflict (Entry) Angle	10°

A1072 MARTINS WAY (west) - Arm	
Approach Road Half-Width	6.9m
Entry Width	9.3m
Flare Length	38.7m
Entry Radius	71.4m
Inscribed Circle Diameter	81.7m
Conflict (Entry) Angle	10°

A1072 MARTINS WAY (east) - Arm	
Approach Road Half-Width	7.3m
Entry Width	10.3m
Flare Length	112.0m
Entry Radius	28.3m
Inscribed Circle Diameter	81.4m
Conflict (Entry) Angle	10°

GRACE WAY - Arm	
Approach Road Half-Width	7.2m
Entry Width	7.2m
Flare Length	0.5m
Entry Radius	25.1m
Inscribed Circle Diameter	81.4m
Conflict (Entry) Angle	11.5°

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- NOTES:
- Indicative un-surveyed existing road markings.
 - Based on OS Mapping Data
 - Subject to confirmation of Highway Boundary.
 - Subject to topographical survey.

A	20.11.24	Minor amendment	JA	IB	IB
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Welwyn Garden City



No. 9 Journey Campus
Castle Park
Cambridge
CB3 0AX
01223 455 385
www.tpa.uk.com

CLIENT:
croudacehomes

PROJECT:
Roundwood,
Back Lane,
Stevenage

TITLE:
Modelling Parameters -
A1072 / Canterbury Way &
Grace Way Roundabout

STATUS:
FOR INFORMATION

SCALE: 1:500	DATE: 23.06.22	DRAWN: JA	CHECKED: TH	APPROVED: PK
JOB NO: 2105-037	DRAWING NO: MP01	REVISION: A		

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Junctions 11		
ARCADY 11 - Roundabout Module		
Version: 11.0.0.2177		
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Filename: Import of Canterbury Way rbt.j11

Path: Q:\21\05\037 - Roundwood, Weston Road, Stevenage\04 Calculations and Analysis\Highway Impact Analysis\Junctions 10\Junction 1 - Canterbury Way Rbt

Report generation date: 04/12/2024 20:32:34

»MP01 Geometry - 2022 | Surveyed | AM
 »MP01 Geometry - 2022 | Surveyed | PM
 »MP01 Geometry - 2026 | Base | AM
 »MP01 Geometry - 2026 | Base | PM
 »MP01 Geometry - 2026 | Base + Development | AM
 »MP01 Geometry - 2026 | Base + Development | PM
 »MP01 Geometry - 2026 | Total Forecast | AM
 »MP01 Geometry - 2026 | Total Forecast | PM
 »MP01 Geometry - 2031 | Base | AM
 »MP01 Geometry - 2031 | Base | PM
 »MP01 Geometry - 2031 | Base + Development | AM
 »MP01 Geometry - 2031 | Base + Development | PM
 »MP01 Geometry - 2031 | Total Forecast | AM
 »MP01 Geometry - 2031 | Total Forecast | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
MP01 Geometry - 2022 - Surveyed						
A - Canterbury Way	1.1	3.98	0.52	0.7	3.81	0.43
B - Martins Way (east)	0.7	2.41	0.41	0.5	1.95	0.32
C - Grace Way	0.2	2.63	0.19	0.4	2.95	0.27
D - Martins Way (west)	0.6	2.17	0.37	1.3	3.26	0.58
MP01 Geometry - 2026 - Base						
A - Canterbury Way	1.1	4.12	0.54	0.8	3.93	0.44
B - Martins Way (east)	0.7	2.48	0.42	0.5	1.99	0.33
C - Grace Way	0.2	2.67	0.20	0.4	3.02	0.28
D - Martins Way (west)	0.6	2.21	0.38	1.4	3.40	0.59
MP01 Geometry - 2026 - Base + Development						
A - Canterbury Way	1.4	4.57	0.58	0.9	4.17	0.47
B - Martins Way (east)	0.7	2.59	0.43	0.5	2.04	0.34
C - Grace Way	0.3	2.73	0.20	0.4	3.11	0.29
D - Martins Way (west)	0.6	2.24	0.38	1.5	3.57	0.61
MP01 Geometry - 2026 - Total Forecast						
A - Canterbury Way	4.3	10.16	0.82	1.1	4.65	0.53
B - Martins Way (east)	1.0	3.34	0.49	0.5	2.11	0.35
C - Grace Way	0.3	3.32	0.25	0.5	3.46	0.35
D - Martins Way (west)	0.8	2.53	0.45	2.2	4.51	0.69
MP01 Geometry - 2031 - Base						
A - Canterbury Way	1.3	4.43	0.56	0.9	4.18	0.46
B - Martins Way (east)	0.8	2.61	0.44	0.5	2.05	0.35
C - Grace Way	0.3	2.76	0.21	0.4	3.14	0.30
D - Martins Way (west)	0.6	2.28	0.39	1.6	3.66	0.62
MP01 Geometry - 2031 - Base + Development						
A - Canterbury Way	1.6	4.97	0.61	1.0	4.47	0.50
B - Martins Way (east)	0.8	2.74	0.45	0.5	2.11	0.35
C - Grace Way	0.3	2.82	0.22	0.4	3.24	0.31
D - Martins Way (west)	0.7	2.31	0.40	1.7	3.86	0.64
MP01 Geometry - 2031 - Total Forecast						
A - Canterbury Way	5.3	12.12	0.85	1.2	5.04	0.56
B - Martins Way (east)	1.1	3.58	0.52	0.6	2.19	0.36
C - Grace Way	0.4	3.45	0.26	0.6	3.63	0.37
D - Martins Way (west)	0.9	2.63	0.47	2.5	4.99	0.72

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	
Location	
Site number	
Date	23/06/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPA\panos.karavasilis
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	Veh	Veh	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:45	08:45	60	15	✓
D2	2022	Surveyed	PM	DIRECT	17:00	18:00	60	15	✓
D3	2026	Base	AM	DIRECT	07:45	08:45	60	15	✓
D4	2026	Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2026	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓
D6	2026	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓
D7	2026	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓
D8	2026	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓
D9	2031	Base	AM	DIRECT	07:45	08:45	60	15	✓
D10	2031	Base	PM	DIRECT	17:00	18:00	60	15	✓
D11	2031	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓
D12	2031	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓
D13	2031	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓
D14	2031	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1			1.0000

Growth factors are only active if a Demand Set references them in a Relationship.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	MP01 Geometry	✓	100.000	100.000

MP01 Geometry - 2022 | Surveyed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Martins Way (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Martins Way (west) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.81	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Canterbury Way		
B	Martins Way (east)		
C	Grace Way		
D	Martins Way (west)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - Canterbury Way	4.00	9.20	21.2	77.9	81.7	10.0		
B - Martins Way (east)	7.30	10.30	112.0	28.3	81.4	10.0		
C - Grace Way	7.20	7.20	0.0	25.1	81.4	11.5		
D - Martins Way (west)	6.90	9.30	38.7	71.4	81.7	10.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - Canterbury Way	0.582	579.061
B - Martins Way (east)	0.722	826.119
C - Grace Way	0.579	585.831
D - Martins Way (west)	0.678	744.912

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Canterbury Way		DIRECT	✓	100.000
B - Martins Way (east)		DIRECT	✓	100.000
C - Grace Way		DIRECT	✓	100.000
D - Martins Way (west)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00		To				
	From		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
		A - Canterbury Way	0.00	11.00	114.00	77.00
		B - Martins Way (east)	30.00	0.00	43.00	148.00
		C - Grace Way	34.00	9.00	0.00	22.00
		D - Martins Way (west)	62.00	121.00	25.00	0.00

Demand (Veh/TS)

08:00 - 08:15		To				
	From		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
		A - Canterbury Way	0.00	18.00	135.00	93.00
		B - Martins Way (east)	26.00	0.00	50.00	178.00
		C - Grace Way	34.00	12.00	0.00	9.00
		D - Martins Way (west)	58.00	133.00	23.00	0.00

Demand (Veh/TS)

08:15 - 08:30		To				
	From		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
		A - Canterbury Way	0.00	8.00	94.00	80.00
		B - Martins Way (east)	29.00	0.00	44.00	143.00
		C - Grace Way	43.00	21.00	0.00	9.00
		D - Martins Way (west)	63.00	136.00	40.00	0.00

Demand (Veh/TS)

08:30 - 08:45		To				
	From		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
		A - Canterbury Way	0.00	18.00	124.00	73.00
		B - Martins Way (east)	40.00	0.00	33.00	125.00
		C - Grace Way	29.00	36.00	0.00	19.00
		D - Martins Way (west)	61.00	123.00	44.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
	A - Canterbury Way	0	2	1	1
	B - Martins Way (east)	0	0	1	3
	C - Grace Way	4	1	0	2
	D - Martins Way (west)	3	4	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Canterbury Way	0.52	3.98	1.1	A	211.25	845.00
B - Martins Way (east)	0.41	2.41	0.7	A	222.25	889.00
C - Grace Way	0.19	2.63	0.2	A	69.25	277.00
D - Martins Way (west)	0.37	2.17	0.6	A	222.25	889.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	202.00	202.00	154.66	479.18	0.422	201.28	125.70	0.0	0.7	3.230	A
B - Martins Way (east)	221.00	221.00	215.26	652.74	0.339	220.49	140.67	0.0	0.5	2.079	A
C - Grace Way	65.00	65.00	254.31	422.42	0.154	64.82	181.44	0.0	0.2	2.515	A
D - Martins Way (west)	208.00	208.00	72.81	667.72	0.312	207.55	246.32	0.0	0.5	1.954	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	246.00	246.00	167.96	471.22	0.522	245.64	118.00	0.7	1.1	3.983	A
B - Martins Way (east)	254.00	254.00	250.69	626.85	0.405	253.83	162.92	0.5	0.7	2.411	A
C - Grace Way	55.00	55.00	296.73	397.05	0.139	55.02	207.78	0.2	0.2	2.631	A
D - Martins Way (west)	214.00	214.00	71.98	668.07	0.320	213.98	279.77	0.5	0.5	1.981	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	182.00	182.00	196.90	454.12	0.401	182.41	134.96	1.1	0.7	3.319	A
B - Martins Way (east)	216.00	216.00	214.31	653.21	0.331	216.18	164.99	0.7	0.5	2.061	A
C - Grace Way	73.00	73.00	252.26	423.18	0.173	72.95	178.23	0.2	0.2	2.569	A
D - Martins Way (west)	239.00	239.00	92.96	653.97	0.365	238.90	232.26	0.5	0.6	2.168	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	215.00	215.00	202.98	450.62	0.477	214.77	130.02	0.7	0.9	3.812	A
B - Martins Way (east)	198.00	198.00	240.80	634.98	0.312	198.04	176.94	0.5	0.5	2.059	A
C - Grace Way	84.00	84.00	238.00	434.49	0.193	83.97	200.84	0.2	0.2	2.567	A
D - Martins Way (west)	228.00	228.00	104.97	646.41	0.353	228.03	217.00	0.6	0.5	2.150	A

MP01 Geometry - 2022 | Surveyed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Martins Way (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Martins Way (west) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.01	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2022	Surveyed	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Canterbury Way		DIRECT	✓	100.000
B - Martins Way (east)		DIRECT	✓	100.000
C - Grace Way		DIRECT	✓	100.000
D - Martins Way (west)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15		To				
	From		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
		A - Canterbury Way	0.00	13.00	66.00	82.00
		B - Martins Way (east)	27.00	0.00	18.00	173.00
		C - Grace Way	58.00	38.00	0.00	14.00
		D - Martins Way (west)	113.00	175.00	45.00	0.00

Demand (Veh/TS)

17:15 - 17:30		To				
	From		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
		A - Canterbury Way	0.00	10.00	54.00	73.00
		B - Martins Way (east)	20.00	0.00	15.00	168.00
		C - Grace Way	70.00	34.00	0.00	11.00
		D - Martins Way (west)	133.00	202.00	39.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	14.00	77.00	84.00
	B - Martins Way (east)	32.00	0.00	14.00	163.00
	C - Grace Way	69.00	30.00	0.00	13.00
	D - Martins Way (west)	110.00	198.00	41.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	16.00	64.00	82.00
	B - Martins Way (east)	33.00	0.00	13.00	128.00
	C - Grace Way	61.00	35.00	0.00	24.00
	D - Martins Way (west)	116.00	177.00	56.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0	2	3	1
	B - Martins Way (east)	0	0	0	1
	C - Grace Way	1	2	0	0
	D - Martins Way (west)	1	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Canterbury Way	0.43	3.81	0.7	A	158.75	635.00
B - Martins Way (east)	0.32	1.95	0.5	A	201.00	804.00
C - Grace Way	0.27	2.95	0.4	A	114.25	457.00
D - Martins Way (west)	0.58	3.26	1.3	A	351.25	1405.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	161.00	161.00	257.19	418.10	0.385	160.38	197.40	0.0	0.6	3.483	A
B - Martins Way (east)	218.00	218.00	192.29	677.60	0.322	217.53	225.28	0.0	0.5	1.954	A
C - Grace Way	110.00	110.00	281.25	415.35	0.265	109.64	128.57	0.0	0.4	2.942	A
D - Martins Way (west)	333.00	333.00	122.63	650.55	0.512	331.96	268.26	0.0	1.0	2.815	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	137.00	137.00	274.84	408.03	0.336	137.11	222.86	0.6	0.5	3.322	A
B - Martins Way (east)	203.00	203.00	166.10	696.44	0.291	203.06	245.85	0.5	0.4	1.823	A
C - Grace Way	115.00	115.00	261.10	427.02	0.269	114.99	108.06	0.4	0.4	2.883	A
D - Martins Way (west)	374.00	374.00	124.00	649.76	0.576	373.70	252.09	1.0	1.3	3.257	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	175.00	175.00	269.06	411.03	0.426	174.77	211.07	0.5	0.7	3.806	A
B - Martins Way (east)	209.00	209.00	201.80	670.72	0.312	208.96	242.04	0.4	0.5	1.948	A
C - Grace Way	112.00	112.00	278.88	417.03	0.269	112.00	131.88	0.4	0.4	2.949	A
D - Martins Way (west)	349.00	349.00	130.98	644.96	0.541	349.16	259.90	1.3	1.2	3.043	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	162.00	162.00	268.02	411.86	0.393	162.08	210.02	0.7	0.7	3.606	A
B - Martins Way (east)	174.00	174.00	202.04	670.98	0.259	174.10	228.06	0.5	0.4	1.810	A
C - Grace Way	120.00	120.00	243.12	438.06	0.274	119.99	133.02	0.4	0.4	2.829	A
D - Martins Way (west)	349.00	349.00	129.03	646.19	0.540	349.01	234.08	1.2	1.2	3.027	A

MP01 Geometry - 2026 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Martins Way (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Martins Way (west) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	2.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.88	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2026	Base	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Canterbury Way		DIRECT	✓	100.000
B - Martins Way (east)		DIRECT	✓	100.000
C - Grace Way		DIRECT	✓	100.000
D - Martins Way (west)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00		To				
	From		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
		A - Canterbury Way	0.00	11.00	117.00	79.00
		B - Martins Way (east)	31.00	0.00	44.00	151.00
		C - Grace Way	35.00	9.00	0.00	22.00
		D - Martins Way (west)	64.00	124.00	26.00	0.00

Demand (Veh/TS)

08:00 - 08:15		To				
	From		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
		A - Canterbury Way	0.00	18.00	138.00	95.00
		B - Martins Way (east)	27.00	0.00	51.00	182.00
		C - Grace Way	35.00	12.00	0.00	9.00
		D - Martins Way (west)	59.00	136.00	24.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	8.00	96.00	82.00
	B - Martins Way (east)	30.00	0.00	45.00	146.00
	C - Grace Way	44.00	22.00	0.00	9.00
	D - Martins Way (west)	65.00	139.00	41.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	18.00	127.00	75.00
	B - Martins Way (east)	41.00	0.00	34.00	128.00
	C - Grace Way	30.00	37.00	0.00	19.00
	D - Martins Way (west)	63.00	126.00	45.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0	2	1	1
	B - Martins Way (east)	0	0	1	3
	C - Grace Way	4	1	0	2
	D - Martins Way (west)	3	4	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Canterbury Way	0.54	4.12	1.1	A	216.00	864.00
B - Martins Way (east)	0.42	2.48	0.7	A	227.50	910.00
C - Grace Way	0.20	2.67	0.2	A	70.75	283.00
D - Martins Way (west)	0.38	2.21	0.6	A	228.00	912.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	207.00	207.00	158.64	476.79	0.434	206.24	129.69	0.0	0.8	3.316	A
B - Martins Way (east)	226.00	226.00	221.22	648.48	0.349	225.47	143.66	0.0	0.5	2.124	A
C - Grace Way	66.00	66.00	260.28	418.91	0.158	65.81	186.41	0.0	0.2	2.547	A
D - Martins Way (west)	214.00	214.00	74.80	666.31	0.321	213.53	251.29	0.0	0.5	1.986	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	251.00	251.00	171.96	468.81	0.535	250.62	121.00	0.8	1.1	4.118	A
B - Martins Way (east)	260.00	260.00	256.67	622.56	0.418	259.82	165.92	0.5	0.7	2.479	A
C - Grace Way	56.00	56.00	303.71	392.96	0.143	56.02	212.77	0.2	0.2	2.670	A
D - Martins Way (west)	219.00	219.00	73.98	666.65	0.329	218.98	285.75	0.5	0.5	2.010	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	186.00	186.00	201.89	451.12	0.412	186.43	138.95	1.1	0.7	3.407	A
B - Martins Way (east)	221.00	221.00	219.34	649.60	0.340	221.20	168.99	0.7	0.5	2.101	A
C - Grace Way	75.00	75.00	258.28	419.76	0.179	74.95	182.25	0.2	0.2	2.610	A
D - Martins Way (west)	245.00	245.00	95.95	651.88	0.376	244.89	237.28	0.5	0.6	2.211	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	220.00	220.00	207.98	447.62	0.491	219.75	134.02	0.7	1.0	3.945	A
B - Martins Way (east)	203.00	203.00	246.79	630.66	0.322	203.04	180.94	0.5	0.5	2.106	A
C - Grace Way	86.00	86.00	244.00	430.99	0.200	85.97	205.83	0.2	0.2	2.608	A
D - Martins Way (west)	234.00	234.00	107.97	644.30	0.363	234.03	222.00	0.6	0.6	2.195	A

MP01 Geometry - 2026 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Martins Way (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Martins Way (west) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.11	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2026	Base	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Canterbury Way		DIRECT	✓	100.000
B - Martins Way (east)		DIRECT	✓	100.000
C - Grace Way		DIRECT	✓	100.000
D - Martins Way (west)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15		To				
	From		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
		A - Canterbury Way	0.00	13.00	68.00	84.00
		B - Martins Way (east)	28.00	0.00	18.00	177.00
		C - Grace Way	59.00	39.00	0.00	14.00
		D - Martins Way (west)	116.00	179.00	46.00	0.00

Demand (Veh/TS)

17:15 - 17:30		To				
	From		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
		A - Canterbury Way	0.00	10.00	55.00	75.00
		B - Martins Way (east)	21.00	0.00	15.00	172.00
		C - Grace Way	72.00	35.00	0.00	11.00
		D - Martins Way (west)	136.00	207.00	40.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	14.00	79.00	86.00
	B - Martins Way (east)	33.00	0.00	14.00	167.00
	C - Grace Way	71.00	31.00	0.00	13.00
	D - Martins Way (west)	113.00	202.00	42.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	16.00	65.00	84.00
	B - Martins Way (east)	34.00	0.00	13.00	131.00
	C - Grace Way	62.00	36.00	0.00	24.00
	D - Martins Way (west)	119.00	181.00	57.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0	2	3	1
	B - Martins Way (east)	0	0	0	1
	C - Grace Way	1	2	0	0
	D - Martins Way (west)	1	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Canterbury Way	0.44	3.93	0.8	A	162.25	649.00
B - Martins Way (east)	0.33	1.99	0.5	A	205.75	823.00
C - Grace Way	0.28	3.02	0.4	A	116.75	467.00
D - Martins Way (west)	0.59	3.40	1.4	A	359.50	1438.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	165.00	165.00	263.14	414.63	0.398	164.34	202.37	0.0	0.7	3.587	A
B - Martins Way (east)	223.00	223.00	197.25	673.98	0.331	222.51	230.24	0.0	0.5	1.992	A
C - Grace Way	112.00	112.00	288.21	411.30	0.272	111.63	131.54	0.0	0.4	2.999	A
D - Martins Way (west)	341.00	341.00	125.61	648.54	0.526	339.90	274.23	0.0	1.1	2.905	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	140.00	140.00	281.82	403.99	0.347	140.12	228.84	0.7	0.5	3.414	A
B - Martins Way (east)	208.00	208.00	170.11	693.53	0.300	208.06	251.83	0.5	0.4	1.853	A
C - Grace Way	118.00	118.00	268.10	422.96	0.279	117.99	110.07	0.4	0.4	2.950	A
D - Martins Way (west)	383.00	383.00	128.00	647.06	0.592	382.66	258.10	1.1	1.4	3.399	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	179.00	179.00	275.08	407.53	0.439	178.76	217.08	0.5	0.8	3.930	A
B - Martins Way (east)	214.00	214.00	206.78	667.08	0.321	213.96	247.05	0.4	0.5	1.986	A
C - Grace Way	115.00	115.00	285.87	412.96	0.278	115.00	134.87	0.4	0.4	3.019	A
D - Martins Way (west)	357.00	357.00	134.98	642.26	0.556	357.18	265.89	1.4	1.3	3.160	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	165.00	165.00	274.02	408.39	0.404	165.10	215.03	0.8	0.7	3.699	A
B - Martins Way (east)	178.00	178.00	206.05	668.05	0.266	178.11	233.06	0.5	0.4	1.836	A
C - Grace Way	122.00	122.00	249.13	434.55	0.281	122.00	135.03	0.4	0.4	2.878	A
D - Martins Way (west)	357.00	357.00	132.03	644.17	0.554	357.01	239.09	1.3	1.2	3.136	A

MP01 Geometry - 2026 | Base + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Martins Way (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Martins Way (west) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.09	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2026	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Canterbury Way		DIRECT	✓	100.000
B - Martins Way (east)		DIRECT	✓	100.000
C - Grace Way		DIRECT	✓	100.000
D - Martins Way (west)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	12.00	127.00	85.00
	B - Martins Way (east)	32.00	0.00	44.00	151.00
	C - Grace Way	37.00	9.00	0.00	22.00
	D - Martins Way (west)	67.00	124.00	26.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	20.00	150.00	103.00
	B - Martins Way (east)	28.00	0.00	51.00	182.00
	C - Grace Way	37.00	12.00	0.00	9.00
	D - Martins Way (west)	63.00	136.00	24.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	9.00	105.00	89.00
	B - Martins Way (east)	31.00	0.00	45.00	146.00
	C - Grace Way	46.00	22.00	0.00	9.00
	D - Martins Way (west)	68.00	139.00	41.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	20.00	138.00	81.00
	B - Martins Way (east)	43.00	0.00	34.00	128.00
	C - Grace Way	31.00	37.00	0.00	19.00
	D - Martins Way (west)	66.00	126.00	45.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0	2	1	1
	B - Martins Way (east)	0	0	1	3
	C - Grace Way	4	1	0	2
	D - Martins Way (west)	3	4	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Canterbury Way	0.58	4.57	1.4	A	234.75	939.00
B - Martins Way (east)	0.43	2.59	0.7	A	228.75	915.00
C - Grace Way	0.20	2.73	0.3	A	72.50	290.00
D - Martins Way (west)	0.38	2.24	0.6	A	231.25	925.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	224.00	224.00	158.64	476.81	0.470	223.12	135.67	0.0	0.9	3.536	A
B - Martins Way (east)	227.00	227.00	237.11	637.23	0.356	226.45	144.65	0.0	0.6	2.188	A
C - Grace Way	68.00	68.00	267.22	414.81	0.164	67.80	196.34	0.0	0.2	2.592	A
D - Martins Way (west)	217.00	217.00	77.79	664.50	0.327	216.52	257.24	0.0	0.5	2.007	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	273.00	273.00	171.96	468.83	0.582	272.50	128.00	0.9	1.4	4.572	A
B - Martins Way (east)	261.00	261.00	276.56	608.46	0.429	260.80	167.90	0.6	0.7	2.587	A
C - Grace Way	58.00	58.00	312.66	387.75	0.150	58.02	224.71	0.2	0.2	2.729	A
D - Martins Way (west)	223.00	223.00	76.98	664.84	0.335	222.98	293.69	0.5	0.5	2.036	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	203.00	203.00	201.89	451.15	0.450	203.55	144.96	1.4	0.8	3.642	A
B - Martins Way (east)	222.00	222.00	235.44	638.22	0.348	222.21	170.00	0.7	0.5	2.165	A
C - Grace Way	77.00	77.00	266.33	415.06	0.186	76.95	191.32	0.2	0.2	2.661	A
D - Martins Way (west)	248.00	248.00	98.95	650.08	0.381	247.89	244.33	0.5	0.6	2.237	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	239.00	239.00	207.98	447.65	0.534	238.69	140.02	0.8	1.1	4.301	A
B - Martins Way (east)	205.00	205.00	263.74	618.72	0.331	205.04	182.93	0.5	0.5	2.175	A
C - Grace Way	87.00	87.00	251.99	426.34	0.204	86.97	216.79	0.2	0.3	2.651	A
D - Martins Way (west)	237.00	237.00	110.97	642.55	0.369	237.03	227.99	0.6	0.6	2.220	A

MP01 Geometry - 2026 | Base + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Martins Way (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Martins Way (west) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.26	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2026	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Canterbury Way		DIRECT	✓	100.000
B - Martins Way (east)		DIRECT	✓	100.000
C - Grace Way		DIRECT	✓	100.000
D - Martins Way (west)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	14.00	73.00	90.00
	B - Martins Way (east)	30.00	0.00	18.00	177.00
	C - Grace Way	63.00	39.00	0.00	14.00
	D - Martins Way (west)	123.00	179.00	46.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	11.00	59.00	80.00
	B - Martins Way (east)	22.00	0.00	15.00	172.00
	C - Grace Way	76.00	35.00	0.00	11.00
	D - Martins Way (west)	145.00	207.00	40.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	15.00	85.00	92.00
	B - Martins Way (east)	35.00	0.00	14.00	167.00
	C - Grace Way	75.00	31.00	0.00	13.00
	D - Martins Way (west)	120.00	202.00	42.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	18.00	70.00	90.00
	B - Martins Way (east)	36.00	0.00	13.00	131.00
	C - Grace Way	66.00	36.00	0.00	24.00
	D - Martins Way (west)	127.00	181.00	57.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0	2	3	1
	B - Martins Way (east)	0	0	0	1
	C - Grace Way	1	2	0	0
	D - Martins Way (west)	1	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Canterbury Way	0.47	4.17	0.9	A	174.25	697.00
B - Martins Way (east)	0.34	2.04	0.5	A	207.50	830.00
C - Grace Way	0.29	3.11	0.4	A	120.75	483.00
D - Martins Way (west)	0.61	3.57	1.5	A	367.25	1468.99

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	177.00	177.00	263.11	414.65	0.427	176.26	215.30	0.0	0.7	3.765	A
B - Martins Way (east)	225.00	225.00	208.17	666.08	0.338	224.49	231.21	0.0	0.5	2.036	A
C - Grace Way	116.00	116.00	296.16	406.75	0.285	115.60	136.50	0.0	0.4	3.087	A
D - Martins Way (west)	348.00	348.00	131.58	644.59	0.540	346.83	280.18	0.0	1.2	3.012	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	150.00	150.00	281.80	403.99	0.371	150.15	242.82	0.7	0.6	3.549	A
B - Martins Way (east)	209.00	209.00	179.13	686.99	0.304	209.07	252.82	0.5	0.4	1.882	A
C - Grace Way	122.00	122.00	274.12	419.51	0.291	121.99	114.08	0.4	0.4	3.024	A
D - Martins Way (west)	392.00	392.00	133.00	643.76	0.609	391.62	263.11	1.2	1.5	3.565	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	192.00	192.00	275.09	407.52	0.471	191.71	230.09	0.6	0.9	4.165	A
B - Martins Way (east)	216.00	216.00	218.74	658.41	0.328	215.95	248.06	0.4	0.5	2.034	A
C - Grace Way	119.00	119.00	293.84	408.38	0.291	119.00	140.85	0.4	0.4	3.109	A
D - Martins Way (west)	364.00	364.00	140.97	638.29	0.570	364.21	271.87	1.5	1.3	3.285	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	178.00	178.00	274.02	408.38	0.436	178.10	229.02	0.9	0.8	3.911	A
B - Martins Way (east)	180.00	180.00	217.06	660.09	0.273	180.11	235.06	0.5	0.4	1.874	A
C - Grace Way	126.00	126.00	257.14	429.94	0.293	126.00	140.04	0.4	0.4	2.960	A
D - Martins Way (west)	365.00	365.00	138.03	640.20	0.570	365.01	245.10	1.3	1.3	3.269	A

MP01 Geometry - 2026 | Total Forecast | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Martins Way (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Martins Way (west) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.54	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2026	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Canterbury Way		DIRECT	✓	100.000
B - Martins Way (east)		DIRECT	✓	100.000
C - Grace Way		DIRECT	✓	100.000
D - Martins Way (west)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00	From	To			
			A - Canterbury Way	B - Martins Way (east)	C - Grace Way
		A - Canterbury Way	0.00	12.00	147.00
		B - Martins Way (east)	32.00	0.00	44.00
		C - Grace Way	49.00	9.00	0.00
		D - Martins Way (west)	108.00	124.00	26.00

Demand (Veh/TS)

08:00 - 08:15	From	To			
			A - Canterbury Way	B - Martins Way (east)	C - Grace Way
		A - Canterbury Way	0.00	20.00	174.00
		B - Martins Way (east)	28.00	0.00	51.00
		C - Grace Way	49.00	12.00	0.00
		D - Martins Way (west)	101.00	136.00	24.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	9.00	121.00	164.00
	B - Martins Way (east)	31.00	0.00	45.00	146.00
	C - Grace Way	62.00	22.00	0.00	9.00
	D - Martins Way (west)	109.00	139.00	41.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	20.00	160.00	150.00
	B - Martins Way (east)	43.00	0.00	34.00	128.00
	C - Grace Way	42.00	37.00	0.00	19.00
	D - Martins Way (west)	106.00	126.00	45.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0	2	1	1
	B - Martins Way (east)	0	0	1	3
	C - Grace Way	3	1	0	2
	D - Martins Way (west)	2	4	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Canterbury Way	0.82	10.16	4.3	B	331.50	1326.00
B - Martins Way (east)	0.49	3.34	1.0	A	228.75	915.00
C - Grace Way	0.25	3.32	0.3	A	85.25	341.00
D - Martins Way (west)	0.45	2.53	0.8	A	271.25	1085.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	317.00	317.00	158.60	476.89	0.665	315.05	188.48	0.0	1.9	5.498	A
B - Martins Way (east)	227.00	227.00	329.06	571.58	0.397	226.34	144.59	0.0	0.7	2.603	A
C - Grace Way	80.00	80.00	339.50	375.90	0.213	79.73	215.91	0.0	0.3	3.036	A
D - Martins Way (west)	258.00	258.00	89.71	661.22	0.390	257.36	329.52	0.0	0.6	2.222	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	385.00	385.00	171.96	468.91	0.821	382.63	177.99	1.9	4.3	10.157	B
B - Martins Way (east)	261.00	261.00	386.78	529.85	0.493	260.69	167.80	0.7	1.0	3.341	A
C - Grace Way	70.00	70.00	399.58	340.80	0.205	70.01	247.89	0.3	0.3	3.322	A
D - Martins Way (west)	261.00	261.00	88.96	661.21	0.395	260.99	380.63	0.6	0.6	2.248	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	294.00	294.00	201.86	451.23	0.652	296.42	201.92	4.3	1.9	5.903	A
B - Martins Way (east)	222.00	222.00	328.20	571.99	0.388	222.33	170.08	1.0	0.6	2.577	A
C - Grace Way	93.00	93.00	342.35	374.24	0.249	92.93	208.17	0.3	0.3	3.199	A
D - Martins Way (west)	289.00	289.00	114.94	643.64	0.449	288.84	320.34	0.6	0.8	2.535	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	330.00	330.00	207.98	447.73	0.737	329.18	191.05	1.9	2.7	7.536	A
B - Martins Way (east)	205.00	205.00	354.28	553.99	0.370	205.05	182.89	0.6	0.6	2.581	A
C - Grace Way	98.00	98.00	320.84	388.25	0.252	97.99	238.49	0.3	0.3	3.100	A
D - Martins Way (west)	277.00	277.00	121.99	639.36	0.433	277.04	296.84	0.8	0.8	2.483	A

MP01 Geometry - 2026 | Total Forecast | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Martins Way (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Martins Way (west) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.86	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2026	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Canterbury Way		DIRECT	✓	100.000
B - Martins Way (east)		DIRECT	✓	100.000
C - Grace Way		DIRECT	✓	100.000
D - Martins Way (west)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15		To				
	From		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
		A - Canterbury Way	0.00	14.00	77.00	107.00
		B - Martins Way (east)	30.00	0.00	18.00	177.00
		C - Grace Way	79.00	39.00	0.00	14.00
		D - Martins Way (west)	158.00	179.00	46.00	0.00

Demand (Veh/TS)

17:15 - 17:30		To				
	From		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
		A - Canterbury Way	0.00	11.00	63.00	96.00
		B - Martins Way (east)	22.00	0.00	15.00	172.00
		C - Grace Way	95.00	35.00	0.00	11.00
		D - Martins Way (west)	186.00	207.00	40.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	15.00	90.00	110.00
	B - Martins Way (east)	35.00	0.00	14.00	167.00
	C - Grace Way	94.00	31.00	0.00	13.00
	D - Martins Way (west)	154.00	202.00	42.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	18.00	75.00	107.00
	B - Martins Way (east)	36.00	0.00	13.00	131.00
	C - Grace Way	83.00	36.00	0.00	24.00
	D - Martins Way (west)	162.00	181.00	57.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0	2	3	1
	B - Martins Way (east)	0	0	0	1
	C - Grace Way	1	2	0	0
	D - Martins Way (west)	1	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Canterbury Way	0.53	4.65	1.1	A	195.75	783.00
B - Martins Way (east)	0.35	2.11	0.5	A	207.50	830.00
C - Grace Way	0.35	3.46	0.5	A	138.50	554.00
D - Martins Way (west)	0.69	4.51	2.2	A	403.50	1614.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	198.00	198.00	262.97	414.93	0.477	197.10	266.01	0.0	0.9	4.116	A
B - Martins Way (east)	225.00	225.00	228.98	650.97	0.346	224.47	231.08	0.0	0.5	2.107	A
C - Grace Way	132.00	132.00	313.03	397.08	0.332	131.51	140.42	0.0	0.5	3.383	A
D - Martins Way (west)	383.00	383.00	147.49	634.13	0.604	381.49	297.05	0.0	1.5	3.540	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	170.00	170.00	281.68	404.25	0.421	170.17	302.67	0.9	0.7	3.847	A
B - Martins Way (east)	209.00	209.00	199.14	672.47	0.311	209.07	252.71	0.5	0.5	1.942	A
C - Grace Way	141.00	141.00	290.14	410.34	0.344	140.97	118.07	0.5	0.5	3.340	A
D - Martins Way (west)	433.00	433.00	151.99	631.21	0.686	432.36	279.13	1.5	2.2	4.511	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	215.00	215.00	275.15	407.68	0.527	214.63	283.20	0.7	1.1	4.654	A
B - Martins Way (east)	216.00	216.00	241.67	641.75	0.337	215.95	248.11	0.5	0.5	2.113	A
C - Grace Way	138.00	138.00	311.79	398.07	0.347	137.99	145.82	0.5	0.5	3.459	A
D - Martins Way (west)	398.00	398.00	159.97	625.73	0.636	398.38	289.82	2.2	1.8	3.965	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	200.00	200.00	274.03	408.54	0.490	200.14	281.03	1.1	1.0	4.323	A
B - Martins Way (east)	180.00	180.00	239.08	644.08	0.279	180.12	235.08	0.5	0.4	1.941	A
C - Grace Way	143.00	143.00	274.16	420.11	0.340	143.01	145.04	0.5	0.5	3.249	A
D - Martins Way (west)	400.00	400.00	155.05	628.99	0.636	400.01	262.12	1.8	1.8	3.932	A

MP01 Geometry - 2031 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Martins Way (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Martins Way (west) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.05	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2031	Base	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Canterbury Way		DIRECT	✓	100.000
B - Martins Way (east)		DIRECT	✓	100.000
C - Grace Way		DIRECT	✓	100.000
D - Martins Way (west)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00	From	To			
			A - Canterbury Way	B - Martins Way (east)	C - Grace Way
		A - Canterbury Way	0.00	12.00	122.00
		B - Martins Way (east)	32.00	0.00	46.00
		C - Grace Way	36.00	10.00	0.00
		D - Martins Way (west)	66.00	129.00	27.00

Demand (Veh/TS)

08:00 - 08:15	From	To			
			A - Canterbury Way	B - Martins Way (east)	C - Grace Way
		A - Canterbury Way	0.00	19.00	144.00
		B - Martins Way (east)	28.00	0.00	53.00
		C - Grace Way	36.00	13.00	0.00
		D - Martins Way (west)	62.00	142.00	25.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	9.00	100.00	85.00
	B - Martins Way (east)	31.00	0.00	47.00	152.00
	C - Grace Way	46.00	22.00	0.00	10.00
	D - Martins Way (west)	67.00	145.00	43.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	19.00	132.00	78.00
	B - Martins Way (east)	43.00	0.00	35.00	133.00
	C - Grace Way	31.00	38.00	0.00	20.00
	D - Martins Way (west)	65.00	131.00	47.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0	2	1	1
	B - Martins Way (east)	0	0	1	3
	C - Grace Way	4	1	0	2
	D - Martins Way (west)	3	4	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Canterbury Way	0.56	4.43	1.3	A	225.25	901.00
B - Martins Way (east)	0.44	2.61	0.8	A	237.00	948.00
C - Grace Way	0.21	2.76	0.3	A	73.75	295.00
D - Martins Way (west)	0.39	2.28	0.6	A	237.25	949.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	216.00	216.00	165.62	472.66	0.457	215.16	133.67	0.0	0.8	3.483	A
B - Martins Way (east)	236.00	236.00	230.15	642.11	0.368	235.42	150.63	0.0	0.6	2.210	A
C - Grace Way	69.00	69.00	271.22	412.71	0.167	68.80	194.35	0.0	0.2	2.615	A
D - Martins Way (west)	222.00	222.00	77.79	664.55	0.334	221.50	262.23	0.0	0.5	2.030	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	262.00	262.00	179.96	464.08	0.565	261.55	126.00	0.8	1.3	4.434	A
B - Martins Way (east)	271.00	271.00	267.60	614.77	0.441	270.79	173.91	0.6	0.8	2.615	A
C - Grace Way	59.00	59.00	316.67	385.67	0.153	59.02	221.73	0.2	0.2	2.756	A
D - Martins Way (west)	229.00	229.00	76.98	664.88	0.344	228.98	298.71	0.5	0.5	2.064	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	194.00	194.00	209.88	446.39	0.435	194.51	143.95	1.3	0.8	3.582	A
B - Martins Way (east)	230.00	230.00	228.40	643.17	0.358	230.23	175.99	0.8	0.6	2.182	A
C - Grace Way	78.00	78.00	268.33	413.93	0.188	77.95	190.29	0.2	0.2	2.678	A
D - Martins Way (west)	255.00	255.00	98.95	650.15	0.392	254.88	247.33	0.5	0.6	2.277	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	229.00	229.00	215.98	442.92	0.517	228.71	139.02	0.8	1.1	4.197	A
B - Martins Way (east)	211.00	211.00	256.76	623.60	0.338	211.05	187.94	0.6	0.5	2.181	A
C - Grace Way	89.00	89.00	253.99	425.22	0.209	88.97	213.81	0.2	0.3	2.676	A
D - Martins Way (west)	243.00	243.00	111.97	641.99	0.379	243.03	230.99	0.6	0.6	2.255	A

MP01 Geometry - 2031 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Martins Way (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Martins Way (west) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.30	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2031	Base	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Canterbury Way		DIRECT	✓	100.000
B - Martins Way (east)		DIRECT	✓	100.000
C - Grace Way		DIRECT	✓	100.000
D - Martins Way (west)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15		To				
	From		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
		A - Canterbury Way	0.00	14.00	70.00	87.00
		B - Martins Way (east)	29.00	0.00	19.00	184.00
		C - Grace Way	62.00	40.00	0.00	15.00
		D - Martins Way (west)	120.00	186.00	48.00	0.00

Demand (Veh/TS)

17:15 - 17:30		To				
	From		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
		A - Canterbury Way	0.00	11.00	58.00	78.00
		B - Martins Way (east)	21.00	0.00	16.00	179.00
		C - Grace Way	75.00	36.00	0.00	12.00
		D - Martins Way (west)	142.00	215.00	42.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	15.00	82.00	89.00
	B - Martins Way (east)	34.00	0.00	15.00	174.00
	C - Grace Way	74.00	32.00	0.00	14.00
	D - Martins Way (west)	117.00	211.00	44.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	17.00	68.00	87.00
	B - Martins Way (east)	35.00	0.00	14.00	136.00
	C - Grace Way	65.00	37.00	0.00	26.00
	D - Martins Way (west)	124.00	189.00	60.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0	2	3	1
	B - Martins Way (east)	0	0	0	1
	C - Grace Way	1	2	0	0
	D - Martins Way (west)	1	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Canterbury Way	0.46	4.18	0.9	A	169.00	676.00
B - Martins Way (east)	0.35	2.05	0.5	A	214.00	856.00
C - Grace Way	0.30	3.14	0.4	A	122.00	488.00
D - Martins Way (west)	0.62	3.66	1.6	A	374.50	1498.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	171.00	171.00	273.06	408.88	0.418	170.29	210.31	0.0	0.7	3.761	A
B - Martins Way (east)	232.00	232.00	204.18	668.93	0.347	231.47	239.17	0.0	0.5	2.054	A
C - Grace Way	117.00	117.00	299.15	405.02	0.289	116.60	136.50	0.0	0.4	3.116	A
D - Martins Way (west)	354.00	354.00	130.58	645.18	0.549	352.79	285.17	0.0	1.2	3.066	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	147.00	147.00	292.78	397.60	0.370	147.12	237.82	0.7	0.6	3.596	A
B - Martins Way (east)	216.00	216.00	178.10	687.68	0.314	216.07	261.80	0.5	0.5	1.907	A
C - Grace Way	123.00	123.00	278.11	417.20	0.295	122.99	116.06	0.4	0.4	3.058	A
D - Martins Way (west)	399.00	399.00	132.00	644.35	0.619	398.60	269.10	1.2	1.6	3.655	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	186.00	186.00	287.08	400.56	0.464	185.73	225.09	0.6	0.9	4.184	A
B - Martins Way (east)	223.00	223.00	214.76	661.25	0.337	222.95	258.06	0.5	0.5	2.053	A
C - Grace Way	120.00	120.00	296.85	406.64	0.295	120.00	140.86	0.4	0.4	3.139	A
D - Martins Way (west)	372.00	372.00	139.97	638.88	0.582	372.20	276.88	1.6	1.4	3.379	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	172.00	172.00	286.02	401.40	0.429	172.10	224.02	0.9	0.8	3.926	A
B - Martins Way (east)	185.00	185.00	215.05	661.48	0.280	185.12	243.07	0.5	0.4	1.891	A
C - Grace Way	128.00	128.00	258.14	429.40	0.298	127.99	142.03	0.4	0.4	2.985	A
D - Martins Way (west)	373.00	373.00	137.03	640.79	0.582	373.01	249.10	1.4	1.4	3.360	A

MP01 Geometry - 2031 | Base + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Martins Way (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Martins Way (west) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.29	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2031	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Canterbury Way		DIRECT	✓	100.000
B - Martins Way (east)		DIRECT	✓	100.000
C - Grace Way		DIRECT	✓	100.000
D - Martins Way (west)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	13.00	132.00	89.00
	B - Martins Way (east)	34.00	0.00	46.00	158.00
	C - Grace Way	38.00	10.00	0.00	23.00
	D - Martins Way (west)	70.00	129.00	27.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	21.00	156.00	107.00
	B - Martins Way (east)	29.00	0.00	53.00	190.00
	C - Grace Way	38.00	13.00	0.00	10.00
	D - Martins Way (west)	65.00	142.00	25.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	9.00	109.00	92.00
	B - Martins Way (east)	32.00	0.00	47.00	152.00
	C - Grace Way	48.00	22.00	0.00	10.00
	D - Martins Way (west)	71.00	145.00	43.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	21.00	143.00	84.00
	B - Martins Way (east)	45.00	0.00	35.00	133.00
	C - Grace Way	33.00	38.00	0.00	20.00
	D - Martins Way (west)	69.00	131.00	47.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0	2	1	1
	B - Martins Way (east)	0	0	1	3
	C - Grace Way	4	1	0	2
	D - Martins Way (west)	3	4	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Canterbury Way	0.61	4.97	1.6	A	244.00	976.00
B - Martins Way (east)	0.45	2.74	0.8	A	238.50	954.00
C - Grace Way	0.22	2.82	0.3	A	75.75	303.00
D - Martins Way (west)	0.40	2.31	0.7	A	241.00	964.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	234.00	234.00	165.61	472.64	0.495	233.03	141.64	0.0	1.0	3.740	A
B - Martins Way (east)	238.00	238.00	247.02	630.16	0.378	237.40	151.62	0.0	0.6	2.289	A
C - Grace Way	71.00	71.00	280.14	407.49	0.174	70.79	204.27	0.0	0.2	2.672	A
D - Martins Way (west)	226.00	226.00	81.77	661.87	0.341	225.48	269.16	0.0	0.5	2.059	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	284.00	284.00	179.96	464.06	0.612	283.42	132.00	1.0	1.6	4.966	A
B - Martins Way (east)	272.00	272.00	287.48	600.62	0.453	271.78	175.89	0.6	0.8	2.736	A
C - Grace Way	61.00	61.00	325.61	380.46	0.160	61.02	233.66	0.2	0.2	2.819	A
D - Martins Way (west)	232.00	232.00	79.98	662.83	0.350	231.98	306.65	0.5	0.5	2.088	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	210.00	210.00	209.88	446.37	0.470	210.66	150.95	1.6	0.9	3.830	A
B - Martins Way (east)	231.00	231.00	244.53	631.67	0.366	231.24	176.01	0.8	0.6	2.250	A
C - Grace Way	80.00	80.00	276.40	409.23	0.195	79.95	199.38	0.2	0.2	2.733	A
D - Martins Way (west)	259.00	259.00	101.96	648.07	0.400	258.87	254.39	0.5	0.7	2.312	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	248.00	248.00	215.98	442.88	0.560	247.64	147.02	0.9	1.3	4.601	A
B - Martins Way (east)	213.00	213.00	273.70	611.56	0.348	213.04	189.92	0.6	0.5	2.258	A
C - Grace Way	91.00	91.00	261.98	420.50	0.216	90.97	224.76	0.2	0.3	2.730	A
D - Martins Way (west)	247.00	247.00	115.96	639.24	0.386	247.03	236.98	0.7	0.6	2.296	A

MP01 Geometry - 2031 | Base + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Martins Way (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Martins Way (west) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.48	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	2031	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Canterbury Way		DIRECT	✓	100.000
B - Martins Way (east)		DIRECT	✓	100.000
C - Grace Way		DIRECT	✓	100.000
D - Martins Way (west)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15		To				
	From		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
		A - Canterbury Way	0.00	15.00	75.00	93.00
		B - Martins Way (east)	31.00	0.00	19.00	184.00
		C - Grace Way	66.00	40.00	0.00	15.00
		D - Martins Way (west)	128.00	186.00	48.00	0.00

Demand (Veh/TS)

17:15 - 17:30		To				
	From		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
		A - Canterbury Way	0.00	11.00	62.00	83.00
		B - Martins Way (east)	23.00	0.00	16.00	179.00
		C - Grace Way	79.00	36.00	0.00	12.00
		D - Martins Way (west)	151.00	215.00	42.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	16.00	88.00	96.00
	B - Martins Way (east)	36.00	0.00	15.00	174.00
	C - Grace Way	78.00	32.00	0.00	14.00
	D - Martins Way (west)	125.00	211.00	44.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	18.00	73.00	93.00
	B - Martins Way (east)	37.00	0.00	14.00	136.00
	C - Grace Way	69.00	37.00	0.00	26.00
	D - Martins Way (west)	131.00	189.00	60.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0	2	3	1
	B - Martins Way (east)	0	0	0	1
	C - Grace Way	1	2	0	0
	D - Martins Way (west)	1	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Canterbury Way	0.50	4.47	1.0	A	180.75	723.00
B - Martins Way (east)	0.35	2.11	0.5	A	216.00	864.00
C - Grace Way	0.31	3.24	0.4	A	126.00	504.00
D - Martins Way (west)	0.64	3.86	1.7	A	382.50	1529.99

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	183.00	183.00	273.03	408.90	0.448	182.20	224.24	0.0	0.8	3.957	A
B - Martins Way (east)	234.00	234.00	215.09	661.03	0.354	233.45	240.13	0.0	0.5	2.102	A
C - Grace Way	121.00	121.00	307.09	400.46	0.302	120.57	141.46	0.0	0.4	3.212	A
D - Martins Way (west)	362.00	362.00	136.55	641.23	0.565	360.71	291.11	0.0	1.3	3.194	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	156.00	156.00	292.76	397.60	0.392	156.15	252.79	0.8	0.6	3.731	A
B - Martins Way (east)	218.00	218.00	187.13	681.17	0.320	218.07	261.78	0.5	0.5	1.945	A
C - Grace Way	127.00	127.00	285.13	413.18	0.307	126.99	120.07	0.4	0.4	3.144	A
D - Martins Way (west)	408.00	408.00	138.00	640.38	0.637	407.55	274.12	1.3	1.7	3.857	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	200.00	200.00	287.09	400.56	0.499	199.66	239.11	0.6	1.0	4.472	A
B - Martins Way (east)	225.00	225.00	227.70	651.87	0.345	224.95	259.06	0.5	0.5	2.108	A
C - Grace Way	124.00	124.00	305.82	401.48	0.309	124.00	146.83	0.4	0.4	3.242	A
D - Martins Way (west)	380.00	380.00	145.97	634.91	0.599	380.23	283.84	1.7	1.5	3.536	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	184.00	184.00	286.02	401.39	0.458	184.13	237.03	1.0	0.9	4.144	A
B - Martins Way (east)	187.00	187.00	226.08	653.50	0.286	187.12	244.08	0.5	0.4	1.930	A
C - Grace Way	132.00	132.00	266.16	424.77	0.311	132.00	147.04	0.4	0.4	3.073	A
D - Martins Way (west)	380.00	380.00	143.04	636.80	0.597	380.01	255.12	1.5	1.5	3.507	A

MP01 Geometry - 2031 | Total Forecast | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Martins Way (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Martins Way (west) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	6.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.32	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	2031	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Canterbury Way		DIRECT	✓	100.000
B - Martins Way (east)		DIRECT	✓	100.000
C - Grace Way		DIRECT	✓	100.000
D - Martins Way (west)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00		To				
	From		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
		A - Canterbury Way	0.00	13.00	152.00	161.00
		B - Martins Way (east)	34.00	0.00	46.00	158.00
		C - Grace Way	50.00	10.00	0.00	23.00
		D - Martins Way (west)	110.00	129.00	27.00	0.00

Demand (Veh/TS)

08:00 - 08:15		To				
	From		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
		A - Canterbury Way	0.00	21.00	180.00	195.00
		B - Martins Way (east)	29.00	0.00	53.00	190.00
		C - Grace Way	50.00	13.00	0.00	10.00
		D - Martins Way (west)	103.00	142.00	25.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	9.00	125.00	167.00
	B - Martins Way (east)	32.00	0.00	47.00	152.00
	C - Grace Way	64.00	22.00	0.00	10.00
	D - Martins Way (west)	112.00	145.00	43.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	21.00	165.00	153.00
	B - Martins Way (east)	45.00	0.00	35.00	133.00
	C - Grace Way	43.00	38.00	0.00	20.00
	D - Martins Way (west)	109.00	131.00	47.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0	2	1	1
	B - Martins Way (east)	0	0	1	3
	C - Grace Way	3	1	0	2
	D - Martins Way (west)	2	4	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Canterbury Way	0.85	12.12	5.3	B	340.50	1362.01
B - Martins Way (east)	0.52	3.58	1.1	A	238.50	954.00
C - Grace Way	0.26	3.45	0.4	A	88.25	353.00
D - Martins Way (west)	0.47	2.63	0.9	A	280.75	1123.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	326.00	326.00	165.57	472.73	0.690	323.82	193.44	0.0	2.2	5.960	A
B - Martins Way (east)	238.00	238.00	337.84	565.32	0.421	237.28	151.55	0.0	0.7	2.738	A
C - Grace Way	83.00	83.00	351.34	369.11	0.225	82.71	223.78	0.0	0.3	3.140	A
D - Martins Way (west)	266.00	266.00	93.69	658.50	0.404	265.32	340.37	0.0	0.7	2.285	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	396.00	396.00	179.95	464.14	0.853	392.84	181.99	2.2	5.3	12.116	B
B - Martins Way (east)	272.00	272.00	397.05	522.49	0.521	271.65	175.75	0.7	1.1	3.583	A
C - Grace Way	73.00	73.00	412.17	333.59	0.219	73.01	256.52	0.3	0.3	3.453	A
D - Martins Way (west)	270.00	270.00	91.95	659.13	0.410	269.98	393.22	0.7	0.7	2.312	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	301.00	301.00	209.85	446.44	0.674	304.22	207.92	5.3	2.1	6.464	A
B - Martins Way (east)	231.00	231.00	337.94	564.97	0.409	231.38	176.13	1.1	0.7	2.702	A
C - Grace Way	96.00	96.00	352.77	368.20	0.261	95.93	216.55	0.3	0.4	3.305	A
D - Martins Way (west)	300.00	300.00	117.95	641.57	0.468	299.82	330.75	0.7	0.9	2.632	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	339.00	339.00	215.98	442.95	0.765	337.97	197.06	2.1	3.1	8.485	A
B - Martins Way (east)	213.00	213.00	364.09	546.93	0.389	213.05	189.86	0.7	0.6	2.695	A
C - Grace Way	101.00	101.00	330.77	382.50	0.264	100.99	246.37	0.4	0.4	3.196	A
D - Martins Way (west)	287.00	287.00	125.99	636.66	0.451	287.05	305.78	0.9	0.8	2.574	A

MP01 Geometry - 2031 | Total Forecast | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Martins Way (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Martins Way (west) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.19	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	2031	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Canterbury Way		DIRECT	✓	100.000
B - Martins Way (east)		DIRECT	✓	100.000
C - Grace Way		DIRECT	✓	100.000
D - Martins Way (west)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15		To				
	From		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
		A - Canterbury Way	0.00	15.00	80.00	111.00
		B - Martins Way (east)	31.00	0.00	19.00	184.00
		C - Grace Way	81.00	40.00	0.00	15.00
		D - Martins Way (west)	163.00	186.00	48.00	0.00

Demand (Veh/TS)

17:15 - 17:30		To				
	From		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
		A - Canterbury Way	0.00	11.00	65.00	99.00
		B - Martins Way (east)	23.00	0.00	16.00	179.00
		C - Grace Way	98.00	36.00	0.00	12.00
		D - Martins Way (west)	192.00	215.00	42.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	16.00	93.00	114.00
	B - Martins Way (east)	36.00	0.00	15.00	174.00
	C - Grace Way	97.00	32.00	0.00	14.00
	D - Martins Way (west)	158.00	211.00	44.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0.00	18.00	77.00	111.00
	B - Martins Way (east)	37.00	0.00	14.00	136.00
	C - Grace Way	85.00	37.00	0.00	26.00
	D - Martins Way (west)	167.00	189.00	60.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Canterbury Way	B - Martins Way (east)	C - Grace Way	D - Martins Way (west)
From	A - Canterbury Way	0	2	3	1
	B - Martins Way (east)	0	0	0	1
	C - Grace Way	1	2	0	0
	D - Martins Way (west)	1	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Canterbury Way	0.56	5.04	1.2	A	202.50	810.00
B - Martins Way (east)	0.36	2.19	0.6	A	216.00	864.00
C - Grace Way	0.37	3.63	0.6	A	143.25	573.00
D - Martins Way (west)	0.72	4.99	2.5	A	418.75	1674.99

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	206.00	206.00	272.86	409.18	0.503	205.00	273.92	0.0	1.0	4.387	A
B - Martins Way (east)	234.00	234.00	237.87	644.48	0.363	233.43	239.99	0.0	0.6	2.187	A
C - Grace Way	136.00	136.00	324.94	390.22	0.349	135.47	146.36	0.0	0.5	3.525	A
D - Martins Way (west)	397.00	397.00	151.45	631.44	0.629	395.33	308.96	0.0	1.7	3.786	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	175.00	175.00	292.60	397.90	0.440	175.21	312.60	1.0	0.8	4.046	A
B - Martins Way (east)	218.00	218.00	206.16	667.36	0.327	218.08	261.65	0.6	0.5	2.004	A
C - Grace Way	146.00	146.00	301.17	403.99	0.361	145.97	123.08	0.5	0.6	3.487	A
D - Martins Way (west)	449.00	449.00	156.98	627.83	0.715	448.21	290.15	1.7	2.5	4.989	A

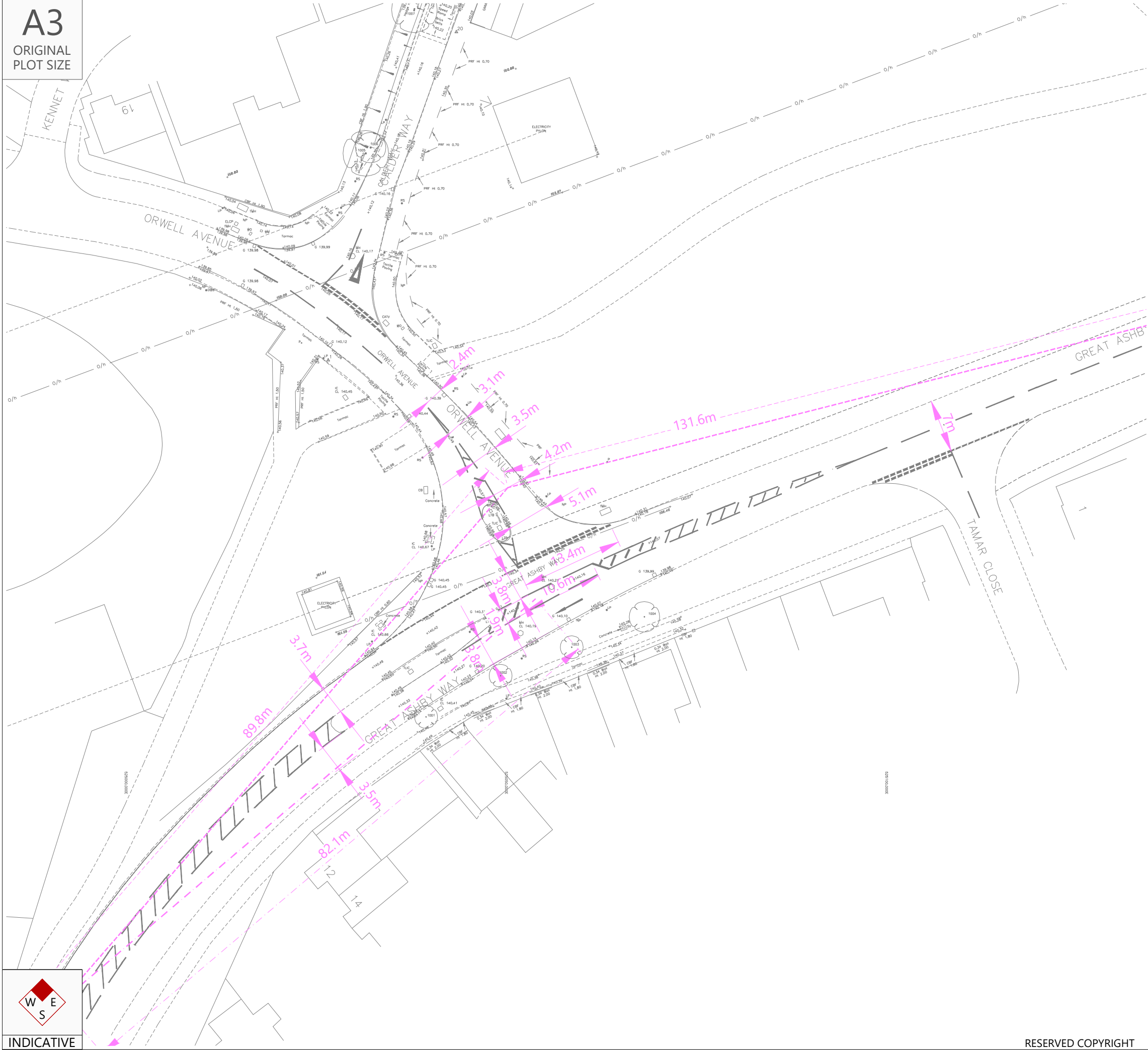
17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	223.00	223.00	287.19	400.70	0.557	222.55	291.24	0.8	1.2	5.040	A
B - Martins Way (east)	225.00	225.00	250.61	635.23	0.354	224.94	259.13	0.5	0.5	2.193	A
C - Grace Way	143.00	143.00	323.75	391.16	0.366	142.99	151.79	0.6	0.6	3.625	A
D - Martins Way (west)	413.00	413.00	164.96	622.33	0.664	413.46	301.78	2.5	2.0	4.318	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Canterbury Way	206.00	206.00	286.03	401.58	0.513	206.18	289.04	1.2	1.1	4.609	A
B - Martins Way (east)	187.00	187.00	248.10	637.50	0.293	187.13	244.10	0.5	0.4	2.000	A
C - Grace Way	148.00	148.00	284.18	414.35	0.357	148.01	151.05	0.6	0.6	3.381	A
D - Martins Way (west)	416.00	416.00	159.06	626.26	0.664	416.01	273.14	2.0	2.0	4.280	A

APPENDIX H



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- NOTES:
1. Based on Topographical survey.
 2. Subject to confirmation of Highway Boundary.

A	20.11.24	Updated onto topographical survey	JA	IB	IB
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Welwyn Garden City

tpa
Transport Planning Associates

No. 9 Journey Campus
Castle Park
Cambridge
CB3 0AX
01223 455 385
www.tpa.uk.com

CLIENT:

croudacehomes

PROJECT:

Roundwood,
Back Lane,
Stevenage

TITLE:

Modelling Parameters -
Great Ashby Way &
Orwell Avenue Junction

STATUS:

FOR INFORMATION

SCALE: 1:500	DATE: 23.06.22	DRAWN: JA	CHECKED: TH	APPROVED: PK
JOB NO: 2105-037	DRAWING NO: MP02	REVISION: A		

Junctions 11		
PICADY 11 - Priority Intersection Module		
Version: 11.0.0.2177		
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Filename: Import of Orwell Avenue junction.j11

Path: Q:\21\05\037 - Roundwood, Weston Road, Stevenage\04 Calculations and Analysis\Highway Impact Analysis\Junctions 10\Junction 2 - Orwell Avenue Junction

Report generation date: 04/12/2024 21:14:01

»2022 | Surveyed | AM
 »2022 | Surveyed | PM
 »2026 | Base | AM
 »2026 | Base | PM
 »2026 | Base + Development | AM
 »2026 | Base + Development | PM
 »2026 | Total Forecast | AM
 »2026 | Total Forecast | PM
 »2031 | Base | AM
 »2031 | Base | PM
 »2031 | Base + Development | AM
 »2031 | Base + Development | PM
 »2031 | Total Forecast | AM
 »2031 | Total Forecast | PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2022 - Surveyed								
Stream B-C	0.1	7.62	0.07	A	0.1	7.14	0.12	A
Stream B-A	0.6	14.79	0.37	B	0.2	11.51	0.18	B
Stream C-AB	0.3	8.52	0.22	A	0.2	8.62	0.15	A
2026 - Base								
Stream B-C	0.1	7.73	0.07	A	0.1	7.19	0.12	A
Stream B-A	0.6	15.40	0.39	C	0.2	11.70	0.18	B
Stream C-AB	0.3	8.62	0.23	A	0.2	8.69	0.15	A
2026 - Base + Development								
Stream B-C	0.1	9.00	0.09	A	0.2	7.80	0.14	A
Stream B-A	1.0	20.13	0.52	C	0.3	13.49	0.25	B
Stream C-AB	0.3	8.81	0.24	A	0.2	9.15	0.18	A
2026 - Total Forecast								
Stream B-C	0.4	30.53	0.28	D	0.2	9.38	0.19	A
Stream B-A	4.0	72.60	0.87	F	0.5	20.61	0.33	C
Stream C-AB	0.6	10.16	0.34	B	0.4	10.70	0.27	B
2031 - Base								
Stream B-C	0.1	7.94	0.08	A	0.1	7.36	0.13	A
Stream B-A	0.7	16.43	0.41	C	0.2	12.23	0.20	B
Stream C-AB	0.3	8.76	0.24	A	0.2	8.84	0.16	A
2031 - Base + Development								
Stream B-C	0.1	9.63	0.09	A	0.2	7.90	0.15	A
Stream B-A	1.2	22.48	0.56	C	0.3	14.12	0.26	B
Stream C-AB	0.4	8.94	0.26	A	0.2	9.26	0.18	A
2031 - Total Forecast								
Stream B-C	1.1	92.83	0.58	F	0.3	9.54	0.20	A
Stream B-A	5.7	93.62	0.96	F	0.5	22.48	0.36	C
Stream C-AB	0.7	10.25	0.35	B	0.4	10.83	0.28	B

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	Junction 2
Location	Great Ashby Way & Orwell Avenue
Site number	
Date	24/06/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPA\panos.karavasilis
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	Veh	Veh	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:45	08:45	60	15	✓
D2	2022	Surveyed	PM	DIRECT	17:00	18:00	60	15	✓
D3	2026	Base	AM	DIRECT	07:45	08:45	60	15	✓
D4	2026	Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2026	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓
D6	2026	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓
D7	2026	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓
D8	2026	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓
D9	2031	Base	AM	DIRECT	07:45	08:45	60	15	✓
D10	2031	Base	PM	DIRECT	17:00	18:00	60	15	✓
D11	2031	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓
D12	2031	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓
D13	2031	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓
D14	2031	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2022 | Surveyed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Orwell Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.33	A

Arms

Arms

Arm	Name	Description	Arm type
A	Great Ashby Way (West)		Major
B	Orwell Avenue		Minor
C	Great Ashby Way (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Great Ashby Way (East)	7.00		✓	2.28	82.1	✓	1.91

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Orwell Avenue	One lane plus flare	10.00	5.60	4.30	3.80	3.30	✓	1.00	132	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	164.034	0.114	0.289	0.182	0.413
B-C	173.824	0.102	0.258	-	-
C-B	156.730	0.232	0.232	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Great Ashby Way (West)		DIRECT	✓	100.000
B - Orwell Avenue		DIRECT	✓	100.000
C - Great Ashby Way (East)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	16.00	51.00
	B - Orwell Avenue	21.00	0.00	7.00
	C - Great Ashby Way (East)	127.00	27.00	0.00

Demand (Veh/TS)

08:00 - 08:15	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	25.00	66.00
	B - Orwell Avenue	36.00	0.00	6.00
	C - Great Ashby Way (East)	176.00	25.00	0.00

Demand (Veh/TS)

08:15 - 08:30	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	35.00	87.00
	B - Orwell Avenue	19.00	0.00	6.00
	C - Great Ashby Way (East)	113.00	27.00	0.00

Demand (Veh/TS)

08:30 - 08:45	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	22.00	74.00
	B - Orwell Avenue	30.00	0.00	9.00
	C - Great Ashby Way (East)	139.00	30.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0	2	1
	B - Orwell Avenue	0	0	4
	C - Great Ashby Way (East)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.07	7.62	0.1	A	7.00	28.00
B-A	0.37	14.79	0.6	B	26.50	106.00
C-AB	0.22	8.52	0.3	A	28.58	114.33
C-A					137.42	549.67
A-B					24.50	98.00
A-C					69.50	278.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	0.00	145.38	0.048	6.95	0.0	0.1	6.500	A
B-A	21.00	21.00	0.00	112.83	0.186	20.77	0.0	0.2	9.754	A
C-AB	28.04	28.04	0.00	146.37	0.192	27.79	0.0	0.2	7.573	A
C-A	125.96	125.96	0.00			125.96				
A-B	16.00	16.00	0.00			16.00				
A-C	51.00	51.00	0.00			51.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.00	6.00	0.00	124.08	0.048	6.00	0.1	0.1	7.620	A
B-A	36.00	36.00	0.00	96.15	0.374	35.64	0.2	0.6	14.788	B
C-AB	26.29	26.29	0.00	142.29	0.185	26.30	0.2	0.2	7.760	A
C-A	174.71	174.71	0.00			174.71				
A-B	25.00	25.00	0.00			25.00				
A-C	66.00	66.00	0.00			66.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.00	6.00	0.00	134.26	0.045	6.00	0.1	0.0	7.019	A
B-A	19.00	19.00	0.00	102.93	0.185	19.35	0.6	0.2	10.814	B
C-AB	28.22	28.22	0.00	133.79	0.211	28.18	0.2	0.3	8.521	A
C-A	111.78	111.78	0.00			111.78				
A-B	35.00	35.00	0.00			35.00				
A-C	87.00	87.00	0.00			87.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9.00	9.00	0.00	132.18	0.068	8.97	0.0	0.1	7.302	A
B-A	30.00	30.00	0.00	102.28	0.293	29.82	0.2	0.4	12.390	B
C-AB	31.78	31.78	0.00	142.09	0.224	31.75	0.3	0.3	8.156	A
C-A	137.22	137.22	0.00			137.22				
A-B	22.00	22.00	0.00			22.00				
A-C	74.00	74.00	0.00			74.00				

2022 | Surveyed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Orwell Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.43	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2022	Surveyed	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Great Ashby Way (West)		DIRECT	✓	100.000
B - Orwell Avenue		DIRECT	✓	100.000
C - Great Ashby Way (East)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	21.00	117.00
	B - Orwell Avenue	14.00	0.00	17.00
	C - Great Ashby Way (East)	76.00	7.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	16.00	129.00
	B - Orwell Avenue	13.00	0.00	12.00
	C - Great Ashby Way (East)	79.00	12.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	22.00	126.00
	B - Orwell Avenue	16.00	0.00	8.00
	C - Great Ashby Way (East)	101.00	18.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	21.00	119.00
	B - Orwell Avenue	18.00	0.00	14.00
	C - Great Ashby Way (East)	76.00	12.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0	0	0
	B - Orwell Avenue	3	0	0
	C - Great Ashby Way (East)	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.12	7.14	0.1	A	12.75	51.00
B-A	0.18	11.51	0.2	B	15.25	61.00
C-AB	0.15	8.62	0.2	A	12.42	49.66
C-A					82.83	331.34
A-B					20.00	80.00
A-C					122.75	491.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17.00	17.00	0.00	146.67	0.116	16.87	0.0	0.1	6.926	A
B-A	14.00	14.00	0.00	99.80	0.140	13.84	0.0	0.2	10.452	B
C-AB	7.02	7.02	0.00	122.43	0.057	6.96	0.0	0.1	7.790	A
C-A	75.98	75.98	0.00			75.98				
A-B	21.00	21.00	0.00			21.00				
A-C	117.00	117.00	0.00			117.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12.00	12.00	0.00	141.66	0.085	12.04	0.1	0.1	6.944	A
B-A	13.00	13.00	0.00	96.56	0.135	13.00	0.2	0.2	10.771	B
C-AB	12.10	12.10	0.00	121.52	0.100	12.05	0.1	0.1	8.219	A
C-A	78.90	78.90	0.00			78.90				
A-B	16.00	16.00	0.00			16.00				
A-C	129.00	129.00	0.00			129.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.00	8.00	0.00	134.97	0.059	8.03	0.1	0.1	7.090	A
B-A	16.00	16.00	0.00	94.11	0.170	15.96	0.2	0.2	11.506	B
C-AB	18.44	18.44	0.00	122.70	0.150	18.37	0.1	0.2	8.622	A
C-A	100.56	100.56	0.00			100.56				
A-B	22.00	22.00	0.00			22.00				
A-C	126.00	126.00	0.00			126.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14.00	14.00	0.00	140.05	0.100	13.95	0.1	0.1	7.136	A
B-A	18.00	18.00	0.00	100.18	0.180	17.99	0.2	0.2	10.944	B
C-AB	12.10	12.10	0.00	122.59	0.099	12.17	0.2	0.1	8.155	A
C-A	75.90	75.90	0.00			75.90				
A-B	21.00	21.00	0.00			21.00				
A-C	119.00	119.00	0.00			119.00				

2026 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Orwell Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.41	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2026	Base	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Great Ashby Way (West)		DIRECT	✓	100.000
B - Orwell Avenue		DIRECT	✓	100.000
C - Great Ashby Way (East)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	16.00	52.00
	B - Orwell Avenue	21.00	0.00	7.00
	C - Great Ashby Way (East)	130.00	28.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	26.00	67.00
	B - Orwell Avenue	37.00	0.00	6.00
	C - Great Ashby Way (East)	180.00	26.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	36.00	89.00
	B - Orwell Avenue	19.00	0.00	6.00
	C - Great Ashby Way (East)	116.00	28.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	22.00	76.00
	B - Orwell Avenue	31.00	0.00	9.00
	C - Great Ashby Way (East)	142.00	31.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0	2	1
	B - Orwell Avenue	0	0	3
	C - Great Ashby Way (East)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.07	7.73	0.1	A	7.00	28.00
B-A	0.39	15.40	0.6	C	27.00	108.00
C-AB	0.23	8.62	0.3	A	29.78	119.12
C-A					140.47	561.88
A-B					25.00	100.00
A-C					71.00	284.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	0.00	145.19	0.048	6.95	0.0	0.1	6.509	A
B-A	21.00	21.00	0.00	111.58	0.188	20.77	0.0	0.2	9.886	A
C-AB	29.18	29.18	0.00	146.68	0.199	28.93	0.0	0.3	7.629	A
C-A	128.82	128.82	0.00			128.82				
A-B	16.00	16.00	0.00			16.00				
A-C	52.00	52.00	0.00			52.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.00	6.00	0.00	122.35	0.049	6.00	0.1	0.1	7.735	A
B-A	37.00	37.00	0.00	94.67	0.391	36.60	0.2	0.6	15.397	C
C-AB	27.50	27.50	0.00	142.59	0.193	27.50	0.3	0.3	7.823	A
C-A	178.50	178.50	0.00			178.50				
A-B	26.00	26.00	0.00			26.00				
A-C	67.00	67.00	0.00			67.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.00	6.00	0.00	133.66	0.045	6.00	0.1	0.0	7.049	A
B-A	19.00	19.00	0.00	101.27	0.188	19.39	0.6	0.2	11.041	B
C-AB	29.41	29.41	0.00	133.73	0.220	29.38	0.3	0.3	8.624	A
C-A	114.59	114.59	0.00			114.59				
A-B	36.00	36.00	0.00			36.00				
A-C	89.00	89.00	0.00			89.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9.00	9.00	0.00	129.65	0.069	8.97	0.0	0.1	7.455	A
B-A	31.00	31.00	0.00	96.41	0.322	30.77	0.2	0.5	13.664	B
C-AB	33.02	33.02	0.00	142.37	0.232	33.00	0.3	0.3	8.229	A
C-A	139.98	139.98	0.00			139.98				
A-B	22.00	22.00	0.00			22.00				
A-C	76.00	76.00	0.00			76.00				

2026 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Orwell Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.41	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2026	Base	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Great Ashby Way (West)		DIRECT	✓	100.000
B - Orwell Avenue		DIRECT	✓	100.000
C - Great Ashby Way (East)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
From		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	A - Great Ashby Way (West)	0.00	22.00	120.00
	B - Orwell Avenue	14.00	0.00	17.00
	C - Great Ashby Way (East)	78.00	7.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
From		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	A - Great Ashby Way (West)	0.00	16.00	132.00
	B - Orwell Avenue	13.00	0.00	12.00
	C - Great Ashby Way (East)	81.00	12.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
From		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	A - Great Ashby Way (West)	0.00	23.00	129.00
	B - Orwell Avenue	16.00	0.00	8.00
	C - Great Ashby Way (East)	103.00	18.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	22.00	122.00
	B - Orwell Avenue	18.00	0.00	14.00
	C - Great Ashby Way (East)	78.00	12.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0	0	0
	B - Orwell Avenue	3	0	0
	C - Great Ashby Way (East)	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.12	7.19	0.1	A	12.75	51.00
B-A	0.18	11.70	0.2	B	15.25	61.00
C-AB	0.15	8.69	0.2	A	12.42	49.69
C-A					84.83	339.31
A-B					20.75	83.00
A-C					125.75	503.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17.00	17.00	0.00	145.68	0.117	16.87	0.0	0.1	6.979	A
B-A	14.00	14.00	0.00	98.58	0.142	13.84	0.0	0.2	10.600	B
C-AB	7.02	7.02	0.00	121.53	0.058	6.96	0.0	0.1	7.851	A
C-A	77.98	77.98	0.00			77.98				
A-B	22.00	22.00	0.00			22.00				
A-C	120.00	120.00	0.00			120.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12.00	12.00	0.00	140.79	0.085	12.04	0.1	0.1	6.993	A
B-A	13.00	13.00	0.00	95.43	0.136	13.00	0.2	0.2	10.921	B
C-AB	12.11	12.11	0.00	120.87	0.100	12.06	0.1	0.1	8.268	A
C-A	80.89	80.89	0.00			80.89				
A-B	16.00	16.00	0.00			16.00				
A-C	132.00	132.00	0.00			132.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.00	8.00	0.00	134.01	0.060	8.03	0.1	0.1	7.144	A
B-A	16.00	16.00	0.00	92.83	0.172	15.95	0.2	0.2	11.700	B
C-AB	18.46	18.46	0.00	121.89	0.151	18.39	0.1	0.2	8.691	A
C-A	102.54	102.54	0.00			102.54				
A-B	23.00	23.00	0.00			23.00				
A-C	129.00	129.00	0.00			129.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14.00	14.00	0.00	139.06	0.101	13.95	0.1	0.1	7.192	A
B-A	18.00	18.00	0.00	98.93	0.182	17.99	0.2	0.2	11.115	B
C-AB	12.10	12.10	0.00	121.71	0.099	12.17	0.2	0.1	8.219	A
C-A	77.90	77.90	0.00			77.90				
A-B	22.00	22.00	0.00			22.00				
A-C	122.00	122.00	0.00			122.00				

2026 | Base + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Orwell Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.16	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2026	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Great Ashby Way (West)		DIRECT	✓	100.000
B - Orwell Avenue		DIRECT	✓	100.000
C - Great Ashby Way (East)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
From	A - Great Ashby Way (West)	0.00	18.00	55.00
	B - Orwell Avenue	27.00	0.00	9.00
	C - Great Ashby Way (East)	140.00	29.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
From	A - Great Ashby Way (West)	0.00	29.00	71.00
	B - Orwell Avenue	47.00	0.00	7.00
	C - Great Ashby Way (East)	194.00	27.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
From	A - Great Ashby Way (West)	0.00	40.00	94.00
	B - Orwell Avenue	25.00	0.00	7.00
	C - Great Ashby Way (East)	125.00	29.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	25.00	80.00
	B - Orwell Avenue	39.00	0.00	11.00
	C - Great Ashby Way (East)	154.00	32.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0	2	1
	B - Orwell Avenue	0	0	3
	C - Great Ashby Way (East)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.09	9.00	0.1	A	8.50	34.00
B-A	0.52	20.13	1.0	C	34.50	138.00
C-AB	0.24	8.81	0.3	A	31.14	124.58
C-A					151.36	605.42
A-B					28.00	112.00
A-C					75.00	300.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9.00	9.00	0.00	140.80	0.064	8.93	0.0	0.1	6.822	A
B-A	27.00	27.00	0.00	108.17	0.250	26.67	0.0	0.3	11.000	B
C-AB	30.45	30.45	0.00	146.51	0.208	30.18	0.0	0.3	7.720	A
C-A	138.55	138.55	0.00			138.55				
A-B	18.00	18.00	0.00			18.00				
A-C	55.00	55.00	0.00			55.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	0.00	106.98	0.065	7.00	0.1	0.1	9.001	A
B-A	47.00	47.00	0.00	90.32	0.520	46.29	0.3	1.0	20.130	C
C-AB	28.87	28.87	0.00	142.38	0.203	28.87	0.3	0.3	7.931	A
C-A	192.13	192.13	0.00			192.13				
A-B	29.00	29.00	0.00			29.00				
A-C	71.00	71.00	0.00			71.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	0.00	126.60	0.055	7.01	0.1	0.1	7.525	A
B-A	25.00	25.00	0.00	93.30	0.268	25.66	1.0	0.4	13.432	B
C-AB	30.77	30.77	0.00	132.83	0.232	30.73	0.3	0.3	8.815	A
C-A	123.23	123.23	0.00			123.23				
A-B	40.00	40.00	0.00			40.00				
A-C	94.00	94.00	0.00			94.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11.00	11.00	0.00	119.70	0.092	10.96	0.1	0.1	8.274	A
B-A	39.00	39.00	0.00	92.34	0.422	38.66	0.4	0.7	16.663	C
C-AB	34.49	34.49	0.00	142.29	0.242	34.47	0.3	0.3	8.348	A
C-A	151.51	151.51	0.00			151.51				
A-B	25.00	25.00	0.00			25.00				
A-C	80.00	80.00	0.00			80.00				

2026 | Base + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Orwell Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2026	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Great Ashby Way (West)		DIRECT	✓	100.000
B - Orwell Avenue		DIRECT	✓	100.000
C - Great Ashby Way (East)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
From		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	A - Great Ashby Way (West)	0.00	28.00	128.00
	B - Orwell Avenue	18.00	0.00	19.00
	C - Great Ashby Way (East)	84.00	8.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
From		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	A - Great Ashby Way (West)	0.00	21.00	141.00
	B - Orwell Avenue	17.00	0.00	14.00
	C - Great Ashby Way (East)	87.00	14.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
From		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	A - Great Ashby Way (West)	0.00	29.00	138.00
	B - Orwell Avenue	21.00	0.00	9.00
	C - Great Ashby Way (East)	112.00	21.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	28.00	130.00
	B - Orwell Avenue	24.00	0.00	16.00
	C - Great Ashby Way (East)	84.00	14.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0	0	0
	B - Orwell Avenue	3	0	0
	C - Great Ashby Way (East)	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.14	7.80	0.2	A	14.50	58.00
B-A	0.25	13.49	0.3	B	20.00	80.00
C-AB	0.18	9.15	0.2	A	14.57	58.26
C-A					91.43	365.74
A-B					26.50	106.00
A-C					134.25	537.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19.00	19.00	0.00	139.40	0.136	18.84	0.0	0.2	7.456	A
B-A	18.00	18.00	0.00	95.23	0.189	17.77	0.0	0.2	11.586	B
C-AB	8.04	8.04	0.00	118.50	0.068	7.96	0.0	0.1	8.137	A
C-A	83.96	83.96	0.00			83.96				
A-B	28.00	28.00	0.00			28.00				
A-C	128.00	128.00	0.00			128.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14.00	14.00	0.00	134.59	0.104	14.04	0.2	0.1	7.467	A
B-A	17.00	17.00	0.00	91.30	0.186	17.00	0.2	0.2	12.112	B
C-AB	14.20	14.20	0.00	118.23	0.120	14.13	0.1	0.1	8.641	A
C-A	86.80	86.80	0.00			86.80				
A-B	21.00	21.00	0.00			21.00				
A-C	141.00	141.00	0.00			141.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9.00	9.00	0.00	126.67	0.071	9.04	0.1	0.1	7.655	A
B-A	21.00	21.00	0.00	87.57	0.240	20.92	0.2	0.3	13.486	B
C-AB	21.84	21.84	0.00	120.07	0.182	21.75	0.1	0.2	9.148	A
C-A	111.16	111.16	0.00			111.16				
A-B	29.00	29.00	0.00			29.00				
A-C	138.00	138.00	0.00			138.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	16.00	16.00	0.00	131.32	0.122	15.94	0.1	0.1	7.796	A
B-A	24.00	24.00	0.00	95.07	0.252	23.98	0.3	0.3	12.654	B
C-AB	14.19	14.19	0.00	119.04	0.119	14.28	0.2	0.1	8.597	A
C-A	83.81	83.81	0.00			83.81				
A-B	28.00	28.00	0.00			28.00				
A-C	130.00	130.00	0.00			130.00				

2026 | Total Forecast | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Orwell Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2026	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Great Ashby Way (West)		DIRECT	✓	100.000
B - Orwell Avenue		DIRECT	✓	100.000
C - Great Ashby Way (East)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
From	A - Great Ashby Way (West)	0.00	18.00	95.00
	B - Orwell Avenue	27.00	0.00	12.00
	C - Great Ashby Way (East)	216.00	36.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
From	A - Great Ashby Way (West)	0.00	29.00	123.00
	B - Orwell Avenue	47.00	0.00	11.00
	C - Great Ashby Way (East)	300.00	33.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
From	A - Great Ashby Way (West)	0.00	40.00	163.00
	B - Orwell Avenue	25.00	0.00	11.00
	C - Great Ashby Way (East)	192.00	36.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	25.00	138.00
	B - Orwell Avenue	39.00	0.00	16.00
	C - Great Ashby Way (East)	237.00	40.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0	2	1
	B - Orwell Avenue	0	0	2
	C - Great Ashby Way (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.28	30.53	0.4	D	12.50	50.00
B-A	0.87	72.60	4.0	F	34.50	138.00
C-AB	0.34	10.16	0.6	B	43.68	174.70
C-A					228.82	915.30
A-B					28.00	112.00
A-C					129.75	519.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12.00	12.00	0.00	129.06	0.093	11.90	0.0	0.1	7.676	A
B-A	27.00	27.00	0.00	78.63	0.343	26.49	0.0	0.5	17.103	C
C-AB	41.13	41.13	0.00	148.70	0.277	40.70	0.0	0.4	8.308	A
C-A	210.87	210.87	0.00			210.87				
A-B	18.00	18.00	0.00			18.00				
A-C	95.00	95.00	0.00			95.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11.00	11.00	0.00	39.97	0.275	10.74	0.1	0.4	30.531	D
B-A	47.00	47.00	0.00	53.74	0.875	43.48	0.5	4.0	72.600	F
C-AB	39.85	39.85	0.00	146.05	0.273	39.83	0.4	0.4	8.481	A
C-A	293.15	293.15	0.00			293.15				
A-B	29.00	29.00	0.00			29.00				
A-C	123.00	123.00	0.00			123.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11.00	11.00	0.00	100.14	0.110	11.24	0.4	0.1	10.149	B
B-A	25.00	25.00	0.00	60.98	0.410	28.29	4.0	0.7	30.001	D
C-AB	43.65	43.65	0.00	132.12	0.330	43.51	0.4	0.6	10.162	B
C-A	184.35	184.35	0.00			184.35				
A-B	40.00	40.00	0.00			40.00				
A-C	163.00	163.00	0.00			163.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	16.00	16.00	0.00	83.16	0.192	15.89	0.1	0.2	13.358	B
B-A	39.00	39.00	0.00	59.53	0.655	38.04	0.7	1.7	40.191	E
C-AB	50.08	50.08	0.00	148.22	0.338	50.04	0.6	0.6	9.182	A
C-A	226.92	226.92	0.00			226.92				
A-B	25.00	25.00	0.00			25.00				
A-C	138.00	138.00	0.00			138.00				

2026 | Total Forecast | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Orwell Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.11	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2026	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Great Ashby Way (West)		DIRECT	✓	100.000
B - Orwell Avenue		DIRECT	✓	100.000
C - Great Ashby Way (East)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	28.00	179.00
	B - Orwell Avenue	18.00	0.00	24.00
	C - Great Ashby Way (East)	104.00	11.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	21.00	197.00
	B - Orwell Avenue	17.00	0.00	17.00
	C - Great Ashby Way (East)	108.00	19.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	29.00	192.00
	B - Orwell Avenue	21.00	0.00	11.00
	C - Great Ashby Way (East)	138.00	28.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	28.00	182.00
	B - Orwell Avenue	24.00	0.00	20.00
	C - Great Ashby Way (East)	104.00	19.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0	0	0
	B - Orwell Avenue	3	0	0
	C - Great Ashby Way (East)	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.19	9.38	0.2	A	18.00	72.00
B-A	0.33	20.61	0.5	C	20.00	80.00
C-AB	0.27	10.70	0.4	B	20.50	82.00
C-A					112.25	449.00
A-B					26.50	106.00
A-C					187.50	750.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24.00	24.00	0.00	125.50	0.191	23.77	0.0	0.2	8.826	A
B-A	18.00	18.00	0.00	75.81	0.237	17.70	0.0	0.3	15.409	C
C-AB	11.15	11.15	0.00	107.79	0.103	11.04	0.0	0.1	9.295	A
C-A	103.85	103.85	0.00			103.85				
A-B	28.00	28.00	0.00			28.00				
A-C	179.00	179.00	0.00			179.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17.00	17.00	0.00	118.85	0.143	17.06	0.2	0.2	8.847	A
B-A	17.00	17.00	0.00	69.76	0.244	16.99	0.3	0.3	17.047	C
C-AB	19.82	19.82	0.00	108.29	0.183	19.71	0.1	0.2	10.150	B
C-A	107.18	107.18	0.00			107.18				
A-B	21.00	21.00	0.00			21.00				
A-C	197.00	197.00	0.00			197.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11.00	11.00	0.00	110.02	0.100	11.06	0.2	0.1	9.100	A
B-A	21.00	21.00	0.00	64.36	0.326	20.85	0.3	0.5	20.608	C
C-AB	31.27	31.27	0.00	115.17	0.271	31.09	0.2	0.4	10.698	B
C-A	134.73	134.73	0.00			134.73				
A-B	29.00	29.00	0.00			29.00				
A-C	192.00	192.00	0.00			192.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20.00	20.00	0.00	115.76	0.173	19.91	0.1	0.2	9.379	A
B-A	24.00	24.00	0.00	74.17	0.324	24.00	0.5	0.5	17.932	C
C-AB	19.75	19.75	0.00	109.73	0.180	19.93	0.4	0.2	10.034	B
C-A	103.25	103.25	0.00			103.25				
A-B	28.00	28.00	0.00			28.00				
A-C	182.00	182.00	0.00			182.00				

2031 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Orwell Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2031	Base	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Great Ashby Way (West)		DIRECT	✓	100.000
B - Orwell Avenue		DIRECT	✓	100.000
C - Great Ashby Way (East)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
From		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	A - Great Ashby Way (West)	0.00	17.00	54.00
	B - Orwell Avenue	22.00	0.00	8.00
	C - Great Ashby Way (East)	135.00	29.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
From		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	A - Great Ashby Way (West)	0.00	27.00	70.00
	B - Orwell Avenue	38.00	0.00	6.00
	C - Great Ashby Way (East)	188.00	27.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
From		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	A - Great Ashby Way (West)	0.00	37.00	93.00
	B - Orwell Avenue	20.00	0.00	6.00
	C - Great Ashby Way (East)	121.00	29.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
From	A - Great Ashby Way (West)	0.00	23.00	79.00
	B - Orwell Avenue	32.00	0.00	10.00
	C - Great Ashby Way (East)	148.00	32.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
From	A - Great Ashby Way (West)	0	2	1
	B - Orwell Avenue	0	0	3
	C - Great Ashby Way (East)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.08	7.94	0.1	A	7.50	30.00
B-A	0.41	16.43	0.7	C	28.00	112.00
C-AB	0.24	8.76	0.3	A	31.05	124.20
C-A					146.20	584.80
A-B					26.00	104.00
A-C					74.00	296.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.00	8.00	0.00	144.58	0.055	7.94	0.0	0.1	6.583	A
B-A	22.00	22.00	0.00	109.09	0.202	21.75	0.0	0.2	10.277	B
C-AB	30.38	30.38	0.00	146.69	0.207	30.11	0.0	0.3	7.704	A
C-A	133.62	133.62	0.00			133.62				
A-B	17.00	17.00	0.00			17.00				
A-C	54.00	54.00	0.00			54.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.00	6.00	0.00	119.40	0.050	6.00	0.1	0.1	7.938	A
B-A	38.00	38.00	0.00	91.91	0.413	37.57	0.2	0.7	16.434	C
C-AB	28.78	28.78	0.00	142.71	0.202	28.78	0.3	0.3	7.902	A
C-A	186.22	186.22	0.00			186.22				
A-B	27.00	27.00	0.00			27.00				
A-C	70.00	70.00	0.00			70.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.00	6.00	0.00	131.50	0.046	6.01	0.1	0.0	7.173	A
B-A	20.00	20.00	0.00	98.86	0.202	20.43	0.7	0.3	11.533	B
C-AB	30.68	30.68	0.00	133.42	0.230	30.64	0.3	0.3	8.756	A
C-A	119.32	119.32	0.00			119.32				
A-B	37.00	37.00	0.00			37.00				
A-C	93.00	93.00	0.00			93.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10.00	10.00	0.00	129.00	0.078	9.96	0.0	0.1	7.559	A
B-A	32.00	32.00	0.00	97.98	0.327	31.78	0.3	0.5	13.551	B
C-AB	34.36	34.36	0.00	142.50	0.241	34.33	0.3	0.3	8.321	A
C-A	145.64	145.64	0.00			145.64				
A-B	23.00	23.00	0.00			23.00				
A-C	79.00	79.00	0.00			79.00				

2031 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Orwell Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.49	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2031	Base	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Great Ashby Way (West)		DIRECT	✓	100.000
B - Orwell Avenue		DIRECT	✓	100.000
C - Great Ashby Way (East)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
From	A - Great Ashby Way (West)	0.00	22.00	125.00
	B - Orwell Avenue	15.00	0.00	18.00
	C - Great Ashby Way (East)	81.00	7.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
From	A - Great Ashby Way (West)	0.00	17.00	137.00
	B - Orwell Avenue	14.00	0.00	13.00
	C - Great Ashby Way (East)	84.00	13.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
From	A - Great Ashby Way (West)	0.00	23.00	134.00
	B - Orwell Avenue	17.00	0.00	8.00
	C - Great Ashby Way (East)	108.00	19.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	22.00	127.00
	B - Orwell Avenue	19.00	0.00	15.00
	C - Great Ashby Way (East)	81.00	13.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0	0	0
	B - Orwell Avenue	3	0	0
	C - Great Ashby Way (East)	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.13	7.36	0.1	A	13.50	54.00
B-A	0.20	12.23	0.2	B	16.25	65.00
C-AB	0.16	8.84	0.2	A	13.22	52.88
C-A					88.28	353.12
A-B					21.00	84.00
A-C					130.75	523.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18.00	18.00	0.00	143.63	0.125	17.86	0.0	0.1	7.149	A
B-A	15.00	15.00	0.00	96.81	0.155	14.82	0.0	0.2	10.953	B
C-AB	7.02	7.02	0.00	120.41	0.058	6.96	0.0	0.1	7.929	A
C-A	80.98	80.98	0.00			80.98				
A-B	22.00	22.00	0.00			22.00				
A-C	125.00	125.00	0.00			125.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13.00	13.00	0.00	138.78	0.094	13.04	0.1	0.1	7.158	A
B-A	14.00	14.00	0.00	93.04	0.150	14.00	0.2	0.2	11.389	B
C-AB	13.15	13.15	0.00	119.75	0.110	13.09	0.1	0.1	8.434	A
C-A	83.85	83.85	0.00			83.85				
A-B	17.00	17.00	0.00			17.00				
A-C	137.00	137.00	0.00			137.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.00	8.00	0.00	131.56	0.061	8.04	0.1	0.1	7.287	A
B-A	17.00	17.00	0.00	90.46	0.188	16.95	0.2	0.2	12.234	B
C-AB	19.57	19.57	0.00	121.29	0.161	19.50	0.1	0.2	8.838	A
C-A	107.43	107.43	0.00			107.43				
A-B	23.00	23.00	0.00			23.00				
A-C	134.00	134.00	0.00			134.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15.00	15.00	0.00	137.15	0.109	14.94	0.1	0.1	7.361	A
B-A	19.00	19.00	0.00	96.55	0.197	18.99	0.2	0.2	11.599	B
C-AB	13.14	13.14	0.00	120.80	0.109	13.21	0.2	0.1	8.370	A
C-A	80.86	80.86	0.00			80.86				
A-B	22.00	22.00	0.00			22.00				
A-C	127.00	127.00	0.00			127.00				

2031 | Base + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Orwell Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.44	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2031	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Great Ashby Way (West)		DIRECT	✓	100.000
B - Orwell Avenue		DIRECT	✓	100.000
C - Great Ashby Way (East)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
From		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	A - Great Ashby Way (West)	0.00	19.00	57.00
	B - Orwell Avenue	28.00	0.00	9.00
	C - Great Ashby Way (East)	146.00	30.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
From		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	A - Great Ashby Way (West)	0.00	30.00	74.00
	B - Orwell Avenue	49.00	0.00	8.00
	C - Great Ashby Way (East)	202.00	28.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
From		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	A - Great Ashby Way (West)	0.00	41.00	98.00
	B - Orwell Avenue	26.00	0.00	8.00
	C - Great Ashby Way (East)	130.00	30.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	26.00	83.00
	B - Orwell Avenue	40.00	0.00	11.00
	C - Great Ashby Way (East)	160.00	34.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0	2	1
	B - Orwell Avenue	0	0	3
	C - Great Ashby Way (East)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.09	9.63	0.1	A	9.00	36.00
B-A	0.56	22.48	1.2	C	35.75	143.00
C-AB	0.26	8.94	0.4	A	32.79	131.14
C-A					157.21	628.86
A-B					29.00	116.00
A-C					78.00	312.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9.00	9.00	0.00	139.08	0.065	8.93	0.0	0.1	6.912	A
B-A	28.00	28.00	0.00	106.13	0.264	27.65	0.0	0.4	11.417	B
C-AB	31.69	31.69	0.00	146.66	0.216	31.40	0.0	0.3	7.792	A
C-A	144.31	144.31	0.00			144.31				
A-B	19.00	19.00	0.00			19.00				
A-C	57.00	57.00	0.00			57.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.00	8.00	0.00	101.46	0.079	7.98	0.1	0.1	9.626	A
B-A	49.00	49.00	0.00	87.37	0.561	48.14	0.4	1.2	22.482	C
C-AB	30.20	30.20	0.00	142.64	0.212	30.20	0.3	0.3	8.007	A
C-A	199.79	199.79	0.00			199.79				
A-B	30.00	30.00	0.00			30.00				
A-C	74.00	74.00	0.00			74.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.00	8.00	0.00	125.66	0.064	8.02	0.1	0.1	7.650	A
B-A	26.00	26.00	0.00	94.72	0.274	26.82	1.2	0.4	13.406	B
C-AB	32.09	32.09	0.00	132.65	0.242	32.04	0.3	0.3	8.945	A
C-A	127.91	127.91	0.00			127.91				
A-B	41.00	41.00	0.00			41.00				
A-C	98.00	98.00	0.00			98.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11.00	11.00	0.00	116.41	0.094	10.97	0.1	0.1	8.532	A
B-A	40.00	40.00	0.00	89.55	0.447	39.61	0.4	0.8	17.909	C
C-AB	37.15	37.15	0.00	143.22	0.259	37.11	0.3	0.4	8.482	A
C-A	156.85	156.85	0.00			156.85				
A-B	26.00	26.00	0.00			26.00				
A-C	83.00	83.00	0.00			83.00				

2031 | Base + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Orwell Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	2031	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Great Ashby Way (West)		DIRECT	✓	100.000
B - Orwell Avenue		DIRECT	✓	100.000
C - Great Ashby Way (East)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
From		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	A - Great Ashby Way (West)	0.00	28.00	133.00
	B - Orwell Avenue	19.00	0.00	20.00
	C - Great Ashby Way (East)	87.00	8.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
From		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	A - Great Ashby Way (West)	0.00	22.00	146.00
	B - Orwell Avenue	18.00	0.00	14.00
	C - Great Ashby Way (East)	91.00	14.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
From		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	A - Great Ashby Way (West)	0.00	30.00	143.00
	B - Orwell Avenue	22.00	0.00	9.00
	C - Great Ashby Way (East)	116.00	21.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	28.00	135.00
	B - Orwell Avenue	24.00	0.00	16.00
	C - Great Ashby Way (East)	87.00	14.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0	0	0
	B - Orwell Avenue	3	0	0
	C - Great Ashby Way (East)	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.15	7.90	0.2	A	14.75	59.00
B-A	0.26	14.12	0.3	B	20.75	83.00
C-AB	0.18	9.26	0.2	A	14.59	58.35
C-A					94.91	379.65
A-B					27.00	108.00
A-C					139.25	557.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20.00	20.00	0.00	137.33	0.146	19.83	0.0	0.2	7.648	A
B-A	19.00	19.00	0.00	93.37	0.203	18.75	0.0	0.3	12.023	B
C-AB	8.04	8.04	0.00	117.39	0.068	7.97	0.0	0.1	8.220	A
C-A	86.96	86.96	0.00			86.96				
A-B	28.00	28.00	0.00			28.00				
A-C	133.00	133.00	0.00			133.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14.00	14.00	0.00	131.98	0.106	14.05	0.2	0.1	7.636	A
B-A	18.00	18.00	0.00	89.48	0.201	18.00	0.3	0.3	12.589	B
C-AB	14.21	14.21	0.00	116.98	0.122	14.15	0.1	0.1	8.748	A
C-A	90.79	90.79	0.00			90.79				
A-B	22.00	22.00	0.00			22.00				
A-C	146.00	146.00	0.00			146.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9.00	9.00	0.00	124.08	0.073	9.04	0.1	0.1	7.827	A
B-A	22.00	22.00	0.00	85.56	0.257	21.91	0.3	0.3	14.119	B
C-AB	21.90	21.90	0.00	118.98	0.184	21.81	0.1	0.2	9.257	A
C-A	115.10	115.10	0.00			115.10				
A-B	30.00	30.00	0.00			30.00				
A-C	143.00	143.00	0.00			143.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	16.00	16.00	0.00	129.76	0.123	15.94	0.1	0.1	7.903	A
B-A	24.00	24.00	0.00	93.20	0.258	24.00	0.3	0.3	13.002	B
C-AB	14.20	14.20	0.00	117.98	0.120	14.29	0.2	0.1	8.686	A
C-A	86.80	86.80	0.00			86.80				
A-B	28.00	28.00	0.00			28.00				
A-C	135.00	135.00	0.00			135.00				

2031 | Total Forecast | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Orwell Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		10.18	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.18	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	2031	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Great Ashby Way (West)		DIRECT	✓	100.000
B - Orwell Avenue		DIRECT	✓	100.000
C - Great Ashby Way (East)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
From	A - Great Ashby Way (West)	0.00	19.00	98.00
	B - Orwell Avenue	28.00	0.00	13.00
	C - Great Ashby Way (East)	222.00	37.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
From	A - Great Ashby Way (West)	0.00	30.00	126.00
	B - Orwell Avenue	49.00	0.00	11.00
	C - Great Ashby Way (East)	307.00	34.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
From	A - Great Ashby Way (West)	0.00	41.00	166.00
	B - Orwell Avenue	26.00	0.00	11.00
	C - Great Ashby Way (East)	197.00	37.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	26.00	142.00
	B - Orwell Avenue	40.00	0.00	16.00
	C - Great Ashby Way (East)	243.00	41.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0	2	1
	B - Orwell Avenue	0	0	2
	C - Great Ashby Way (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.58	92.83	1.1	F	12.75	51.00
B-A	0.96	93.62	5.7	F	35.75	143.00
C-AB	0.35	10.25	0.7	B	45.70	182.80
C-A					233.80	935.20
A-B					29.00	116.00
A-C					133.00	532.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13.00	13.00	0.00	126.60	0.103	12.89	0.0	0.1	7.905	A
B-A	28.00	28.00	0.00	75.94	0.369	27.43	0.0	0.6	18.353	C
C-AB	42.83	42.83	0.00	149.58	0.286	42.38	0.0	0.5	8.369	A
C-A	216.17	216.17	0.00			216.17				
A-B	19.00	19.00	0.00			19.00				
A-C	98.00	98.00	0.00			98.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11.00	11.00	0.00	19.00	0.579	10.02	0.1	1.1	92.832	F
B-A	49.00	49.00	0.00	51.11	0.959	43.90	0.6	5.7	93.620	F
C-AB	41.82	41.82	0.00	147.61	0.283	41.79	0.5	0.5	8.515	A
C-A	299.18	299.18	0.00			299.18				
A-B	30.00	30.00	0.00			30.00				
A-C	126.00	126.00	0.00			126.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11.00	11.00	0.00	92.87	0.118	11.96	1.1	0.1	11.250	B
B-A	26.00	26.00	0.00	58.65	0.443	30.82	5.7	0.8	37.220	E
C-AB	45.72	45.72	0.00	133.48	0.343	45.57	0.5	0.6	10.246	B
C-A	188.28	188.28	0.00			188.28				
A-B	41.00	41.00	0.00			41.00				
A-C	166.00	166.00	0.00			166.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	16.00	16.00	0.00	74.17	0.216	15.87	0.1	0.3	15.402	C
B-A	40.00	40.00	0.00	56.77	0.705	38.81	0.8	2.0	47.268	E
C-AB	52.43	52.43	0.00	149.89	0.350	52.38	0.6	0.7	9.249	A
C-A	231.57	231.57	0.00			231.57				
A-B	26.00	26.00	0.00			26.00				
A-C	142.00	142.00	0.00			142.00				

2031 | Total Forecast | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Orwell Avenue - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.22	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	2031	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Great Ashby Way (West)		DIRECT	✓	100.000
B - Orwell Avenue		DIRECT	✓	100.000
C - Great Ashby Way (East)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	28.00	184.00
	B - Orwell Avenue	19.00	0.00	25.00
	C - Great Ashby Way (East)	107.00	11.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	22.00	203.00
	B - Orwell Avenue	18.00	0.00	17.00
	C - Great Ashby Way (East)	112.00	19.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	From			
	A - Great Ashby Way (West)	0.00	30.00	198.00
	B - Orwell Avenue	22.00	0.00	12.00
	C - Great Ashby Way (East)	143.00	29.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
From		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	A - Great Ashby Way (West)	0.00	28.00	187.00
	B - Orwell Avenue	24.00	0.00	20.00
	C - Great Ashby Way (East)	107.00	19.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - Great Ashby Way (West)	B - Orwell Avenue	C - Great Ashby Way (East)
	A - Great Ashby Way (West)	0	0	0
	B - Orwell Avenue	2	0	0
	C - Great Ashby Way (East)	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.20	9.54	0.3	A	18.50	74.00
B-A	0.36	22.48	0.5	C	20.75	83.00
C-AB	0.28	10.83	0.4	B	20.89	83.54
C-A					115.86	463.46
A-B					27.00	108.00
A-C					193.00	772.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25.00	25.00	0.00	123.24	0.203	24.75	0.0	0.3	9.116	A
B-A	19.00	19.00	0.00	74.60	0.255	18.67	0.0	0.3	16.001	C
C-AB	11.16	11.16	0.00	107.44	0.104	11.04	0.0	0.1	9.322	A
C-A	106.84	106.84	0.00			106.84				
A-B	28.00	28.00	0.00			28.00				
A-C	184.00	184.00	0.00			184.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17.00	17.00	0.00	115.80	0.147	17.08	0.3	0.2	9.125	A
B-A	18.00	18.00	0.00	68.21	0.264	17.98	0.3	0.4	17.907	C
C-AB	19.85	19.85	0.00	107.58	0.185	19.74	0.1	0.2	10.235	B
C-A	111.15	111.15	0.00			111.15				
A-B	22.00	22.00	0.00			22.00				
A-C	203.00	203.00	0.00			203.00				

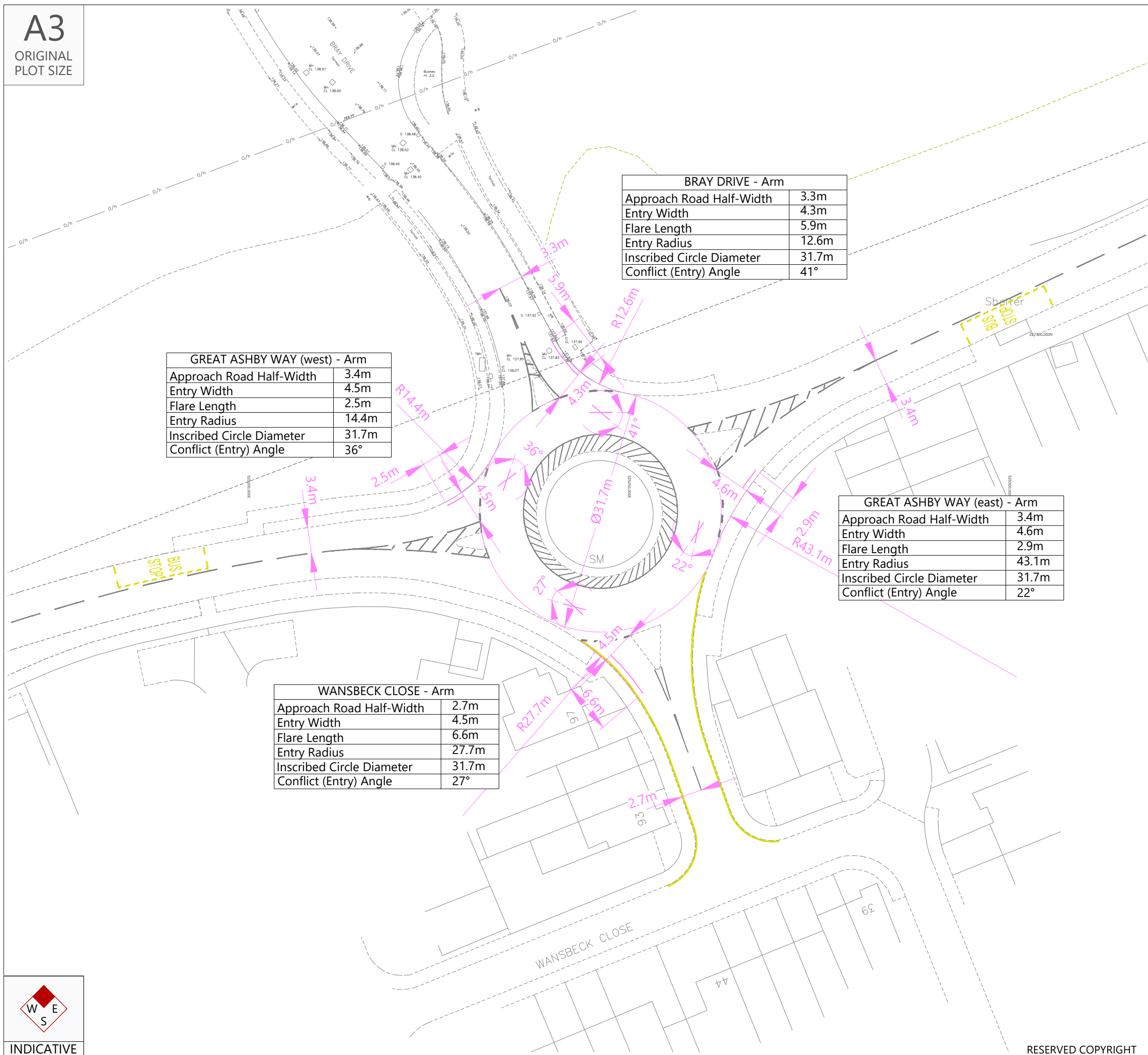
17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12.00	12.00	0.00	106.86	0.112	12.05	0.2	0.1	9.496	A
B-A	22.00	22.00	0.00	61.73	0.356	21.82	0.4	0.5	22.478	C
C-AB	32.77	32.77	0.00	115.57	0.284	32.56	0.2	0.4	10.832	B
C-A	139.23	139.23	0.00			139.23				
A-B	30.00	30.00	0.00			30.00				
A-C	198.00	198.00	0.00			198.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20.00	20.00	0.00	114.18	0.175	19.92	0.1	0.2	9.540	A
B-A	24.00	24.00	0.00	72.95	0.329	24.03	0.5	0.5	18.418	C
C-AB	19.77	19.77	0.00	109.44	0.181	19.97	0.4	0.2	10.079	B
C-A	106.23	106.23	0.00			106.23				
A-B	28.00	28.00	0.00			28.00				
A-C	187.00	187.00	0.00			187.00				

APPENDIX I



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NOTES:
1. Based on Topographical survey and OS Mapping data.

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
Cambridge
London
Welwyn Garden City

tpa
Transport Planning Associates

No. 9 Journey Campus
Castle Park
Cambridge
CB3 0AX
01223 455 385
www.tpa.uk.com

CLIENT:
croudacehomes

PROJECT:
**Roundwood,
Back Lane,
Stevenage**

TITLE:
**Modelling Parameters -
Bray Drive / Gt Ashby Way
& Wansbeck Close Roundabout**

STATUS:
FOR INFORMATION

SCALE: 1:500	DATE: 21.11.24	DRAWN: JA	CHECKED: IB	APPROVED: IB
JOB NO: 2105-037		DRAWING NO: MP07		REVISION: -

Junctions 11		
ARCADY 11 - Roundabout Module		
Version: 11.0.0.2177		
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For sales and distribution information, program advice and maintenance, contact TRL Software:		
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com		
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Filename: Junction 3 - Bray Drive_Great Ashby Way.j11

Path: Q:\21\05\037 - Roundwood, Weston Road, Stevenage\04 Calculations and Analysis\Highway Impact Analysis\Junctions 10\Junction 3 - Bray Drive_Great Ashby Way Rbt

Report generation date: 05/12/2024 12:39:29

»2022 | Surveyed | AM
 »2022 | Surveyed | PM
 »2026 | Base | AM
 »2026 | Base | PM
 »2026 | Base + Development | AM
 »2026 | Base + Development | PM
 »2026 | Total Forecast | AM
 »2026 | Total Forecast | PM
 »2031 | Base | AM
 »2031 | Base | PM
 »2031 | Base + Development | AM
 »2031 | Base + Development | PM
 »2031 | Total Forecast | AM
 »2031 | Total Forecast | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	RFC	LOS	Set ID	Queue (Veh)	RFC	LOS
	2022 - Surveyed							
1 - Bray Drive	D1	0.4	0.27	A	D2	0.2	0.16	A
2 - Great Ashby Way (East)		0.9	0.47	A		0.5	0.35	A
3 - Wansbeck Close		0.1	0.06	A		0.0	0.02	A
4 - Great Ashby Way (West)		0.5	0.34	A		1.0	0.49	A
	2026 - Base							
1 - Bray Drive	D3	0.4	0.28	A	D4	0.2	0.16	A
2 - Great Ashby Way (East)		0.9	0.48	A		0.5	0.35	A
3 - Wansbeck Close		0.1	0.06	A		0.0	0.02	A
4 - Great Ashby Way (West)		0.5	0.35	A		1.0	0.51	A
	2026 - Base + Development							
1 - Bray Drive	D5	0.5	0.34	A	D6	0.3	0.21	A
2 - Great Ashby Way (East)		1.0	0.50	A		0.6	0.36	A
3 - Wansbeck Close		0.1	0.06	A		0.0	0.02	A
4 - Great Ashby Way (West)		0.6	0.37	A		1.2	0.54	A
	2026 - Total Forecast							
1 - Bray Drive	D7	0.6	0.38	A	D8	0.3	0.23	A
2 - Great Ashby Way (East)		15.4	1.00	E		0.9	0.48	A
3 - Wansbeck Close		0.1	0.10	A		0.0	0.02	A
4 - Great Ashby Way (West)		1.6	0.63	A		2.8	0.74	B
	2031 - Base							
1 - Bray Drive	D9	0.4	0.29	A	D10	0.2	0.17	A
2 - Great Ashby Way (East)		1.0	0.50	A		0.6	0.37	A
3 - Wansbeck Close		0.1	0.06	A		0.0	0.02	A
4 - Great Ashby Way (West)		0.6	0.36	A		1.1	0.52	A
	2031 - Base + Development							
1 - Bray Drive	D11	0.5	0.35	A	D12	0.3	0.22	A
2 - Great Ashby Way (East)		1.1	0.52	A		0.6	0.38	A
3 - Wansbeck Close		0.1	0.07	A		0.0	0.02	A
4 - Great Ashby Way (West)		0.6	0.38	A		1.3	0.56	A
	2031 - Total Forecast							
1 - Bray Drive	D13	0.6	0.39	A	D14	0.3	0.25	A
2 - Great Ashby Way (East)		18.9	1.02	F		1.0	0.50	A
3 - Wansbeck Close		0.1	0.11	B		0.0	0.02	A
4 - Great Ashby Way (West)		1.7	0.64	A		3.1	0.76	B

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	
Location	
Site number	
Date	03/12/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPA\aaaron.webb
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	Veh	Veh	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:45	08:45	60	15	✓
D2	2022	Surveyed	PM	DIRECT	17:00	18:00	60	15	✓
D3	2026	Base	AM	DIRECT	07:45	08:45	60	15	✓
D4	2026	Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2026	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓
D6	2026	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓
D7	2026	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓
D8	2026	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓
D9	2031	Base	AM	DIRECT	07:45	08:45	60	15	✓
D10	2031	Base	PM	DIRECT	17:00	18:00	60	15	✓
D11	2031	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓
D12	2031	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓
D13	2031	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓
D14	2031	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2022 | Surveyed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bray Drive_Great Ashby Way Rbt	Standard Roundabout		1, 2, 3, 4	5.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.45	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Bray Drive		
2	Great Ashby Way (East)		
3	Wansbeck Close		
4	Great Ashby Way (West)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Bray Drive	3.30	4.30	5.9	12.6	31.7	41.0		
2 - Great Ashby Way (East)	3.40	4.60	2.9	43.1	31.7	22.0		
3 - Wansbeck Close	2.70	4.50	6.6	27.7	31.7	27.0		
4 - Great Ashby Way (West)	3.40	4.50	2.5	14.4	31.7	36.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - Bray Drive	0.516	279.082
2 - Great Ashby Way (East)	0.581	312.672
3 - Wansbeck Close	0.548	283.990
4 - Great Ashby Way (West)	0.526	280.515

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bray Drive		DIRECT	✓	100.000
2 - Great Ashby Way (East)		DIRECT	✓	100.000
3 - Wansbeck Close		DIRECT	✓	100.000
4 - Great Ashby Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 -
08:00

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	6.00	0.00	38.00
	2 - Great Ashby Way (East)	3.00	0.00	1.00	97.00
	3 - Wansbeck Close	0.00	2.00	0.00	8.00
	4 - Great Ashby Way (West)	12.00	45.00	1.00	1.00

Demand (Veh/TS)

08:00 -
08:15

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	4.00	1.00	64.00
	2 - Great Ashby Way (East)	0.00	0.00	1.00	126.00
	3 - Wansbeck Close	0.00	1.00	0.00	9.00
	4 - Great Ashby Way (West)	23.00	46.00	1.00	0.00

Demand (Veh/TS)

08:15 -
08:30

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	5.00	0.00	42.00
	2 - Great Ashby Way (East)	0.00	0.00	2.00	81.00
	3 - Wansbeck Close	0.00	1.00	0.00	7.00
	4 - Great Ashby Way (West)	22.00	68.00	2.00	1.00

Demand (Veh/TS)

08:30 -
08:45

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	4.00	0.00	56.00
	2 - Great Ashby Way (East)	5.00	0.00	2.00	90.00
	3 - Wansbeck Close	1.00	0.00	0.00	10.00
	4 - Great Ashby Way (West)	14.00	65.00	2.00	1.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0	0	0	0
	2 - Great Ashby Way (East)	0	0	0	1
	3 - Wansbeck Close	0	0	0	0
	4 - Great Ashby Way (West)	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bray Drive	0.27	4.90	0.4	A	55.00	220.00
2 - Great Ashby Way (East)	0.47	6.16	0.9	A	102.00	408.00
3 - Wansbeck Close	0.06	5.31	0.1	A	9.75	39.00
4 - Great Ashby Way (West)	0.34	4.90	0.5	A	76.00	304.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	44.00	44.00	48.77	253.49	0.174	43.79	14.93	0.0	0.2	4.287	A
2 - Great Ashby Way (East)	101.00	101.00	39.81	287.44	0.351	100.46	52.75	0.0	0.5	4.800	A
3 - Wansbeck Close	10.00	10.00	138.28	207.76	0.048	9.95	1.99	0.0	0.1	4.548	A
4 - Great Ashby Way (West)	59.00	59.00	4.97	274.16	0.215	58.73	143.26	0.0	0.3	4.172	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	69.00	69.00	48.00	253.88	0.272	68.84	22.96	0.2	0.4	4.860	A
2 - Great Ashby Way (East)	127.00	127.00	65.84	272.36	0.466	126.67	51.00	0.5	0.9	6.164	A
3 - Wansbeck Close	10.00	10.00	189.52	179.54	0.056	9.99	2.99	0.1	0.1	5.307	A
4 - Great Ashby Way (West)	70.00	70.00	1.02	276.72	0.253	69.94	198.49	0.3	0.3	4.351	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	47.00	47.00	71.84	241.36	0.195	47.13	21.99	0.4	0.2	4.637	A
2 - Great Ashby Way (East)	83.00	83.00	45.12	284.34	0.292	83.45	73.85	0.9	0.4	4.491	A
3 - Wansbeck Close	8.00	8.00	124.57	215.34	0.037	8.02	4.00	0.1	0.0	4.342	A
4 - Great Ashby Way (West)	93.00	93.00	1.00	276.37	0.337	92.83	131.59	0.3	0.5	4.899	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	60.00	60.00	68.03	243.36	0.247	59.92	20.01	0.2	0.3	4.904	A
2 - Great Ashby Way (East)	97.00	97.00	58.91	276.49	0.351	96.88	69.04	0.4	0.5	5.007	A
3 - Wansbeck Close	11.00	11.00	151.79	200.38	0.055	10.98	4.00	0.0	0.1	4.752	A
4 - Great Ashby Way (West)	82.00	82.00	5.97	273.50	0.300	82.07	156.80	0.5	0.4	4.704	A

2022 | Surveyed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bray Drive_Great Ashby Way Rbt	Standard Roundabout		1, 2, 3, 4	5.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.60	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2022	Surveyed	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bray Drive		DIRECT	✓	100.000
2 - Great Ashby Way (East)		DIRECT	✓	100.000
3 - Wansbeck Close		DIRECT	✓	100.000
4 - Great Ashby Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 -
17:15

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	8.00	0.00	22.00
	2 - Great Ashby Way (East)	5.00	0.00	0.00	60.00
	3 - Wansbeck Close	0.00	2.00	0.00	3.00
	4 - Great Ashby Way (West)	28.00	97.00	4.00	0.00

Demand (Veh/TS)

17:15 -
17:30

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	4.00	1.00	22.00
	2 - Great Ashby Way (East)	6.00	0.00	7.00	65.00
	3 - Wansbeck Close	0.00	1.00	0.00	3.00
	4 - Great Ashby Way (West)	29.00	92.00	15.00	0.00

Demand (Veh/TS)

17:30 -
17:45

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	8.00	0.00	28.00
	2 - Great Ashby Way (East)	7.00	0.00	2.00	92.00
	3 - Wansbeck Close	0.00	1.00	0.00	3.00
	4 - Great Ashby Way (West)	40.00	89.00	5.00	0.00

Demand (Veh/TS)

17:45 -
18:00

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	8.00	0.00	14.00
	2 - Great Ashby Way (East)	9.00	0.00	3.00	67.00
	3 - Wansbeck Close	0.00	1.00	0.00	3.00
	4 - Great Ashby Way (West)	24.00	96.00	6.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0	0	0	0
	2 - Great Ashby Way (East)	0	0	0	0
	3 - Wansbeck Close	0	0	0	0
	4 - Great Ashby Way (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bray Drive	0.16	4.64	0.2	A	28.75	115.00
2 - Great Ashby Way (East)	0.35	4.69	0.5	A	80.75	323.00
3 - Wansbeck Close	0.02	4.28	0.0	A	4.25	17.00
4 - Great Ashby Way (West)	0.49	6.40	1.0	A	131.25	525.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	30.00	30.00	102.31	226.13	0.133	29.85	32.79	0.0	0.2	4.583	A
2 - Great Ashby Way (East)	65.00	65.00	25.86	296.69	0.219	64.72	106.30	0.0	0.3	3.875	A
3 - Wansbeck Close	5.00	5.00	86.61	236.38	0.021	4.98	3.97	0.0	0.0	3.889	A
4 - Great Ashby Way (West)	129.00	129.00	6.97	276.29	0.467	128.14	84.62	0.0	0.9	6.040	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	27.00	27.00	107.93	223.23	0.121	27.01	34.98	0.2	0.1	4.588	A
2 - Great Ashby Way (East)	78.00	78.00	37.91	289.80	0.269	77.91	97.03	0.3	0.4	4.245	A
3 - Wansbeck Close	4.00	4.00	92.94	232.90	0.017	4.00	22.88	0.0	0.0	3.931	A
4 - Great Ashby Way (West)	136.00	136.00	7.00	276.33	0.492	135.91	89.95	0.9	1.0	6.405	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	36.00	36.00	95.09	229.87	0.157	35.95	46.91	0.1	0.2	4.640	A
2 - Great Ashby Way (East)	101.00	101.00	33.04	292.54	0.345	100.84	98.00	0.4	0.5	4.691	A
3 - Wansbeck Close	4.00	4.00	126.79	214.29	0.019	4.00	7.10	0.0	0.0	4.279	A
4 - Great Ashby Way (West)	134.00	134.00	7.99	275.82	0.486	134.01	122.80	1.0	1.0	6.348	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	22.00	22.00	102.97	225.79	0.097	22.08	33.12	0.2	0.1	4.419	A
2 - Great Ashby Way (East)	79.00	79.00	20.07	300.12	0.263	79.16	104.98	0.5	0.4	4.077	A
3 - Wansbeck Close	4.00	4.00	90.24	234.38	0.017	4.00	8.99	0.0	0.0	3.906	A
4 - Great Ashby Way (West)	126.00	126.00	10.00	274.69	0.459	126.09	84.25	1.0	0.9	6.060	A

2026 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bray Drive_Great Ashby Way Rbt	Standard Roundabout		1, 2, 3, 4	5.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.56	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2026	Base	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bray Drive		DIRECT	✓	100.000
2 - Great Ashby Way (East)		DIRECT	✓	100.000
3 - Wansbeck Close		DIRECT	✓	100.000
4 - Great Ashby Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00	From	To			
			1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close
		1 - Bray Drive	0.00	6.00	0.00
		2 - Great Ashby Way (East)	3.00	0.00	1.00
		3 - Wansbeck Close	0.00	2.00	0.00
		4 - Great Ashby Way (West)	12.00	46.00	1.00

Demand (Veh/TS)

08:00 - 08:15	From	To			
			1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close
		1 - Bray Drive	0.00	4.00	1.00
		2 - Great Ashby Way (East)	0.00	0.00	1.00
		3 - Wansbeck Close	0.00	1.00	0.00
		4 - Great Ashby Way (West)	24.00	47.00	1.00

Demand (Veh/TS)

08:15 -
08:30

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	5.00	0.00	43.00
	2 - Great Ashby Way (East)	0.00	0.00	2.00	83.00
	3 - Wansbeck Close	0.00	1.00	0.00	7.00
	4 - Great Ashby Way (West)	23.00	70.00	2.00	1.00

Demand (Veh/TS)

08:30 -
08:45

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	4.00	0.00	57.00
	2 - Great Ashby Way (East)	5.00	0.00	2.00	92.00
	3 - Wansbeck Close	1.00	0.00	0.00	10.00
	4 - Great Ashby Way (West)	14.00	66.00	2.00	1.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0	0	0	0
	2 - Great Ashby Way (East)	0	0	0	1
	3 - Wansbeck Close	0	0	0	0
	4 - Great Ashby Way (West)	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bray Drive	0.28	4.94	0.4	A	56.25	225.00
2 - Great Ashby Way (East)	0.48	6.34	0.9	A	104.25	417.00
3 - Wansbeck Close	0.06	5.39	0.1	A	9.75	39.00
4 - Great Ashby Way (West)	0.35	4.98	0.5	A	77.75	311.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	45.00	45.00	49.77	252.98	0.178	44.78	14.93	0.0	0.2	4.318	A
2 - Great Ashby Way (East)	103.00	103.00	40.80	286.92	0.359	102.44	53.75	0.0	0.6	4.864	A
3 - Wansbeck Close	10.00	10.00	141.26	206.13	0.049	9.95	1.99	0.0	0.1	4.586	A
4 - Great Ashby Way (West)	60.00	60.00	4.97	274.22	0.219	59.72	146.24	0.0	0.3	4.191	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	71.00	71.00	48.99	253.36	0.280	70.83	23.96	0.2	0.4	4.927	A
2 - Great Ashby Way (East)	130.00	130.00	67.83	271.27	0.479	129.65	52.00	0.6	0.9	6.340	A
3 - Wansbeck Close	10.00	10.00	194.48	176.82	0.057	9.99	2.99	0.1	0.1	5.394	A
4 - Great Ashby Way (West)	72.00	72.00	1.02	276.81	0.260	71.93	203.45	0.3	0.3	4.392	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	48.00	48.00	73.83	240.33	0.200	48.14	22.99	0.4	0.3	4.687	A
2 - Great Ashby Way (East)	85.00	85.00	46.13	283.82	0.299	85.48	75.84	0.9	0.4	4.548	A
3 - Wansbeck Close	8.00	8.00	127.61	213.67	0.037	8.02	4.00	0.1	0.0	4.378	A
4 - Great Ashby Way (West)	96.00	96.00	1.00	276.46	0.347	95.82	134.63	0.3	0.5	4.976	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	61.00	61.00	69.04	242.84	0.251	60.92	20.02	0.3	0.3	4.945	A
2 - Great Ashby Way (East)	99.00	99.00	59.91	275.96	0.359	98.88	70.04	0.4	0.6	5.079	A
3 - Wansbeck Close	11.00	11.00	154.79	198.73	0.055	10.98	4.00	0.0	0.1	4.793	A
4 - Great Ashby Way (West)	83.00	83.00	5.97	273.57	0.303	83.09	159.80	0.5	0.4	4.728	A

2026 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bray Drive_Great Ashby Way Rbt	Standard Roundabout		1, 2, 3, 4	5.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.72	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2026	Base	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bray Drive		DIRECT	✓	100.000
2 - Great Ashby Way (East)		DIRECT	✓	100.000
3 - Wansbeck Close		DIRECT	✓	100.000
4 - Great Ashby Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 -
17:15

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	8.00	0.00	23.00
	2 - Great Ashby Way (East)	5.00	0.00	0.00	61.00
	3 - Wansbeck Close	0.00	2.00	0.00	3.00
	4 - Great Ashby Way (West)	29.00	99.00	4.00	0.00

Demand (Veh/TS)

17:15 -
17:30

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	4.00	1.00	23.00
	2 - Great Ashby Way (East)	6.00	0.00	7.00	66.00
	3 - Wansbeck Close	0.00	1.00	0.00	3.00
	4 - Great Ashby Way (West)	30.00	94.00	16.00	0.00

Demand (Veh/TS)

17:30 -
17:45

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	8.00	0.00	29.00
	2 - Great Ashby Way (East)	7.00	0.00	2.00	94.00
	3 - Wansbeck Close	0.00	1.00	0.00	3.00
	4 - Great Ashby Way (West)	41.00	91.00	5.00	0.00

Demand (Veh/TS)

17:45 -
18:00

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	8.00	0.00	14.00
	2 - Great Ashby Way (East)	9.00	0.00	3.00	68.00
	3 - Wansbeck Close	0.00	1.00	0.00	3.00
	4 - Great Ashby Way (West)	25.00	98.00	6.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0	0	0	0
	2 - Great Ashby Way (East)	0	0	0	0
	3 - Wansbeck Close	0	0	0	0
	4 - Great Ashby Way (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bray Drive	0.16	4.69	0.2	A	29.50	118.00
2 - Great Ashby Way (East)	0.35	4.75	0.5	A	82.00	328.00
3 - Wansbeck Close	0.02	4.31	0.0	A	4.25	17.00
4 - Great Ashby Way (West)	0.51	6.59	1.0	A	134.50	538.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	31.00	31.00	104.29	225.11	0.138	30.84	33.78	0.0	0.2	4.628	A
2 - Great Ashby Way (East)	66.00	66.00	26.85	296.14	0.223	65.71	108.27	0.0	0.3	3.901	A
3 - Wansbeck Close	5.00	5.00	88.60	235.29	0.021	4.98	3.97	0.0	0.0	3.907	A
4 - Great Ashby Way (West)	132.00	132.00	6.97	276.31	0.478	131.10	86.61	0.0	0.9	6.160	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	28.00	28.00	110.91	221.69	0.126	28.01	35.97	0.2	0.1	4.646	A
2 - Great Ashby Way (East)	79.00	79.00	39.90	288.67	0.274	78.91	99.02	0.3	0.4	4.288	A
3 - Wansbeck Close	4.00	4.00	94.94	231.80	0.017	4.00	23.87	0.0	0.0	3.950	A
4 - Great Ashby Way (West)	140.00	140.00	7.00	276.35	0.507	139.89	91.95	0.9	1.0	6.589	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	37.00	37.00	97.10	228.83	0.162	36.95	47.91	0.1	0.2	4.689	A
2 - Great Ashby Way (East)	103.00	103.00	34.05	291.98	0.353	102.83	100.00	0.4	0.5	4.754	A
3 - Wansbeck Close	4.00	4.00	129.78	212.65	0.019	4.00	7.11	0.0	0.0	4.313	A
4 - Great Ashby Way (West)	137.00	137.00	7.99	275.84	0.497	137.02	125.79	1.0	1.0	6.486	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	22.00	22.00	104.98	224.75	0.098	22.08	34.12	0.2	0.1	4.442	A
2 - Great Ashby Way (East)	80.00	80.00	20.08	300.14	0.267	80.18	106.98	0.5	0.4	4.096	A
3 - Wansbeck Close	4.00	4.00	91.26	233.82	0.017	4.00	8.99	0.0	0.0	3.917	A
4 - Great Ashby Way (West)	129.00	129.00	10.00	274.72	0.470	129.10	85.26	1.0	0.9	6.187	A

2026 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bray Drive_Great Ashby Way Rbt	Standard Roundabout		1, 2, 3, 4	5.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.87	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2026	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bray Drive		DIRECT	✓	100.000
2 - Great Ashby Way (East)		DIRECT	✓	100.000
3 - Wansbeck Close		DIRECT	✓	100.000
4 - Great Ashby Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00	From	To			
			1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close
		1 - Bray Drive	0.00	6.00	0.00
		2 - Great Ashby Way (East)	3.00	0.00	1.00
		3 - Wansbeck Close	0.00	2.00	0.00
		4 - Great Ashby Way (West)	16.00	47.00	1.00

Demand (Veh/TS)

08:00 - 08:15	From	To			
			1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close
		1 - Bray Drive	0.00	4.00	1.00
		2 - Great Ashby Way (East)	0.00	0.00	1.00
		3 - Wansbeck Close	0.00	1.00	0.00
		4 - Great Ashby Way (West)	30.00	48.00	1.00

Demand (Veh/TS)

08:15 -
08:30

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	5.00	0.00	54.00
	2 - Great Ashby Way (East)	0.00	0.00	2.00	83.00
	3 - Wansbeck Close	0.00	1.00	0.00	7.00
	4 - Great Ashby Way (West)	29.00	70.00	2.00	1.00

Demand (Veh/TS)

08:30 -
08:45

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	4.00	0.00	71.00
	2 - Great Ashby Way (East)	5.00	0.00	2.00	92.00
	3 - Wansbeck Close	1.00	0.00	0.00	10.00
	4 - Great Ashby Way (West)	18.00	67.00	2.00	1.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0	0	0	0
	2 - Great Ashby Way (East)	0	0	0	1
	3 - Wansbeck Close	0	0	0	0
	4 - Great Ashby Way (West)	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bray Drive	0.34	5.41	0.5	A	68.75	275.00
2 - Great Ashby Way (East)	0.50	6.78	1.0	A	104.25	417.00
3 - Wansbeck Close	0.06	5.69	0.1	A	9.75	39.00
4 - Great Ashby Way (West)	0.37	5.14	0.6	A	83.50	334.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	54.00	54.00	50.76	252.45	0.214	53.73	18.91	0.0	0.3	4.524	A
2 - Great Ashby Way (East)	103.00	103.00	49.75	281.71	0.366	102.43	54.74	0.0	0.6	5.004	A
3 - Wansbeck Close	10.00	10.00	150.19	201.22	0.050	9.95	1.99	0.0	0.1	4.704	A
4 - Great Ashby Way (West)	65.00	65.00	4.97	274.35	0.237	64.69	155.16	0.0	0.3	4.286	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	87.00	87.00	49.99	252.83	0.344	86.75	29.94	0.3	0.5	5.411	A
2 - Great Ashby Way (East)	130.00	130.00	83.75	262.03	0.496	129.60	52.99	0.6	1.0	6.775	A
3 - Wansbeck Close	10.00	10.00	210.36	168.10	0.059	9.99	2.99	0.1	0.1	5.691	A
4 - Great Ashby Way (West)	79.00	79.00	1.02	276.96	0.285	78.91	219.33	0.3	0.4	4.542	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	59.00	59.00	73.83	240.32	0.246	59.19	28.99	0.5	0.3	4.975	A
2 - Great Ashby Way (East)	85.00	85.00	57.18	277.39	0.306	85.53	75.84	1.0	0.4	4.703	A
3 - Wansbeck Close	8.00	8.00	138.71	207.58	0.039	8.02	4.00	0.1	0.0	4.511	A
4 - Great Ashby Way (West)	102.00	102.00	1.00	276.59	0.369	101.82	145.73	0.4	0.6	5.144	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	75.00	75.00	70.04	242.30	0.310	74.88	24.03	0.3	0.4	5.372	A
2 - Great Ashby Way (East)	99.00	99.00	73.88	267.85	0.370	98.86	71.04	0.4	0.6	5.321	A
3 - Wansbeck Close	11.00	11.00	168.74	191.07	0.058	10.98	4.00	0.0	0.1	4.997	A
4 - Great Ashby Way (West)	88.00	88.00	5.97	273.65	0.322	88.10	173.75	0.6	0.5	4.854	A

2026 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bray Drive_Great Ashby Way Rbt	Standard Roundabout		1, 2, 3, 4	6.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.12	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2026	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bray Drive		DIRECT	✓	100.000
2 - Great Ashby Way (East)		DIRECT	✓	100.000
3 - Wansbeck Close		DIRECT	✓	100.000
4 - Great Ashby Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 -
17:15

From	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
	1 - Bray Drive	0.00	8.00	0.00	30.00
	2 - Great Ashby Way (East)	5.00	0.00	0.00	62.00
	3 - Wansbeck Close	0.00	2.00	0.00	3.00
	4 - Great Ashby Way (West)	37.00	100.00	4.00	0.00

Demand (Veh/TS)

17:15 -
17:30

From	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
	1 - Bray Drive	0.00	4.00	1.00	30.00
	2 - Great Ashby Way (East)	6.00	0.00	7.00	67.00
	3 - Wansbeck Close	0.00	1.00	0.00	3.00
	4 - Great Ashby Way (West)	39.00	94.00	16.00	0.00

Demand (Veh/TS)

17:30 -
17:45

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	8.00	0.00	39.00
	2 - Great Ashby Way (East)	7.00	0.00	2.00	95.00
	3 - Wansbeck Close	0.00	1.00	0.00	3.00
	4 - Great Ashby Way (West)	54.00	91.00	5.00	0.00

Demand (Veh/TS)

17:45 -
18:00

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	8.00	0.00	19.00
	2 - Great Ashby Way (East)	9.00	0.00	3.00	69.00
	3 - Wansbeck Close	0.00	1.00	0.00	3.00
	4 - Great Ashby Way (West)	32.00	99.00	6.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0	0	0	0
	2 - Great Ashby Way (East)	0	0	0	0
	3 - Wansbeck Close	0	0	0	0
	4 - Great Ashby Way (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bray Drive	0.21	4.95	0.3	A	36.75	147.00
2 - Great Ashby Way (East)	0.36	4.93	0.6	A	83.00	332.00
3 - Wansbeck Close	0.02	4.44	0.0	A	4.25	17.00
4 - Great Ashby Way (West)	0.54	7.15	1.2	A	144.25	577.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	38.00	38.00	105.23	224.61	0.169	37.80	41.71	0.0	0.2	4.812	A
2 - Great Ashby Way (East)	67.00	67.00	33.81	292.08	0.229	66.70	109.22	0.0	0.3	3.988	A
3 - Wansbeck Close	5.00	5.00	96.54	230.93	0.022	4.98	3.97	0.0	0.0	3.983	A
4 - Great Ashby Way (West)	141.00	141.00	6.97	276.32	0.510	139.97	94.55	0.0	1.0	6.553	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	35.00	35.00	110.91	221.69	0.158	35.01	44.96	0.2	0.2	4.823	A
2 - Great Ashby Way (East)	80.00	80.00	46.90	284.59	0.281	79.91	99.03	0.3	0.4	4.395	A
3 - Wansbeck Close	4.00	4.00	102.94	227.41	0.018	4.00	23.87	0.0	0.0	4.029	A
4 - Great Ashby Way (West)	149.00	149.00	7.00	276.37	0.539	148.87	99.95	1.0	1.2	7.051	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	47.00	47.00	97.10	228.83	0.205	46.93	60.87	0.2	0.3	4.947	A
2 - Great Ashby Way (East)	104.00	104.00	44.04	286.17	0.363	103.82	99.99	0.4	0.6	4.930	A
3 - Wansbeck Close	4.00	4.00	140.75	206.63	0.019	4.00	7.11	0.0	0.0	4.441	A
4 - Great Ashby Way (West)	150.00	150.00	7.99	275.86	0.544	149.97	136.76	1.2	1.2	7.147	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	27.00	27.00	105.98	224.23	0.120	27.12	41.18	0.3	0.1	4.568	A
2 - Great Ashby Way (East)	81.00	81.00	25.11	297.20	0.273	81.19	107.99	0.6	0.4	4.171	A
3 - Wansbeck Close	4.00	4.00	97.31	230.50	0.017	4.00	8.99	0.0	0.0	3.973	A
4 - Great Ashby Way (West)	137.00	137.00	10.00	274.72	0.499	137.17	91.31	1.2	1.0	6.551	A

2026 | Total Forecast | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bray Drive_Great Ashby Way Rbt	Standard Roundabout		1, 2, 3, 4	25.73	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	25.73	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2026	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bray Drive		DIRECT	✓	100.000
2 - Great Ashby Way (East)		DIRECT	✓	100.000
3 - Wansbeck Close		DIRECT	✓	100.000
4 - Great Ashby Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 -
08:00

	To				
From		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
	1 - Bray Drive	0.00	6.00	0.00	48.00
	2 - Great Ashby Way (East)	3.00	0.00	1.00	201.00
	3 - Wansbeck Close	0.00	2.00	0.00	8.00
	4 - Great Ashby Way (West)	16.00	94.00	1.00	1.00

Demand (Veh/TS)

08:00 -
08:15

	To				
From		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
	1 - Bray Drive	0.00	4.00	1.00	82.00
	2 - Great Ashby Way (East)	0.00	0.00	1.00	261.00
	3 - Wansbeck Close	0.00	1.00	0.00	9.00
	4 - Great Ashby Way (West)	30.00	96.00	1.00	0.00

Demand (Veh/TS)

08:15 -
08:30

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	5.00	0.00	54.00
	2 - Great Ashby Way (East)	0.00	0.00	2.00	168.00
	3 - Wansbeck Close	0.00	1.00	0.00	7.00
	4 - Great Ashby Way (West)	29.00	142.00	2.00	1.00

Demand (Veh/TS)

08:30 -
08:45

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	4.00	0.00	71.00
	2 - Great Ashby Way (East)	5.00	0.00	2.00	186.00
	3 - Wansbeck Close	1.00	0.00	0.00	10.00
	4 - Great Ashby Way (West)	18.00	136.00	2.00	1.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0	0	0	0
	2 - Great Ashby Way (East)	0	0	0	0
	3 - Wansbeck Close	0	0	0	0
	4 - Great Ashby Way (West)	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bray Drive	0.38	6.82	0.6	A	68.75	275.00
2 - Great Ashby Way (East)	1.00	44.59	15.4	E	207.50	830.00
3 - Wansbeck Close	0.10	9.71	0.1	A	9.75	39.00
4 - Great Ashby Way (West)	0.63	8.52	1.6	A	142.50	570.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	54.00	54.00	97.41	228.38	0.236	53.69	18.87	0.0	0.3	5.144	A
2 - Great Ashby Way (East)	205.00	205.00	49.71	282.76	0.725	202.48	101.38	0.0	2.5	10.895	B
3 - Wansbeck Close	10.00	10.00	250.21	146.38	0.068	9.93	1.98	0.0	0.1	6.593	A
4 - Great Ashby Way (West)	112.00	112.00	4.95	275.92	0.406	111.32	255.19	0.0	0.7	5.446	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	87.00	87.00	97.95	228.09	0.381	86.70	29.94	0.3	0.6	6.353	A
2 - Great Ashby Way (East)	262.00	262.00	83.70	263.07	0.996	249.08	100.95	2.5	15.4	44.586	E
3 - Wansbeck Close	10.00	10.00	329.83	102.62	0.097	9.97	2.95	0.1	0.1	9.711	A
4 - Great Ashby Way (West)	127.00	127.00	1.04	278.16	0.457	126.85	338.76	0.7	0.8	5.941	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	59.00	59.00	145.28	203.45	0.290	59.20	28.92	0.6	0.4	6.249	A
2 - Great Ashby Way (East)	170.00	170.00	57.18	278.43	0.611	183.83	147.29	15.4	1.6	10.935	B
3 - Wansbeck Close	8.00	8.00	236.98	153.67	0.052	8.05	4.03	0.1	0.1	6.182	A
4 - Great Ashby Way (West)	174.00	174.00	1.00	278.04	0.626	173.20	244.03	0.8	1.6	8.520	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	75.00	75.00	139.17	206.63	0.363	74.85	24.05	0.4	0.6	6.824	A
2 - Great Ashby Way (East)	193.00	193.00	73.85	268.80	0.718	192.17	140.17	1.6	2.4	11.609	B
3 - Wansbeck Close	11.00	11.00	262.02	139.93	0.079	10.97	4.00	0.1	0.1	6.976	A
4 - Great Ashby Way (West)	157.00	157.00	5.94	275.34	0.570	157.28	267.05	1.6	1.4	7.641	A

2026 | Total Forecast | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bray Drive_Great Ashby Way Rbt	Standard Roundabout		1, 2, 3, 4	9.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2026	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bray Drive		DIRECT	✓	100.000
2 - Great Ashby Way (East)		DIRECT	✓	100.000
3 - Wansbeck Close		DIRECT	✓	100.000
4 - Great Ashby Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 -
17:15

	To				
From		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
	1 - Bray Drive	0.00	8.00	0.00	30.00
	2 - Great Ashby Way (East)	5.00	0.00	0.00	84.00
	3 - Wansbeck Close	0.00	2.00	0.00	3.00
	4 - Great Ashby Way (West)	37.00	159.00	4.00	0.00

Demand (Veh/TS)

17:15 -
17:30

	To				
From		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
	1 - Bray Drive	0.00	4.00	1.00	30.00
	2 - Great Ashby Way (East)	6.00	0.00	7.00	91.00
	3 - Wansbeck Close	0.00	1.00	0.00	3.00
	4 - Great Ashby Way (West)	39.00	151.00	16.00	0.00

Demand (Veh/TS)

17:30 -
17:45

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	8.00	0.00	39.00
	2 - Great Ashby Way (East)	7.00	0.00	2.00	129.00
	3 - Wansbeck Close	0.00	1.00	0.00	3.00
	4 - Great Ashby Way (West)	54.00	146.00	5.00	0.00

Demand (Veh/TS)

17:45 -
18:00

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	8.00	0.00	19.00
	2 - Great Ashby Way (East)	9.00	0.00	3.00	94.00
	3 - Wansbeck Close	0.00	1.00	0.00	3.00
	4 - Great Ashby Way (West)	32.00	157.00	6.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0	0	0	0
	2 - Great Ashby Way (East)	0	0	0	0
	3 - Wansbeck Close	0	0	0	0
	4 - Great Ashby Way (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bray Drive	0.23	5.86	0.3	A	36.75	147.00
2 - Great Ashby Way (East)	0.48	6.04	0.9	A	109.25	437.00
3 - Wansbeck Close	0.02	4.89	0.0	A	4.25	17.00
4 - Great Ashby Way (West)	0.74	12.65	2.8	B	201.50	806.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	38.00	38.00	162.95	194.82	0.195	37.76	41.51	0.0	0.2	5.722	A
2 - Great Ashby Way (East)	89.00	89.00	33.76	292.37	0.304	88.57	166.95	0.0	0.4	4.407	A
3 - Wansbeck Close	5.00	5.00	118.38	218.96	0.023	4.98	3.95	0.0	0.0	4.206	A
4 - Great Ashby Way (West)	200.00	200.00	6.97	276.50	0.723	197.50	116.39	0.0	2.5	11.070	B

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	35.00	35.00	167.77	192.34	0.182	35.02	44.92	0.2	0.2	5.722	A
2 - Great Ashby Way (East)	104.00	104.00	46.82	284.84	0.365	103.86	155.96	0.4	0.6	4.970	A
3 - Wansbeck Close	4.00	4.00	126.90	214.28	0.019	4.00	23.79	0.0	0.0	4.281	A
4 - Great Ashby Way (West)	206.00	206.00	7.00	276.51	0.745	205.70	123.91	2.5	2.8	12.628	B

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	47.00	47.00	152.19	200.39	0.235	46.92	60.77	0.2	0.3	5.862	A
2 - Great Ashby Way (East)	138.00	138.00	44.10	286.38	0.482	137.65	155.01	0.6	0.9	6.036	A
3 - Wansbeck Close	4.00	4.00	174.57	188.09	0.021	4.00	7.18	0.0	0.0	4.888	A
4 - Great Ashby Way (West)	205.00	205.00	7.99	276.00	0.743	204.97	170.58	2.8	2.8	12.650	B

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	27.00	27.00	163.98	194.30	0.139	27.14	41.33	0.3	0.2	5.390	A
2 - Great Ashby Way (East)	106.00	106.00	25.13	297.41	0.356	106.36	165.99	0.9	0.6	4.719	A
3 - Wansbeck Close	4.00	4.00	122.50	216.69	0.018	4.00	8.99	0.0	0.0	4.233	A
4 - Great Ashby Way (West)	195.00	195.00	10.00	274.90	0.709	195.31	116.50	2.8	2.5	11.367	B

2031 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bray Drive_Great Ashby Way Rbt	Standard Roundabout		1, 2, 3, 4	5.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2031	Base	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bray Drive		DIRECT	✓	100.000
2 - Great Ashby Way (East)		DIRECT	✓	100.000
3 - Wansbeck Close		DIRECT	✓	100.000
4 - Great Ashby Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00	From	To			
			1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close
		1 - Bray Drive	0.00	6.00	0.00
		2 - Great Ashby Way (East)	3.00	0.00	1.00
		3 - Wansbeck Close	0.00	2.00	0.00
		4 - Great Ashby Way (West)	13.00	48.00	1.00

Demand (Veh/TS)

08:00 - 08:15	From	To			
			1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close
		1 - Bray Drive	0.00	4.00	1.00
		2 - Great Ashby Way (East)	0.00	0.00	1.00
		3 - Wansbeck Close	0.00	1.00	0.00
		4 - Great Ashby Way (West)	25.00	49.00	1.00

Demand (Veh/TS)

08:15 -
08:30

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	5.00	0.00	45.00
	2 - Great Ashby Way (East)	0.00	0.00	2.00	86.00
	3 - Wansbeck Close	0.00	1.00	0.00	7.00
	4 - Great Ashby Way (West)	24.00	73.00	2.00	1.00

Demand (Veh/TS)

08:30 -
08:45

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	4.00	0.00	60.00
	2 - Great Ashby Way (East)	6.00	0.00	2.00	96.00
	3 - Wansbeck Close	1.00	0.00	0.00	11.00
	4 - Great Ashby Way (West)	15.00	69.00	2.00	1.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0	0	0	0
	2 - Great Ashby Way (East)	0	0	0	1
	3 - Wansbeck Close	0	0	0	0
	4 - Great Ashby Way (West)	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bray Drive	0.29	5.07	0.4	A	58.25	233.00
2 - Great Ashby Way (East)	0.50	6.62	1.0	A	108.50	434.00
3 - Wansbeck Close	0.06	5.55	0.1	A	10.25	41.00
4 - Great Ashby Way (West)	0.36	5.08	0.6	A	81.25	325.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	46.00	46.00	51.75	251.95	0.183	45.78	15.92	0.0	0.2	4.361	A
2 - Great Ashby Way (East)	107.00	107.00	41.80	286.43	0.374	106.41	55.74	0.0	0.6	4.984	A
3 - Wansbeck Close	10.00	10.00	146.22	203.41	0.049	9.95	1.99	0.0	0.1	4.651	A
4 - Great Ashby Way (West)	63.00	63.00	4.97	274.41	0.230	62.70	151.19	0.0	0.3	4.245	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	73.00	73.00	50.99	252.33	0.289	72.82	24.95	0.2	0.4	5.008	A
2 - Great Ashby Way (East)	135.00	135.00	69.82	270.20	0.500	134.61	54.00	0.6	1.0	6.619	A
3 - Wansbeck Close	11.00	11.00	201.43	173.01	0.064	10.98	2.99	0.1	0.1	5.554	A
4 - Great Ashby Way (West)	75.00	75.00	1.02	276.95	0.271	74.93	211.39	0.3	0.4	4.454	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	50.00	50.00	76.82	238.79	0.209	50.14	23.99	0.4	0.3	4.775	A
2 - Great Ashby Way (East)	88.00	88.00	48.13	282.74	0.311	88.53	78.83	1.0	0.5	4.646	A
3 - Wansbeck Close	8.00	8.00	132.66	210.90	0.038	8.03	4.00	0.1	0.0	4.436	A
4 - Great Ashby Way (West)	100.00	100.00	1.00	276.62	0.362	99.81	139.69	0.4	0.6	5.085	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	64.00	64.00	72.04	241.29	0.265	63.91	22.01	0.3	0.4	5.071	A
2 - Great Ashby Way (East)	104.00	104.00	62.90	274.32	0.379	103.85	73.05	0.5	0.6	5.275	A
3 - Wansbeck Close	12.00	12.00	162.76	194.37	0.062	11.97	4.00	0.0	0.1	4.934	A
4 - Great Ashby Way (West)	87.00	87.00	6.96	273.24	0.318	87.09	167.76	0.6	0.5	4.836	A

2031 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bray Drive_Great Ashby Way Rbt	Standard Roundabout		1, 2, 3, 4	5.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.91	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2031	Base	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bray Drive		DIRECT	✓	100.000
2 - Great Ashby Way (East)		DIRECT	✓	100.000
3 - Wansbeck Close		DIRECT	✓	100.000
4 - Great Ashby Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 -
17:15

	To				
From		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
	1 - Bray Drive	0.00	9.00	0.00	24.00
	2 - Great Ashby Way (East)	5.00	0.00	0.00	64.00
	3 - Wansbeck Close	0.00	2.00	0.00	3.00
	4 - Great Ashby Way (West)	30.00	103.00	4.00	0.00

Demand (Veh/TS)

17:15 -
17:30

	To				
From		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
	1 - Bray Drive	0.00	4.00	1.00	24.00
	2 - Great Ashby Way (East)	6.00	0.00	8.00	69.00
	3 - Wansbeck Close	0.00	1.00	0.00	3.00
	4 - Great Ashby Way (West)	31.00	98.00	16.00	0.00

Demand (Veh/TS)

17:30 -
17:45

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	9.00	0.00	30.00
	2 - Great Ashby Way (East)	8.00	0.00	2.00	98.00
	3 - Wansbeck Close	0.00	1.00	0.00	3.00
	4 - Great Ashby Way (West)	43.00	95.00	5.00	0.00

Demand (Veh/TS)

17:45 -
18:00

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	9.00	0.00	15.00
	2 - Great Ashby Way (East)	10.00	0.00	3.00	71.00
	3 - Wansbeck Close	0.00	1.00	0.00	3.00
	4 - Great Ashby Way (West)	26.00	102.00	6.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0	0	0	0
	2 - Great Ashby Way (East)	0	0	0	0
	3 - Wansbeck Close	0	0	0	0
	4 - Great Ashby Way (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bray Drive	0.17	4.79	0.2	A	31.25	125.00
2 - Great Ashby Way (East)	0.37	4.90	0.6	A	86.00	344.00
3 - Wansbeck Close	0.02	4.38	0.0	A	4.25	17.00
4 - Great Ashby Way (West)	0.52	6.84	1.1	A	139.75	559.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	33.00	33.00	108.23	223.07	0.148	32.83	34.77	0.0	0.2	4.727	A
2 - Great Ashby Way (East)	69.00	69.00	27.85	295.56	0.233	68.70	113.22	0.0	0.3	3.962	A
3 - Wansbeck Close	5.00	5.00	92.57	233.11	0.021	4.98	3.97	0.0	0.0	3.945	A
4 - Great Ashby Way (West)	137.00	137.00	6.97	276.31	0.496	136.03	90.58	0.0	1.0	6.373	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	29.00	29.00	114.91	219.63	0.132	29.02	36.97	0.2	0.2	4.721	A
2 - Great Ashby Way (East)	83.00	83.00	40.90	288.09	0.288	82.90	103.02	0.3	0.4	4.384	A
3 - Wansbeck Close	4.00	4.00	98.94	229.61	0.017	4.00	24.86	0.0	0.0	3.989	A
4 - Great Ashby Way (West)	145.00	145.00	7.00	276.35	0.525	144.88	95.95	1.0	1.1	6.837	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	39.00	39.00	101.10	226.76	0.172	38.95	50.89	0.2	0.2	4.791	A
2 - Great Ashby Way (East)	108.00	108.00	35.06	291.41	0.371	107.82	104.99	0.4	0.6	4.897	A
3 - Wansbeck Close	4.00	4.00	135.76	209.36	0.019	4.00	7.12	0.0	0.0	4.382	A
4 - Great Ashby Way (West)	143.00	143.00	8.99	275.31	0.519	143.00	130.77	1.1	1.1	6.804	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	24.00	24.00	108.98	222.68	0.108	24.08	36.14	0.2	0.1	4.533	A
2 - Great Ashby Way (East)	84.00	84.00	21.08	299.56	0.280	84.19	111.99	0.6	0.4	4.183	A
3 - Wansbeck Close	4.00	4.00	96.28	231.06	0.017	4.00	8.99	0.0	0.0	3.965	A
4 - Great Ashby Way (West)	134.00	134.00	11.00	274.19	0.489	134.12	89.28	1.1	1.0	6.433	A

2031 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bray Drive_Great Ashby Way Rbt	Standard Roundabout		1, 2, 3, 4	6.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.09	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2031	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bray Drive		DIRECT	✓	100.000
2 - Great Ashby Way (East)		DIRECT	✓	100.000
3 - Wansbeck Close		DIRECT	✓	100.000
4 - Great Ashby Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 -
08:00

	To				
From		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
	1 - Bray Drive	0.00	6.00	0.00	50.00
	2 - Great Ashby Way (East)	3.00	0.00	1.00	104.00
	3 - Wansbeck Close	0.00	2.00	0.00	8.00
	4 - Great Ashby Way (West)	16.00	49.00	1.00	1.00

Demand (Veh/TS)

08:00 -
08:15

	To				
From		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
	1 - Bray Drive	0.00	4.00	1.00	84.00
	2 - Great Ashby Way (East)	0.00	0.00	1.00	135.00
	3 - Wansbeck Close	0.00	1.00	0.00	10.00
	4 - Great Ashby Way (West)	31.00	50.00	1.00	0.00

Demand (Veh/TS)

08:15 -
08:30

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	5.00	0.00	55.00
	2 - Great Ashby Way (East)	0.00	0.00	2.00	87.00
	3 - Wansbeck Close	0.00	1.00	0.00	7.00
	4 - Great Ashby Way (West)	29.00	73.00	2.00	1.00

Demand (Veh/TS)

08:30 -
08:45

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	4.00	0.00	74.00
	2 - Great Ashby Way (East)	6.00	0.00	2.00	96.00
	3 - Wansbeck Close	1.00	0.00	0.00	11.00
	4 - Great Ashby Way (West)	19.00	70.00	2.00	1.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0	0	0	0
	2 - Great Ashby Way (East)	0	0	0	1
	3 - Wansbeck Close	0	0	0	0
	4 - Great Ashby Way (West)	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bray Drive	0.35	5.52	0.5	A	70.75	283.00
2 - Great Ashby Way (East)	0.52	7.15	1.1	A	109.25	437.00
3 - Wansbeck Close	0.07	5.89	0.1	A	10.25	41.00
4 - Great Ashby Way (West)	0.38	5.24	0.6	A	86.50	346.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	56.00	56.00	52.74	251.40	0.223	55.72	18.91	0.0	0.3	4.592	A
2 - Great Ashby Way (East)	108.00	108.00	51.74	280.56	0.385	107.38	56.72	0.0	0.6	5.178	A
3 - Wansbeck Close	10.00	10.00	157.13	197.40	0.051	9.95	1.99	0.0	0.1	4.800	A
4 - Great Ashby Way (West)	67.00	67.00	4.97	274.31	0.244	66.68	162.10	0.0	0.3	4.329	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	89.00	89.00	51.99	251.78	0.353	88.74	30.94	0.3	0.5	5.511	A
2 - Great Ashby Way (East)	136.00	136.00	85.74	260.88	0.521	135.55	54.99	0.6	1.1	7.155	A
3 - Wansbeck Close	11.00	11.00	218.30	163.72	0.067	10.98	2.99	0.1	0.1	5.892	A
4 - Great Ashby Way (West)	82.00	82.00	1.02	276.95	0.296	81.90	228.26	0.3	0.4	4.612	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	60.00	60.00	76.82	238.75	0.251	60.20	28.99	0.5	0.3	5.046	A
2 - Great Ashby Way (East)	89.00	89.00	58.20	276.80	0.322	89.59	78.83	1.1	0.5	4.823	A
3 - Wansbeck Close	8.00	8.00	143.79	204.77	0.039	8.03	4.00	0.1	0.0	4.574	A
4 - Great Ashby Way (West)	105.00	105.00	1.00	276.55	0.380	104.81	150.82	0.4	0.6	5.235	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	78.00	78.00	73.04	240.73	0.324	77.86	26.02	0.3	0.5	5.521	A
2 - Great Ashby Way (East)	104.00	104.00	76.86	266.14	0.391	103.84	74.04	0.5	0.6	5.539	A
3 - Wansbeck Close	12.00	12.00	176.70	186.69	0.064	11.97	4.00	0.0	0.1	5.151	A
4 - Great Ashby Way (West)	92.00	92.00	6.96	273.14	0.337	92.09	181.71	0.6	0.5	4.975	A

2031 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bray Drive_Great Ashby Way Rbt	Standard Roundabout		1, 2, 3, 4	6.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.34	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	2031	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bray Drive		DIRECT	✓	100.000
2 - Great Ashby Way (East)		DIRECT	✓	100.000
3 - Wansbeck Close		DIRECT	✓	100.000
4 - Great Ashby Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15		To				
	From		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
		1 - Bray Drive	0.00	9.00	0.00	31.00
		2 - Great Ashby Way (East)	5.00	0.00	0.00	64.00
		3 - Wansbeck Close	0.00	2.00	0.00	3.00
		4 - Great Ashby Way (West)	39.00	104.00	4.00	0.00

Demand (Veh/TS)

17:15 - 17:30		To				
	From		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
		1 - Bray Drive	0.00	4.00	1.00	31.00
		2 - Great Ashby Way (East)	6.00	0.00	8.00	70.00
		3 - Wansbeck Close	0.00	1.00	0.00	3.00
		4 - Great Ashby Way (West)	40.00	98.00	16.00	0.00

Demand (Veh/TS)

17:30 -
17:45

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	9.00	0.00	40.00
	2 - Great Ashby Way (East)	8.00	0.00	2.00	98.00
	3 - Wansbeck Close	0.00	1.00	0.00	3.00
	4 - Great Ashby Way (West)	55.00	95.00	5.00	0.00

Demand (Veh/TS)

17:45 -
18:00

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	9.00	0.00	20.00
	2 - Great Ashby Way (East)	10.00	0.00	3.00	72.00
	3 - Wansbeck Close	0.00	1.00	0.00	3.00
	4 - Great Ashby Way (West)	33.00	103.00	6.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0	0	0	0
	2 - Great Ashby Way (East)	0	0	0	0
	3 - Wansbeck Close	0	0	0	0
	4 - Great Ashby Way (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bray Drive	0.22	5.06	0.3	A	38.50	154.00
2 - Great Ashby Way (East)	0.38	5.06	0.6	A	86.50	346.00
3 - Wansbeck Close	0.02	4.50	0.0	A	4.25	17.00
4 - Great Ashby Way (West)	0.56	7.47	1.3	A	149.50	598.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	40.00	40.00	109.17	222.58	0.180	39.78	43.68	0.0	0.2	4.917	A
2 - Great Ashby Way (East)	69.00	69.00	34.80	291.50	0.237	68.69	114.15	0.0	0.3	4.033	A
3 - Wansbeck Close	5.00	5.00	99.52	229.29	0.022	4.98	3.97	0.0	0.0	4.012	A
4 - Great Ashby Way (West)	147.00	147.00	6.97	276.32	0.532	145.88	97.53	0.0	1.1	6.844	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	36.00	36.00	114.91	219.62	0.164	36.02	45.97	0.2	0.2	4.903	A
2 - Great Ashby Way (East)	84.00	84.00	47.90	284.01	0.296	83.89	103.03	0.3	0.4	4.495	A
3 - Wansbeck Close	4.00	4.00	106.93	225.22	0.018	4.00	24.86	0.0	0.0	4.068	A
4 - Great Ashby Way (West)	154.00	154.00	7.00	276.36	0.557	153.88	103.94	1.1	1.2	7.339	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	49.00	49.00	101.10	226.76	0.216	48.92	62.86	0.2	0.3	5.058	A
2 - Great Ashby Way (East)	108.00	108.00	45.04	285.60	0.378	107.81	104.98	0.4	0.6	5.057	A
3 - Wansbeck Close	4.00	4.00	145.73	203.89	0.020	4.00	7.12	0.0	0.0	4.502	A
4 - Great Ashby Way (West)	155.00	155.00	8.98	275.33	0.563	154.97	140.75	1.2	1.3	7.470	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	29.00	29.00	109.98	222.16	0.131	29.12	43.20	0.3	0.2	4.666	A
2 - Great Ashby Way (East)	85.00	85.00	26.11	296.62	0.287	85.20	112.99	0.6	0.4	4.260	A
3 - Wansbeck Close	4.00	4.00	102.32	227.74	0.018	4.00	8.99	0.0	0.0	4.022	A
4 - Great Ashby Way (West)	142.00	142.00	11.00	274.20	0.518	142.18	95.33	1.3	1.1	6.829	A

2031 | Total Forecast | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bray Drive_Great Ashby Way Rbt	Standard Roundabout		1, 2, 3, 4	29.12	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	29.12	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	2031	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bray Drive		DIRECT	✓	100.000
2 - Great Ashby Way (East)		DIRECT	✓	100.000
3 - Wansbeck Close		DIRECT	✓	100.000
4 - Great Ashby Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 -
08:00

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	6.00	0.00	50.00
	2 - Great Ashby Way (East)	3.00	0.00	1.00	205.00
	3 - Wansbeck Close	0.00	2.00	0.00	8.00
	4 - Great Ashby Way (West)	16.00	96.00	1.00	1.00

Demand (Veh/TS)

08:00 -
08:15

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	4.00	1.00	84.00
	2 - Great Ashby Way (East)	0.00	0.00	1.00	266.00
	3 - Wansbeck Close	0.00	1.00	0.00	10.00
	4 - Great Ashby Way (West)	31.00	98.00	1.00	0.00

Demand (Veh/TS)

08:15 -
08:30

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	5.00	0.00	55.00
	2 - Great Ashby Way (East)	0.00	0.00	2.00	171.00
	3 - Wansbeck Close	0.00	1.00	0.00	7.00
	4 - Great Ashby Way (West)	29.00	145.00	2.00	1.00

Demand (Veh/TS)

08:30 -
08:45

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	4.00	0.00	74.00
	2 - Great Ashby Way (East)	6.00	0.00	2.00	190.00
	3 - Wansbeck Close	1.00	0.00	0.00	11.00
	4 - Great Ashby Way (West)	19.00	138.00	2.00	1.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0	0	0	0
	2 - Great Ashby Way (East)	0	0	0	0
	3 - Wansbeck Close	0	0	0	0
	4 - Great Ashby Way (West)	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bray Drive	0.39	7.03	0.6	A	70.75	283.00
2 - Great Ashby Way (East)	1.02	51.41	18.9	F	211.75	847.00
3 - Wansbeck Close	0.11	10.04	0.1	B	10.25	41.00
4 - Great Ashby Way (West)	0.64	8.76	1.7	A	145.25	581.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	56.00	56.00	99.39	227.35	0.246	55.68	18.86	0.0	0.3	5.233	A
2 - Great Ashby Way (East)	209.00	209.00	51.70	281.61	0.742	206.26	103.36	0.0	2.7	11.561	B
3 - Wansbeck Close	10.00	10.00	255.98	143.21	0.070	9.93	1.98	0.0	0.1	6.750	A
4 - Great Ashby Way (West)	114.00	114.00	4.95	275.92	0.413	113.30	260.96	0.0	0.7	5.512	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	89.00	89.00	99.94	227.05	0.392	88.69	30.93	0.3	0.6	6.490	A
2 - Great Ashby Way (East)	267.00	267.00	85.69	261.92	1.019	250.83	102.94	2.7	18.9	51.410	F
3 - Wansbeck Close	11.00	11.00	333.59	100.56	0.109	10.95	2.93	0.1	0.1	10.039	B
4 - Great Ashby Way (West)	130.00	130.00	1.04	278.16	0.467	129.83	343.50	0.7	0.9	6.059	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	60.00	60.00	148.24	201.91	0.297	60.21	28.93	0.6	0.4	6.362	A
2 - Great Ashby Way (East)	173.00	173.00	58.19	277.84	0.623	190.21	150.25	18.9	1.7	12.385	B
3 - Wansbeck Close	8.00	8.00	244.36	149.61	0.053	8.06	4.05	0.1	0.1	6.362	A
4 - Great Ashby Way (West)	177.00	177.00	1.00	278.03	0.637	176.16	251.42	0.9	1.7	8.763	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	78.00	78.00	141.18	205.58	0.379	77.82	26.02	0.4	0.6	7.034	A
2 - Great Ashby Way (East)	198.00	198.00	76.82	267.09	0.741	196.97	142.19	1.7	2.7	12.642	B
3 - Wansbeck Close	12.00	12.00	269.80	135.66	0.088	11.96	3.99	0.1	0.1	7.274	A
4 - Great Ashby Way (West)	160.00	160.00	6.92	274.84	0.582	160.29	274.84	1.7	1.4	7.879	A

2031 | Total Forecast | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bray Drive_Great Ashby Way Rbt	Standard Roundabout		1, 2, 3, 4	10.34	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.34	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	2031	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Bray Drive		DIRECT	✓	100.000
2 - Great Ashby Way (East)		DIRECT	✓	100.000
3 - Wansbeck Close		DIRECT	✓	100.000
4 - Great Ashby Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15		To				
	From		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
		1 - Bray Drive	0.00	9.00	0.00	31.00
		2 - Great Ashby Way (East)	5.00	0.00	0.00	87.00
		3 - Wansbeck Close	0.00	2.00	0.00	3.00
		4 - Great Ashby Way (West)	39.00	163.00	4.00	0.00

Demand (Veh/TS)

17:15 - 17:30		To				
	From		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
		1 - Bray Drive	0.00	4.00	1.00	31.00
		2 - Great Ashby Way (East)	6.00	0.00	8.00	94.00
		3 - Wansbeck Close	0.00	1.00	0.00	3.00
		4 - Great Ashby Way (West)	40.00	154.00	16.00	0.00

Demand (Veh/TS)

17:30 -
17:45

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	9.00	0.00	40.00
	2 - Great Ashby Way (East)	8.00	0.00	2.00	133.00
	3 - Wansbeck Close	0.00	1.00	0.00	3.00
	4 - Great Ashby Way (West)	55.00	149.00	5.00	0.00

Demand (Veh/TS)

17:45 -
18:00

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0.00	9.00	0.00	20.00
	2 - Great Ashby Way (East)	10.00	0.00	3.00	97.00
	3 - Wansbeck Close	0.00	1.00	0.00	3.00
	4 - Great Ashby Way (West)	33.00	161.00	6.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Bray Drive	2 - Great Ashby Way (East)	3 - Wansbeck Close	4 - Great Ashby Way (West)
From	1 - Bray Drive	0	0	0	0
	2 - Great Ashby Way (East)	0	0	0	0
	3 - Wansbeck Close	0	0	0	0
	4 - Great Ashby Way (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Bray Drive	0.25	6.00	0.3	A	38.50	154.00
2 - Great Ashby Way (East)	0.50	6.27	1.0	A	113.25	453.00
3 - Wansbeck Close	0.02	4.98	0.0	A	4.25	17.00
4 - Great Ashby Way (West)	0.76	13.50	3.1	B	206.25	825.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	40.00	40.00	166.74	192.87	0.207	39.74	43.45	0.0	0.3	5.868	A
2 - Great Ashby Way (East)	92.00	92.00	34.75	291.79	0.315	91.54	171.74	0.0	0.5	4.484	A
3 - Wansbeck Close	5.00	5.00	122.34	216.78	0.023	4.98	3.95	0.0	0.0	4.249	A
4 - Great Ashby Way (West)	206.00	206.00	6.97	276.50	0.745	203.23	120.35	0.0	2.8	11.874	B

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	36.00	36.00	170.80	190.77	0.189	36.03	45.94	0.3	0.2	5.818	A
2 - Great Ashby Way (East)	108.00	108.00	47.82	284.27	0.380	107.85	159.01	0.5	0.6	5.097	A
3 - Wansbeck Close	4.00	4.00	130.89	212.08	0.019	4.00	24.77	0.0	0.0	4.325	A
4 - Great Ashby Way (West)	210.00	210.00	7.00	276.51	0.759	209.75	127.90	2.8	3.0	13.393	B

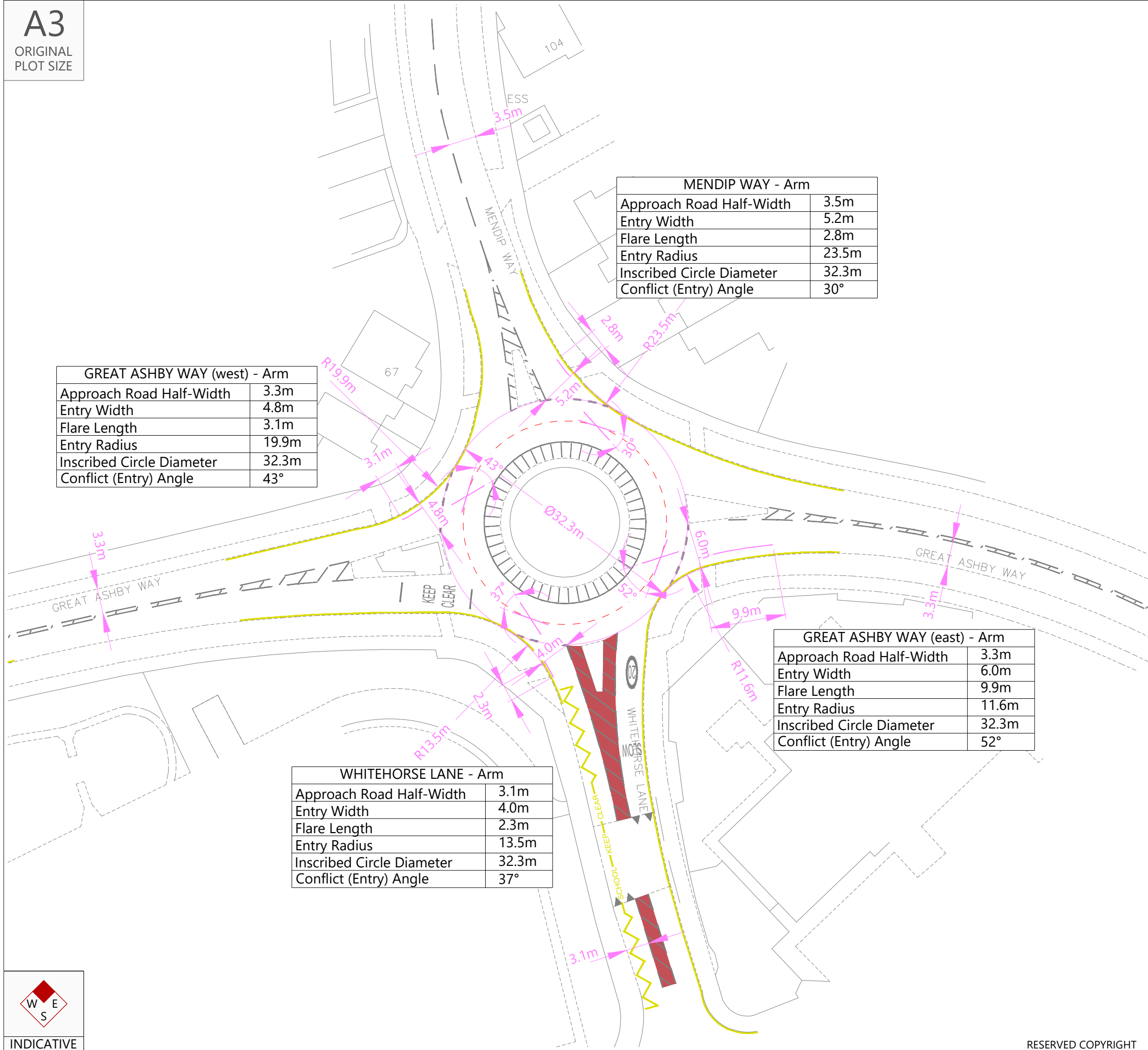
17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	49.00	49.00	155.19	198.84	0.246	48.91	62.75	0.2	0.3	5.998	A
2 - Great Ashby Way (East)	143.00	143.00	45.10	285.80	0.500	142.62	159.00	0.6	1.0	6.269	A
3 - Wansbeck Close	4.00	4.00	180.52	184.81	0.022	4.00	7.19	0.0	0.0	4.977	A
4 - Great Ashby Way (West)	209.00	209.00	8.98	275.48	0.759	208.96	175.54	3.0	3.1	13.497	B

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Bray Drive	29.00	29.00	167.94	192.25	0.151	29.15	43.35	0.3	0.2	5.522	A
2 - Great Ashby Way (East)	110.00	110.00	26.13	296.83	0.371	110.39	170.95	1.0	0.6	4.838	A
3 - Wansbeck Close	4.00	4.00	127.54	213.92	0.019	4.00	8.99	0.0	0.0	4.288	A
4 - Great Ashby Way (West)	200.00	200.00	11.00	274.38	0.729	200.28	120.54	3.1	2.8	12.216	B

APPENDIX J



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- NOTES:
1. Indicative un-surveyed existing road markings.
 2. Based on OS Mapping Data
 3. Subject to confirmation of Highway Boundary.
 4. Subject to topographical survey.

A	20.11.24	Minor amendment	JA	IB	IB
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Welwyn Garden City

No. 9 Journey Campus
Castle Park
Cambridge
CB3 0AX
01223 455 385
www.tpa.uk.com



Transport Planning Associates

CLIENT:

croudacehomes

PROJECT:

**Roundwood,
Back Lane,
Stevenage**

TITLE:

**Modelling Parameters -
Great Ashby Way / Mendip Way
& Whitehorse Lane Roundabout**

STATUS:

FOR INFORMATION

SCALE: 1:500	DATE: 23.06.22	DRAWN: JA	CHECKED: TH	APPROVED: PK
JOB NO: 2105-037	DRAWING NO: MP03	REVISION: A		

Junctions 11		
ARCADY 11 - Roundabout Module		
Version: 11.0.0.2177		
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Filename: Import of Mendip Way rbt.j11

Path: Q:\21\05\037 - Roundwood, Weston Road, Stevenage\04 Calculations and Analysis\Highway Impact Analysis\Junctions 10\Junction 5 - Mendip Way Rbt

Report generation date: 04/12/2024 18:18:21

»2022 | Surveyed | AM
 »2031 | Base | PM
 »2031 | Base + Development | AM
 »2031 | Base + Development | PM
 »2031 | Total forecast | AM
 »2031 | Total forecast | PM
 »2022 | Surveyed | PM
 »2026 | Base | AM
 »2026 | Base | PM
 »2026 | Base + Development | AM
 »2026 | Base + Development | PM
 »2026 | Total Forecast | AM
 »2026 | Total Forecast | PM
 »2031 | Base | AM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2022 - Surveyed							
A - Mendip Way	0.1	3.81	0.13	A	0.1	3.95	0.12	A
B - Great Ashby Way East	0.4	4.21	0.28	A	0.3	4.04	0.23	A
C - Whitehorse Lane	0.2	5.00	0.16	A	0.3	5.27	0.23	A
D - Great Ashby Way West	0.3	4.48	0.25	A	0.6	5.47	0.38	A
	2026 - Base							
A - Mendip Way	0.1	3.83	0.13	A	0.1	3.97	0.12	A
B - Great Ashby Way East	0.4	4.26	0.29	A	0.3	4.06	0.23	A
C - Whitehorse Lane	0.2	5.07	0.16	A	0.3	5.32	0.23	A
D - Great Ashby Way West	0.3	4.52	0.25	A	0.6	5.54	0.39	A
	2026 - Base + Development							
A - Mendip Way	0.2	4.02	0.17	A	0.2	4.08	0.15	A
B - Great Ashby Way East	0.4	4.32	0.30	A	0.3	4.19	0.26	A
C - Whitehorse Lane	0.2	5.10	0.17	A	0.3	5.55	0.25	A
D - Great Ashby Way West	0.3	4.57	0.26	A	0.6	5.69	0.39	A
	2026 - Total Forecast							
A - Mendip Way	1.8	9.02	0.65	A	0.4	4.89	0.28	A
B - Great Ashby Way East	0.7	6.43	0.41	A	0.4	4.74	0.31	A
C - Whitehorse Lane	0.3	7.80	0.22	A	0.4	6.31	0.28	A
D - Great Ashby Way West	1.0	7.05	0.52	A	1.6	9.32	0.63	A
	2031 - Base							
A - Mendip Way	0.2	3.91	0.14	A	0.1	4.03	0.13	A
B - Great Ashby Way East	0.4	4.35	0.30	A	0.3	4.14	0.25	A
C - Whitehorse Lane	0.2	5.11	0.17	A	0.3	5.45	0.24	A
D - Great Ashby Way West	0.4	4.60	0.27	A	0.7	5.74	0.41	A
	2031 - Base + Development							
A - Mendip Way	0.2	4.09	0.18	A	0.2	4.16	0.15	A
B - Great Ashby Way East	0.4	4.40	0.31	A	0.4	4.26	0.26	A
C - Whitehorse Lane	0.2	5.20	0.18	A	0.4	5.67	0.26	A
D - Great Ashby Way West	0.4	4.65	0.27	A	0.7	5.95	0.42	A
	2031 - Total forecast							
A - Mendip Way	1.9	9.30	0.66	A	0.4	5.04	0.29	A
B - Great Ashby Way East	0.7	6.65	0.43	A	0.5	4.84	0.32	A
C - Whitehorse Lane	0.3	8.08	0.23	A	0.4	6.46	0.29	A
D - Great Ashby Way West	1.1	7.24	0.53	A	1.8	10.03	0.65	B

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	Junction 5
Location	
Site number	
Date	24/06/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPA\panos.karavasilis
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	Veh	Veh	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:45	08:45	60	15	✓
D10	2031	Base	PM	DIRECT	17:00	18:00	60	15	✓
D11	2031	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓
D12	2031	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓
D13	2031	Total forecast	AM	DIRECT	07:45	08:45	60	15	✓
D14	2031	Total forecast	PM	DIRECT	17:00	18:00	60	15	✓
D2	2022	Surveyed	PM	DIRECT	17:00	18:00	60	15	✓
D3	2026	Base	AM	DIRECT	07:45	08:45	60	15	✓
D4	2026	Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2026	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓
D6	2026	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓
D7	2026	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓
D8	2026	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓
D9	2031	Base	AM	DIRECT	07:45	08:45	60	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D1,D2,D3,D4,D5,D6,D7,D8,D9,D10,D11,D12,D13,D14	100.000	100.000

2022 | Surveyed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	Great Ashby Way / Mendip Way & White horse Lane Roundabout	Standard Roundabout		A, B, C, D	4.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.33	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Mendip Way		
B	Great Ashby Way East		
C	Whitehorse Lane		
D	Great Ashby Way West		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - Mendip Way	3.50	5.20	2.8	23.5	32.3	30.0		
B - Great Ashby Way East	3.30	6.00	9.9	11.6	32.3	52.0		
C - Whitehorse Lane	3.10	4.00	2.3	13.5	32.3	37.0		
D - Great Ashby Way West	3.30	4.80	3.1	19.9	32.3	43.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - Mendip Way	0.565	311.133
B - Great Ashby Way East	0.534	319.048
C - Whitehorse Lane	0.500	252.415
D - Great Ashby Way West	0.524	281.202

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Mendip Way		DIRECT	✓	100.000
B - Great Ashby Way East		DIRECT	✓	100.000
C - Whitehorse Lane		DIRECT	✓	100.000
D - Great Ashby Way West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 -
08:00

From	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	12.00	2.00	18.00
	B - Great Ashby Way East	2.00	0.00	9.00	59.00
	C - Whitehorse Lane	3.00	2.00	0.00	21.00
	D - Great Ashby Way West	7.00	27.00	23.00	0.00

Demand (Veh/TS)

08:00 -
08:15

From	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	14.00	1.00	19.00
	B - Great Ashby Way East	3.00	0.00	9.00	72.00
	C - Whitehorse Lane	1.00	3.00	0.00	19.00
	D - Great Ashby Way West	8.00	31.00	16.00	0.00

Demand (Veh/TS)

08:15 -
08:30

From	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	12.00	4.00	15.00
	B - Great Ashby Way East	9.00	0.00	13.00	51.00
	C - Whitehorse Lane	1.00	4.00	0.00	17.00
	D - Great Ashby Way West	5.00	30.00	25.00	0.00

Demand (Veh/TS)

08:30 -
08:45

From	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	10.00	11.00	14.00
	B - Great Ashby Way East	4.00	0.00	18.00	49.00
	C - Whitehorse Lane	4.00	12.00	0.00	18.00
	D - Great Ashby Way West	8.00	29.00	29.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0	0	0	0
	B - Great Ashby Way East	0	0	0	1
	C - Whitehorse Lane	0	0	0	1
	D - Great Ashby Way West	0	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Mendip Way	0.13	3.81	0.1	A	33.00	132.00
B - Great Ashby Way East	0.28	4.21	0.4	A	74.50	298.00
C - Whitehorse Lane	0.16	5.00	0.2	A	26.25	105.00
D - Great Ashby Way West	0.25	4.48	0.3	A	59.50	238.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	32.00	32.00	51.76	281.38	0.114	31.87	11.94	0.0	0.1	3.605	A
B - Great Ashby Way East	70.00	70.00	42.81	294.01	0.238	69.69	40.82	0.0	0.3	4.006	A
C - Whitehorse Lane	26.00	26.00	78.66	210.58	0.123	25.86	33.85	0.0	0.1	4.869	A
D - Great Ashby Way West	57.00	57.00	6.96	273.13	0.209	56.74	97.55	0.0	0.3	4.154	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	34.00	34.00	50.01	282.29	0.120	33.99	12.00	0.1	0.1	3.623	A
B - Great Ashby Way East	84.00	84.00	36.03	297.57	0.282	83.92	47.97	0.3	0.4	4.212	A
C - Whitehorse Lane	23.00	23.00	93.92	202.93	0.113	23.01	26.03	0.1	0.1	5.002	A
D - Great Ashby Way West	55.00	55.00	7.00	272.29	0.202	55.01	109.93	0.3	0.3	4.141	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	31.00	31.00	58.95	277.26	0.112	31.01	14.99	0.1	0.1	3.654	A
B - Great Ashby Way East	73.00	73.00	43.96	293.77	0.248	73.06	46.00	0.4	0.3	4.080	A
C - Whitehorse Lane	22.00	22.00	75.09	212.48	0.104	22.01	41.93	0.1	0.1	4.725	A
D - Great Ashby Way West	60.00	60.00	13.97	269.27	0.223	59.97	83.13	0.3	0.3	4.300	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	35.00	35.00	69.93	271.08	0.129	34.98	15.99	0.1	0.1	3.811	A
B - Great Ashby Way East	71.00	71.00	53.95	288.49	0.246	71.00	50.96	0.3	0.3	4.139	A
C - Whitehorse Lane	34.00	34.00	67.03	217.17	0.157	33.93	57.92	0.1	0.2	4.911	A
D - Great Ashby Way West	66.00	66.00	19.96	266.73	0.247	65.96	81.00	0.3	0.3	4.481	A

2031 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	Great Ashby Way / Mendip Way & White horse Lane Roundabout	Standard Roundabout		A, B, C, D	5.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.07	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2031	Base	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Mendip Way		DIRECT	✓	100.000
B - Great Ashby Way East		DIRECT	✓	100.000
C - Whitehorse Lane		DIRECT	✓	100.000
D - Great Ashby Way West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 -
17:15

	To				
From		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	6.00	1.00	11.00
	B - Great Ashby Way East	5.00	0.00	13.00	36.00
	C - Whitehorse Lane	5.00	9.00	0.00	28.00
	D - Great Ashby Way West	17.00	47.00	40.00	0.00

Demand (Veh/TS)

17:15 -
17:30

	To				
From		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	8.00	7.00	18.00
	B - Great Ashby Way East	10.00	0.00	9.00	40.00
	C - Whitehorse Lane	6.00	10.00	0.00	37.00
	D - Great Ashby Way West	19.00	44.00	33.00	0.00

Demand (Veh/TS)

17:30 -
17:45

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	8.00	3.00	15.00
	B - Great Ashby Way East	11.00	0.00	6.00	54.00
	C - Whitehorse Lane	9.00	4.00	0.00	34.00
	D - Great Ashby Way West	12.00	52.00	37.00	0.00

Demand (Veh/TS)

17:45 -
18:00

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	6.00	5.00	19.00
	B - Great Ashby Way East	10.00	0.00	11.00	43.00
	C - Whitehorse Lane	11.00	11.00	0.00	22.00
	D - Great Ashby Way West	16.00	54.00	37.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0	0	0	0
	B - Great Ashby Way East	0	0	0	1
	C - Whitehorse Lane	0	0	0	0
	D - Great Ashby Way West	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Mendip Way	0.13	4.03	0.1	A	26.75	107.00
B - Great Ashby Way East	0.25	4.14	0.3	A	62.00	248.00
C - Whitehorse Lane	0.24	5.45	0.3	A	46.50	186.00
D - Great Ashby Way West	0.41	5.74	0.7	A	102.00	408.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	18.00	18.00	95.43	257.10	0.070	17.93	26.85	0.0	0.1	3.763	A
B - Great Ashby Way East	54.00	54.00	51.71	290.29	0.186	53.77	61.65	0.0	0.2	3.801	A
C - Whitehorse Lane	42.00	42.00	51.78	226.43	0.185	41.77	53.70	0.0	0.2	4.868	A
D - Great Ashby Way West	104.00	104.00	18.90	270.67	0.384	103.38	74.65	0.0	0.6	5.361	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	33.00	33.00	87.05	261.84	0.126	32.93	34.96	0.1	0.1	3.930	A
B - Great Ashby Way East	59.00	59.00	57.98	286.93	0.206	58.97	62.00	0.2	0.3	3.948	A
C - Whitehorse Lane	53.00	53.00	67.92	218.35	0.243	52.91	49.03	0.2	0.3	5.438	A
D - Great Ashby Way West	96.00	96.00	25.96	266.97	0.360	96.05	94.87	0.6	0.6	5.268	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	26.00	26.00	92.96	258.48	0.101	26.03	32.02	0.1	0.1	3.873	A
B - Great Ashby Way East	71.00	71.00	55.01	288.38	0.246	70.93	63.99	0.3	0.3	4.138	A
C - Whitehorse Lane	47.00	47.00	79.93	212.30	0.221	47.03	46.00	0.3	0.3	5.446	A
D - Great Ashby Way West	101.00	101.00	24.01	267.92	0.377	100.97	102.96	0.6	0.6	5.389	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	30.00	30.00	101.91	253.42	0.118	29.98	36.97	0.1	0.1	4.027	A
B - Great Ashby Way East	64.00	64.00	60.96	285.36	0.224	64.03	70.94	0.3	0.3	4.066	A
C - Whitehorse Lane	44.00	44.00	72.04	216.28	0.203	44.03	52.95	0.3	0.3	5.227	A
D - Great Ashby Way West	107.00	107.00	31.96	263.78	0.406	106.92	84.11	0.6	0.7	5.735	A

2031 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	Great Ashby Way / Mendip Way & White horse Lane Roundabout	Standard Roundabout		A, B, C, D	4.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2031	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Mendip Way		DIRECT	✓	100.000
B - Great Ashby Way East		DIRECT	✓	100.000
C - Whitehorse Lane		DIRECT	✓	100.000
D - Great Ashby Way West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 -
08:00

From	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	19.00	3.00	19.00
	B - Great Ashby Way East	3.00	0.00	10.00	63.00
	C - Whitehorse Lane	5.00	2.00	0.00	23.00
	D - Great Ashby Way West	8.00	29.00	25.00	0.00

Demand (Veh/TS)

08:00 -
08:15

From	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	22.00	2.00	20.00
	B - Great Ashby Way East	5.00	0.00	10.00	77.00
	C - Whitehorse Lane	2.00	3.00	0.00	21.00
	D - Great Ashby Way West	9.00	34.00	17.00	0.00

Demand (Veh/TS)

08:15 -
08:30

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	19.00	6.00	16.00
	B - Great Ashby Way East	14.00	0.00	14.00	55.00
	C - Whitehorse Lane	2.00	4.00	0.00	18.00
	D - Great Ashby Way West	5.00	33.00	27.00	0.00

Demand (Veh/TS)

08:30 -
08:45

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	16.00	17.00	15.00
	B - Great Ashby Way East	6.00	0.00	19.00	52.00
	C - Whitehorse Lane	6.00	13.00	0.00	19.00
	D - Great Ashby Way West	9.00	31.00	31.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0	0	0	0
	B - Great Ashby Way East	0	0	0	1
	C - Whitehorse Lane	0	0	0	1
	D - Great Ashby Way West	0	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Mendip Way	0.18	4.09	0.2	A	43.50	174.00
B - Great Ashby Way East	0.31	4.40	0.4	A	82.00	328.00
C - Whitehorse Lane	0.18	5.20	0.2	A	29.50	118.00
D - Great Ashby Way West	0.27	4.65	0.4	A	64.50	258.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	41.00	41.00	55.73	279.13	0.147	40.83	15.92	0.0	0.2	3.775	A
B - Great Ashby Way East	76.00	76.00	46.79	292.06	0.260	75.65	49.77	0.0	0.3	4.152	A
C - Whitehorse Lane	30.00	30.00	84.62	207.84	0.144	29.83	37.82	0.0	0.2	5.052	A
D - Great Ashby Way West	62.00	62.00	9.95	271.86	0.228	61.71	104.50	0.0	0.3	4.276	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	44.00	44.00	54.01	280.01	0.157	43.99	16.00	0.2	0.2	3.812	A
B - Great Ashby Way East	92.00	92.00	39.04	296.15	0.311	91.90	58.96	0.3	0.4	4.404	A
C - Whitehorse Lane	26.00	26.00	101.90	199.13	0.131	26.02	29.04	0.2	0.2	5.201	A
D - Great Ashby Way West	60.00	60.00	10.00	270.98	0.221	60.01	117.92	0.3	0.3	4.267	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	41.00	41.00	63.94	274.42	0.149	41.01	20.98	0.2	0.2	3.857	A
B - Great Ashby Way East	83.00	83.00	48.95	291.31	0.285	83.05	56.01	0.4	0.4	4.323	A
C - Whitehorse Lane	24.00	24.00	85.08	207.68	0.116	24.02	46.91	0.2	0.1	4.902	A
D - Great Ashby Way West	65.00	65.00	19.95	266.35	0.244	64.96	89.15	0.3	0.3	4.469	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	48.00	48.00	74.93	268.25	0.179	47.96	20.99	0.2	0.2	4.085	A
B - Great Ashby Way East	77.00	77.00	62.92	283.85	0.271	77.03	59.96	0.4	0.4	4.351	A
C - Whitehorse Lane	38.00	38.00	73.05	214.32	0.177	37.92	66.90	0.1	0.2	5.099	A
D - Great Ashby Way West	71.00	71.00	24.96	264.36	0.269	70.96	86.01	0.3	0.4	4.652	A

2031 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	Great Ashby Way / Mendip Way & White horse Lane Roundabout	Standard Roundabout		A, B, C, D	5.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.22	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	2031	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Mendip Way		DIRECT	✓	100.000
B - Great Ashby Way East		DIRECT	✓	100.000
C - Whitehorse Lane		DIRECT	✓	100.000
D - Great Ashby Way West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 -
17:15

From	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	9.00	2.00	11.00
	B - Great Ashby Way East	7.00	0.00	13.00	37.00
	C - Whitehorse Lane	7.00	9.00	0.00	28.00
	D - Great Ashby Way West	17.00	47.00	41.00	0.00

Demand (Veh/TS)

17:15 -
17:30

From	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	11.00	11.00	18.00
	B - Great Ashby Way East	13.00	0.00	9.00	40.00
	C - Whitehorse Lane	9.00	10.00	0.00	38.00
	D - Great Ashby Way West	19.00	44.00	33.00	0.00

Demand (Veh/TS)

17:30 -
17:45

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	11.00	5.00	15.00
	B - Great Ashby Way East	15.00	0.00	6.00	55.00
	C - Whitehorse Lane	12.00	4.00	0.00	35.00
	D - Great Ashby Way West	12.00	52.00	38.00	0.00

Demand (Veh/TS)

17:45 -
18:00

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	9.00	8.00	19.00
	B - Great Ashby Way East	13.00	0.00	11.00	43.00
	C - Whitehorse Lane	15.00	11.00	0.00	23.00
	D - Great Ashby Way West	16.00	55.00	38.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0	0	0	0
	B - Great Ashby Way East	0	0	0	1
	C - Whitehorse Lane	0	0	0	0
	D - Great Ashby Way West	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Mendip Way	0.15	4.16	0.2	A	32.25	129.00
B - Great Ashby Way East	0.26	4.26	0.4	A	65.50	262.00
C - Whitehorse Lane	0.26	5.67	0.4	A	50.25	201.00
D - Great Ashby Way West	0.42	5.95	0.7	A	103.00	412.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	22.00	22.00	96.42	256.55	0.086	21.91	30.83	0.0	0.1	3.833	A
B - Great Ashby Way East	57.00	57.00	53.70	289.26	0.197	56.76	64.63	0.0	0.2	3.867	A
C - Whitehorse Lane	44.00	44.00	54.76	224.93	0.196	43.76	55.69	0.0	0.2	4.962	A
D - Great Ashby Way West	105.00	105.00	22.88	268.60	0.391	104.36	75.64	0.0	0.6	5.459	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	40.00	40.00	87.06	261.84	0.153	39.91	40.94	0.1	0.2	4.055	A
B - Great Ashby Way East	62.00	62.00	61.97	284.86	0.218	61.97	65.00	0.2	0.3	4.038	A
C - Whitehorse Lane	57.00	57.00	70.92	216.85	0.263	56.89	53.02	0.2	0.4	5.623	A
D - Great Ashby Way West	96.00	96.00	31.94	263.84	0.364	96.06	95.86	0.6	0.6	5.367	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	31.00	31.00	93.95	257.93	0.120	31.04	39.01	0.2	0.1	3.967	A
B - Great Ashby Way East	76.00	76.00	58.01	286.84	0.265	75.92	66.98	0.3	0.4	4.264	A
C - Whitehorse Lane	51.00	51.00	84.92	209.81	0.243	51.03	49.01	0.4	0.3	5.671	A
D - Great Ashby Way West	102.00	102.00	31.00	264.27	0.386	101.95	104.95	0.6	0.6	5.543	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	36.00	36.00	103.90	252.30	0.143	35.97	43.96	0.1	0.2	4.160	A
B - Great Ashby Way East	67.00	67.00	64.95	283.28	0.237	67.05	74.92	0.4	0.3	4.162	A
C - Whitehorse Lane	49.00	49.00	75.05	214.78	0.228	49.03	56.95	0.3	0.3	5.430	A
D - Great Ashby Way West	109.00	109.00	38.95	260.12	0.419	108.91	85.12	0.6	0.7	5.947	A

2031 | Total forecast | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	Great Ashby Way / Mendip Way & White horse Lane Roundabout	Standard Roundabout		A, B, C, D	7.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.99	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	2031	Total forecast	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Mendip Way		DIRECT	✓	100.000
B - Great Ashby Way East		DIRECT	✓	100.000
C - Whitehorse Lane		DIRECT	✓	100.000
D - Great Ashby Way West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 -
08:00

	To				
From		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	37.00	3.00	131.00
	B - Great Ashby Way East	8.00	0.00	10.00	63.00
	C - Whitehorse Lane	5.00	2.00	0.00	23.00
	D - Great Ashby Way West	66.00	29.00	25.00	0.00

Demand (Veh/TS)

08:00 -
08:15

	To				
From		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	43.00	2.00	139.00
	B - Great Ashby Way East	11.00	0.00	10.00	77.00
	C - Whitehorse Lane	2.00	3.00	0.00	21.00
	D - Great Ashby Way West	76.00	34.00	17.00	0.00

Demand (Veh/TS)

08:15 -
08:30

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	37.00	6.00	110.00
	B - Great Ashby Way East	34.00	0.00	14.00	55.00
	C - Whitehorse Lane	2.00	4.00	0.00	18.00
	D - Great Ashby Way West	47.00	33.00	27.00	0.00

Demand (Veh/TS)

08:30 -
08:45

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	30.00	17.00	102.00
	B - Great Ashby Way East	15.00	0.00	19.00	52.00
	C - Whitehorse Lane	6.00	13.00	0.00	19.00
	D - Great Ashby Way West	76.00	31.00	31.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0	0	0	0
	B - Great Ashby Way East	0	0	0	1
	C - Whitehorse Lane	0	0	0	1
	D - Great Ashby Way West	0	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Mendip Way	0.66	9.30	1.9	A	164.25	657.00
B - Great Ashby Way East	0.43	6.65	0.7	A	92.00	368.00
C - Whitehorse Lane	0.23	8.08	0.3	A	29.50	118.00
D - Great Ashby Way West	0.53	7.24	1.1	A	123.00	492.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	171.00	171.00	55.63	279.20	0.612	169.46	78.48	0.0	1.5	8.091	A
B - Great Ashby Way East	81.00	81.00	157.63	233.10	0.347	80.47	67.46	0.0	0.5	5.877	A
C - Whitehorse Lane	30.00	30.00	200.35	150.53	0.199	29.75	37.74	0.0	0.2	7.436	A
D - Great Ashby Way West	120.00	120.00	14.89	271.32	0.442	119.22	215.22	0.0	0.8	5.888	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	184.00	184.00	53.99	280.03	0.657	183.68	88.90	1.5	1.9	9.303	A
B - Great Ashby Way East	98.00	98.00	157.83	232.98	0.421	97.81	79.84	0.5	0.7	6.648	A
C - Whitehorse Lane	26.00	26.00	226.59	137.41	0.189	26.01	29.04	0.2	0.2	8.081	A
D - Great Ashby Way West	127.00	127.00	15.98	270.53	0.469	126.91	236.62	0.8	0.9	6.262	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	153.00	153.00	63.94	274.43	0.558	153.58	83.05	1.9	1.3	7.482	A
B - Great Ashby Way East	103.00	103.00	143.39	241.20	0.427	102.98	74.13	0.7	0.7	6.509	A
C - Whitehorse Lane	24.00	24.00	199.49	151.02	0.159	24.04	46.88	0.2	0.2	7.092	A
D - Great Ashby Way West	107.00	107.00	39.83	257.81	0.415	107.16	183.70	0.9	0.7	5.979	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	149.00	149.00	74.84	268.31	0.555	149.02	96.82	1.3	1.3	7.546	A
B - Great Ashby Way East	86.00	86.00	149.90	237.59	0.362	86.17	73.96	0.7	0.6	5.949	A
C - Whitehorse Lane	38.00	38.00	169.25	166.53	0.228	37.90	66.81	0.2	0.3	6.990	A
D - Great Ashby Way West	138.00	138.00	34.05	261.50	0.528	137.62	173.10	0.7	1.1	7.244	A

2031 | Total forecast | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	Great Ashby Way / Mendip Way & White horse Lane Roundabout	Standard Roundabout		A, B, C, D	7.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.49	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	2031	Total forecast	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Mendip Way		DIRECT	✓	100.000
B - Great Ashby Way East		DIRECT	✓	100.000
C - Whitehorse Lane		DIRECT	✓	100.000
D - Great Ashby Way West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 -
17:15

		To			
From		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	14.00	2.00	29.00
	B - Great Ashby Way East	13.00	0.00	13.00	37.00
	C - Whitehorse Lane	7.00	9.00	0.00	28.00
	D - Great Ashby Way West	78.00	47.00	41.00	0.00

Demand (Veh/TS)

17:15 -
17:30

		To			
From		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	16.00	11.00	49.00
	B - Great Ashby Way East	24.00	0.00	9.00	40.00
	C - Whitehorse Lane	9.00	10.00	0.00	38.00
	D - Great Ashby Way West	88.00	44.00	33.00	0.00

Demand (Veh/TS)

17:30 -
17:45

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	16.00	5.00	40.00
	B - Great Ashby Way East	27.00	0.00	6.00	55.00
	C - Whitehorse Lane	12.00	4.00	0.00	35.00
	D - Great Ashby Way West	54.00	52.00	38.00	0.00

Demand (Veh/TS)

17:45 -
18:00

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	14.00	8.00	52.00
	B - Great Ashby Way East	24.00	0.00	11.00	43.00
	C - Whitehorse Lane	15.00	11.00	0.00	23.00
	D - Great Ashby Way West	73.00	55.00	38.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0	0	0	0
	B - Great Ashby Way East	0	0	0	1
	C - Whitehorse Lane	0	0	0	0
	D - Great Ashby Way West	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Mendip Way	0.29	5.04	0.4	A	64.00	256.00
B - Great Ashby Way East	0.32	4.84	0.5	A	75.50	302.00
C - Whitehorse Lane	0.29	6.46	0.4	A	50.25	201.00
D - Great Ashby Way West	0.65	10.03	1.8	B	160.25	641.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	45.00	45.00	96.09	256.73	0.175	44.79	97.14	0.0	0.2	4.241	A
B - Great Ashby Way East	63.00	63.00	71.45	279.86	0.225	62.71	69.42	0.0	0.3	4.140	A
C - Whitehorse Lane	44.00	44.00	78.63	213.00	0.207	43.74	55.53	0.0	0.3	5.310	A
D - Great Ashby Way West	166.00	166.00	28.85	265.70	0.625	164.38	93.53	0.0	1.6	8.749	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	76.00	76.00	87.03	261.85	0.290	75.81	120.75	0.2	0.4	4.832	A
B - Great Ashby Way East	73.00	73.00	92.88	268.51	0.272	72.92	69.96	0.3	0.4	4.599	A
C - Whitehorse Lane	57.00	57.00	112.78	195.92	0.291	56.85	53.02	0.3	0.4	6.465	A
D - Great Ashby Way West	165.00	165.00	42.90	258.37	0.639	164.89	126.74	1.6	1.7	9.612	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	61.00	61.00	94.05	257.87	0.237	61.09	93.40	0.4	0.3	4.575	A
B - Great Ashby Way East	88.00	88.00	83.10	273.60	0.322	87.90	72.04	0.4	0.5	4.845	A
C - Whitehorse Lane	51.00	51.00	121.94	191.30	0.267	51.04	49.05	0.4	0.4	6.418	A
D - Great Ashby Way West	144.00	144.00	43.00	258.19	0.558	144.44	129.99	1.7	1.3	7.943	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	74.00	74.00	103.74	252.39	0.293	73.90	111.68	0.3	0.4	5.040	A
B - Great Ashby Way East	78.00	78.00	97.82	265.87	0.293	78.05	79.82	0.5	0.4	4.792	A
C - Whitehorse Lane	49.00	49.00	118.99	192.81	0.254	49.02	56.88	0.4	0.3	6.259	A
D - Great Ashby Way West	166.00	166.00	49.95	254.59	0.652	165.47	118.07	1.3	1.8	10.033	B

2022 | Surveyed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	Great Ashby Way / Mendip Way & White horse Lane Roundabout	Standard Roundabout		A, B, C, D	4.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.89	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2022	Surveyed	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Mendip Way		DIRECT	✓	100.000
B - Great Ashby Way East		DIRECT	✓	100.000
C - Whitehorse Lane		DIRECT	✓	100.000
D - Great Ashby Way West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 -
17:15

From	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	6.00	1.00	10.00
	B - Great Ashby Way East	5.00	0.00	12.00	34.00
	C - Whitehorse Lane	5.00	8.00	0.00	26.00
	D - Great Ashby Way West	16.00	44.00	38.00	0.00

Demand (Veh/TS)

17:15 -
17:30

From	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	7.00	7.00	17.00
	B - Great Ashby Way East	9.00	0.00	9.00	37.00
	C - Whitehorse Lane	6.00	9.00	0.00	35.00
	D - Great Ashby Way West	18.00	41.00	31.00	0.00

Demand (Veh/TS)

17:30 -
17:45

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	7.00	3.00	14.00
	B - Great Ashby Way East	10.00	0.00	6.00	51.00
	C - Whitehorse Lane	8.00	4.00	0.00	32.00
	D - Great Ashby Way West	11.00	49.00	35.00	0.00

Demand (Veh/TS)

17:45 -
18:00

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	6.00	5.00	18.00
	B - Great Ashby Way East	9.00	0.00	10.00	40.00
	C - Whitehorse Lane	10.00	10.00	0.00	21.00
	D - Great Ashby Way West	15.00	51.00	35.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0	0	0	0
	B - Great Ashby Way East	0	0	0	1
	C - Whitehorse Lane	0	0	0	0
	D - Great Ashby Way West	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Mendip Way	0.12	3.95	0.1	A	25.25	101.00
B - Great Ashby Way East	0.23	4.04	0.3	A	58.00	232.00
C - Whitehorse Lane	0.23	5.27	0.3	A	43.50	174.00
D - Great Ashby Way West	0.38	5.47	0.6	A	96.00	384.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	17.00	17.00	89.49	260.46	0.065	16.93	25.86	0.0	0.1	3.695	A
B - Great Ashby Way East	51.00	51.00	48.74	291.80	0.175	50.79	57.68	0.0	0.2	3.730	A
C - Whitehorse Lane	39.00	39.00	48.80	227.92	0.171	38.79	50.73	0.0	0.2	4.754	A
D - Great Ashby Way West	98.00	98.00	17.91	271.16	0.361	97.44	69.68	0.0	0.6	5.164	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	31.00	31.00	81.05	265.24	0.117	30.94	32.96	0.1	0.1	3.840	A
B - Great Ashby Way East	55.00	55.00	54.98	288.46	0.191	54.98	57.00	0.2	0.2	3.854	A
C - Whitehorse Lane	50.00	50.00	62.93	220.84	0.226	49.91	47.03	0.2	0.3	5.263	A
D - Great Ashby Way West	90.00	90.00	23.96	267.98	0.336	90.05	88.88	0.6	0.5	5.059	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	24.00	24.00	87.96	261.31	0.092	24.03	29.02	0.1	0.1	3.795	A
B - Great Ashby Way East	67.00	67.00	52.01	289.89	0.231	66.94	59.98	0.2	0.3	4.036	A
C - Whitehorse Lane	44.00	44.00	74.94	214.80	0.205	44.03	44.00	0.3	0.3	5.272	A
D - Great Ashby Way West	95.00	95.00	22.01	268.92	0.353	94.97	96.96	0.5	0.5	5.172	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	29.00	29.00	95.93	256.80	0.113	28.97	33.97	0.1	0.1	3.950	A
B - Great Ashby Way East	59.00	59.00	57.96	286.86	0.206	59.04	66.94	0.3	0.3	3.952	A
C - Whitehorse Lane	41.00	41.00	67.04	218.78	0.187	41.03	49.96	0.3	0.2	5.063	A
D - Great Ashby Way West	101.00	101.00	28.96	265.30	0.381	100.93	79.10	0.5	0.6	5.472	A

2026 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	Great Ashby Way / Mendip Way & White horse Lane Roundabout	Standard Roundabout		A, B, C, D	4.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2026	Base	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Mendip Way		DIRECT	✓	100.000
B - Great Ashby Way East		DIRECT	✓	100.000
C - Whitehorse Lane		DIRECT	✓	100.000
D - Great Ashby Way West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 -
08:00

From	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	12.00	2.00	19.00
	B - Great Ashby Way East	2.00	0.00	9.00	60.00
	C - Whitehorse Lane	3.00	2.00	0.00	22.00
	D - Great Ashby Way West	7.00	28.00	23.00	0.00

Demand (Veh/TS)

08:00 -
08:15

From	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	14.00	1.00	20.00
	B - Great Ashby Way East	3.00	0.00	9.00	74.00
	C - Whitehorse Lane	1.00	3.00	0.00	20.00
	D - Great Ashby Way West	8.00	32.00	16.00	0.00

Demand (Veh/TS)

08:15 -
08:30

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	12.00	4.00	15.00
	B - Great Ashby Way East	9.00	0.00	13.00	52.00
	C - Whitehorse Lane	1.00	4.00	0.00	17.00
	D - Great Ashby Way West	5.00	31.00	26.00	0.00

Demand (Veh/TS)

08:30 -
08:45

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	10.00	11.00	14.00
	B - Great Ashby Way East	4.00	0.00	18.00	50.00
	C - Whitehorse Lane	4.00	12.00	0.00	18.00
	D - Great Ashby Way West	8.00	30.00	30.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0	0	0	0
	B - Great Ashby Way East	0	0	0	1
	C - Whitehorse Lane	0	0	0	1
	D - Great Ashby Way West	0	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Mendip Way	0.13	3.83	0.1	A	33.50	134.00
B - Great Ashby Way East	0.29	4.26	0.4	A	75.75	303.00
C - Whitehorse Lane	0.16	5.07	0.2	A	26.75	107.00
D - Great Ashby Way West	0.25	4.52	0.3	A	61.00	244.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	33.00	33.00	52.75	280.83	0.118	32.87	11.94	0.0	0.1	3.627	A
B - Great Ashby Way East	71.00	71.00	43.81	293.60	0.242	70.68	41.81	0.0	0.3	4.031	A
C - Whitehorse Lane	27.00	27.00	80.65	209.69	0.129	26.85	33.85	0.0	0.1	4.918	A
D - Great Ashby Way West	58.00	58.00	6.96	273.26	0.212	57.73	100.54	0.0	0.3	4.170	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	35.00	35.00	51.01	281.74	0.124	34.99	12.00	0.1	0.1	3.646	A
B - Great Ashby Way East	86.00	86.00	37.03	297.16	0.289	85.91	48.97	0.3	0.4	4.258	A
C - Whitehorse Lane	24.00	24.00	96.91	201.54	0.119	24.01	26.03	0.1	0.1	5.069	A
D - Great Ashby Way West	56.00	56.00	7.00	272.48	0.206	56.01	113.92	0.3	0.3	4.159	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	31.00	31.00	60.95	276.15	0.112	31.01	14.99	0.1	0.1	3.673	A
B - Great Ashby Way East	74.00	74.00	44.96	293.33	0.252	74.07	47.00	0.4	0.3	4.105	A
C - Whitehorse Lane	22.00	22.00	76.10	212.08	0.104	22.02	42.92	0.1	0.1	4.735	A
D - Great Ashby Way West	62.00	62.00	13.97	269.50	0.230	61.96	84.15	0.3	0.3	4.337	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	35.00	35.00	71.93	269.96	0.130	34.98	15.99	0.1	0.1	3.829	A
B - Great Ashby Way East	72.00	72.00	54.95	288.04	0.250	72.00	51.96	0.3	0.3	4.167	A
C - Whitehorse Lane	34.00	34.00	68.03	216.75	0.157	33.93	58.92	0.1	0.2	4.922	A
D - Great Ashby Way West	68.00	68.00	19.96	266.91	0.255	67.96	82.00	0.3	0.3	4.522	A

2026 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	Great Ashby Way / Mendip Way & White horse Lane Roundabout	Standard Roundabout		A, B, C, D	4.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.94	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2026	Base	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Mendip Way		DIRECT	✓	100.000
B - Great Ashby Way East		DIRECT	✓	100.000
C - Whitehorse Lane		DIRECT	✓	100.000
D - Great Ashby Way West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 -
17:15

From	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	6.00	1.00	10.00
	B - Great Ashby Way East	5.00	0.00	12.00	35.00
	C - Whitehorse Lane	5.00	8.00	0.00	27.00
	D - Great Ashby Way West	16.00	45.00	39.00	0.00

Demand (Veh/TS)

17:15 -
17:30

From	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	7.00	7.00	17.00
	B - Great Ashby Way East	9.00	0.00	9.00	38.00
	C - Whitehorse Lane	6.00	9.00	0.00	36.00
	D - Great Ashby Way West	18.00	42.00	32.00	0.00

Demand (Veh/TS)

17:30 -
17:45

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	7.00	3.00	14.00
	B - Great Ashby Way East	10.00	0.00	6.00	52.00
	C - Whitehorse Lane	8.00	4.00	0.00	33.00
	D - Great Ashby Way West	11.00	50.00	36.00	0.00

Demand (Veh/TS)

17:45 -
18:00

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	6.00	5.00	18.00
	B - Great Ashby Way East	9.00	0.00	10.00	41.00
	C - Whitehorse Lane	10.00	10.00	0.00	22.00
	D - Great Ashby Way West	15.00	52.00	36.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0	0	0	0
	B - Great Ashby Way East	0	0	0	1
	C - Whitehorse Lane	0	0	0	0
	D - Great Ashby Way West	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Mendip Way	0.12	3.97	0.1	A	25.25	101.00
B - Great Ashby Way East	0.23	4.06	0.3	A	59.00	236.00
C - Whitehorse Lane	0.23	5.32	0.3	A	44.50	178.00
D - Great Ashby Way West	0.39	5.54	0.6	A	98.00	392.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	17.00	17.00	91.47	259.35	0.066	16.93	25.86	0.0	0.1	3.712	A
B - Great Ashby Way East	52.00	52.00	49.73	291.34	0.178	51.78	58.67	0.0	0.2	3.753	A
C - Whitehorse Lane	40.00	40.00	49.79	227.43	0.176	39.79	51.72	0.0	0.2	4.792	A
D - Great Ashby Way West	100.00	100.00	17.91	271.19	0.369	99.42	71.67	0.0	0.6	5.221	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	31.00	31.00	83.05	264.11	0.117	30.94	32.96	0.1	0.1	3.859	A
B - Great Ashby Way East	56.00	56.00	55.99	287.99	0.194	55.98	58.00	0.2	0.2	3.879	A
C - Whitehorse Lane	51.00	51.00	63.93	220.35	0.231	50.91	48.03	0.2	0.3	5.309	A
D - Great Ashby Way West	92.00	92.00	23.96	268.02	0.343	92.05	90.88	0.6	0.5	5.117	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	24.00	24.00	89.96	260.19	0.092	24.03	29.02	0.1	0.1	3.813	A
B - Great Ashby Way East	68.00	68.00	53.01	289.44	0.235	67.94	60.98	0.2	0.3	4.062	A
C - Whitehorse Lane	45.00	45.00	75.94	214.31	0.210	45.03	45.00	0.3	0.3	5.317	A
D - Great Ashby Way West	97.00	97.00	22.01	268.96	0.361	96.97	98.96	0.5	0.6	5.231	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	29.00	29.00	97.93	255.68	0.113	28.97	33.97	0.1	0.1	3.970	A
B - Great Ashby Way East	60.00	60.00	58.96	286.40	0.209	60.04	67.94	0.3	0.3	3.976	A
C - Whitehorse Lane	42.00	42.00	68.04	218.29	0.192	42.03	50.96	0.3	0.2	5.108	A
D - Great Ashby Way West	103.00	103.00	28.96	265.34	0.388	102.93	81.10	0.6	0.6	5.539	A

2026 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	Great Ashby Way / Mendip Way & White horse Lane Roundabout	Standard Roundabout		A, B, C, D	4.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.44	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2026	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Mendip Way		DIRECT	✓	100.000
B - Great Ashby Way East		DIRECT	✓	100.000
C - Whitehorse Lane		DIRECT	✓	100.000
D - Great Ashby Way West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 -
08:00

From	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	18.00	3.00	19.00
	B - Great Ashby Way East	3.00	0.00	9.00	61.00
	C - Whitehorse Lane	4.00	2.00	0.00	22.00
	D - Great Ashby Way West	7.00	28.00	24.00	0.00

Demand (Veh/TS)

08:00 -
08:15

From	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	21.00	2.00	20.00
	B - Great Ashby Way East	5.00	0.00	9.00	74.00
	C - Whitehorse Lane	1.00	3.00	0.00	20.00
	D - Great Ashby Way West	8.00	32.00	17.00	0.00

Demand (Veh/TS)

08:15 -
08:30

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	18.00	6.00	15.00
	B - Great Ashby Way East	14.00	0.00	13.00	52.00
	C - Whitehorse Lane	1.00	4.00	0.00	18.00
	D - Great Ashby Way West	5.00	31.00	26.00	0.00

Demand (Veh/TS)

08:30 -
08:45

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	15.00	17.00	14.00
	B - Great Ashby Way East	6.00	0.00	18.00	50.00
	C - Whitehorse Lane	6.00	12.00	0.00	19.00
	D - Great Ashby Way West	8.00	30.00	30.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0	0	0	0
	B - Great Ashby Way East	0	0	0	1
	C - Whitehorse Lane	0	0	0	1
	D - Great Ashby Way West	0	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Mendip Way	0.17	4.02	0.2	A	42.00	168.00
B - Great Ashby Way East	0.30	4.32	0.4	A	78.50	314.00
C - Whitehorse Lane	0.17	5.10	0.2	A	28.00	112.00
D - Great Ashby Way West	0.26	4.57	0.3	A	61.50	246.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	40.00	40.00	53.75	280.27	0.143	39.83	13.93	0.0	0.2	3.741	A
B - Great Ashby Way East	73.00	73.00	45.80	292.57	0.250	72.67	47.78	0.0	0.3	4.087	A
C - Whitehorse Lane	28.00	28.00	82.63	208.78	0.134	27.85	35.83	0.0	0.2	4.970	A
D - Great Ashby Way West	59.00	59.00	8.95	272.31	0.217	58.73	101.52	0.0	0.3	4.209	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	43.00	43.00	52.01	281.18	0.153	42.99	14.00	0.2	0.2	3.777	A
B - Great Ashby Way East	88.00	88.00	39.03	296.15	0.297	87.91	55.96	0.3	0.4	4.320	A
C - Whitehorse Lane	24.00	24.00	98.91	200.55	0.120	24.02	28.03	0.2	0.1	5.098	A
D - Great Ashby Way West	57.00	57.00	9.00	271.54	0.210	57.01	113.93	0.3	0.3	4.196	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	39.00	39.00	60.95	276.14	0.141	39.01	19.97	0.2	0.2	3.797	A
B - Great Ashby Way East	79.00	79.00	46.96	292.37	0.270	79.05	53.01	0.4	0.4	4.219	A
C - Whitehorse Lane	23.00	23.00	81.09	209.59	0.110	23.01	44.92	0.1	0.1	4.825	A
D - Great Ashby Way West	62.00	62.00	18.95	266.93	0.232	61.97	85.14	0.3	0.3	4.391	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	46.00	46.00	71.93	269.96	0.170	45.96	19.99	0.2	0.2	4.018	A
B - Great Ashby Way East	74.00	74.00	60.93	284.91	0.260	74.02	56.96	0.4	0.4	4.267	A
C - Whitehorse Lane	37.00	37.00	70.05	215.79	0.171	36.92	64.90	0.1	0.2	5.029	A
D - Great Ashby Way West	68.00	68.00	23.96	264.84	0.257	67.96	83.00	0.3	0.3	4.569	A

2026 | Base + Development | PM

Data Errors and Warnings
No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	Great Ashby Way / Mendip Way & White horse Lane Roundabout	Standard Roundabout		A, B, C, D	5.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.06	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2026	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Mendip Way		DIRECT	✓	100.000
B - Great Ashby Way East		DIRECT	✓	100.000
C - Whitehorse Lane		DIRECT	✓	100.000
D - Great Ashby Way West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15	From	To			
			A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane
		A - Mendip Way	0.00	9.00	2.00
		B - Great Ashby Way East	7.00	0.00	12.00
		C - Whitehorse Lane	7.00	8.00	0.00
		D - Great Ashby Way West	16.00	45.00	39.00

Demand (Veh/TS)

17:15 - 17:30	From	To			
			A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane
		A - Mendip Way	0.00	11.00	11.00
		B - Great Ashby Way East	13.00	0.00	9.00
		C - Whitehorse Lane	9.00	9.00	0.00
		D - Great Ashby Way West	18.00	42.00	32.00

Demand (Veh/TS)

17:30 -
17:45

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	11.00	5.00	14.00
	B - Great Ashby Way East	15.00	0.00	6.00	53.00
	C - Whitehorse Lane	12.00	4.00	0.00	33.00
	D - Great Ashby Way West	11.00	50.00	36.00	0.00

Demand (Veh/TS)

17:45 -
18:00

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	9.00	8.00	18.00
	B - Great Ashby Way East	13.00	0.00	10.00	41.00
	C - Whitehorse Lane	14.00	10.00	0.00	22.00
	D - Great Ashby Way West	15.00	52.00	36.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0	0	0	0
	B - Great Ashby Way East	0	0	0	1
	C - Whitehorse Lane	0	0	0	0
	D - Great Ashby Way West	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Mendip Way	0.15	4.08	0.2	A	31.25	125.00
B - Great Ashby Way East	0.26	4.19	0.3	A	63.00	252.00
C - Whitehorse Lane	0.25	5.55	0.3	A	48.00	192.00
D - Great Ashby Way West	0.39	5.69	0.6	A	98.00	392.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	21.00	21.00	91.47	259.35	0.081	20.91	29.84	0.0	0.1	3.774	A
B - Great Ashby Way East	54.00	54.00	50.72	290.85	0.186	53.77	61.66	0.0	0.2	3.792	A
C - Whitehorse Lane	42.00	42.00	51.78	226.43	0.185	41.77	52.71	0.0	0.2	4.867	A
D - Great Ashby Way West	100.00	100.00	21.89	269.11	0.372	99.41	71.67	0.0	0.6	5.286	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	39.00	39.00	83.05	264.11	0.148	38.92	39.94	0.1	0.2	3.996	A
B - Great Ashby Way East	60.00	60.00	59.97	285.95	0.210	59.96	62.00	0.2	0.3	3.982	A
C - Whitehorse Lane	55.00	55.00	67.92	218.36	0.252	54.89	52.01	0.2	0.3	5.502	A
D - Great Ashby Way West	92.00	92.00	30.94	264.37	0.348	92.05	91.87	0.6	0.5	5.223	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	30.00	30.00	89.95	260.19	0.115	30.04	38.01	0.2	0.1	3.910	A
B - Great Ashby Way East	74.00	74.00	55.01	288.45	0.257	73.92	64.98	0.3	0.3	4.194	A
C - Whitehorse Lane	49.00	49.00	81.92	211.31	0.232	49.03	47.01	0.3	0.3	5.546	A
D - Great Ashby Way West	97.00	97.00	31.00	264.26	0.367	96.96	99.96	0.5	0.6	5.378	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	35.00	35.00	97.92	255.68	0.137	34.97	41.97	0.1	0.2	4.077	A
B - Great Ashby Way East	64.00	64.00	61.95	284.88	0.225	64.05	70.94	0.3	0.3	4.076	A
C - Whitehorse Lane	46.00	46.00	72.05	216.28	0.213	46.03	53.96	0.3	0.3	5.286	A
D - Great Ashby Way West	103.00	103.00	36.97	261.15	0.394	102.93	81.11	0.6	0.6	5.685	A

2026 | Total Forecast | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	Great Ashby Way / Mendip Way & White horse Lane Roundabout	Standard Roundabout		A, B, C, D	7.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.76	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2026	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Mendip Way		DIRECT	✓	100.000
B - Great Ashby Way East		DIRECT	✓	100.000
C - Whitehorse Lane		DIRECT	✓	100.000
D - Great Ashby Way West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 -
08:00

	To				
From		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	36.00	3.00	131.00
	B - Great Ashby Way East	7.00	0.00	9.00	61.00
	C - Whitehorse Lane	4.00	2.00	0.00	22.00
	D - Great Ashby Way West	66.00	28.00	24.00	0.00

Demand (Veh/TS)

08:00 -
08:15

	To				
From		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	42.00	2.00	138.00
	B - Great Ashby Way East	11.00	0.00	9.00	74.00
	C - Whitehorse Lane	1.00	3.00	0.00	20.00
	D - Great Ashby Way West	75.00	32.00	17.00	0.00

Demand (Veh/TS)

08:15 -
08:30

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	36.00	6.00	109.00
	B - Great Ashby Way East	34.00	0.00	13.00	52.00
	C - Whitehorse Lane	1.00	4.00	0.00	18.00
	D - Great Ashby Way West	47.00	31.00	26.00	0.00

Demand (Veh/TS)

08:30 -
08:45

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	30.00	17.00	102.00
	B - Great Ashby Way East	15.00	0.00	18.00	50.00
	C - Whitehorse Lane	6.00	12.00	0.00	19.00
	D - Great Ashby Way West	75.00	30.00	30.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0	0	0	0
	B - Great Ashby Way East	0	0	0	1
	C - Whitehorse Lane	0	0	0	1
	D - Great Ashby Way West	0	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Mendip Way	0.65	9.02	1.8	A	163.00	652.00
B - Great Ashby Way East	0.41	6.43	0.7	A	88.25	353.00
C - Whitehorse Lane	0.22	7.80	0.3	A	28.00	112.00
D - Great Ashby Way West	0.52	7.05	1.0	A	120.25	481.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	170.00	170.00	53.65	280.32	0.606	168.49	76.50	0.0	1.5	7.945	A
B - Great Ashby Way East	77.00	77.00	156.66	233.81	0.329	76.51	65.49	0.0	0.5	5.705	A
C - Whitehorse Lane	28.00	28.00	197.41	151.98	0.184	27.78	35.76	0.0	0.2	7.232	A
D - Great Ashby Way West	118.00	118.00	12.91	272.34	0.433	117.24	212.28	0.0	0.8	5.776	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	182.00	182.00	51.99	281.18	0.647	181.72	86.91	1.5	1.8	9.018	A
B - Great Ashby Way East	94.00	94.00	156.85	233.71	0.402	93.82	76.86	0.5	0.7	6.425	A
C - Whitehorse Lane	24.00	24.00	222.63	139.36	0.172	24.01	28.04	0.2	0.2	7.805	A
D - Great Ashby Way West	124.00	124.00	14.98	271.08	0.457	123.92	231.67	0.8	0.8	6.113	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	151.00	151.00	60.95	276.14	0.547	151.56	82.04	1.8	1.2	7.256	A
B - Great Ashby Way East	99.00	99.00	141.39	242.44	0.408	98.98	71.13	0.7	0.7	6.273	A
C - Whitehorse Lane	23.00	23.00	195.48	152.97	0.150	23.03	44.89	0.2	0.2	6.929	A
D - Great Ashby Way West	104.00	104.00	38.84	258.35	0.403	104.15	179.67	0.8	0.7	5.842	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	149.00	149.00	71.85	270.01	0.552	149.00	95.83	1.2	1.2	7.436	A
B - Great Ashby Way East	83.00	83.00	148.89	238.30	0.348	83.14	71.96	0.7	0.5	5.807	A
C - Whitehorse Lane	37.00	37.00	167.22	167.53	0.221	36.90	64.82	0.2	0.3	6.879	A
D - Great Ashby Way West	135.00	135.00	33.04	261.99	0.515	134.63	171.07	0.7	1.0	7.047	A

2026 | Total Forecast | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	Great Ashby Way / Mendip Way & White horse Lane Roundabout	Standard Roundabout		A, B, C, D	7.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.09	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2026	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Mendip Way		DIRECT	✓	100.000
B - Great Ashby Way East		DIRECT	✓	100.000
C - Whitehorse Lane		DIRECT	✓	100.000
D - Great Ashby Way West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 -
17:15

From	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	13.00	2.00	28.00
	B - Great Ashby Way East	13.00	0.00	12.00	35.00
	C - Whitehorse Lane	7.00	8.00	0.00	27.00
	D - Great Ashby Way West	77.00	45.00	39.00	0.00

Demand (Veh/TS)

17:15 -
17:30

From	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	16.00	11.00	48.00
	B - Great Ashby Way East	24.00	0.00	9.00	38.00
	C - Whitehorse Lane	9.00	9.00	0.00	37.00
	D - Great Ashby Way West	87.00	42.00	32.00	0.00

Demand (Veh/TS)

17:30 -
17:45

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	16.00	5.00	40.00
	B - Great Ashby Way East	26.00	0.00	6.00	53.00
	C - Whitehorse Lane	12.00	4.00	0.00	33.00
	D - Great Ashby Way West	53.00	50.00	36.00	0.00

Demand (Veh/TS)

17:45 -
18:00

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	13.00	8.00	51.00
	B - Great Ashby Way East	24.00	0.00	10.00	41.00
	C - Whitehorse Lane	14.00	10.00	0.00	22.00
	D - Great Ashby Way West	72.00	52.00	36.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0	0	0	0
	B - Great Ashby Way East	0	0	0	1
	C - Whitehorse Lane	0	0	0	0
	D - Great Ashby Way West	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Mendip Way	0.28	4.89	0.4	A	62.75	251.00
B - Great Ashby Way East	0.31	4.74	0.4	A	72.75	291.00
C - Whitehorse Lane	0.28	6.31	0.4	A	48.00	192.00
D - Great Ashby Way West	0.63	9.32	1.6	A	155.25	621.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	43.00	43.00	91.17	259.52	0.166	42.80	96.19	0.0	0.2	4.149	A
B - Great Ashby Way East	60.00	60.00	68.50	281.49	0.213	59.73	65.48	0.0	0.3	4.053	A
C - Whitehorse Lane	42.00	42.00	75.66	214.50	0.196	41.76	52.57	0.0	0.2	5.202	A
D - Great Ashby Way West	161.00	161.00	27.86	266.22	0.605	159.50	89.56	0.0	1.5	8.322	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	75.00	75.00	83.02	264.13	0.284	74.80	119.76	0.2	0.4	4.749	A
B - Great Ashby Way East	71.00	71.00	90.87	269.65	0.263	70.91	66.96	0.3	0.4	4.526	A
C - Whitehorse Lane	55.00	55.00	109.78	197.43	0.279	54.86	52.00	0.2	0.4	6.305	A
D - Great Ashby Way West	161.00	161.00	41.90	258.90	0.622	160.88	122.74	1.5	1.6	9.167	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	61.00	61.00	90.04	260.14	0.234	61.09	91.38	0.4	0.3	4.524	A
B - Great Ashby Way East	85.00	85.00	81.10	274.72	0.309	84.91	70.03	0.4	0.4	4.739	A
C - Whitehorse Lane	49.00	49.00	118.95	192.81	0.254	49.04	47.06	0.4	0.3	6.261	A
D - Great Ashby Way West	139.00	139.00	42.00	258.72	0.537	139.43	125.99	1.6	1.2	7.571	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	72.00	72.00	97.79	255.76	0.282	71.92	109.72	0.3	0.4	4.893	A
B - Great Ashby Way East	75.00	75.00	94.85	267.51	0.280	75.05	74.87	0.4	0.4	4.679	A
C - Whitehorse Lane	46.00	46.00	116.00	194.31	0.237	46.03	53.90	0.3	0.3	6.070	A
D - Great Ashby Way West	160.00	160.00	47.96	255.64	0.626	159.55	114.07	1.2	1.6	9.319	A

2031 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
5	Great Ashby Way / Mendip Way & White horse Lane Roundabout	Standard Roundabout		A, B, C, D	4.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.46	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2031	Base	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Mendip Way		DIRECT	✓	100.000
B - Great Ashby Way East		DIRECT	✓	100.000
C - Whitehorse Lane		DIRECT	✓	100.000
D - Great Ashby Way West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 -
08:00

From	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	13.00	2.00	19.00
	B - Great Ashby Way East	2.00	0.00	10.00	63.00
	C - Whitehorse Lane	3.00	2.00	0.00	22.00
	D - Great Ashby Way West	8.00	29.00	24.00	0.00

Demand (Veh/TS)

08:00 -
08:15

From	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
	A - Mendip Way	0.00	15.00	1.00	20.00
	B - Great Ashby Way East	3.00	0.00	10.00	77.00
	C - Whitehorse Lane	1.00	3.00	0.00	20.00
	D - Great Ashby Way West	9.00	33.00	17.00	0.00

Demand (Veh/TS)

08:15 -
08:30

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	13.00	4.00	16.00
	B - Great Ashby Way East	10.00	0.00	14.00	54.00
	C - Whitehorse Lane	1.00	4.00	0.00	18.00
	D - Great Ashby Way West	5.00	32.00	27.00	0.00

Demand (Veh/TS)

08:30 -
08:45

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0.00	11.00	12.00	15.00
	B - Great Ashby Way East	4.00	0.00	19.00	52.00
	C - Whitehorse Lane	4.00	13.00	0.00	19.00
	D - Great Ashby Way West	9.00	31.00	31.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - Mendip Way	B - Great Ashby Way East	C - Whitehorse Lane	D - Great Ashby Way West
From	A - Mendip Way	0	0	0	0
	B - Great Ashby Way East	0	0	0	1
	C - Whitehorse Lane	0	0	0	1
	D - Great Ashby Way West	0	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Mendip Way	0.14	3.91	0.2	A	35.25	141.00
B - Great Ashby Way East	0.30	4.35	0.4	A	79.50	318.00
C - Whitehorse Lane	0.17	5.11	0.2	A	27.50	110.00
D - Great Ashby Way West	0.27	4.60	0.4	A	63.75	255.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	34.00	34.00	54.74	279.69	0.122	33.86	12.94	0.0	0.1	3.659	A
B - Great Ashby Way East	75.00	75.00	44.80	293.08	0.256	74.66	43.80	0.0	0.3	4.115	A
C - Whitehorse Lane	27.00	27.00	83.63	208.20	0.130	26.85	35.83	0.0	0.1	4.958	A
D - Great Ashby Way West	61.00	61.00	6.96	273.33	0.223	60.71	103.52	0.0	0.3	4.228	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	36.00	36.00	53.01	280.59	0.128	35.99	13.00	0.1	0.1	3.678	A
B - Great Ashby Way East	90.00	90.00	38.03	296.64	0.303	89.91	50.97	0.3	0.4	4.351	A
C - Whitehorse Lane	24.00	24.00	99.91	200.05	0.120	24.01	28.03	0.1	0.1	5.114	A
D - Great Ashby Way West	59.00	59.00	7.00	272.58	0.216	59.01	116.92	0.3	0.3	4.213	A

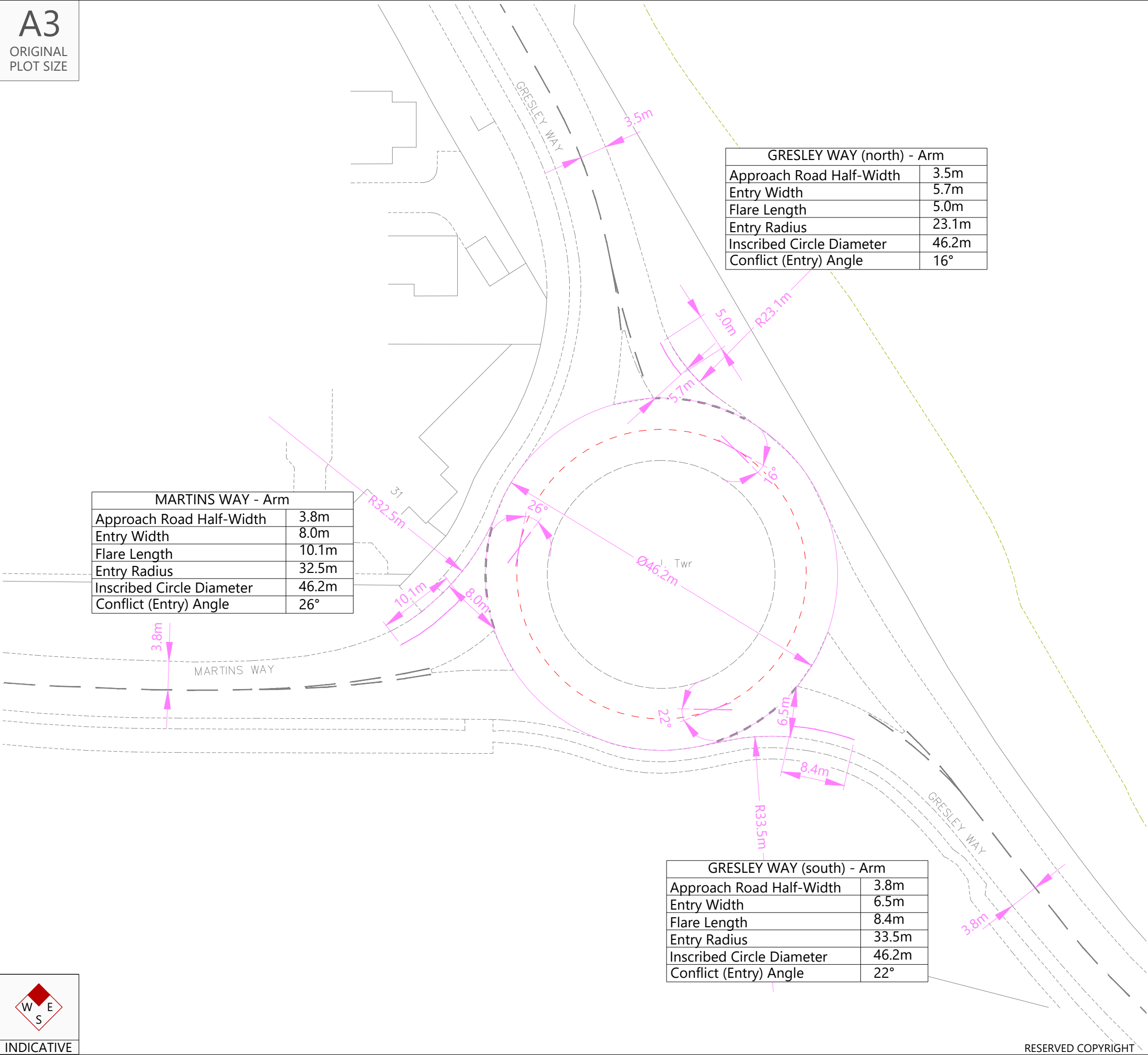
08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	33.00	33.00	62.95	275.00	0.120	33.01	15.99	0.1	0.1	3.718	A
B - Great Ashby Way East	78.00	78.00	46.95	292.30	0.267	78.07	49.00	0.4	0.4	4.203	A
C - Whitehorse Lane	23.00	23.00	80.10	210.07	0.109	23.01	44.92	0.1	0.1	4.813	A
D - Great Ashby Way West	64.00	64.00	14.96	268.99	0.238	63.97	88.15	0.3	0.3	4.390	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Mendip Way	38.00	38.00	74.92	268.25	0.142	37.97	16.99	0.1	0.2	3.908	A
B - Great Ashby Way East	75.00	75.00	57.94	286.45	0.262	75.01	54.95	0.4	0.4	4.256	A
C - Whitehorse Lane	36.00	36.00	71.04	215.25	0.167	35.92	61.91	0.1	0.2	5.016	A
D - Great Ashby Way West	71.00	71.00	20.96	266.43	0.266	70.95	86.00	0.3	0.4	4.602	A

APPENDIX K



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- NOTES:
- Indicative un-surveyed existing road markings.
 - Based on OS Mapping Data
 - Subject to confirmation of Highway Boundary.
 - Subject to topographical survey.

A	20.11.24	Minor amendment	JA	IB	IB
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol

Cambridge

London

Welwyn Garden City

tpa

Transport Planning Associates

No. 9 Journey Campus

Castle Park

Cambridge

CB3 0AX

01223 455 385

www.tpa.uk.com

CLIENT:

croudacehomes

PROJECT:

Roundwood,
Back Lane,
Stevenage

TITLE:

Modelling Parameters -
Martins Way and
Gresley Way Roundabout

STATUS:

FOR INFORMATION

SCALE: 1:500	DATE: 23.06.22	DRAWN: JA	CHECKED: TH	APPROVED: PK
JOB NO: 2105-037	DRAWING NO: MP04	REVISION: A		

Junctions 11		
ARCADY 11 - Roundabout Module		
Version: 11.0.0.2177		
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Filename: Import of Gresley Way rbt.j11

Path: Q:\21\05\037 - Roundwood, Weston Road, Stevenage\04 Calculations and Analysis\Highway Impact Analysis\Junctions 10\Junction 7 - Gresley Way Rbt

Report generation date: 04/12/2024 18:46:04

»2022 | Surveyed | AM
 »2022 | Surveyed | PM
 »2026 | Base | AM
 »2026 | Base | PM
 »2026 | Base + Development | AM
 »2026 | Base + Development | PM
 »2026 | Total Forecast | AM
 »2026 | Total Forecast | PM
 »2031 | Base | AM
 »2031 | Base | PM
 »2031 | Base + Development | AM
 »2031 | Base + Development | PM
 »2031 | Total Forecast | AM
 »2031 | Total Forecast | PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2022 - Surveyed								
A - Gresley Way (north)	1.3	6.60	0.57	A	0.6	4.64	0.37	A
B - Gresley Way (south)	0.6	4.00	0.38	A	0.6	3.81	0.38	A
C - Martins Way	0.2	2.76	0.17	A	0.3	3.14	0.26	A
2026 - Base								
A - Gresley Way (north)	1.4	6.83	0.58	A	0.6	4.74	0.38	A
B - Gresley Way (south)	0.6	4.07	0.39	A	0.6	3.87	0.39	A
C - Martins Way	0.2	2.78	0.17	A	0.4	3.19	0.26	A
2026 - Base + Development								
A - Gresley Way (north)	1.6	7.31	0.61	A	0.6	4.82	0.39	A
B - Gresley Way (south)	0.7	4.14	0.40	A	0.7	3.93	0.40	A
C - Martins Way	0.2	2.80	0.18	A	0.4	3.23	0.27	A
2026 - Total Forecast								
A - Gresley Way (north)	2.2	9.03	0.69	A	0.7	4.97	0.41	A
B - Gresley Way (south)	0.7	4.32	0.42	A	0.7	4.09	0.42	A
C - Martins Way	0.2	2.89	0.19	A	0.4	3.31	0.28	A
2031 - Base								
A - Gresley Way (north)	1.6	7.36	0.61	A	0.6	4.89	0.39	A
B - Gresley Way (south)	0.7	4.22	0.41	A	0.7	3.98	0.41	A
C - Martins Way	0.2	2.83	0.19	A	0.4	3.25	0.27	A
2031 - Base + Development								
A - Gresley Way (north)	1.7	7.86	0.64	A	0.7	5.00	0.41	A
B - Gresley Way (south)	0.7	4.28	0.42	A	0.7	4.06	0.42	A
C - Martins Way	0.2	2.84	0.19	A	0.4	3.28	0.28	A
2031 - Total Forecast								
A - Gresley Way (north)	2.4	9.85	0.72	A	0.7	5.14	0.42	A
B - Gresley Way (south)	0.8	4.50	0.44	A	0.8	4.22	0.44	A
C - Martins Way	0.2	2.93	0.20	A	0.4	3.38	0.29	A

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	Junction 7
Location	Martins Way/Gresley Way
Site number	
Date	24/06/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPA\panos.karavasilis
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	Veh	Veh	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:45	08:45	60	15	✓
D2	2022	Surveyed	PM	DIRECT	17:00	18:00	60	15	✓
D3	2026	Base	AM	DIRECT	07:45	08:45	60	15	✓
D4	2026	Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2026	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓
D6	2026	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓
D7	2026	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓
D8	2026	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓
D9	2031	Base	AM	DIRECT	07:45	08:45	60	15	✓
D10	2031	Base	PM	DIRECT	17:00	18:00	60	15	✓
D11	2031	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓
D12	2031	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓
D13	2031	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓
D14	2031	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2022 | Surveyed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.84	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Gresley Way (north)		
B	Gresley Way (south)		
C	Martins Way		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - Gresley Way (north)	3.50	5.70	5.0	23.1	46.2	16.0		
B - Gresley Way (south)	3.80	6.50	8.4	33.5	46.2	22.0		
C - Martins Way	3.80	8.00	10.1	32.5	46.2	26.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
A - Gresley Way (north)	0.584	352.768
B - Gresley Way (south)	0.624	407.121
C - Martins Way	0.644	438.226

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Gresley Way (north)		DIRECT	✓	100.000
B - Gresley Way (south)		DIRECT	✓	100.000
C - Martins Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00		To			
	From		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
		A - Gresley Way (north)	0.00	76.00	46.00
		B - Gresley Way (south)	36.00	0.00	83.00
		C - Martins Way	4.00	46.00	0.00

Demand (Veh/TS)

08:00 - 08:15		To			
	From		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
		A - Gresley Way (north)	0.00	123.00	56.00
		B - Gresley Way (south)	38.00	0.00	100.00
		C - Martins Way	5.00	57.00	0.00

Demand (Veh/TS)

08:15 - 08:30		To			
	From		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
		A - Gresley Way (north)	0.00	63.00	44.00
		B - Gresley Way (south)	55.00	0.00	71.00
		C - Martins Way	11.00	56.00	0.00

Demand (Veh/TS)

08:30 - 08:45		To			
	From		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
		A - Gresley Way (north)	0.00	74.00	61.00
		B - Gresley Way (south)	41.00	0.00	91.00
		C - Martins Way	7.00	62.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	A - Gresley Way (north)	0	2	1
	B - Gresley Way (south)	2	0	3
	C - Martins Way	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Gresley Way (north)	0.57	6.60	1.3	A	135.75	543.00
B - Gresley Way (south)	0.38	4.00	0.6	A	128.75	515.00
C - Martins Way	0.17	2.76	0.2	A	62.00	248.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	122.00	122.00	45.87	320.63	0.381	121.39	39.85	0.0	0.6	4.504	A
B - Gresley Way (south)	119.00	119.00	45.77	368.87	0.323	118.53	121.49	0.0	0.5	3.589	A
C - Martins Way	50.00	50.00	35.86	405.12	0.123	49.86	128.44	0.0	0.1	2.531	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	179.00	179.00	56.96	313.95	0.570	178.31	42.97	0.6	1.3	6.600	A
B - Gresley Way (south)	138.00	138.00	55.82	362.59	0.381	137.86	179.45	0.5	0.6	4.002	A
C - Martins Way	62.00	62.00	37.98	403.76	0.154	61.96	155.71	0.1	0.2	2.632	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	107.00	107.00	55.99	314.76	0.340	107.79	65.92	1.3	0.5	4.365	A
B - Gresley Way (south)	126.00	126.00	44.19	370.39	0.340	126.09	119.59	0.6	0.5	3.687	A
C - Martins Way	67.00	67.00	54.94	392.45	0.171	66.98	115.34	0.2	0.2	2.764	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	135.00	135.00	61.99	311.34	0.434	134.76	48.06	0.5	0.8	5.089	A
B - Gresley Way (south)	132.00	132.00	60.87	359.63	0.367	131.94	135.88	0.5	0.6	3.951	A
C - Martins Way	69.00	69.00	41.05	401.68	0.172	69.00	151.77	0.2	0.2	2.704	A

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	3.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.88	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2022	Surveyed	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Gresley Way (north)		DIRECT	✓	100.000
B - Gresley Way (south)		DIRECT	✓	100.000
C - Martins Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	79.00	34.00
	B - Gresley Way (south)	72.00	0.00	56.00
	C - Martins Way	17.00	65.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	74.00	38.00
	B - Gresley Way (south)	77.00	0.00	68.00
	C - Martins Way	20.00	73.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	65.00	22.00
	B - Gresley Way (south)	73.00	0.00	77.00
	C - Martins Way	9.00	78.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	62.00	30.00
	B - Gresley Way (south)	73.00	0.00	73.00
	C - Martins Way	22.00	76.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0	1	2
	B - Gresley Way (south)	1	0	0
	C - Martins Way	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Gresley Way (north)	0.37	4.64	0.6	A	101.00	404.00
B - Gresley Way (south)	0.38	3.81	0.6	A	142.25	569.00
C - Martins Way	0.26	3.14	0.3	A	90.00	360.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	113.00	113.00	64.79	310.73	0.364	112.43	88.66	0.0	0.6	4.526	A
B - Gresley Way (south)	128.00	128.00	33.83	383.61	0.334	127.50	143.39	0.0	0.5	3.509	A
C - Martins Way	82.00	82.00	71.72	385.09	0.213	81.73	89.61	0.0	0.3	2.964	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	112.00	112.00	72.96	305.90	0.366	111.99	96.94	0.6	0.6	4.641	A
B - Gresley Way (south)	145.00	145.00	37.98	381.03	0.381	144.89	146.98	0.5	0.6	3.809	A
C - Martins Way	93.00	93.00	76.96	381.66	0.244	92.95	105.91	0.3	0.3	3.117	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	87.00	87.00	77.99	303.11	0.287	87.17	82.06	0.6	0.4	4.170	A
B - Gresley Way (south)	150.00	150.00	22.09	391.10	0.384	149.99	143.07	0.6	0.6	3.731	A
C - Martins Way	87.00	87.00	73.02	385.59	0.226	87.03	99.06	0.3	0.3	3.014	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	92.00	92.00	76.00	304.15	0.302	91.97	94.95	0.4	0.4	4.241	A
B - Gresley Way (south)	146.00	146.00	29.96	386.12	0.378	146.01	138.01	0.6	0.6	3.747	A
C - Martins Way	98.00	98.00	73.00	384.06	0.255	97.95	102.97	0.3	0.3	3.145	A

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2026	Base	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Gresley Way (north)		DIRECT	✓	100.000
B - Gresley Way (south)		DIRECT	✓	100.000
C - Martins Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	78.00	47.00
	B - Gresley Way (south)	37.00	0.00	85.00
	C - Martins Way	4.00	47.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	126.00	57.00
	B - Gresley Way (south)	39.00	0.00	102.00
	C - Martins Way	5.00	58.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	65.00	45.00
	B - Gresley Way (south)	56.00	0.00	73.00
	C - Martins Way	11.00	57.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	76.00	62.00
	B - Gresley Way (south)	42.00	0.00	93.00
	C - Martins Way	7.00	63.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0	2	1
	B - Gresley Way (south)	2	0	3
	C - Martins Way	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Gresley Way (north)	0.58	6.83	1.4	A	139.00	556.00
B - Gresley Way (south)	0.39	4.07	0.6	A	131.75	527.00
C - Martins Way	0.17	2.78	0.2	A	63.00	252.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	125.00	125.00	46.87	320.04	0.391	124.36	40.84	0.0	0.6	4.585	A
B - Gresley Way (south)	122.00	122.00	46.76	368.27	0.331	121.51	124.47	0.0	0.5	3.639	A
C - Martins Way	51.00	51.00	36.85	404.49	0.126	50.86	131.42	0.0	0.1	2.543	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	183.00	183.00	57.96	313.36	0.584	182.26	43.97	0.6	1.4	6.827	A
B - Gresley Way (south)	141.00	141.00	56.81	361.98	0.390	140.86	183.41	0.5	0.6	4.067	A
C - Martins Way	63.00	63.00	38.97	403.13	0.156	62.96	158.69	0.1	0.2	2.645	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	110.00	110.00	56.99	314.17	0.350	110.84	66.92	1.4	0.5	4.443	A
B - Gresley Way (south)	129.00	129.00	45.21	369.75	0.349	129.09	122.62	0.6	0.5	3.743	A
C - Martins Way	68.00	68.00	55.94	391.82	0.174	67.98	118.36	0.2	0.2	2.778	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	138.00	138.00	62.99	310.74	0.444	137.75	49.06	0.5	0.8	5.195	A
B - Gresley Way (south)	135.00	135.00	61.87	359.02	0.376	134.94	138.87	0.5	0.6	4.015	A
C - Martins Way	70.00	70.00	42.05	401.05	0.175	70.00	154.76	0.2	0.2	2.718	A

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	3.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2026	Base	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Gresley Way (north)		DIRECT	✓	100.000
B - Gresley Way (south)		DIRECT	✓	100.000
C - Martins Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	81.00	35.00
	B - Gresley Way (south)	74.00	0.00	57.00
	C - Martins Way	18.00	67.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	76.00	39.00
	B - Gresley Way (south)	79.00	0.00	69.00
	C - Martins Way	21.00	75.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	66.00	23.00
	B - Gresley Way (south)	75.00	0.00	79.00
	C - Martins Way	9.00	80.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	63.00	31.00
	B - Gresley Way (south)	75.00	0.00	75.00
	C - Martins Way	23.00	78.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0	1	2
	B - Gresley Way (south)	1	0	0
	C - Martins Way	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Gresley Way (north)	0.38	4.74	0.6	A	103.50	414.00
B - Gresley Way (south)	0.39	3.87	0.6	A	145.75	583.00
C - Martins Way	0.26	3.19	0.4	A	92.75	371.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	116.00	116.00	66.78	309.56	0.375	115.41	91.65	0.0	0.6	4.621	A
B - Gresley Way (south)	131.00	131.00	34.82	382.98	0.342	130.48	147.36	0.0	0.5	3.556	A
C - Martins Way	85.00	85.00	73.71	383.77	0.221	84.72	91.60	0.0	0.3	3.006	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	115.00	115.00	74.96	304.73	0.377	114.99	99.94	0.6	0.6	4.743	A
B - Gresley Way (south)	148.00	148.00	38.98	380.40	0.389	147.88	150.98	0.5	0.6	3.869	A
C - Martins Way	96.00	96.00	78.95	380.34	0.252	95.95	107.91	0.3	0.3	3.164	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	89.00	89.00	79.99	301.93	0.295	89.18	84.07	0.6	0.4	4.235	A
B - Gresley Way (south)	154.00	154.00	23.10	390.47	0.394	153.98	146.08	0.6	0.6	3.805	A
C - Martins Way	89.00	89.00	75.02	384.34	0.232	89.03	102.06	0.3	0.3	3.047	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	94.00	94.00	78.00	302.98	0.310	93.97	97.94	0.4	0.4	4.306	A
B - Gresley Way (south)	150.00	150.00	30.96	385.49	0.389	150.01	141.01	0.6	0.6	3.821	A
C - Martins Way	101.00	101.00	75.00	382.75	0.264	100.95	105.97	0.3	0.4	3.193	A

2026 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	5.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.23	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2026	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Gresley Way (north)		DIRECT	✓	100.000
B - Gresley Way (south)		DIRECT	✓	100.000
C - Martins Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	82.00	49.00
	B - Gresley Way (south)	39.00	0.00	85.00
	C - Martins Way	4.00	47.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	132.00	60.00
	B - Gresley Way (south)	41.00	0.00	102.00
	C - Martins Way	5.00	58.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	68.00	47.00
	B - Gresley Way (south)	59.00	0.00	73.00
	C - Martins Way	12.00	57.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	80.00	65.00
	B - Gresley Way (south)	44.00	0.00	93.00
	C - Martins Way	8.00	63.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0	2	1
	B - Gresley Way (south)	2	0	3
	C - Martins Way	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Gresley Way (north)	0.61	7.31	1.6	A	145.75	583.00
B - Gresley Way (south)	0.40	4.14	0.7	A	134.00	536.00
C - Martins Way	0.18	2.80	0.2	A	63.50	254.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	131.00	131.00	46.87	320.04	0.409	130.31	42.83	0.0	0.7	4.727	A
B - Gresley Way (south)	124.00	124.00	48.74	367.09	0.338	123.49	128.44	0.0	0.5	3.686	A
C - Martins Way	51.00	51.00	38.84	403.30	0.126	50.86	133.40	0.0	0.1	2.552	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	192.00	192.00	57.96	313.36	0.613	191.14	45.97	0.7	1.5	7.313	A
B - Gresley Way (south)	143.00	143.00	59.77	360.21	0.397	142.85	189.33	0.5	0.7	4.138	A
C - Martins Way	63.00	63.00	40.97	401.93	0.157	62.96	161.65	0.1	0.2	2.654	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	115.00	115.00	56.99	314.17	0.366	115.97	70.91	1.5	0.6	4.564	A
B - Gresley Way (south)	132.00	132.00	47.25	368.55	0.358	132.09	125.72	0.7	0.6	3.809	A
C - Martins Way	69.00	69.00	58.94	390.01	0.177	68.97	120.40	0.2	0.2	2.803	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	145.00	145.00	62.99	310.74	0.467	144.72	52.07	0.6	0.9	5.412	A
B - Gresley Way (south)	137.00	137.00	64.85	357.23	0.384	136.94	142.85	0.6	0.6	4.084	A
C - Martins Way	71.00	71.00	44.05	399.81	0.178	71.00	157.74	0.2	0.2	2.736	A

2026 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.01	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2026	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Gresley Way (north)		DIRECT	✓	100.000
B - Gresley Way (south)		DIRECT	✓	100.000
C - Martins Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	84.00	36.00
	B - Gresley Way (south)	77.00	0.00	57.00
	C - Martins Way	18.00	67.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	78.00	40.00
	B - Gresley Way (south)	82.00	0.00	69.00
	C - Martins Way	21.00	75.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	69.00	23.00
	B - Gresley Way (south)	78.00	0.00	79.00
	C - Martins Way	10.00	80.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	66.00	32.00
	B - Gresley Way (south)	78.00	0.00	75.00
	C - Martins Way	24.00	78.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0	1	2
	B - Gresley Way (south)	1	0	0
	C - Martins Way	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Gresley Way (north)	0.39	4.82	0.6	A	107.00	428.00
B - Gresley Way (south)	0.40	3.93	0.7	A	148.75	595.00
C - Martins Way	0.27	3.23	0.4	A	93.25	373.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	120.00	120.00	66.78	309.57	0.388	119.37	94.63	0.0	0.6	4.717	A
B - Gresley Way (south)	134.00	134.00	35.81	382.34	0.350	133.46	150.34	0.0	0.5	3.608	A
C - Martins Way	85.00	85.00	76.69	381.87	0.223	84.71	92.58	0.0	0.3	3.026	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	118.00	118.00	74.96	304.73	0.387	118.00	102.94	0.6	0.6	4.819	A
B - Gresley Way (south)	151.00	151.00	39.97	379.76	0.398	150.88	152.98	0.5	0.7	3.930	A
C - Martins Way	96.00	96.00	81.95	378.43	0.254	95.95	108.90	0.3	0.3	3.185	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	92.00	92.00	79.99	301.95	0.305	92.19	88.06	0.6	0.4	4.294	A
B - Gresley Way (south)	157.00	157.00	23.10	390.45	0.402	156.99	149.07	0.7	0.7	3.854	A
C - Martins Way	90.00	90.00	78.02	382.29	0.235	90.03	102.07	0.3	0.3	3.081	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	98.00	98.00	78.00	302.99	0.323	97.97	101.94	0.4	0.5	4.390	A
B - Gresley Way (south)	153.00	153.00	31.96	384.86	0.398	153.01	144.01	0.7	0.7	3.883	A
C - Martins Way	102.00	102.00	77.99	380.75	0.268	101.95	106.97	0.3	0.4	3.227	A

2026 | Total Forecast | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	6.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.12	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2026	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Gresley Way (north)		DIRECT	✓	100.000
B - Gresley Way (south)		DIRECT	✓	100.000
C - Martins Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	94.00	52.00
	B - Gresley Way (south)	46.00	0.00	85.00
	C - Martins Way	5.00	47.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	153.00	64.00
	B - Gresley Way (south)	48.00	0.00	102.00
	C - Martins Way	7.00	58.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	78.00	50.00
	B - Gresley Way (south)	70.00	0.00	73.00
	C - Martins Way	15.00	57.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	92.00	70.00
	B - Gresley Way (south)	52.00	0.00	93.00
	C - Martins Way	10.00	63.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0	1	1
	B - Gresley Way (south)	2	0	3
	C - Martins Way	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Gresley Way (north)	0.69	9.03	2.2	A	163.25	653.00
B - Gresley Way (south)	0.42	4.32	0.7	A	142.25	569.00
C - Martins Way	0.19	2.89	0.2	A	65.50	262.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	146.00	146.00	46.86	320.71	0.455	145.17	50.79	0.0	0.8	5.104	A
B - Gresley Way (south)	131.00	131.00	51.71	365.42	0.358	130.44	140.33	0.0	0.6	3.824	A
C - Martins Way	52.00	52.00	45.81	398.76	0.130	51.85	136.35	0.0	0.1	2.592	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	217.00	217.00	57.96	314.08	0.691	215.66	54.96	0.8	2.2	9.026	A
B - Gresley Way (south)	150.00	150.00	63.66	357.96	0.419	149.84	209.97	0.6	0.7	4.318	A
C - Martins Way	65.00	65.00	47.97	397.33	0.164	64.95	165.53	0.1	0.2	2.707	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	128.00	128.00	56.99	314.79	0.407	129.47	84.89	2.2	0.7	4.894	A
B - Gresley Way (south)	143.00	143.00	50.37	366.80	0.390	143.07	136.10	0.7	0.6	4.025	A
C - Martins Way	72.00	72.00	69.91	382.84	0.188	71.96	123.53	0.2	0.2	2.894	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	162.00	162.00	62.99	311.31	0.520	161.62	62.09	0.7	1.1	5.996	A
B - Gresley Way (south)	145.00	145.00	69.81	354.33	0.409	144.96	154.80	0.6	0.7	4.297	A
C - Martins Way	73.00	73.00	52.07	394.57	0.185	73.00	162.69	0.2	0.2	2.798	A

2026 | Total Forecast | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.16	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2026	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Gresley Way (north)		DIRECT	✓	100.000
B - Gresley Way (south)		DIRECT	✓	100.000
C - Martins Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	87.00	37.00
	B - Gresley Way (south)	84.00	0.00	57.00
	C - Martins Way	20.00	67.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	82.00	42.00
	B - Gresley Way (south)	90.00	0.00	69.00
	C - Martins Way	24.00	75.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	72.00	24.00
	B - Gresley Way (south)	85.00	0.00	79.00
	C - Martins Way	11.00	80.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	69.00	33.00
	B - Gresley Way (south)	85.00	0.00	75.00
	C - Martins Way	26.00	78.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0	1	1
	B - Gresley Way (south)	1	0	0
	C - Martins Way	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Gresley Way (north)	0.41	4.97	0.7	A	111.50	446.00
B - Gresley Way (south)	0.42	4.09	0.7	A	156.00	624.00
C - Martins Way	0.28	3.31	0.4	A	95.25	381.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	124.00	124.00	66.77	309.70	0.400	123.34	103.58	0.0	0.7	4.813	A
B - Gresley Way (south)	141.00	141.00	36.80	381.72	0.369	140.42	153.31	0.0	0.6	3.720	A
C - Martins Way	87.00	87.00	83.65	377.21	0.231	86.70	93.57	0.0	0.3	3.095	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	124.00	124.00	74.96	304.88	0.407	123.98	113.92	0.7	0.7	4.975	A
B - Gresley Way (south)	159.00	159.00	41.97	378.51	0.420	158.86	156.97	0.6	0.7	4.094	A
C - Martins Way	99.00	99.00	89.94	373.05	0.265	98.94	110.89	0.3	0.4	3.283	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	96.00	96.00	79.99	302.05	0.318	96.21	96.08	0.7	0.5	4.376	A
B - Gresley Way (south)	164.00	164.00	24.11	389.81	0.421	164.00	152.09	0.7	0.7	3.985	A
C - Martins Way	91.00	91.00	85.03	377.69	0.241	91.04	103.08	0.4	0.3	3.141	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	102.00	102.00	78.00	303.13	0.336	101.97	110.94	0.5	0.5	4.474	A
B - Gresley Way (south)	160.00	160.00	32.95	384.23	0.416	160.01	147.01	0.7	0.7	4.015	A
C - Martins Way	104.00	104.00	84.99	376.11	0.277	103.94	107.97	0.3	0.4	3.306	A

2031 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	5.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.25	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2031	Base	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Gresley Way (north)		DIRECT	✓	100.000
B - Gresley Way (south)		DIRECT	✓	100.000
C - Martins Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	81.00	49.00
	B - Gresley Way (south)	38.00	0.00	89.00
	C - Martins Way	4.00	49.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	131.00	60.00
	B - Gresley Way (south)	40.00	0.00	107.00
	C - Martins Way	5.00	61.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	67.00	47.00
	B - Gresley Way (south)	59.00	0.00	76.00
	C - Martins Way	12.00	60.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	79.00	65.00
	B - Gresley Way (south)	44.00	0.00	97.00
	C - Martins Way	8.00	66.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0	2	1
	B - Gresley Way (south)	2	0	3
	C - Martins Way	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Gresley Way (north)	0.61	7.36	1.6	A	144.75	579.00
B - Gresley Way (south)	0.41	4.22	0.7	A	137.50	550.00
C - Martins Way	0.19	2.83	0.2	A	66.25	265.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	130.00	130.00	48.86	318.87	0.408	129.32	41.83	0.0	0.7	4.731	A
B - Gresley Way (south)	127.00	127.00	48.74	367.03	0.346	126.47	129.44	0.0	0.5	3.733	A
C - Martins Way	53.00	53.00	37.84	403.95	0.131	52.85	137.37	0.0	0.2	2.561	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	191.00	191.00	60.96	311.60	0.613	190.13	44.97	0.7	1.6	7.356	A
B - Gresley Way (south)	147.00	147.00	59.77	360.15	0.408	146.84	191.32	0.5	0.7	4.217	A
C - Martins Way	66.00	66.00	39.97	402.59	0.164	65.96	166.64	0.2	0.2	2.673	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	114.00	114.00	59.99	312.41	0.365	114.97	70.91	1.6	0.6	4.580	A
B - Gresley Way (south)	135.00	135.00	47.25	368.51	0.366	135.10	127.72	0.7	0.6	3.858	A
C - Martins Way	72.00	72.00	58.93	390.05	0.185	71.97	123.42	0.2	0.2	2.829	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	144.00	144.00	65.99	308.98	0.466	143.72	52.07	0.6	0.9	5.437	A
B - Gresley Way (south)	141.00	141.00	64.85	357.19	0.395	140.93	144.85	0.6	0.6	4.161	A
C - Martins Way	74.00	74.00	44.05	399.83	0.185	74.00	161.73	0.2	0.2	2.761	A

2031 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.06	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2031	Base	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Gresley Way (north)		DIRECT	✓	100.000
B - Gresley Way (south)		DIRECT	✓	100.000
C - Martins Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	84.00	36.00
	B - Gresley Way (south)	77.00	0.00	60.00
	C - Martins Way	18.00	69.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	79.00	40.00
	B - Gresley Way (south)	82.00	0.00	72.00
	C - Martins Way	21.00	78.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	69.00	23.00
	B - Gresley Way (south)	78.00	0.00	82.00
	C - Martins Way	10.00	83.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	66.00	32.00
	B - Gresley Way (south)	78.00	0.00	78.00
	C - Martins Way	23.00	81.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0	1	2
	B - Gresley Way (south)	1	0	0
	C - Martins Way	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Gresley Way (north)	0.39	4.89	0.6	A	107.25	429.00
B - Gresley Way (south)	0.41	3.98	0.7	A	151.75	607.00
C - Martins Way	0.27	3.25	0.4	A	95.75	383.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	120.00	120.00	68.77	308.41	0.389	119.37	94.63	0.0	0.6	4.746	A
B - Gresley Way (south)	137.00	137.00	35.81	382.36	0.358	136.44	152.32	0.0	0.6	3.652	A
C - Martins Way	87.00	87.00	76.69	381.93	0.228	86.71	95.57	0.0	0.3	3.046	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	119.00	119.00	77.96	303.00	0.393	118.99	102.94	0.6	0.6	4.890	A
B - Gresley Way (south)	154.00	154.00	39.97	379.77	0.406	153.88	156.97	0.6	0.7	3.982	A
C - Martins Way	99.00	99.00	81.95	378.51	0.262	98.94	111.90	0.3	0.4	3.219	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	92.00	92.00	82.99	300.20	0.306	92.20	88.06	0.6	0.4	4.330	A
B - Gresley Way (south)	160.00	160.00	23.10	390.46	0.410	159.99	152.08	0.7	0.7	3.904	A
C - Martins Way	93.00	93.00	78.02	382.34	0.243	93.03	105.07	0.4	0.3	3.110	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	98.00	98.00	81.00	301.24	0.325	97.97	100.95	0.4	0.5	4.427	A
B - Gresley Way (south)	156.00	156.00	31.95	384.87	0.405	156.01	147.01	0.7	0.7	3.933	A
C - Martins Way	104.00	104.00	77.99	380.93	0.273	103.95	109.97	0.3	0.4	3.249	A

2031 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	5.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2031	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Gresley Way (north)		DIRECT	✓	100.000
B - Gresley Way (south)		DIRECT	✓	100.000
C - Martins Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	85.00	51.00
	B - Gresley Way (south)	40.00	0.00	89.00
	C - Martins Way	4.00	49.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	137.00	62.00
	B - Gresley Way (south)	42.00	0.00	107.00
	C - Martins Way	6.00	61.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
From	A - Gresley Way (north)	0.00	70.00	49.00
	B - Gresley Way (south)	61.00	0.00	76.00
	C - Martins Way	12.00	60.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	83.00	68.00
	B - Gresley Way (south)	46.00	0.00	97.00
	C - Martins Way	8.00	66.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0	2	1
	B - Gresley Way (south)	2	0	3
	C - Martins Way	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Gresley Way (north)	0.64	7.86	1.7	A	151.25	605.00
B - Gresley Way (south)	0.42	4.28	0.7	A	139.50	558.00
C - Martins Way	0.19	2.84	0.2	A	66.50	266.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	136.00	136.00	48.86	318.87	0.427	135.26	43.82	0.0	0.7	4.882	A
B - Gresley Way (south)	129.00	129.00	50.72	365.86	0.353	128.46	133.40	0.0	0.5	3.783	A
C - Martins Way	53.00	53.00	39.83	402.68	0.132	52.85	139.35	0.0	0.2	2.571	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	199.00	199.00	60.96	311.59	0.639	198.01	47.96	0.7	1.7	7.857	A
B - Gresley Way (south)	149.00	149.00	61.74	358.98	0.415	148.84	197.23	0.5	0.7	4.279	A
C - Martins Way	67.00	67.00	41.97	401.24	0.167	66.95	168.61	0.2	0.2	2.692	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	119.00	119.00	59.99	312.41	0.381	120.11	72.91	1.7	0.6	4.707	A
B - Gresley Way (south)	137.00	137.00	49.28	367.29	0.373	137.11	130.82	0.7	0.6	3.911	A
C - Martins Way	72.00	72.00	60.93	388.77	0.185	71.97	125.46	0.2	0.2	2.840	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	151.00	151.00	65.99	308.98	0.489	150.68	54.07	0.6	0.9	5.673	A
B - Gresley Way (south)	143.00	143.00	67.83	355.40	0.402	142.93	148.83	0.6	0.7	4.235	A
C - Martins Way	74.00	74.00	46.05	398.55	0.186	74.00	164.71	0.2	0.2	2.772	A

2031 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.14	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	2031	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Gresley Way (north)		DIRECT	✓	100.000
B - Gresley Way (south)		DIRECT	✓	100.000
C - Martins Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	87.00	38.00
	B - Gresley Way (south)	80.00	0.00	60.00
	C - Martins Way	19.00	69.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	81.00	42.00
	B - Gresley Way (south)	85.00	0.00	72.00
	C - Martins Way	22.00	78.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	72.00	24.00
	B - Gresley Way (south)	81.00	0.00	82.00
	C - Martins Way	10.00	83.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	68.00	33.00
	B - Gresley Way (south)	81.00	0.00	78.00
	C - Martins Way	24.00	81.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0	1	1
	B - Gresley Way (south)	1	0	0
	C - Martins Way	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Gresley Way (north)	0.41	5.00	0.7	A	111.25	445.00
B - Gresley Way (south)	0.42	4.06	0.7	A	154.75	619.00
C - Martins Way	0.28	3.28	0.4	A	96.50	386.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	125.00	125.00	68.76	308.54	0.405	124.32	98.61	0.0	0.7	4.868	A
B - Gresley Way (south)	140.00	140.00	37.79	381.13	0.367	139.42	155.30	0.0	0.6	3.713	A
C - Martins Way	88.00	88.00	79.67	379.92	0.232	87.70	97.55	0.0	0.3	3.077	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	123.00	123.00	77.95	303.14	0.406	123.00	106.93	0.7	0.7	4.995	A
B - Gresley Way (south)	157.00	157.00	41.97	378.54	0.415	156.87	158.98	0.6	0.7	4.059	A
C - Martins Way	100.00	100.00	84.95	376.51	0.266	99.94	113.90	0.3	0.4	3.254	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	96.00	96.00	82.99	300.31	0.320	96.21	91.07	0.7	0.5	4.415	A
B - Gresley Way (south)	163.00	163.00	24.11	389.84	0.418	162.99	155.08	0.7	0.7	3.967	A
C - Martins Way	93.00	93.00	81.03	380.42	0.244	93.03	106.08	0.4	0.3	3.133	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	101.00	101.00	81.00	301.39	0.335	100.97	104.94	0.5	0.5	4.490	A
B - Gresley Way (south)	159.00	159.00	32.95	384.26	0.414	159.01	149.01	0.7	0.7	3.995	A
C - Martins Way	105.00	105.00	80.99	378.92	0.277	104.94	110.97	0.3	0.4	3.284	A

2031 | Total Forecast | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	6.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.55	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	2031	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Gresley Way (north)		DIRECT	✓	100.000
B - Gresley Way (south)		DIRECT	✓	100.000
C - Martins Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	97.00	54.00
	B - Gresley Way (south)	47.00	0.00	89.00
	C - Martins Way	6.00	49.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	158.00	66.00
	B - Gresley Way (south)	50.00	0.00	107.00
	C - Martins Way	7.00	61.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	81.00	52.00
	B - Gresley Way (south)	72.00	0.00	76.00
	C - Martins Way	15.00	60.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	95.00	72.00
	B - Gresley Way (south)	54.00	0.00	97.00
	C - Martins Way	10.00	66.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0	1	1
	B - Gresley Way (south)	2	0	3
	C - Martins Way	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Gresley Way (north)	0.72	9.85	2.4	A	168.75	675.00
B - Gresley Way (south)	0.44	4.50	0.8	A	148.00	592.00
C - Martins Way	0.20	2.93	0.2	A	68.50	274.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	151.00	151.00	48.86	319.53	0.473	150.11	52.78	0.0	0.9	5.285	A
B - Gresley Way (south)	136.00	136.00	53.68	364.18	0.373	135.41	145.29	0.0	0.6	3.923	A
C - Martins Way	55.00	55.00	46.80	398.07	0.138	54.84	142.30	0.0	0.2	2.620	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	224.00	224.00	60.96	312.31	0.717	222.44	56.95	0.9	2.4	9.850	A
B - Gresley Way (south)	157.00	157.00	65.60	356.76	0.440	156.81	217.80	0.6	0.8	4.498	A
C - Martins Way	68.00	68.00	49.96	396.07	0.172	67.95	172.45	0.2	0.2	2.742	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	133.00	133.00	59.99	313.02	0.425	134.70	86.89	2.4	0.7	5.095	A
B - Gresley Way (south)	148.00	148.00	52.43	365.53	0.405	148.09	142.26	0.8	0.7	4.142	A
C - Martins Way	75.00	75.00	71.91	381.60	0.197	74.96	128.61	0.2	0.2	2.934	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	167.00	167.00	65.99	309.54	0.540	166.59	64.09	0.7	1.2	6.278	A
B - Gresley Way (south)	151.00	151.00	71.79	353.11	0.428	150.94	160.78	0.7	0.7	4.450	A
C - Martins Way	76.00	76.00	54.07	393.31	0.193	76.00	168.67	0.2	0.2	2.838	A

2031 | Total Forecast | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.28	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	2031	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Gresley Way (north)		DIRECT	✓	100.000
B - Gresley Way (south)		DIRECT	✓	100.000
C - Martins Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	91.00	39.00
	B - Gresley Way (south)	87.00	0.00	60.00
	C - Martins Way	21.00	69.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	85.00	43.00
	B - Gresley Way (south)	93.00	0.00	72.00
	C - Martins Way	24.00	78.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	75.00	25.00
	B - Gresley Way (south)	88.00	0.00	82.00
	C - Martins Way	11.00	83.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0.00	71.00	34.00
	B - Gresley Way (south)	88.00	0.00	78.00
	C - Martins Way	27.00	81.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Gresley Way (north)	B - Gresley Way (south)	C - Martins Way
	From			
	A - Gresley Way (north)	0	1	1
	B - Gresley Way (south)	1	0	0
	C - Martins Way	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
A - Gresley Way (north)	0.42	5.14	0.7	A	115.75	463.00
B - Gresley Way (south)	0.44	4.22	0.8	A	162.00	648.00
C - Martins Way	0.29	3.38	0.4	A	98.50	394.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	130.00	130.00	68.76	308.54	0.421	129.28	107.56	0.0	0.7	5.001	A
B - Gresley Way (south)	147.00	147.00	38.78	380.49	0.386	146.38	159.25	0.0	0.6	3.834	A
C - Martins Way	90.00	90.00	86.63	375.27	0.240	89.69	98.53	0.0	0.3	3.149	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	128.00	128.00	77.95	303.14	0.422	127.99	116.92	0.7	0.7	5.138	A
B - Gresley Way (south)	165.00	165.00	42.97	377.88	0.437	164.86	162.97	0.6	0.8	4.222	A
C - Martins Way	102.00	102.00	92.94	371.23	0.275	101.94	114.89	0.3	0.4	3.342	A

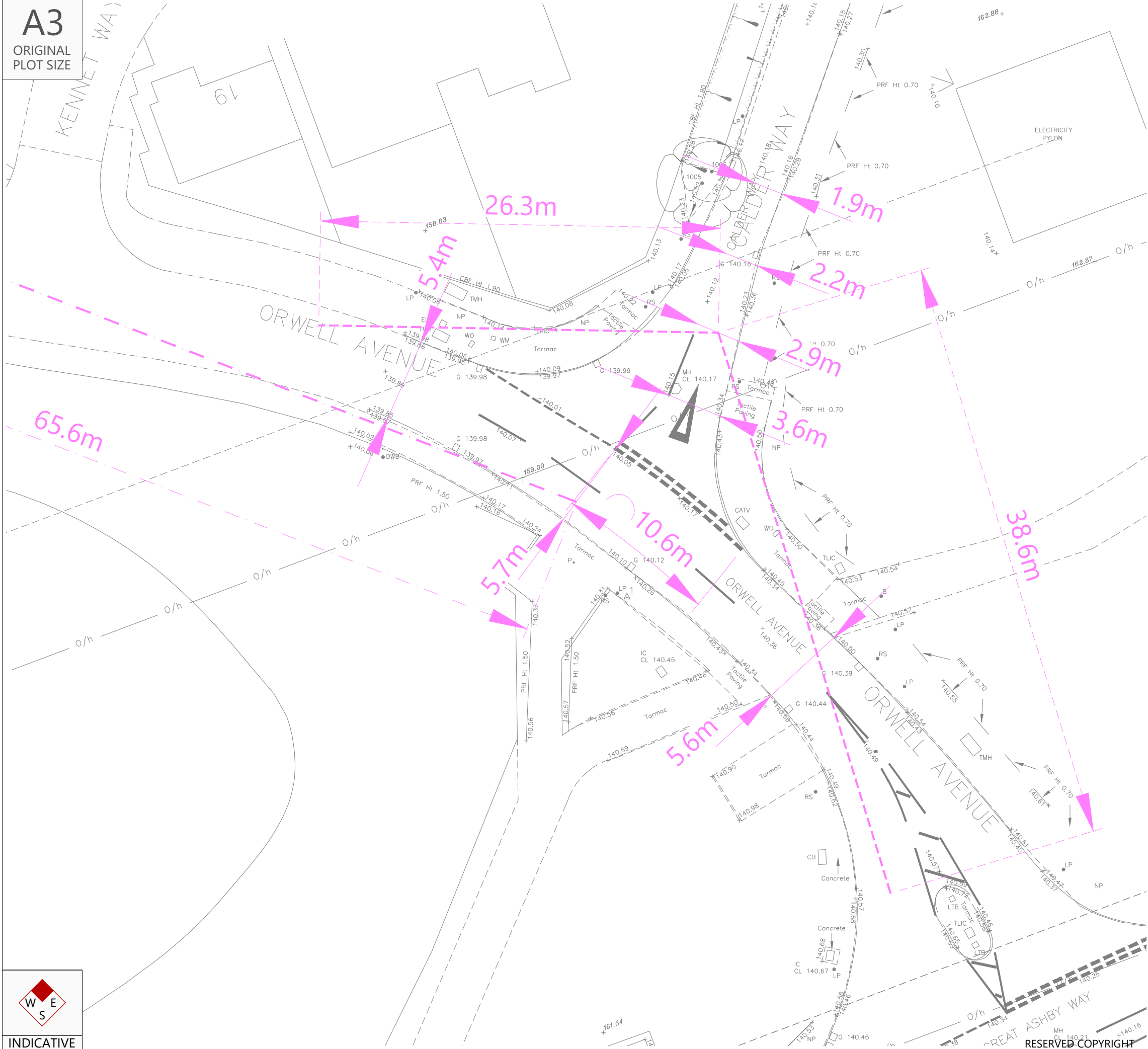
17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	100.00	100.00	82.99	300.30	0.333	100.22	99.08	0.7	0.5	4.504	A
B - Gresley Way (south)	170.00	170.00	25.12	389.18	0.437	170.00	158.10	0.8	0.8	4.105	A
C - Martins Way	94.00	94.00	88.03	375.82	0.250	94.04	107.08	0.4	0.3	3.196	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Gresley Way (north)	105.00	105.00	80.99	301.38	0.348	104.97	114.93	0.5	0.5	4.582	A
B - Gresley Way (south)	166.00	166.00	33.95	383.60	0.433	166.01	152.01	0.8	0.8	4.137	A
C - Martins Way	108.00	108.00	87.99	374.20	0.289	107.93	111.97	0.3	0.4	3.380	A

APPENDIX L



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- NOTES:
1. Based on Topographical survey.
 2. Subject to confirmation of Highway Boundary.

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
Cambridge
London
Welwyn Garden City

tpa
Transport Planning Associates

No. 9 Journey Campus
Castle Park
Cambridge
CB3 0AX
01223 455 385
www.tpa.uk.com

CLIENT:

croudacehomes

PROJECT:

Roundwood,
Back Lane,
Stevenage

TITLE:

Modelling Parameters -
Orwell Avenue and
Calder Way Junction

STATUS:

FOR INFORMATION

SCALE: 1:250	DATE: 20.11.24	DRAWN: JA	CHECKED: IB	APPROVED: IB
JOB NO: 2105-037	DRAWING NO: MP05	REVISION: -		

Junctions 11		
PICADY 11 - Priority Intersection Module		
Version: 11.0.0.2177		
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Filename: Junction 8 - Orwell Avenue_Calder Way.j11

Path: Q:\21\05\037 - Roundwood, Weston Road, Stevenage\04 Calculations and Analysis\Highway Impact Analysis\Junctions 10\Junction 8 - Orwell Avenue_Calder Way Junction

Report generation date: 04/12/2024 16:34:58

»2022 | Surveyed | AM
 »2022 | Surveyed | PM
 »2026 | Base | AM
 »2026 | Base | PM
 »2026 | Base + Development | AM
 »2026 | Base + Development | PM
 »2026 | Total Forecast | AM
 »2026 | Total Forecast | PM
 »2031 | Base | AM
 »2031 | Base | PM
 »2031 | Base + Development | AM
 »2031 | Base + Development | PM
 »2031 | Total Forecast | AM
 »2031 | Total Forecast | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	RFC	LOS	Set ID	Queue (Veh)	RFC	LOS
	2022 - Surveyed							
Stream B-C	D1	0.1	0.07	A	D2	0.1	0.13	A
Stream B-A		0.0	0.01	A		0.0	0.02	A
Stream C-AB		0.7	0.39	A		0.2	0.17	A
	2026 - Base							
Stream B-C	D3	0.1	0.07	A	D4	0.2	0.14	A
Stream B-A		0.0	0.01	A		0.0	0.02	A
Stream C-AB		0.7	0.40	A		0.2	0.17	A
	2026 - Base + Development							
Stream B-C	D5	0.2	0.14	A	D6	0.2	0.18	A
Stream B-A		0.0	0.02	A		0.0	0.03	A
Stream C-AB		0.8	0.44	B		0.4	0.25	A
	2026 - Total Forecast							
Stream B-C	D7	0.2	0.16	A	D8	0.3	0.20	A
Stream B-A		0.0	0.02	A		0.0	0.03	A
Stream C-AB		1.0	0.51	B		0.5	0.30	A
	2031 - Base							
Stream B-C	D9	0.1	0.07	A	D10	0.2	0.14	A
Stream B-A		0.0	0.01	A		0.0	0.02	A
Stream C-AB		0.8	0.42	A		0.2	0.18	A
	2031 - Base + Development							
Stream B-C	D11	0.2	0.14	A	D12	0.2	0.18	A
Stream B-A		0.0	0.02	A		0.0	0.03	A
Stream C-AB		0.9	0.47	B		0.4	0.26	A
	2031 - Total Forecast							
Stream B-C	D13	0.2	0.16	A	D14	0.3	0.20	A
Stream B-A		0.0	0.02	A		0.0	0.03	A
Stream C-AB		1.1	0.53	B		0.5	0.31	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	
Location	
Site number	
Date	03/12/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPA\aaaron.webb
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	Veh	Veh	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:45	08:45	60	15	✓
D2	2022	Surveyed	PM	DIRECT	17:00	18:00	60	15	✓
D3	2026	Base	AM	DIRECT	07:45	08:45	60	15	✓
D4	2026	Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2026	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓
D6	2026	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓
D7	2026	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓
D8	2026	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓
D9	2031	Base	AM	DIRECT	07:45	08:45	60	15	✓
D10	2031	Base	PM	DIRECT	17:00	18:00	60	15	✓
D11	2031	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓
D12	2031	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓
D13	2031	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓
D14	2031	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2022 | Surveyed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Calder Way - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Calder Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Orwell Avenue (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Orwell Avenue/Calder Way	T-Junction	Two-way	Two-way	Two-way		5.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.57	A

Arms

Arms

Arm	Name	Description	Arm type
A	Orwell Avenue (West)		Major
B	Calder Way		Minor
C	Orwell Avenue (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Orwell Avenue (South)	5.70			65.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Calder Way	One lane plus flare	10.00	3.60	2.90	2.20	2.20	✓	1.00	39	26

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	150.934	0.111	0.282	0.177	0.402
B-C	163.009	0.101	0.256	-	-
C-B	152.901	0.240	0.240	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Orwell Avenue (West)		DIRECT	✓	100.000
B - Calder Way		DIRECT	✓	100.000
C - Orwell Avenue (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00		To			
	From		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
		A - Orwell Avenue (West)	0.00	4.00	23.00
		B - Calder Way	0.00	0.00	7.00
		C - Orwell Avenue (South)	5.00	38.00	0.00

Demand (Veh/TS)

08:00 - 08:15		To			
	From		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
		A - Orwell Avenue (West)	0.00	0.00	30.00
		B - Calder Way	1.00	0.00	10.00
		C - Orwell Avenue (South)	12.00	34.00	0.00

Demand (Veh/TS)

08:15 - 08:30		To			
	From		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
		A - Orwell Avenue (West)	0.00	1.00	16.00
		B - Calder Way	0.00	0.00	10.00
		C - Orwell Avenue (South)	10.00	57.00	0.00

Demand (Veh/TS)

08:30 - 08:45		To			
	From		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
		A - Orwell Avenue (West)	0.00	3.00	29.00
		B - Calder Way	0.00	0.00	7.00
		C - Orwell Avenue (South)	13.00	39.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
	A - Orwell Avenue (West)	0	0	0
	B - Calder Way	0	0	3
	C - Orwell Avenue (South)	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.07	6.40	0.1	A	8.50	34.00
B-A	0.01	7.18	0.0	A	0.25	1.00
C-AB	0.39	9.55	0.7	A	44.97	179.89
C-A					7.03	28.11
A-B					2.00	8.00
A-C					24.50	98.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	0.00	152.24	0.046	6.95	0.0	0.0	6.193	A
B-A	0.00	0.00	0.00	127.73	0.000	0.00	0.0	0.0	0.000	A
C-AB	39.32	39.32	0.00	148.89	0.264	38.96	0.0	0.4	8.162	A
C-A	3.68	3.68	0.00			3.68				
A-B	4.00	4.00	0.00			4.00				
A-C	23.00	23.00	0.00			23.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10.00	10.00	0.00	150.60	0.066	9.98	0.0	0.1	6.400	A
B-A	1.00	1.00	0.00	126.37	0.008	0.99	0.0	0.0	7.177	A
C-AB	36.93	36.93	0.00	152.88	0.242	36.95	0.4	0.3	7.762	A
C-A	9.07	9.07	0.00			9.07				
A-B	0.00	0.00	0.00			0.00				
A-C	30.00	30.00	0.00			30.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10.00	10.00	0.00	154.27	0.065	10.00	0.1	0.1	6.237	A
B-A	0.00	0.00	0.00	121.27	0.000	0.01	0.0	0.0	0.000	A
C-AB	60.96	60.96	0.00	154.58	0.394	60.64	0.3	0.7	9.554	A
C-A	6.03	6.03	0.00			6.03				
A-B	1.00	1.00	0.00			1.00				
A-C	16.00	16.00	0.00			16.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	0.00	150.85	0.046	7.02	0.1	0.0	6.260	A
B-A	0.00	0.00	0.00	124.03	0.000	0.00	0.0	0.0	0.000	A
C-AB	42.68	42.68	0.00	153.11	0.279	42.93	0.7	0.4	8.189	A
C-A	9.32	9.32	0.00			9.32				
A-B	3.00	3.00	0.00			3.00				
A-C	29.00	29.00	0.00			29.00				

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Calder Way - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Calder Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Orwell Avenue (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Orwell Avenue/Calder Way	T-Junction	Two-way	Two-way	Two-way		3.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.98	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2022	Surveyed	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Orwell Avenue (West)		DIRECT	✓	100.000
B - Calder Way		DIRECT	✓	100.000
C - Orwell Avenue (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
	From			
	A - Orwell Avenue (West)	0.00	1.00	11.00
	B - Calder Way	1.00	0.00	20.00
	C - Orwell Avenue (South)	14.00	15.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
	From			
	A - Orwell Avenue (West)	0.00	0.00	10.00
	B - Calder Way	3.00	0.00	16.00
	C - Orwell Avenue (South)	16.00	12.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	0.00	9.00
	B - Calder Way	0.00	0.00	15.00
	C - Orwell Avenue (South)	15.00	25.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	0.00	14.00
	B - Calder Way	0.00	0.00	18.00
	C - Orwell Avenue (South)	18.00	15.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0	0	0
	B - Calder Way	0	0	3
	C - Orwell Avenue (South)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.13	6.64	0.1	A	17.25	69.00
B-A	0.02	6.56	0.0	A	1.00	4.00
C-AB	0.17	6.76	0.2	A	18.57	74.27
C-A					13.93	55.73
A-B					0.25	1.00
A-C					11.00	44.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20.00	20.00	0.00	155.30	0.129	19.85	0.0	0.1	6.638	A
B-A	1.00	1.00	0.00	138.87	0.007	0.99	0.0	0.0	6.527	A
C-AB	16.45	16.45	0.00	159.28	0.103	16.32	0.0	0.1	6.290	A
C-A	12.55	12.55	0.00			12.55				
A-B	1.00	1.00	0.00			1.00				
A-C	11.00	11.00	0.00			11.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	16.00	16.00	0.00	155.09	0.103	16.03	0.1	0.1	6.472	A
B-A	3.00	3.00	0.00	140.21	0.021	2.99	0.0	0.0	6.558	A
C-AB	13.34	13.34	0.00	161.07	0.083	13.36	0.1	0.1	6.095	A
C-A	14.66	14.66	0.00			14.66				
A-B	0.00	0.00	0.00			0.00				
A-C	10.00	10.00	0.00			10.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15.00	15.00	0.00	156.17	0.096	15.01	0.1	0.1	6.375	A
B-A	0.00	0.00	0.00	135.47	0.000	0.02	0.0	0.0	0.000	A
C-AB	27.58	27.58	0.00	160.64	0.172	27.46	0.1	0.2	6.755	A
C-A	12.42	12.42	0.00			12.42				
A-B	0.00	0.00	0.00			0.00				
A-C	9.00	9.00	0.00			9.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18.00	18.00	0.00	154.93	0.116	17.98	0.1	0.1	6.571	A
B-A	0.00	0.00	0.00	137.63	0.000	0.00	0.0	0.0	0.000	A
C-AB	16.91	16.91	0.00	161.48	0.105	17.00	0.2	0.1	6.235	A
C-A	16.09	16.09	0.00			16.09				
A-B	0.00	0.00	0.00			0.00				
A-C	14.00	14.00	0.00			14.00				

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Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Calder Way - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Calder Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Orwell Avenue (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Orwell Avenue/Calder Way	T-Junction	Two-way	Two-way	Two-way		5.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.65	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2026	Base	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Orwell Avenue (West)		DIRECT	✓	100.000
B - Calder Way		DIRECT	✓	100.000
C - Orwell Avenue (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	4.00	23.00
	B - Calder Way	0.00	0.00	7.00
	C - Orwell Avenue (South)	5.00	39.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	0.00	31.00
	B - Calder Way	1.00	0.00	10.00
	C - Orwell Avenue (South)	12.00	35.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	1.00	16.00
	B - Calder Way	0.00	0.00	10.00
	C - Orwell Avenue (South)	10.00	58.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	3.00	30.00
	B - Calder Way	0.00	0.00	7.00
	C - Orwell Avenue (South)	13.00	40.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0	0	0
	B - Calder Way	0	0	3
	C - Orwell Avenue (South)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.07	6.41	0.1	A	8.50	34.00
B-A	0.01	7.22	0.0	A	0.25	1.00
C-AB	0.40	9.66	0.7	A	46.05	184.19
C-A					6.95	27.81
A-B					2.00	8.00
A-C					25.00	100.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	0.00	152.24	0.046	6.95	0.0	0.0	6.193	A
B-A	0.00	0.00	0.00	127.32	0.000	0.00	0.0	0.0	0.000	A
C-AB	40.36	40.36	0.00	148.89	0.271	39.98	0.0	0.4	8.239	A
C-A	3.64	3.64	0.00			3.64				
A-B	4.00	4.00	0.00			4.00				
A-C	23.00	23.00	0.00			23.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10.00	10.00	0.00	150.35	0.067	9.98	0.0	0.1	6.411	A
B-A	1.00	1.00	0.00	125.68	0.008	0.99	0.0	0.0	7.217	A
C-AB	38.02	38.02	0.00	152.65	0.249	38.04	0.4	0.4	7.854	A
C-A	8.98	8.98	0.00			8.98				
A-B	0.00	0.00	0.00			0.00				
A-C	31.00	31.00	0.00			31.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10.00	10.00	0.00	154.27	0.065	10.00	0.1	0.1	6.239	A
B-A	0.00	0.00	0.00	120.86	0.000	0.01	0.0	0.0	0.000	A
C-AB	62.03	62.03	0.00	154.58	0.401	61.71	0.4	0.7	9.663	A
C-A	5.96	5.96	0.00			5.96				
A-B	1.00	1.00	0.00			1.00				
A-C	16.00	16.00	0.00			16.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	0.00	150.60	0.046	7.02	0.1	0.0	6.268	A
B-A	0.00	0.00	0.00	123.34	0.000	0.00	0.0	0.0	0.000	A
C-AB	43.78	43.78	0.00	152.88	0.286	44.03	0.7	0.4	8.288	A
C-A	9.22	9.22	0.00			9.22				
A-B	3.00	3.00	0.00			3.00				
A-C	30.00	30.00	0.00			30.00				

2026 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Calder Way - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Calder Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Orwell Avenue (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Orwell Avenue/Calder Way	T-Junction	Two-way	Two-way	Two-way		4.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.02	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2026	Base	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Orwell Avenue (West)		DIRECT	✓	100.000
B - Calder Way		DIRECT	✓	100.000
C - Orwell Avenue (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
	From			
	A - Orwell Avenue (West)	0.00	1.00	11.00
	B - Calder Way	1.00	0.00	21.00
	C - Orwell Avenue (South)	14.00	15.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
	From			
	A - Orwell Avenue (West)	0.00	0.00	10.00
	B - Calder Way	3.00	0.00	16.00
	C - Orwell Avenue (South)	16.00	12.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	0.00	9.00
	B - Calder Way	0.00	0.00	15.00
	C - Orwell Avenue (South)	15.00	25.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	0.00	14.00
	B - Calder Way	0.00	0.00	19.00
	C - Orwell Avenue (South)	18.00	15.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0	0	0
	B - Calder Way	0	0	3
	C - Orwell Avenue (South)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.14	6.68	0.2	A	17.75	71.00
B-A	0.02	6.56	0.0	A	1.00	4.00
C-AB	0.17	6.75	0.2	A	18.57	74.27
C-A					13.93	55.73
A-B					0.25	1.00
A-C					11.00	44.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21.00	21.00	0.00	155.42	0.135	20.85	0.0	0.2	6.681	A
B-A	1.00	1.00	0.00	138.83	0.007	0.99	0.0	0.0	6.529	A
C-AB	16.45	16.45	0.00	159.28	0.103	16.32	0.0	0.1	6.290	A
C-A	12.55	12.55	0.00			12.55				
A-B	1.00	1.00	0.00			1.00				
A-C	11.00	11.00	0.00			11.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	16.00	16.00	0.00	155.21	0.103	16.04	0.2	0.1	6.468	A
B-A	3.00	3.00	0.00	140.21	0.021	2.99	0.0	0.0	6.558	A
C-AB	13.34	13.34	0.00	161.07	0.083	13.36	0.1	0.1	6.093	A
C-A	14.66	14.66	0.00			14.66				
A-B	0.00	0.00	0.00			0.00				
A-C	10.00	10.00	0.00			10.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15.00	15.00	0.00	156.29	0.096	15.01	0.1	0.1	6.369	A
B-A	0.00	0.00	0.00	135.48	0.000	0.02	0.0	0.0	0.000	A
C-AB	27.58	27.58	0.00	160.64	0.172	27.46	0.1	0.2	6.755	A
C-A	12.42	12.42	0.00			12.42				
A-B	0.00	0.00	0.00			0.00				
A-C	9.00	9.00	0.00			9.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19.00	19.00	0.00	155.05	0.123	18.97	0.1	0.1	6.611	A
B-A	0.00	0.00	0.00	137.63	0.000	0.00	0.0	0.0	0.000	A
C-AB	16.91	16.91	0.00	161.48	0.105	17.00	0.2	0.1	6.234	A
C-A	16.09	16.09	0.00			16.09				
A-B	0.00	0.00	0.00			0.00				
A-C	14.00	14.00	0.00			14.00				

2026 | Base + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Calder Way - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Calder Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Orwell Avenue (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Orwell Avenue/Calder Way	T-Junction	Two-way	Two-way	Two-way		6.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.32	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2026	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Orwell Avenue (West)		DIRECT	✓	100.000
B - Calder Way		DIRECT	✓	100.000
C - Orwell Avenue (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	5.00	23.00
	B - Calder Way	0.00	0.00	14.00
	C - Orwell Avenue (South)	5.00	43.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	0.00	31.00
	B - Calder Way	2.00	0.00	21.00
	C - Orwell Avenue (South)	12.00	38.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	1.00	16.00
	B - Calder Way	0.00	0.00	21.00
	C - Orwell Avenue (South)	10.00	64.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	3.00	30.00
	B - Calder Way	0.00	0.00	14.00
	C - Orwell Avenue (South)	13.00	44.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0	0	0
	B - Calder Way	0	0	1
	C - Orwell Avenue (South)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.14	6.85	0.2	A	17.50	70.00
B-A	0.02	7.37	0.0	A	0.50	2.00
C-AB	0.44	10.36	0.8	B	50.60	202.39
C-A					6.65	26.61
A-B					2.25	9.00
A-C					25.00	100.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14.00	14.00	0.00	154.41	0.091	13.90	0.0	0.1	6.401	A
B-A	0.00	0.00	0.00	125.59	0.000	0.00	0.0	0.0	0.000	A
C-AB	44.50	44.50	0.00	148.65	0.299	44.06	0.0	0.4	8.572	A
C-A	3.50	3.50	0.00			3.50				
A-B	5.00	5.00	0.00			5.00				
A-C	23.00	23.00	0.00			23.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21.00	21.00	0.00	152.27	0.138	20.94	0.1	0.2	6.849	A
B-A	2.00	2.00	0.00	124.17	0.016	1.98	0.0	0.0	7.366	A
C-AB	41.28	41.28	0.00	152.65	0.270	41.31	0.4	0.4	8.086	A
C-A	8.72	8.72	0.00			8.72				
A-B	0.00	0.00	0.00			0.00				
A-C	31.00	31.00	0.00			31.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21.00	21.00	0.00	156.57	0.134	21.00	0.2	0.2	6.640	A
B-A	0.00	0.00	0.00	118.15	0.000	0.02	0.0	0.0	0.000	A
C-AB	68.45	68.45	0.00	154.59	0.443	68.04	0.4	0.8	10.360	B
C-A	5.55	5.55	0.00			5.55				
A-B	1.00	1.00	0.00			1.00				
A-C	16.00	16.00	0.00			16.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14.00	14.00	0.00	152.84	0.092	14.05	0.2	0.1	6.489	A
B-A	0.00	0.00	0.00	121.67	0.000	0.00	0.0	0.0	0.000	A
C-AB	48.16	48.16	0.00	152.88	0.315	48.48	0.8	0.5	8.649	A
C-A	8.84	8.84	0.00			8.84				
A-B	3.00	3.00	0.00			3.00				
A-C	30.00	30.00	0.00			30.00				

2026 | Base + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Calder Way - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Calder Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Orwell Avenue (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Orwell Avenue/Calder Way	T-Junction	Two-way	Two-way	Two-way		4.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.91	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2026	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Orwell Avenue (West)		DIRECT	✓	100.000
B - Calder Way		DIRECT	✓	100.000
C - Orwell Avenue (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
	From			
	A - Orwell Avenue (West)	0.00	1.00	11.00
	B - Calder Way	1.00	0.00	28.00
	C - Orwell Avenue (South)	14.00	22.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
	From			
	A - Orwell Avenue (West)	0.00	0.00	10.00
	B - Calder Way	4.00	0.00	22.00
	C - Orwell Avenue (South)	16.00	17.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	0.00	9.00
	B - Calder Way	0.00	0.00	21.00
	C - Orwell Avenue (South)	15.00	36.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	0.00	14.00
	B - Calder Way	0.00	0.00	25.00
	C - Orwell Avenue (South)	18.00	22.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0	0	0
	B - Calder Way	0	0	2
	C - Orwell Avenue (South)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.18	6.98	0.2	A	24.00	96.00
B-A	0.03	6.72	0.0	A	1.25	5.00
C-AB	0.25	7.42	0.4	A	26.88	107.54
C-A					13.12	52.46
A-B					0.25	1.00
A-C					11.00	44.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28.00	28.00	0.00	156.50	0.179	27.78	0.0	0.2	6.981	A
B-A	1.00	1.00	0.00	135.58	0.007	0.99	0.0	0.0	6.686	A
C-AB	24.12	24.12	0.00	159.28	0.151	23.93	0.0	0.2	6.642	A
C-A	11.88	11.88	0.00			11.88				
A-B	1.00	1.00	0.00			1.00				
A-C	11.00	11.00	0.00			11.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22.00	22.00	0.00	155.98	0.141	22.05	0.2	0.2	6.724	A
B-A	4.00	4.00	0.00	137.96	0.029	3.98	0.0	0.0	6.717	A
C-AB	18.89	18.89	0.00	161.08	0.117	18.94	0.2	0.2	6.336	A
C-A	14.11	14.11	0.00			14.11				
A-B	0.00	0.00	0.00			0.00				
A-C	10.00	10.00	0.00			10.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21.00	21.00	0.00	157.38	0.133	21.01	0.2	0.2	6.599	A
B-A	0.00	0.00	0.00	130.83	0.000	0.03	0.0	0.0	0.000	A
C-AB	39.72	39.72	0.00	160.65	0.247	39.52	0.2	0.4	7.421	A
C-A	11.28	11.28	0.00			11.28				
A-B	0.00	0.00	0.00			0.00				
A-C	9.00	9.00	0.00			9.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25.00	25.00	0.00	156.13	0.160	24.97	0.2	0.2	6.859	A
B-A	0.00	0.00	0.00	134.77	0.000	0.00	0.0	0.0	0.000	A
C-AB	24.80	24.80	0.00	161.48	0.154	24.95	0.4	0.2	6.600	A
C-A	15.20	15.20	0.00			15.20				
A-B	0.00	0.00	0.00			0.00				
A-C	14.00	14.00	0.00			14.00				

2026 | Total Forecast | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Calder Way - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Calder Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Orwell Avenue (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Orwell Avenue/Calder Way	T-Junction	Two-way	Two-way	Two-way		7.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.31	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2026	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Orwell Avenue (West)		DIRECT	✓	100.000
B - Calder Way		DIRECT	✓	100.000
C - Orwell Avenue (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	5.00	23.00
	B - Calder Way	0.00	0.00	18.00
	C - Orwell Avenue (South)	5.00	49.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	0.00	31.00
	B - Calder Way	2.00	0.00	25.00
	C - Orwell Avenue (South)	12.00	44.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	1.00	16.00
	B - Calder Way	0.00	0.00	25.00
	C - Orwell Avenue (South)	10.00	73.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	3.00	30.00
	B - Calder Way	0.00	0.00	18.00
	C - Orwell Avenue (South)	13.00	50.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0	0	0
	B - Calder Way	0	0	1
	C - Orwell Avenue (South)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.16	7.07	0.2	A	21.50	86.00
B-A	0.02	7.53	0.0	A	0.50	2.00
C-AB	0.51	11.61	1.0	B	57.83	231.32
C-A					6.17	24.68
A-B					2.25	9.00
A-C					25.00	100.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18.00	18.00	0.00	154.41	0.117	17.87	0.0	0.1	6.586	A
B-A	0.00	0.00	0.00	123.17	0.000	0.00	0.0	0.0	0.000	A
C-AB	50.71	50.71	0.00	148.65	0.341	50.18	0.0	0.5	9.099	A
C-A	3.29	3.29	0.00			3.29				
A-B	5.00	5.00	0.00			5.00				
A-C	23.00	23.00	0.00			23.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25.00	25.00	0.00	152.26	0.164	24.94	0.1	0.2	7.065	A
B-A	2.00	2.00	0.00	121.49	0.016	1.98	0.0	0.0	7.530	A
C-AB	47.80	47.80	0.00	152.65	0.313	47.83	0.5	0.5	8.588	A
C-A	8.20	8.20	0.00			8.20				
A-B	0.00	0.00	0.00			0.00				
A-C	31.00	31.00	0.00			31.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25.00	25.00	0.00	156.57	0.160	25.00	0.2	0.2	6.840	A
B-A	0.00	0.00	0.00	114.28	0.000	0.02	0.0	0.0	0.000	A
C-AB	78.08	78.08	0.00	154.59	0.505	77.54	0.5	1.0	11.613	B
C-A	4.92	4.92	0.00			4.92				
A-B	1.00	1.00	0.00			1.00				
A-C	16.00	16.00	0.00			16.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18.00	18.00	0.00	152.84	0.118	18.06	0.2	0.1	6.681	A
B-A	0.00	0.00	0.00	119.16	0.000	0.00	0.0	0.0	0.000	A
C-AB	54.74	54.74	0.00	152.89	0.358	55.17	1.0	0.6	9.252	A
C-A	8.26	8.26	0.00			8.26				
A-B	3.00	3.00	0.00			3.00				
A-C	30.00	30.00	0.00			30.00				

2026 | Total Forecast | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Calder Way - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Calder Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Orwell Avenue (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Orwell Avenue/Calder Way	T-Junction	Two-way	Two-way	Two-way		5.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.48	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2026	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Orwell Avenue (West)		DIRECT	✓	100.000
B - Calder Way		DIRECT	✓	100.000
C - Orwell Avenue (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
	From			
	A - Orwell Avenue (West)	0.00	1.00	11.00
	B - Calder Way	1.00	0.00	32.00
	C - Orwell Avenue (South)	14.00	26.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
	From			
	A - Orwell Avenue (West)	0.00	0.00	10.00
	B - Calder Way	4.00	0.00	25.00
	C - Orwell Avenue (South)	16.00	21.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	0.00	9.00
	B - Calder Way	0.00	0.00	24.00
	C - Orwell Avenue (South)	15.00	44.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	0.00	14.00
	B - Calder Way	0.00	0.00	28.00
	C - Orwell Avenue (South)	18.00	26.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0	0	0
	B - Calder Way	0	0	2
	C - Orwell Avenue (South)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.20	7.20	0.3	A	27.25	109.00
B-A	0.03	6.81	0.0	A	1.25	5.00
C-AB	0.30	8.00	0.5	A	32.43	129.71
C-A					12.57	50.29
A-B					0.25	1.00
A-C					11.00	44.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32.00	32.00	0.00	156.49	0.204	31.75	0.0	0.3	7.200	A
B-A	1.00	1.00	0.00	133.60	0.007	0.99	0.0	0.0	6.786	A
C-AB	28.51	28.51	0.00	159.28	0.179	28.27	0.0	0.2	6.859	A
C-A	11.49	11.49	0.00			11.49				
A-B	1.00	1.00	0.00			1.00				
A-C	11.00	11.00	0.00			11.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25.00	25.00	0.00	155.96	0.160	25.06	0.3	0.2	6.880	A
B-A	4.00	4.00	0.00	136.16	0.029	3.98	0.0	0.0	6.808	A
C-AB	23.34	23.34	0.00	161.08	0.145	23.38	0.2	0.2	6.541	A
C-A	13.66	13.66	0.00			13.66				
A-B	0.00	0.00	0.00			0.00				
A-C	10.00	10.00	0.00			10.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24.00	24.00	0.00	157.38	0.153	24.01	0.2	0.2	6.750	A
B-A	0.00	0.00	0.00	127.45	0.000	0.03	0.0	0.0	0.000	A
C-AB	48.55	48.55	0.00	160.65	0.302	48.28	0.2	0.5	7.995	A
C-A	10.45	10.45	0.00			10.45				
A-B	0.00	0.00	0.00			0.00				
A-C	9.00	9.00	0.00			9.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28.00	28.00	0.00	156.13	0.179	27.96	0.2	0.2	7.020	A
B-A	0.00	0.00	0.00	133.12	0.000	0.00	0.0	0.0	0.000	A
C-AB	29.31	29.31	0.00	161.49	0.182	29.52	0.5	0.2	6.830	A
C-A	14.69	14.69	0.00			14.69				
A-B	0.00	0.00	0.00			0.00				
A-C	14.00	14.00	0.00			14.00				

2031 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Calder Way - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Calder Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Orwell Avenue (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Orwell Avenue/Calder Way	T-Junction	Two-way	Two-way	Two-way		5.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.83	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2031	Base	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Orwell Avenue (West)		DIRECT	✓	100.000
B - Calder Way		DIRECT	✓	100.000
C - Orwell Avenue (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
	From			
	A - Orwell Avenue (West)	0.00	5.00	24.00
	B - Calder Way	0.00	0.00	7.00
	C - Orwell Avenue (South)	5.00	40.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
	From			
	A - Orwell Avenue (West)	0.00	0.00	32.00
	B - Calder Way	1.00	0.00	11.00
	C - Orwell Avenue (South)	13.00	36.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	1.00	17.00
	B - Calder Way	0.00	0.00	11.00
	C - Orwell Avenue (South)	11.00	61.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	3.00	31.00
	B - Calder Way	0.00	0.00	7.00
	C - Orwell Avenue (South)	14.00	42.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0	0	0
	B - Calder Way	0	0	3
	C - Orwell Avenue (South)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.07	6.47	0.1	A	9.00	36.00
B-A	0.01	7.27	0.0	A	0.25	1.00
C-AB	0.42	10.00	0.8	A	48.19	192.75
C-A					7.31	29.25
A-B					2.25	9.00
A-C					26.00	104.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	0.00	151.89	0.046	6.95	0.0	0.0	6.208	A
B-A	0.00	0.00	0.00	126.53	0.000	0.00	0.0	0.0	0.000	A
C-AB	41.39	41.39	0.00	148.42	0.279	41.00	0.0	0.4	8.351	A
C-A	3.61	3.61	0.00			3.61				
A-B	5.00	5.00	0.00			5.00				
A-C	24.00	24.00	0.00			24.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11.00	11.00	0.00	150.10	0.073	10.97	0.0	0.1	6.467	A
B-A	1.00	1.00	0.00	124.79	0.008	0.99	0.0	0.0	7.269	A
C-AB	39.38	39.38	0.00	153.09	0.257	39.39	0.4	0.4	7.916	A
C-A	9.62	9.62	0.00			9.62				
A-B	0.00	0.00	0.00			0.00				
A-C	32.00	32.00	0.00			32.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11.00	11.00	0.00	154.03	0.071	11.00	0.1	0.1	6.294	A
B-A	0.00	0.00	0.00	119.16	0.000	0.01	0.0	0.0	0.000	A
C-AB	65.69	65.69	0.00	155.02	0.424	65.31	0.4	0.8	9.999	A
C-A	6.31	6.31	0.00			6.31				
A-B	1.00	1.00	0.00			1.00				
A-C	17.00	17.00	0.00			17.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	0.00	150.35	0.047	7.03	0.1	0.0	6.282	A
B-A	0.00	0.00	0.00	122.04	0.000	0.00	0.0	0.0	0.000	A
C-AB	46.29	46.29	0.00	153.32	0.302	46.58	0.8	0.5	8.457	A
C-A	9.71	9.71	0.00			9.71				
A-B	3.00	3.00	0.00			3.00				
A-C	31.00	31.00	0.00			31.00				

2031 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Calder Way - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Calder Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Orwell Avenue (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Orwell Avenue/Calder Way	T-Junction	Two-way	Two-way	Two-way		4.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2031	Base	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Orwell Avenue (West)		DIRECT	✓	100.000
B - Calder Way		DIRECT	✓	100.000
C - Orwell Avenue (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
	From			
	A - Orwell Avenue (West)	0.00	1.00	12.00
	B - Calder Way	1.00	0.00	21.00
	C - Orwell Avenue (South)	15.00	16.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
	From			
	A - Orwell Avenue (West)	0.00	0.00	11.00
	B - Calder Way	3.00	0.00	17.00
	C - Orwell Avenue (South)	17.00	13.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	0.00	10.00
	B - Calder Way	0.00	0.00	16.00
	C - Orwell Avenue (South)	16.00	26.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	0.00	15.00
	B - Calder Way	0.00	0.00	19.00
	C - Orwell Avenue (South)	19.00	16.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0	0	0
	B - Calder Way	0	0	3
	C - Orwell Avenue (South)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.14	6.69	0.2	A	18.25	73.00
B-A	0.02	6.60	0.0	A	1.00	4.00
C-AB	0.18	6.80	0.2	A	19.81	79.24
C-A					14.69	58.76
A-B					0.25	1.00
A-C					12.00	48.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21.00	21.00	0.00	155.17	0.135	20.84	0.0	0.2	6.693	A
B-A	1.00	1.00	0.00	137.97	0.007	0.99	0.0	0.0	6.570	A
C-AB	17.66	17.66	0.00	159.71	0.111	17.52	0.0	0.1	6.324	A
C-A	13.34	13.34	0.00			13.34				
A-B	1.00	1.00	0.00			1.00				
A-C	12.00	12.00	0.00			12.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17.00	17.00	0.00	154.95	0.110	17.03	0.2	0.1	6.526	A
B-A	3.00	3.00	0.00	139.32	0.022	2.99	0.0	0.0	6.601	A
C-AB	14.54	14.54	0.00	161.51	0.090	14.57	0.1	0.1	6.125	A
C-A	15.46	15.46	0.00			15.46				
A-B	0.00	0.00	0.00			0.00				
A-C	11.00	11.00	0.00			11.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	16.00	16.00	0.00	156.04	0.103	16.01	0.1	0.1	6.429	A
B-A	0.00	0.00	0.00	134.58	0.000	0.02	0.0	0.0	0.000	A
C-AB	28.88	28.88	0.00	161.08	0.179	28.75	0.1	0.2	6.803	A
C-A	13.12	13.12	0.00			13.12				
A-B	0.00	0.00	0.00			0.00				
A-C	10.00	10.00	0.00			10.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19.00	19.00	0.00	154.80	0.123	18.98	0.1	0.1	6.626	A
B-A	0.00	0.00	0.00	136.77	0.000	0.00	0.0	0.0	0.000	A
C-AB	18.16	18.16	0.00	161.92	0.112	18.25	0.2	0.1	6.268	A
C-A	16.84	16.84	0.00			16.84				
A-B	0.00	0.00	0.00			0.00				
A-C	15.00	15.00	0.00			15.00				

2031 | Base + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Calder Way - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Calder Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Orwell Avenue (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Orwell Avenue/Calder Way	T-Junction	Two-way	Two-way	Two-way		6.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.54	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2031	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Orwell Avenue (West)		DIRECT	✓	100.000
B - Calder Way		DIRECT	✓	100.000
C - Orwell Avenue (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
	From			
	A - Orwell Avenue (West)	0.00	5.00	24.00
	B - Calder Way	0.00	0.00	15.00
	C - Orwell Avenue (South)	5.00	45.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
	From			
	A - Orwell Avenue (West)	0.00	0.00	32.00
	B - Calder Way	2.00	0.00	21.00
	C - Orwell Avenue (South)	13.00	40.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	1.00	17.00
	B - Calder Way	0.00	0.00	21.00
	C - Orwell Avenue (South)	11.00	67.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	4.00	31.00
	B - Calder Way	0.00	0.00	15.00
	C - Orwell Avenue (South)	14.00	46.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0	0	0
	B - Calder Way	0	0	1
	C - Orwell Avenue (South)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.14	6.86	0.2	A	18.00	72.00
B-A	0.02	7.44	0.0	A	0.50	2.00
C-AB	0.47	10.75	0.9	B	53.30	213.19
C-A					6.95	27.81
A-B					2.50	10.00
A-C					26.00	104.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15.00	15.00	0.00	154.16	0.097	14.89	0.0	0.1	6.459	A
B-A	0.00	0.00	0.00	124.50	0.000	0.00	0.0	0.0	0.000	A
C-AB	46.57	46.57	0.00	148.42	0.314	46.11	0.0	0.5	8.760	A
C-A	3.43	3.43	0.00			3.43				
A-B	5.00	5.00	0.00			5.00				
A-C	24.00	24.00	0.00			24.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21.00	21.00	0.00	152.01	0.138	20.95	0.1	0.2	6.862	A
B-A	2.00	2.00	0.00	122.88	0.016	1.98	0.0	0.0	7.444	A
C-AB	43.75	43.75	0.00	153.09	0.286	43.78	0.5	0.4	8.236	A
C-A	9.25	9.25	0.00			9.25				
A-B	0.00	0.00	0.00			0.00				
A-C	32.00	32.00	0.00			32.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21.00	21.00	0.00	156.32	0.134	21.00	0.2	0.2	6.650	A
B-A	0.00	0.00	0.00	116.46	0.000	0.02	0.0	0.0	0.000	A
C-AB	72.15	72.15	0.00	155.02	0.465	71.69	0.4	0.9	10.753	B
C-A	5.85	5.85	0.00			5.85				
A-B	1.00	1.00	0.00			1.00				
A-C	17.00	17.00	0.00			17.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15.00	15.00	0.00	152.49	0.098	15.05	0.2	0.1	6.552	A
B-A	0.00	0.00	0.00	120.26	0.000	0.00	0.0	0.0	0.000	A
C-AB	50.72	50.72	0.00	153.10	0.331	51.07	0.9	0.5	8.853	A
C-A	9.28	9.28	0.00			9.28				
A-B	4.00	4.00	0.00			4.00				
A-C	31.00	31.00	0.00			31.00				

2031 | Base + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Calder Way - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Calder Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Orwell Avenue (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Orwell Avenue/Calder Way	T-Junction	Two-way	Two-way	Two-way		4.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.85	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	2031	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Orwell Avenue (West)		DIRECT	✓	100.000
B - Calder Way		DIRECT	✓	100.000
C - Orwell Avenue (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
	From			
	A - Orwell Avenue (West)	0.00	1.00	12.00
	B - Calder Way	1.00	0.00	28.00
	C - Orwell Avenue (South)	15.00	22.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
	From			
	A - Orwell Avenue (West)	0.00	0.00	11.00
	B - Calder Way	4.00	0.00	22.00
	C - Orwell Avenue (South)	17.00	18.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	0.00	10.00
	B - Calder Way	0.00	0.00	21.00
	C - Orwell Avenue (South)	16.00	37.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	0.00	15.00
	B - Calder Way	0.00	0.00	25.00
	C - Orwell Avenue (South)	19.00	22.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0	0	0
	B - Calder Way	0	0	2
	C - Orwell Avenue (South)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.18	6.99	0.2	A	24.00	96.00
B-A	0.03	6.76	0.0	A	1.25	5.00
C-AB	0.26	7.48	0.4	A	27.62	110.49
C-A					13.88	55.51
A-B					0.25	1.00
A-C					12.00	48.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28.00	28.00	0.00	156.24	0.179	27.78	0.0	0.2	6.995	A
B-A	1.00	1.00	0.00	135.12	0.007	0.99	0.0	0.0	6.709	A
C-AB	24.28	24.28	0.00	159.71	0.152	24.08	0.0	0.2	6.628	A
C-A	12.72	12.72	0.00			12.72				
A-B	1.00	1.00	0.00			1.00				
A-C	12.00	12.00	0.00			12.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22.00	22.00	0.00	155.72	0.141	22.05	0.2	0.2	6.737	A
B-A	4.00	4.00	0.00	137.10	0.029	3.98	0.0	0.0	6.761	A
C-AB	20.14	20.14	0.00	161.51	0.125	20.17	0.2	0.2	6.371	A
C-A	14.86	14.86	0.00			14.86				
A-B	0.00	0.00	0.00			0.00				
A-C	11.00	11.00	0.00			11.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21.00	21.00	0.00	157.13	0.134	21.01	0.2	0.2	6.611	A
B-A	0.00	0.00	0.00	129.97	0.000	0.03	0.0	0.0	0.000	A
C-AB	41.10	41.10	0.00	161.08	0.255	40.89	0.2	0.4	7.479	A
C-A	11.90	11.90	0.00			11.90				
A-B	0.00	0.00	0.00			0.00				
A-C	10.00	10.00	0.00			10.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25.00	25.00	0.00	155.88	0.160	24.97	0.2	0.2	6.872	A
B-A	0.00	0.00	0.00	134.31	0.000	0.00	0.0	0.0	0.000	A
C-AB	24.97	24.97	0.00	161.92	0.154	25.13	0.4	0.2	6.586	A
C-A	16.03	16.03	0.00			16.03				
A-B	0.00	0.00	0.00			0.00				
A-C	15.00	15.00	0.00			15.00				

2031 | Total Forecast | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Calder Way - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Calder Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Orwell Avenue (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Orwell Avenue/Calder Way	T-Junction	Two-way	Two-way	Two-way		7.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.53	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	2031	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Orwell Avenue (West)		DIRECT	✓	100.000
B - Calder Way		DIRECT	✓	100.000
C - Orwell Avenue (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
	From			
	A - Orwell Avenue (West)	0.00	5.00	24.00
	B - Calder Way	0.00	0.00	18.00
	C - Orwell Avenue (South)	5.00	50.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
	From			
	A - Orwell Avenue (West)	0.00	0.00	32.00
	B - Calder Way	2.00	0.00	25.00
	C - Orwell Avenue (South)	13.00	45.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	1.00	17.00
	B - Calder Way	0.00	0.00	25.00
	C - Orwell Avenue (South)	11.00	76.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	4.00	31.00
	B - Calder Way	0.00	0.00	18.00
	C - Orwell Avenue (South)	14.00	52.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0	0	0
	B - Calder Way	0	0	1
	C - Orwell Avenue (South)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.16	7.08	0.2	A	21.50	86.00
B-A	0.02	7.58	0.0	A	0.50	2.00
C-AB	0.53	12.08	1.1	B	60.03	240.13
C-A					6.47	25.87
A-B					2.50	10.00
A-C					26.00	104.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18.00	18.00	0.00	154.16	0.117	17.87	0.0	0.1	6.598	A
B-A	0.00	0.00	0.00	122.51	0.000	0.00	0.0	0.0	0.000	A
C-AB	51.74	51.74	0.00	148.63	0.348	51.20	0.0	0.5	9.190	A
C-A	3.26	3.26	0.00			3.26				
A-B	5.00	5.00	0.00			5.00				
A-C	24.00	24.00	0.00			24.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25.00	25.00	0.00	152.00	0.164	24.94	0.1	0.2	7.080	A
B-A	2.00	2.00	0.00	120.65	0.017	1.98	0.0	0.0	7.584	A
C-AB	49.22	49.22	0.00	153.30	0.321	49.25	0.5	0.5	8.652	A
C-A	8.78	8.78	0.00			8.78				
A-B	0.00	0.00	0.00			0.00				
A-C	32.00	32.00	0.00			32.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25.00	25.00	0.00	156.32	0.160	25.00	0.2	0.2	6.853	A
B-A	0.00	0.00	0.00	112.65	0.000	0.02	0.0	0.0	0.000	A
C-AB	81.83	81.83	0.00	155.24	0.527	81.21	0.5	1.1	12.075	B
C-A	5.17	5.17	0.00			5.17				
A-B	1.00	1.00	0.00			1.00				
A-C	17.00	17.00	0.00			17.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18.00	18.00	0.00	152.49	0.118	18.06	0.2	0.1	6.699	A
B-A	0.00	0.00	0.00	117.77	0.000	0.00	0.0	0.0	0.000	A
C-AB	57.33	57.33	0.00	153.32	0.374	57.82	1.1	0.6	9.474	A
C-A	8.67	8.67	0.00			8.67				
A-B	4.00	4.00	0.00			4.00				
A-C	31.00	31.00	0.00			31.00				

2031 | Total Forecast | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Calder Way - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Calder Way - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Orwell Avenue (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Orwell Avenue/Calder Way	T-Junction	Two-way	Two-way	Two-way		5.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.44	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	2031	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Orwell Avenue (West)		DIRECT	✓	100.000
B - Calder Way		DIRECT	✓	100.000
C - Orwell Avenue (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
	From			
	A - Orwell Avenue (West)	0.00	1.00	12.00
	B - Calder Way	1.00	0.00	32.00
	C - Orwell Avenue (South)	15.00	27.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
	From			
	A - Orwell Avenue (West)	0.00	0.00	11.00
	B - Calder Way	4.00	0.00	26.00
	C - Orwell Avenue (South)	17.00	21.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	0.00	10.00
	B - Calder Way	0.00	0.00	24.00
	C - Orwell Avenue (South)	16.00	45.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0.00	0.00	15.00
	B - Calder Way	0.00	0.00	29.00
	C - Orwell Avenue (South)	19.00	27.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Orwell Avenue (West)	B - Calder Way	C - Orwell Avenue (South)
From	A - Orwell Avenue (West)	0	0	0
	B - Calder Way	0	0	2
	C - Orwell Avenue (South)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.20	7.21	0.3	A	27.75	111.00
B-A	0.03	6.84	0.0	A	1.25	5.00
C-AB	0.31	8.06	0.5	A	33.48	133.93
C-A					13.27	53.07
A-B					0.25	1.00
A-C					12.00	48.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32.00	32.00	0.00	156.24	0.205	31.75	0.0	0.3	7.214	A
B-A	1.00	1.00	0.00	132.74	0.008	0.99	0.0	0.0	6.830	A
C-AB	29.80	29.80	0.00	159.71	0.187	29.55	0.0	0.2	6.905	A
C-A	12.20	12.20	0.00			12.20				
A-B	1.00	1.00	0.00			1.00				
A-C	12.00	12.00	0.00			12.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26.00	26.00	0.00	155.71	0.167	26.05	0.3	0.2	6.943	A
B-A	4.00	4.00	0.00	135.63	0.029	3.98	0.0	0.0	6.836	A
C-AB	23.50	23.50	0.00	161.51	0.145	23.55	0.2	0.2	6.526	A
C-A	14.50	14.50	0.00			14.50				
A-B	0.00	0.00	0.00			0.00				
A-C	11.00	11.00	0.00			11.00				

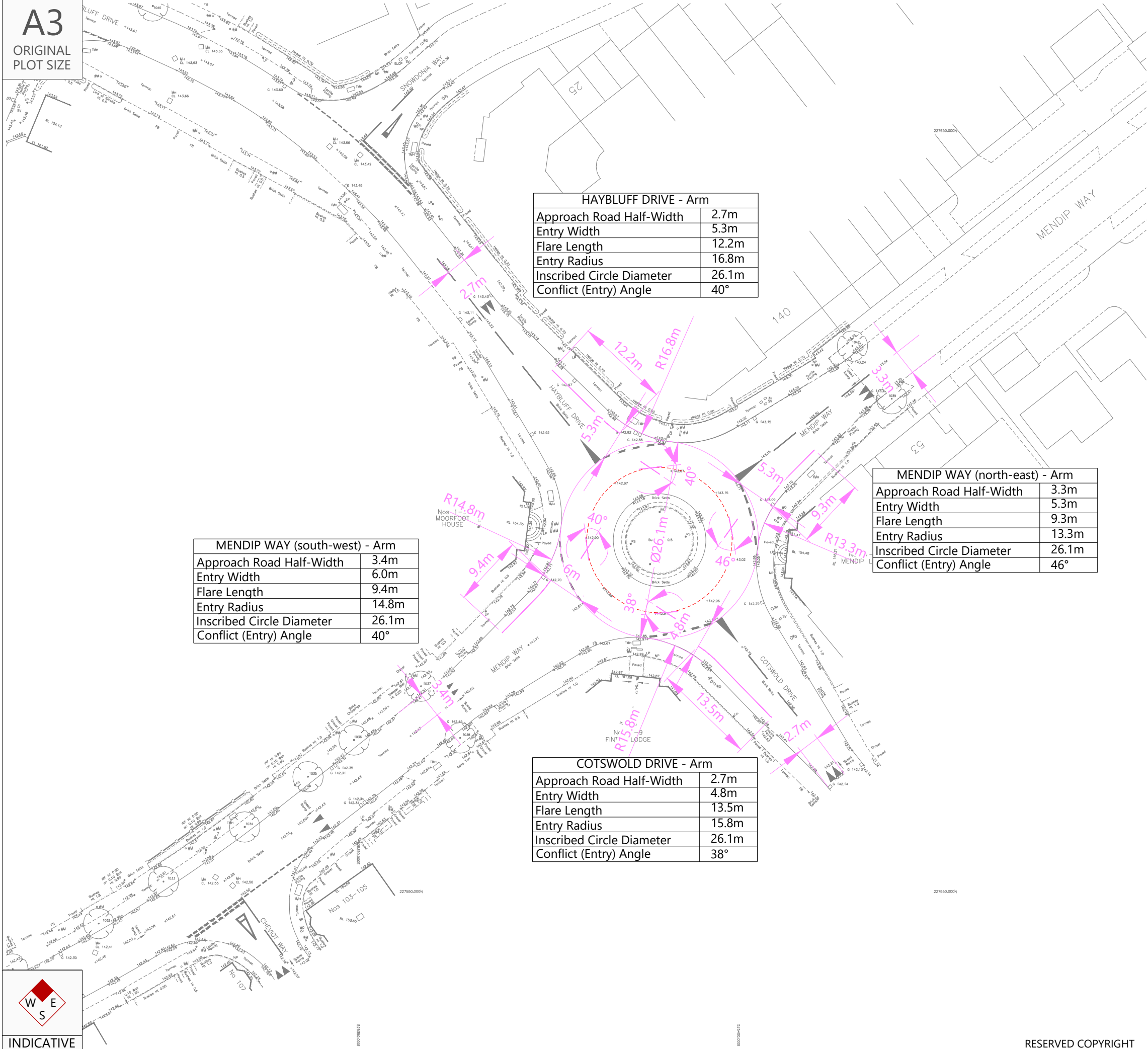
17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24.00	24.00	0.00	157.12	0.153	24.02	0.2	0.2	6.761	A
B-A	0.00	0.00	0.00	126.59	0.000	0.03	0.0	0.0	0.000	A
C-AB	49.98	49.98	0.00	161.08	0.310	49.69	0.2	0.5	8.064	A
C-A	11.02	11.02	0.00			11.02				
A-B	0.00	0.00	0.00			0.00				
A-C	10.00	10.00	0.00			10.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29.00	29.00	0.00	155.88	0.186	28.96	0.2	0.2	7.089	A
B-A	0.00	0.00	0.00	132.25	0.000	0.00	0.0	0.0	0.000	A
C-AB	30.65	30.65	0.00	161.93	0.189	30.86	0.5	0.3	6.880	A
C-A	15.35	15.35	0.00			15.35				
A-B	0.00	0.00	0.00			0.00				
A-C	15.00	15.00	0.00			15.00				

APPENDIX M



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- NOTES:
- 1. Based on Topographical survey.
 - 2. Subject to confirmation of Highway Boundary.

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
Cambridge
London
Welwyn Garden City

No. 9 Journey Campus
Castle Park
Cambridge
CB3 0AX
01223 455 385
www.tpa.uk.com



Transport Planning Associates

CLIENT:

croudacehomes

PROJECT:

Roundwood,
Back Lane,
Stevenage

TITLE:

Modelling Parameters -
Mendip Way / Haybluff Drive
& Cotswold Drive Roundabout

STATUS:

FOR INFORMATION

SCALE: 1:500	DATE: 20.11.24	DRAWN: JA	CHECKED: IB	APPROVED: IB
JOB NO: 2105-037	DRAWING NO: MP06	REVISION: -		

Junctions 11	
ARCADY 11 - Roundabout Module	
Version: 11.0.0.2177	
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Filename: Junction 9 - Haybluff Drive_Mendip Way Rbt.j11

Path: Q:\21\05\037 - Roundwood, Weston Road, Stevenage\04 Calculations and Analysis\Highway Impact Analysis\Junctions 10\Junction 9 - Haybluff Drive_Mendip Way_Cotswold Drive Rbt

Report generation date: 04/12/2024 16:26:54

»2022 | Surveyed | AM
 »2022 | Surveyed | PM
 »2026 | Base | AM
 »2026 | Base | PM
 »2026 | Base + Development | AM
 »2026 | Base + Development | PM
 »2026 | Total Forecast | AM
 »2026 | Total Forecast | PM
 »2031 | Base | AM
 »2031 | Base | PM
 »2031 | Base + Development | AM
 »2031 | Base + Development | PM
 »2031 | Total Forecast | AM
 »2031 | Total Forecast | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	RFC	LOS	Set ID	Queue (Veh)	RFC	LOS
	2022 - Surveyed							
1 - Haybluff Drive	D1	0.1	0.05	A	D2	0.0	0.02	A
2 - Mendip Way (East)		0.1	0.06	A		0.0	0.05	A
3 - Cotswold Drive		0.0	0.05	A		0.0	0.02	A
4 - Mendip Way (West)		0.0	0.04	A		0.1	0.08	A
	2026 - Base							
1 - Haybluff Drive	D3	0.1	0.05	A	D4	0.0	0.02	A
2 - Mendip Way (East)		0.1	0.06	A		0.0	0.05	A
3 - Cotswold Drive		0.0	0.05	A		0.0	0.02	A
4 - Mendip Way (West)		0.0	0.04	A		0.1	0.08	A
	2026 - Base + Development							
1 - Haybluff Drive	D5	0.2	0.14	A	D6	0.1	0.11	A
2 - Mendip Way (East)		0.1	0.08	A		0.1	0.09	A
3 - Cotswold Drive		0.0	0.05	A		0.0	0.02	A
4 - Mendip Way (West)		0.1	0.05	A		0.1	0.13	A
	2026 - Total Forecast							
1 - Haybluff Drive	D7	0.2	0.14	A	D8	0.1	0.11	A
2 - Mendip Way (East)		0.1	0.08	A		0.1	0.09	A
3 - Cotswold Drive		0.0	0.05	A		0.0	0.02	A
4 - Mendip Way (West)		0.1	0.05	A		0.1	0.13	A
	2031 - Base							
1 - Haybluff Drive	D9	0.1	0.06	A	D10	0.0	0.02	A
2 - Mendip Way (East)		0.1	0.07	A		0.1	0.05	A
3 - Cotswold Drive		0.1	0.05	A		0.0	0.02	A
4 - Mendip Way (West)		0.0	0.05	A		0.1	0.09	A
	2031 - Base + Development							
1 - Haybluff Drive	D11	0.2	0.14	A	D12	0.1	0.11	A
2 - Mendip Way (East)		0.1	0.08	A		0.1	0.09	A
3 - Cotswold Drive		0.1	0.05	A		0.0	0.02	A
4 - Mendip Way (West)		0.1	0.06	A		0.2	0.13	A
	2031 - Total Forecast							
1 - Haybluff Drive	D13	0.2	0.14	A	D14	0.1	0.11	A
2 - Mendip Way (East)		0.1	0.08	A		0.1	0.09	A
3 - Cotswold Drive		0.1	0.05	A		0.0	0.02	A
4 - Mendip Way (West)		0.1	0.06	A		0.2	0.13	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	
Location	
Site number	
Date	03/12/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPA\laaron.webb
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	Veh	Veh	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:45	08:45	60	15	✓
D2	2022	Surveyed	PM	DIRECT	17:00	18:00	60	15	✓
D3	2026	Base	AM	DIRECT	07:45	08:45	60	15	✓
D4	2026	Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2026	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓
D6	2026	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓
D7	2026	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓
D8	2026	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓
D9	2031	Base	AM	DIRECT	07:45	08:45	60	15	✓
D10	2031	Base	PM	DIRECT	17:00	18:00	60	15	✓
D11	2031	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓
D12	2031	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓
D13	2031	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓
D14	2031	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2022 | Surveyed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Haybluff Drive_Mendip Way Rbt	Standard Roundabout		1, 2, 3, 4	3.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.08	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Haybluff Drive		
2	Mendip Way (East)		
3	Cotswold Drive		
4	Mendip Way (West)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Haybluff Drive	2.70	5.30	12.2	16.8	26.1	40.0		
2 - Mendip Way (East)	3.30	5.30	9.3	13.3	26.1	46.0		
3 - Cotswold Drive	2.70	4.80	13.5	15.8	26.1	38.0		
4 - Mendip Way (West)	3.40	6.00	9.4	14.8	26.1	40.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - Haybluff Drive	0.551	307.464
2 - Mendip Way (East)	0.544	312.487
3 - Cotswold Drive	0.544	298.067
4 - Mendip Way (West)	0.578	343.245

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Haybluff Drive		DIRECT	✓	100.000
2 - Mendip Way (East)		DIRECT	✓	100.000
3 - Cotswold Drive		DIRECT	✓	100.000
4 - Mendip Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	1.00	1.00	6.00
	2 - Mendip Way (East)	1.00	0.00	0.00	9.00
	3 - Cotswold Drive	0.00	2.00	0.00	3.00
	4 - Mendip Way (West)	3.00	5.00	0.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	1.00	0.00	14.00
	2 - Mendip Way (East)	0.00	0.00	3.00	16.00
	3 - Cotswold Drive	0.00	1.00	0.00	4.00
	4 - Mendip Way (West)	1.00	9.00	2.00	3.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	1.00	0.00	8.00
	2 - Mendip Way (East)	0.00	0.00	1.00	10.00
	3 - Cotswold Drive	0.00	1.00	0.00	4.00
	4 - Mendip Way (West)	3.00	5.00	2.00	2.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	1.00	1.00	14.00
	2 - Mendip Way (East)	0.00	0.00	1.00	10.00
	3 - Cotswold Drive	1.00	4.00	0.00	8.00
	4 - Mendip Way (West)	3.00	7.00	2.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0	0	0	0
	2 - Mendip Way (East)	0	0	0	0
	3 - Cotswold Drive	0	0	0	0
	4 - Mendip Way (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Haybluff Drive	0.05	3.17	0.1	A	12.00	48.00
2 - Mendip Way (East)	0.06	3.18	0.1	A	12.75	51.00
3 - Cotswold Drive	0.05	3.31	0.0	A	7.00	28.00
4 - Mendip Way (West)	0.04	2.75	0.0	A	11.75	47.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	8.00	8.00	6.98	303.62	0.026	7.97	3.99	0.0	0.0	3.043	A
2 - Mendip Way (East)	10.00	10.00	6.98	308.69	0.032	9.97	7.97	0.0	0.0	3.012	A
3 - Cotswold Drive	5.00	5.00	15.95	289.39	0.017	4.98	1.00	0.0	0.0	3.163	A
4 - Mendip Way (West)	8.00	8.00	2.99	341.52	0.023	7.98	17.94	0.0	0.0	2.697	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	15.00	15.00	14.98	299.22	0.050	14.97	1.01	0.0	0.1	3.165	A
2 - Mendip Way (East)	19.00	19.00	18.96	302.18	0.063	18.97	10.99	0.0	0.1	3.177	A
3 - Cotswold Drive	5.00	5.00	32.94	280.15	0.018	5.00	4.99	0.0	0.0	3.270	A
4 - Mendip Way (West)	15.00	15.00	1.01	342.66	0.044	14.98	36.93	0.0	0.0	2.746	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	9.00	9.00	10.02	301.95	0.030	9.02	2.99	0.1	0.0	3.074	A
2 - Mendip Way (East)	11.00	11.00	12.02	305.95	0.036	11.03	7.01	0.1	0.0	3.053	A
3 - Cotswold Drive	5.00	5.00	20.05	287.16	0.017	5.00	3.01	0.0	0.0	3.191	A
4 - Mendip Way (West)	12.00	12.00	1.00	342.67	0.035	12.01	24.05	0.0	0.0	2.723	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	16.00	16.00	12.99	300.31	0.053	15.97	4.00	0.0	0.1	3.164	A
2 - Mendip Way (East)	11.00	11.00	16.98	303.26	0.036	11.00	11.98	0.0	0.0	3.078	A
3 - Cotswold Drive	13.00	13.00	23.98	285.02	0.046	12.97	4.00	0.0	0.0	3.307	A
4 - Mendip Way (West)	12.00	12.00	4.99	340.36	0.035	12.00	31.97	0.0	0.0	2.740	A

2022 | Surveyed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Haybluff Drive_Mendip Way Rbt	Standard Roundabout		1, 2, 3, 4	2.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.99	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2022	Surveyed	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Haybluff Drive		DIRECT	✓	100.000
2 - Mendip Way (East)		DIRECT	✓	100.000
3 - Cotswold Drive		DIRECT	✓	100.000
4 - Mendip Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	0.00	1.00	3.00
	2 - Mendip Way (East)	1.00	0.00	1.00	12.00
	3 - Cotswold Drive	0.00	2.00	0.00	5.00
	4 - Mendip Way (West)	7.00	7.00	4.00	1.00

Demand (Veh/TS)

17:15 - 17:30

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	0.00	0.00	6.00
	2 - Mendip Way (East)	0.00	0.00	4.00	7.00
	3 - Cotswold Drive	0.00	3.00	0.00	4.00
	4 - Mendip Way (West)	8.00	9.00	3.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	2.00	0.00	4.00
	2 - Mendip Way (East)	0.00	0.00	2.00	11.00
	3 - Cotswold Drive	0.00	1.00	0.00	3.00
	4 - Mendip Way (West)	11.00	13.00	4.00	1.00

Demand (Veh/TS)

17:45 - 18:00

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	0.00	0.00	3.00
	2 - Mendip Way (East)	3.00	0.00	1.00	4.00
	3 - Cotswold Drive	0.00	2.00	0.00	4.00
	4 - Mendip Way (West)	3.00	6.00	4.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0	0	0	0
	2 - Mendip Way (East)	0	0	0	0
	3 - Cotswold Drive	0	0	0	0
	4 - Mendip Way (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Haybluff Drive	0.02	3.09	0.0	A	4.75	19.00
2 - Mendip Way (East)	0.05	3.06	0.0	A	11.50	46.00
3 - Cotswold Drive	0.02	3.19	0.0	A	6.00	24.00
4 - Mendip Way (West)	0.08	2.87	0.1	A	20.25	81.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	4.00	4.00	13.96	299.78	0.013	3.99	7.97	0.0	0.0	3.042	A
2 - Mendip Way (East)	14.00	14.00	8.97	307.61	0.046	13.95	8.97	0.0	0.0	3.064	A
3 - Cotswold Drive	7.00	7.00	16.94	288.85	0.024	6.98	5.98	0.0	0.0	3.192	A
4 - Mendip Way (West)	19.00	19.00	2.99	341.52	0.056	18.94	20.93	0.0	0.1	2.789	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	6.00	6.00	15.00	299.20	0.020	5.99	8.00	0.0	0.0	3.068	A
2 - Mendip Way (East)	11.00	11.00	9.00	307.59	0.036	11.01	11.99	0.0	0.0	3.033	A
3 - Cotswold Drive	7.00	7.00	13.01	290.99	0.024	7.00	7.00	0.0	0.0	3.170	A
4 - Mendip Way (West)	20.00	20.00	3.00	341.51	0.059	20.00	17.01	0.1	0.1	2.798	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	6.00	6.00	18.99	297.01	0.020	6.00	10.99	0.0	0.0	3.092	A
2 - Mendip Way (East)	13.00	13.00	9.00	307.59	0.042	12.99	15.99	0.0	0.0	3.054	A
3 - Cotswold Drive	4.00	4.00	15.99	289.37	0.014	4.01	6.00	0.0	0.0	3.153	A
4 - Mendip Way (West)	29.00	29.00	1.01	342.66	0.085	28.97	18.99	0.1	0.1	2.868	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	3.00	3.00	12.02	300.84	0.010	3.01	6.02	0.0	0.0	3.023	A
2 - Mendip Way (East)	8.00	8.00	7.01	308.68	0.026	8.02	8.03	0.0	0.0	2.992	A
3 - Cotswold Drive	6.00	6.00	10.02	292.62	0.021	5.99	5.00	0.0	0.0	3.139	A
4 - Mendip Way (West)	13.00	13.00	4.99	340.36	0.038	13.05	11.03	0.1	0.0	2.751	A

2026 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Haybluff Drive_Mendip Way Rbt	Standard Roundabout		1, 2, 3, 4	3.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.08	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2026	Base	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Haybluff Drive		DIRECT	✓	100.000
2 - Mendip Way (East)		DIRECT	✓	100.000
3 - Cotswold Drive		DIRECT	✓	100.000
4 - Mendip Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	1.00	1.00	6.00
	2 - Mendip Way (East)	1.00	0.00	0.00	9.00
	3 - Cotswold Drive	0.00	2.00	0.00	3.00
	4 - Mendip Way (West)	3.00	5.00	0.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	1.00	0.00	14.00
	2 - Mendip Way (East)	0.00	0.00	3.00	16.00
	3 - Cotswold Drive	0.00	1.00	0.00	4.00
	4 - Mendip Way (West)	1.00	9.00	2.00	3.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	1.00	0.00	8.00
	2 - Mendip Way (East)	0.00	0.00	1.00	10.00
	3 - Cotswold Drive	0.00	1.00	0.00	4.00
	4 - Mendip Way (West)	3.00	5.00	2.00	2.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	1.00	1.00	14.00
	2 - Mendip Way (East)	0.00	0.00	1.00	10.00
	3 - Cotswold Drive	1.00	4.00	0.00	8.00
	4 - Mendip Way (West)	3.00	7.00	2.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0	0	0	0
	2 - Mendip Way (East)	0	0	0	0
	3 - Cotswold Drive	0	0	0	0
	4 - Mendip Way (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Haybluff Drive	0.05	3.17	0.1	A	12.00	48.00
2 - Mendip Way (East)	0.06	3.18	0.1	A	12.75	51.00
3 - Cotswold Drive	0.05	3.31	0.0	A	7.00	28.00
4 - Mendip Way (West)	0.04	2.75	0.0	A	11.75	47.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	8.00	8.00	6.98	303.62	0.026	7.97	3.99	0.0	0.0	3.043	A
2 - Mendip Way (East)	10.00	10.00	6.98	308.69	0.032	9.97	7.97	0.0	0.0	3.012	A
3 - Cotswold Drive	5.00	5.00	15.95	289.39	0.017	4.98	1.00	0.0	0.0	3.163	A
4 - Mendip Way (West)	8.00	8.00	2.99	341.52	0.023	7.98	17.94	0.0	0.0	2.697	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	15.00	15.00	14.98	299.22	0.050	14.97	1.01	0.0	0.1	3.165	A
2 - Mendip Way (East)	19.00	19.00	18.96	302.18	0.063	18.97	10.99	0.0	0.1	3.177	A
3 - Cotswold Drive	5.00	5.00	32.94	280.15	0.018	5.00	4.99	0.0	0.0	3.270	A
4 - Mendip Way (West)	15.00	15.00	1.01	342.66	0.044	14.98	36.93	0.0	0.0	2.746	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	9.00	9.00	10.02	301.95	0.030	9.02	2.99	0.1	0.0	3.074	A
2 - Mendip Way (East)	11.00	11.00	12.02	305.95	0.036	11.03	7.01	0.1	0.0	3.053	A
3 - Cotswold Drive	5.00	5.00	20.05	287.16	0.017	5.00	3.01	0.0	0.0	3.191	A
4 - Mendip Way (West)	12.00	12.00	1.00	342.67	0.035	12.01	24.05	0.0	0.0	2.723	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	16.00	16.00	12.99	300.31	0.053	15.97	4.00	0.0	0.1	3.164	A
2 - Mendip Way (East)	11.00	11.00	16.98	303.26	0.036	11.00	11.98	0.0	0.0	3.078	A
3 - Cotswold Drive	13.00	13.00	23.98	285.02	0.046	12.97	4.00	0.0	0.0	3.307	A
4 - Mendip Way (West)	12.00	12.00	4.99	340.36	0.035	12.00	31.97	0.0	0.0	2.740	A

2026 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Haybluff Drive_Mendip Way Rbt	Standard Roundabout		1, 2, 3, 4	2.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.99	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2026	Base	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Haybluff Drive		DIRECT	✓	100.000
2 - Mendip Way (East)		DIRECT	✓	100.000
3 - Cotswold Drive		DIRECT	✓	100.000
4 - Mendip Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To			
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	0.00	1.00	3.00
	2 - Mendip Way (East)	1.00	0.00	1.00	12.00
	3 - Cotswold Drive	0.00	2.00	0.00	5.00
	4 - Mendip Way (West)	7.00	7.00	4.00	1.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	0.00	0.00	6.00
	2 - Mendip Way (East)	0.00	0.00	4.00	7.00
	3 - Cotswold Drive	0.00	3.00	0.00	4.00
	4 - Mendip Way (West)	8.00	9.00	3.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	2.00	0.00	4.00
	2 - Mendip Way (East)	0.00	0.00	2.00	11.00
	3 - Cotswold Drive	0.00	1.00	0.00	3.00
	4 - Mendip Way (West)	11.00	13.00	4.00	1.00

Demand (Veh/TS)

17:45 - 18:00

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	0.00	0.00	3.00
	2 - Mendip Way (East)	3.00	0.00	1.00	4.00
	3 - Cotswold Drive	0.00	2.00	0.00	4.00
	4 - Mendip Way (West)	3.00	6.00	4.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0	0	0	0
	2 - Mendip Way (East)	0	0	0	0
	3 - Cotswold Drive	0	0	0	0
	4 - Mendip Way (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Haybluff Drive	0.02	3.09	0.0	A	4.75	19.00
2 - Mendip Way (East)	0.05	3.06	0.0	A	11.50	46.00
3 - Cotswold Drive	0.02	3.19	0.0	A	6.00	24.00
4 - Mendip Way (West)	0.08	2.87	0.1	A	20.25	81.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	4.00	4.00	13.96	299.78	0.013	3.99	7.97	0.0	0.0	3.042	A
2 - Mendip Way (East)	14.00	14.00	8.97	307.61	0.046	13.95	8.97	0.0	0.0	3.064	A
3 - Cotswold Drive	7.00	7.00	16.94	288.85	0.024	6.98	5.98	0.0	0.0	3.192	A
4 - Mendip Way (West)	19.00	19.00	2.99	341.52	0.056	18.94	20.93	0.0	0.1	2.789	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	6.00	6.00	15.00	299.20	0.020	5.99	8.00	0.0	0.0	3.068	A
2 - Mendip Way (East)	11.00	11.00	9.00	307.59	0.036	11.01	11.99	0.0	0.0	3.033	A
3 - Cotswold Drive	7.00	7.00	13.01	290.99	0.024	7.00	7.00	0.0	0.0	3.170	A
4 - Mendip Way (West)	20.00	20.00	3.00	341.51	0.059	20.00	17.01	0.1	0.1	2.798	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	6.00	6.00	18.99	297.01	0.020	6.00	10.99	0.0	0.0	3.092	A
2 - Mendip Way (East)	13.00	13.00	9.00	307.59	0.042	12.99	15.99	0.0	0.0	3.054	A
3 - Cotswold Drive	4.00	4.00	15.99	289.37	0.014	4.01	6.00	0.0	0.0	3.153	A
4 - Mendip Way (West)	29.00	29.00	1.01	342.66	0.085	28.97	18.99	0.1	0.1	2.868	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	3.00	3.00	12.02	300.84	0.010	3.01	6.02	0.0	0.0	3.023	A
2 - Mendip Way (East)	8.00	8.00	7.01	308.68	0.026	8.02	8.03	0.0	0.0	2.992	A
3 - Cotswold Drive	6.00	6.00	10.02	292.62	0.021	5.99	5.00	0.0	0.0	3.139	A
4 - Mendip Way (West)	13.00	13.00	4.99	340.36	0.038	13.05	11.03	0.1	0.0	2.751	A

2026 | Base + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Haybluff Drive_Mendip Way Rbt	Standard Roundabout		1, 2, 3, 4	3.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.28	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2026	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Haybluff Drive		DIRECT	✓	100.000
2 - Mendip Way (East)		DIRECT	✓	100.000
3 - Cotswold Drive		DIRECT	✓	100.000
4 - Mendip Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00	From	To			
			1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive
		1 - Haybluff Drive	0.00	10.00	1.00
		2 - Mendip Way (East)	14.00	0.00	0.00
		3 - Cotswold Drive	0.00	2.00	0.00
		4 - Mendip Way (West)	9.00	5.00	0.00

Demand (Veh/TS)

08:00 - 08:15	From	To			
			1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive
		1 - Haybluff Drive	0.00	10.00	0.00
		2 - Mendip Way (East)	0.00	0.00	3.00
		3 - Cotswold Drive	0.00	1.00	0.00
		4 - Mendip Way (West)	3.00	9.00	2.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	10.00	0.00	18.00
	2 - Mendip Way (East)	0.00	0.00	1.00	10.00
	3 - Cotswold Drive	0.00	1.00	0.00	4.00
	4 - Mendip Way (West)	9.00	5.00	2.00	2.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	10.00	1.00	31.00
	2 - Mendip Way (East)	0.00	0.00	1.00	10.00
	3 - Cotswold Drive	1.00	4.00	0.00	8.00
	4 - Mendip Way (West)	9.00	7.00	2.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0	0	0	0
	2 - Mendip Way (East)	0	0	0	0
	3 - Cotswold Drive	0	0	0	0
	4 - Mendip Way (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Haybluff Drive	0.14	3.48	0.2	A	33.75	135.00
2 - Mendip Way (East)	0.08	3.29	0.1	A	16.00	64.00
3 - Cotswold Drive	0.05	3.42	0.0	A	7.00	28.00
4 - Mendip Way (West)	0.05	2.81	0.1	A	16.75	67.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	24.00	24.00	6.98	303.62	0.079	23.91	22.92	0.0	0.1	3.217	A
2 - Mendip Way (East)	23.00	23.00	13.95	304.90	0.075	22.92	16.94	0.0	0.1	3.191	A
3 - Cotswold Drive	5.00	5.00	35.87	278.55	0.018	4.98	1.00	0.0	0.0	3.289	A
4 - Mendip Way (West)	14.00	14.00	15.94	334.03	0.042	13.96	24.91	0.0	0.0	2.811	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	41.00	41.00	14.98	299.22	0.137	40.93	3.07	0.1	0.2	3.484	A
2 - Mendip Way (East)	19.00	19.00	35.92	292.96	0.065	19.01	19.99	0.1	0.1	3.287	A
3 - Cotswold Drive	5.00	5.00	49.94	270.90	0.018	5.00	4.99	0.0	0.0	3.383	A
4 - Mendip Way (West)	17.00	17.00	1.05	342.64	0.050	16.99	53.89	0.0	0.1	2.763	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	28.00	28.00	10.02	301.95	0.093	28.06	8.98	0.2	0.1	3.288	A
2 - Mendip Way (East)	11.00	11.00	22.06	300.50	0.037	11.03	16.01	0.1	0.0	3.108	A
3 - Cotswold Drive	5.00	5.00	30.08	281.70	0.018	5.00	3.01	0.0	0.0	3.254	A
4 - Mendip Way (West)	18.00	18.00	1.00	342.67	0.053	18.00	34.08	0.1	0.1	2.771	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	42.00	42.00	12.99	300.31	0.140	41.94	10.00	0.1	0.2	3.483	A
2 - Mendip Way (East)	11.00	11.00	33.95	294.03	0.037	11.00	20.98	0.0	0.0	3.179	A
3 - Cotswold Drive	13.00	13.00	40.95	275.79	0.047	12.97	4.00	0.0	0.0	3.424	A
4 - Mendip Way (West)	18.00	18.00	4.98	340.36	0.053	18.00	48.94	0.1	0.1	2.791	A

2026 | Base + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Haybluff Drive_Mendip Way Rbt	Standard Roundabout		1, 2, 3, 4	3.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.20	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2026	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Haybluff Drive		DIRECT	✓	100.000
2 - Mendip Way (East)		DIRECT	✓	100.000
3 - Cotswold Drive		DIRECT	✓	100.000
4 - Mendip Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To			
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	0.00	1.00	9.00
	2 - Mendip Way (East)	8.00	0.00	1.00	12.00
	3 - Cotswold Drive	0.00	2.00	0.00	5.00
	4 - Mendip Way (West)	16.00	7.00	4.00	1.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	0.00	0.00	18.00
	2 - Mendip Way (East)	0.00	0.00	4.00	7.00
	3 - Cotswold Drive	0.00	3.00	0.00	4.00
	4 - Mendip Way (West)	19.00	9.00	3.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	22.00	0.00	12.00
	2 - Mendip Way (East)	0.00	0.00	2.00	11.00
	3 - Cotswold Drive	0.00	1.00	0.00	3.00
	4 - Mendip Way (West)	26.00	13.00	4.00	1.00

Demand (Veh/TS)

17:45 - 18:00

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	0.00	0.00	9.00
	2 - Mendip Way (East)	23.00	0.00	1.00	4.00
	3 - Cotswold Drive	0.00	2.00	0.00	4.00
	4 - Mendip Way (West)	7.00	6.00	4.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0	0	0	0
	2 - Mendip Way (East)	0	0	0	0
	3 - Cotswold Drive	0	0	0	0
	4 - Mendip Way (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Haybluff Drive	0.11	3.42	0.1	A	17.75	71.00
2 - Mendip Way (East)	0.09	3.24	0.1	A	18.25	73.00
3 - Cotswold Drive	0.02	3.30	0.0	A	6.00	24.00
4 - Mendip Way (West)	0.13	3.01	0.1	A	30.00	120.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	10.00	10.00	13.95	299.78	0.033	9.97	23.92	0.0	0.0	3.105	A
2 - Mendip Way (East)	21.00	21.00	14.95	304.36	0.069	20.93	8.97	0.0	0.1	3.175	A
3 - Cotswold Drive	7.00	7.00	29.90	281.80	0.025	6.97	5.98	0.0	0.0	3.274	A
4 - Mendip Way (West)	28.00	28.00	9.96	337.49	0.083	27.91	26.91	0.0	0.1	2.907	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	18.00	18.00	15.00	299.20	0.060	17.97	19.02	0.0	0.1	3.199	A
2 - Mendip Way (East)	11.00	11.00	20.98	301.08	0.037	11.04	11.99	0.1	0.0	3.102	A
3 - Cotswold Drive	7.00	7.00	25.02	284.46	0.025	7.00	7.00	0.0	0.0	3.245	A
4 - Mendip Way (West)	31.00	31.00	3.02	341.50	0.091	30.99	28.99	0.1	0.1	2.897	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	34.00	34.00	18.99	297.01	0.114	33.94	25.97	0.1	0.1	3.421	A
2 - Mendip Way (East)	13.00	13.00	17.01	303.24	0.043	12.99	35.91	0.0	0.0	3.100	A
3 - Cotswold Drive	4.00	4.00	24.00	285.01	0.014	4.01	6.00	0.0	0.0	3.204	A
4 - Mendip Way (West)	44.00	44.00	1.01	342.66	0.128	43.95	27.01	0.1	0.1	3.012	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	9.00	9.00	12.02	300.84	0.030	9.10	29.98	0.1	0.0	3.085	A
2 - Mendip Way (East)	28.00	28.00	13.02	305.41	0.092	27.94	8.10	0.0	0.1	3.243	A
3 - Cotswold Drive	6.00	6.00	35.96	278.50	0.022	5.99	5.00	0.0	0.0	3.301	A
4 - Mendip Way (West)	17.00	17.00	24.91	328.85	0.052	17.09	17.04	0.1	0.1	2.887	A

2026 | Total Forecast | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Haybluff Drive_Mendip Way Rbt	Standard Roundabout		1, 2, 3, 4	3.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.28	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2026	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Haybluff Drive		DIRECT	✓	100.000
2 - Mendip Way (East)		DIRECT	✓	100.000
3 - Cotswold Drive		DIRECT	✓	100.000
4 - Mendip Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00	From	To			
			1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive
		1 - Haybluff Drive	0.00	10.00	1.00
		2 - Mendip Way (East)	14.00	0.00	0.00
		3 - Cotswold Drive	0.00	2.00	0.00
		4 - Mendip Way (West)	9.00	5.00	0.00

Demand (Veh/TS)

08:00 - 08:15	From	To			
			1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive
		1 - Haybluff Drive	0.00	10.00	0.00
		2 - Mendip Way (East)	0.00	0.00	3.00
		3 - Cotswold Drive	0.00	1.00	0.00
		4 - Mendip Way (West)	3.00	9.00	2.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	10.00	0.00	18.00
	2 - Mendip Way (East)	0.00	0.00	1.00	10.00
	3 - Cotswold Drive	0.00	1.00	0.00	4.00
	4 - Mendip Way (West)	9.00	5.00	2.00	2.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	10.00	1.00	31.00
	2 - Mendip Way (East)	0.00	0.00	1.00	10.00
	3 - Cotswold Drive	1.00	4.00	0.00	8.00
	4 - Mendip Way (West)	9.00	7.00	2.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0	0	0	0
	2 - Mendip Way (East)	0	0	0	0
	3 - Cotswold Drive	0	0	0	0
	4 - Mendip Way (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Haybluff Drive	0.14	3.48	0.2	A	33.75	135.00
2 - Mendip Way (East)	0.08	3.29	0.1	A	16.00	64.00
3 - Cotswold Drive	0.05	3.42	0.0	A	7.00	28.00
4 - Mendip Way (West)	0.05	2.81	0.1	A	16.75	67.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	24.00	24.00	6.98	303.62	0.079	23.91	22.92	0.0	0.1	3.217	A
2 - Mendip Way (East)	23.00	23.00	13.95	304.90	0.075	22.92	16.94	0.0	0.1	3.191	A
3 - Cotswold Drive	5.00	5.00	35.87	278.55	0.018	4.98	1.00	0.0	0.0	3.289	A
4 - Mendip Way (West)	14.00	14.00	15.94	334.03	0.042	13.96	24.91	0.0	0.0	2.811	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	41.00	41.00	14.98	299.22	0.137	40.93	3.07	0.1	0.2	3.484	A
2 - Mendip Way (East)	19.00	19.00	35.92	292.96	0.065	19.01	19.99	0.1	0.1	3.287	A
3 - Cotswold Drive	5.00	5.00	49.94	270.90	0.018	5.00	4.99	0.0	0.0	3.383	A
4 - Mendip Way (West)	17.00	17.00	1.05	342.64	0.050	16.99	53.89	0.0	0.1	2.763	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	28.00	28.00	10.02	301.95	0.093	28.06	8.98	0.2	0.1	3.288	A
2 - Mendip Way (East)	11.00	11.00	22.06	300.50	0.037	11.03	16.01	0.1	0.0	3.108	A
3 - Cotswold Drive	5.00	5.00	30.08	281.70	0.018	5.00	3.01	0.0	0.0	3.254	A
4 - Mendip Way (West)	18.00	18.00	1.00	342.67	0.053	18.00	34.08	0.1	0.1	2.771	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	42.00	42.00	12.99	300.31	0.140	41.94	10.00	0.1	0.2	3.483	A
2 - Mendip Way (East)	11.00	11.00	33.95	294.03	0.037	11.00	20.98	0.0	0.0	3.179	A
3 - Cotswold Drive	13.00	13.00	40.95	275.79	0.047	12.97	4.00	0.0	0.0	3.424	A
4 - Mendip Way (West)	18.00	18.00	4.98	340.36	0.053	18.00	48.94	0.1	0.1	2.791	A

2026 | Total Forecast | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Haybluff Drive_Mendip Way Rbt	Standard Roundabout		1, 2, 3, 4	3.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.20	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2026	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Haybluff Drive		DIRECT	✓	100.000
2 - Mendip Way (East)		DIRECT	✓	100.000
3 - Cotswold Drive		DIRECT	✓	100.000
4 - Mendip Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To			
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	0.00	1.00	9.00
	2 - Mendip Way (East)	8.00	0.00	1.00	12.00
	3 - Cotswold Drive	0.00	2.00	0.00	5.00
	4 - Mendip Way (West)	16.00	7.00	4.00	1.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	0.00	0.00	18.00
	2 - Mendip Way (East)	0.00	0.00	4.00	7.00
	3 - Cotswold Drive	0.00	3.00	0.00	4.00
	4 - Mendip Way (West)	19.00	9.00	3.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
From		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
	1 - Haybluff Drive	0.00	22.00	0.00	12.00
	2 - Mendip Way (East)	0.00	0.00	2.00	11.00
	3 - Cotswold Drive	0.00	1.00	0.00	3.00
	4 - Mendip Way (West)	26.00	13.00	4.00	1.00

Demand (Veh/TS)

17:45 - 18:00

	To				
From		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
	1 - Haybluff Drive	0.00	0.00	0.00	9.00
	2 - Mendip Way (East)	23.00	0.00	1.00	4.00
	3 - Cotswold Drive	0.00	2.00	0.00	4.00
	4 - Mendip Way (West)	7.00	6.00	4.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
	1 - Haybluff Drive	0	0	0	0
	2 - Mendip Way (East)	0	0	0	0
	3 - Cotswold Drive	0	0	0	0
	4 - Mendip Way (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Haybluff Drive	0.11	3.42	0.1	A	17.75	71.00
2 - Mendip Way (East)	0.09	3.24	0.1	A	18.25	73.00
3 - Cotswold Drive	0.02	3.30	0.0	A	6.00	24.00
4 - Mendip Way (West)	0.13	3.01	0.1	A	30.00	120.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	10.00	10.00	13.95	299.78	0.033	9.97	23.92	0.0	0.0	3.105	A
2 - Mendip Way (East)	21.00	21.00	14.95	304.36	0.069	20.93	8.97	0.0	0.1	3.175	A
3 - Cotswold Drive	7.00	7.00	29.90	281.80	0.025	6.97	5.98	0.0	0.0	3.274	A
4 - Mendip Way (West)	28.00	28.00	9.96	337.49	0.083	27.91	26.91	0.0	0.1	2.907	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	18.00	18.00	15.00	299.20	0.060	17.97	19.02	0.0	0.1	3.199	A
2 - Mendip Way (East)	11.00	11.00	20.98	301.08	0.037	11.04	11.99	0.1	0.0	3.102	A
3 - Cotswold Drive	7.00	7.00	25.02	284.46	0.025	7.00	7.00	0.0	0.0	3.245	A
4 - Mendip Way (West)	31.00	31.00	3.02	341.50	0.091	30.99	28.99	0.1	0.1	2.897	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	34.00	34.00	18.99	297.01	0.114	33.94	25.97	0.1	0.1	3.421	A
2 - Mendip Way (East)	13.00	13.00	17.01	303.24	0.043	12.99	35.91	0.0	0.0	3.100	A
3 - Cotswold Drive	4.00	4.00	24.00	285.01	0.014	4.01	6.00	0.0	0.0	3.204	A
4 - Mendip Way (West)	44.00	44.00	1.01	342.66	0.128	43.95	27.01	0.1	0.1	3.012	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	9.00	9.00	12.02	300.84	0.030	9.10	29.98	0.1	0.0	3.085	A
2 - Mendip Way (East)	28.00	28.00	13.02	305.41	0.092	27.94	8.10	0.0	0.1	3.243	A
3 - Cotswold Drive	6.00	6.00	35.96	278.50	0.022	5.99	5.00	0.0	0.0	3.301	A
4 - Mendip Way (West)	17.00	17.00	24.91	328.85	0.052	17.09	17.04	0.1	0.1	2.887	A

2031 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Haybluff Drive_Mendip Way Rbt	Standard Roundabout		1, 2, 3, 4	3.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.10	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2031	Base	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Haybluff Drive		DIRECT	✓	100.000
2 - Mendip Way (East)		DIRECT	✓	100.000
3 - Cotswold Drive		DIRECT	✓	100.000
4 - Mendip Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	1.00	1.00	6.00
	2 - Mendip Way (East)	1.00	0.00	0.00	10.00
	3 - Cotswold Drive	0.00	2.00	0.00	3.00
	4 - Mendip Way (West)	3.00	5.00	0.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	1.00	0.00	15.00
	2 - Mendip Way (East)	0.00	0.00	3.00	17.00
	3 - Cotswold Drive	0.00	1.00	0.00	4.00
	4 - Mendip Way (West)	1.00	10.00	2.00	3.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	1.00	0.00	9.00
	2 - Mendip Way (East)	0.00	0.00	1.00	11.00
	3 - Cotswold Drive	0.00	1.00	0.00	4.00
	4 - Mendip Way (West)	3.00	5.00	2.00	2.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	1.00	1.00	15.00
	2 - Mendip Way (East)	0.00	0.00	1.00	11.00
	3 - Cotswold Drive	1.00	5.00	0.00	8.00
	4 - Mendip Way (West)	3.00	8.00	2.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0	0	0	0
	2 - Mendip Way (East)	0	0	0	0
	3 - Cotswold Drive	0	0	0	0
	4 - Mendip Way (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Haybluff Drive	0.06	3.19	0.1	A	12.75	51.00
2 - Mendip Way (East)	0.07	3.19	0.1	A	13.75	55.00
3 - Cotswold Drive	0.05	3.33	0.1	A	7.25	29.00
4 - Mendip Way (West)	0.05	2.75	0.0	A	12.25	49.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	8.00	8.00	6.98	303.62	0.026	7.97	3.99	0.0	0.0	3.043	A
2 - Mendip Way (East)	11.00	11.00	6.98	308.69	0.036	10.96	7.97	0.0	0.0	3.022	A
3 - Cotswold Drive	5.00	5.00	16.94	288.85	0.017	4.98	1.00	0.0	0.0	3.169	A
4 - Mendip Way (West)	8.00	8.00	2.99	341.52	0.023	7.98	18.94	0.0	0.0	2.697	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	16.00	16.00	15.97	298.67	0.054	15.97	1.01	0.0	0.1	3.183	A
2 - Mendip Way (East)	20.00	20.00	19.96	301.64	0.066	19.97	11.99	0.0	0.1	3.194	A
3 - Cotswold Drive	5.00	5.00	34.93	279.06	0.018	5.00	4.99	0.0	0.0	3.283	A
4 - Mendip Way (West)	16.00	16.00	1.01	342.66	0.047	15.98	38.93	0.0	0.0	2.754	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	10.00	10.00	10.02	301.95	0.033	10.02	2.99	0.1	0.0	3.084	A
2 - Mendip Way (East)	12.00	12.00	13.03	305.41	0.039	12.03	7.02	0.1	0.0	3.069	A
3 - Cotswold Drive	5.00	5.00	22.05	286.07	0.017	5.00	3.01	0.0	0.0	3.201	A
4 - Mendip Way (West)	12.00	12.00	1.00	342.67	0.035	12.01	26.05	0.0	0.0	2.723	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	17.00	17.00	14.98	299.21	0.057	16.97	4.00	0.0	0.1	3.188	A
2 - Mendip Way (East)	12.00	12.00	17.98	302.71	0.040	12.00	13.98	0.0	0.0	3.095	A
3 - Cotswold Drive	14.00	14.00	25.98	283.93	0.049	13.97	4.00	0.0	0.1	3.333	A
4 - Mendip Way (West)	13.00	13.00	5.98	339.79	0.038	13.00	33.97	0.0	0.0	2.753	A

2031 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Haybluff Drive_Mendip Way Rbt	Standard Roundabout		1, 2, 3, 4	3.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2031	Base	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Haybluff Drive		DIRECT	✓	100.000
2 - Mendip Way (East)		DIRECT	✓	100.000
3 - Cotswold Drive		DIRECT	✓	100.000
4 - Mendip Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	0.00	1.00	3.00
	2 - Mendip Way (East)	1.00	0.00	1.00	13.00
	3 - Cotswold Drive	0.00	2.00	0.00	5.00
	4 - Mendip Way (West)	7.00	7.00	4.00	1.00

Demand (Veh/TS)

17:15 - 17:30

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	0.00	0.00	6.00
	2 - Mendip Way (East)	0.00	0.00	5.00	7.00
	3 - Cotswold Drive	0.00	3.00	0.00	4.00
	4 - Mendip Way (West)	9.00	10.00	3.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	2.00	0.00	4.00
	2 - Mendip Way (East)	0.00	0.00	2.00	12.00
	3 - Cotswold Drive	0.00	1.00	0.00	3.00
	4 - Mendip Way (West)	12.00	14.00	4.00	1.00

Demand (Veh/TS)

17:45 - 18:00

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	0.00	0.00	3.00
	2 - Mendip Way (East)	3.00	0.00	1.00	4.00
	3 - Cotswold Drive	0.00	2.00	0.00	4.00
	4 - Mendip Way (West)	3.00	6.00	4.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0	0	0	0
	2 - Mendip Way (East)	0	0	0	0
	3 - Cotswold Drive	0	0	0	0
	4 - Mendip Way (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Haybluff Drive	0.02	3.10	0.0	A	4.75	19.00
2 - Mendip Way (East)	0.05	3.07	0.1	A	12.25	49.00
3 - Cotswold Drive	0.02	3.20	0.0	A	6.00	24.00
4 - Mendip Way (West)	0.09	2.89	0.1	A	21.25	85.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	4.00	4.00	13.96	299.78	0.013	3.99	7.97	0.0	0.0	3.042	A
2 - Mendip Way (East)	15.00	15.00	8.97	307.61	0.049	14.95	8.97	0.0	0.1	3.075	A
3 - Cotswold Drive	7.00	7.00	17.94	288.31	0.024	6.98	5.98	0.0	0.0	3.198	A
4 - Mendip Way (West)	19.00	19.00	2.99	341.52	0.056	18.94	21.92	0.0	0.1	2.789	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	6.00	6.00	15.99	298.66	0.020	5.99	9.00	0.0	0.0	3.074	A
2 - Mendip Way (East)	12.00	12.00	9.00	307.59	0.039	12.01	12.99	0.1	0.0	3.044	A
3 - Cotswold Drive	7.00	7.00	13.02	290.99	0.024	7.00	7.99	0.0	0.0	3.168	A
4 - Mendip Way (West)	22.00	22.00	3.00	341.51	0.064	21.99	17.02	0.1	0.1	2.816	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	6.00	6.00	19.99	296.46	0.020	6.00	11.99	0.0	0.0	3.097	A
2 - Mendip Way (East)	14.00	14.00	9.00	307.59	0.046	13.99	16.99	0.0	0.0	3.064	A
3 - Cotswold Drive	4.00	4.00	16.99	288.83	0.014	4.01	6.01	0.0	0.0	3.159	A
4 - Mendip Way (West)	31.00	31.00	1.01	342.66	0.090	30.97	19.99	0.1	0.1	2.887	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	3.00	3.00	12.03	300.84	0.010	3.01	6.02	0.0	0.0	3.023	A
2 - Mendip Way (East)	8.00	8.00	7.01	308.68	0.026	8.02	8.03	0.0	0.0	2.992	A
3 - Cotswold Drive	6.00	6.00	10.02	292.61	0.021	5.99	5.00	0.0	0.0	3.139	A
4 - Mendip Way (West)	13.00	13.00	4.99	340.36	0.038	13.06	11.03	0.1	0.0	2.749	A

2031 | Base + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Haybluff Drive_Mendip Way Rbt	Standard Roundabout		1, 2, 3, 4	3.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.30	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2031	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Haybluff Drive		DIRECT	✓	100.000
2 - Mendip Way (East)		DIRECT	✓	100.000
3 - Cotswold Drive		DIRECT	✓	100.000
4 - Mendip Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00	From	To			
			1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive
		1 - Haybluff Drive	0.00	10.00	1.00
		2 - Mendip Way (East)	14.00	0.00	0.00
		3 - Cotswold Drive	0.00	2.00	0.00
		4 - Mendip Way (West)	9.00	5.00	0.00

Demand (Veh/TS)

08:00 - 08:15	From	To			
			1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive
		1 - Haybluff Drive	0.00	10.00	0.00
		2 - Mendip Way (East)	0.00	0.00	3.00
		3 - Cotswold Drive	0.00	1.00	0.00
		4 - Mendip Way (West)	3.00	10.00	2.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	10.00	0.00	18.00
	2 - Mendip Way (East)	0.00	0.00	1.00	11.00
	3 - Cotswold Drive	0.00	1.00	0.00	4.00
	4 - Mendip Way (West)	9.00	5.00	2.00	2.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	10.00	1.00	32.00
	2 - Mendip Way (East)	0.00	0.00	1.00	11.00
	3 - Cotswold Drive	1.00	5.00	0.00	8.00
	4 - Mendip Way (West)	9.00	8.00	2.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0	0	0	0
	2 - Mendip Way (East)	0	0	0	0
	3 - Cotswold Drive	0	0	0	0
	4 - Mendip Way (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Haybluff Drive	0.14	3.51	0.2	A	34.50	138.00
2 - Mendip Way (East)	0.08	3.30	0.1	A	17.00	68.00
3 - Cotswold Drive	0.05	3.45	0.1	A	7.25	29.00
4 - Mendip Way (West)	0.06	2.81	0.1	A	17.25	69.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	25.00	25.00	6.98	303.62	0.082	24.91	22.92	0.0	0.1	3.229	A
2 - Mendip Way (East)	24.00	24.00	14.95	304.36	0.079	23.91	16.94	0.0	0.1	3.209	A
3 - Cotswold Drive	5.00	5.00	37.86	277.47	0.018	4.98	1.00	0.0	0.0	3.302	A
4 - Mendip Way (West)	14.00	14.00	15.94	334.03	0.042	13.96	26.90	0.0	0.0	2.811	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	42.00	42.00	15.97	298.67	0.141	41.93	3.07	0.1	0.2	3.505	A
2 - Mendip Way (East)	20.00	20.00	36.91	292.42	0.068	20.01	20.99	0.1	0.1	3.303	A
3 - Cotswold Drive	5.00	5.00	51.94	269.81	0.019	5.00	4.99	0.0	0.0	3.397	A
4 - Mendip Way (West)	18.00	18.00	1.05	342.64	0.053	17.99	55.89	0.0	0.1	2.771	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	28.00	28.00	10.02	301.95	0.093	28.06	8.98	0.2	0.1	3.285	A
2 - Mendip Way (East)	12.00	12.00	22.06	300.49	0.040	12.03	16.02	0.1	0.0	3.119	A
3 - Cotswold Drive	5.00	5.00	31.09	281.15	0.018	5.00	3.01	0.0	0.0	3.258	A
4 - Mendip Way (West)	18.00	18.00	1.00	342.67	0.053	18.00	35.09	0.1	0.1	2.771	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	43.00	43.00	14.98	299.21	0.144	42.94	10.00	0.1	0.2	3.511	A
2 - Mendip Way (East)	12.00	12.00	34.94	293.49	0.041	12.00	22.97	0.0	0.0	3.196	A
3 - Cotswold Drive	14.00	14.00	42.95	274.70	0.051	13.96	4.00	0.0	0.1	3.451	A
4 - Mendip Way (West)	19.00	19.00	5.98	339.79	0.056	19.00	50.93	0.1	0.1	2.804	A

2031 | Base + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Haybluff Drive_Mendip Way Rbt	Standard Roundabout		1, 2, 3, 4	3.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.20	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	2031	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Haybluff Drive		DIRECT	✓	100.000
2 - Mendip Way (East)		DIRECT	✓	100.000
3 - Cotswold Drive		DIRECT	✓	100.000
4 - Mendip Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To			
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	0.00	1.00	9.00
	2 - Mendip Way (East)	8.00	0.00	1.00	13.00
	3 - Cotswold Drive	0.00	2.00	0.00	5.00
	4 - Mendip Way (West)	17.00	7.00	4.00	1.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	0.00	0.00	18.00
	2 - Mendip Way (East)	0.00	0.00	5.00	7.00
	3 - Cotswold Drive	0.00	3.00	0.00	4.00
	4 - Mendip Way (West)	19.00	10.00	3.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	22.00	0.00	12.00
	2 - Mendip Way (East)	0.00	0.00	2.00	12.00
	3 - Cotswold Drive	0.00	1.00	0.00	3.00
	4 - Mendip Way (West)	26.00	14.00	4.00	1.00

Demand (Veh/TS)

17:45 - 18:00

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	0.00	0.00	9.00
	2 - Mendip Way (East)	23.00	0.00	1.00	4.00
	3 - Cotswold Drive	0.00	2.00	0.00	4.00
	4 - Mendip Way (West)	7.00	6.00	4.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0	0	0	0
	2 - Mendip Way (East)	0	0	0	0
	3 - Cotswold Drive	0	0	0	0
	4 - Mendip Way (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Haybluff Drive	0.11	3.43	0.1	A	17.75	71.00
2 - Mendip Way (East)	0.09	3.24	0.1	A	19.00	76.00
3 - Cotswold Drive	0.02	3.30	0.0	A	6.00	24.00
4 - Mendip Way (West)	0.13	3.02	0.2	A	30.75	123.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	10.00	10.00	13.95	299.78	0.033	9.97	24.92	0.0	0.0	3.105	A
2 - Mendip Way (East)	22.00	22.00	14.95	304.36	0.072	21.92	8.97	0.0	0.1	3.186	A
3 - Cotswold Drive	7.00	7.00	30.89	281.26	0.025	6.97	5.98	0.0	0.0	3.280	A
4 - Mendip Way (West)	29.00	29.00	9.96	337.49	0.086	28.91	27.90	0.0	0.1	2.916	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	18.00	18.00	15.99	298.66	0.060	17.97	19.02	0.0	0.1	3.206	A
2 - Mendip Way (East)	12.00	12.00	20.98	301.08	0.040	12.04	12.99	0.1	0.0	3.113	A
3 - Cotswold Drive	7.00	7.00	25.02	284.45	0.025	7.00	7.99	0.0	0.0	3.245	A
4 - Mendip Way (West)	32.00	32.00	3.02	341.50	0.094	31.99	29.00	0.1	0.1	2.907	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	34.00	34.00	19.99	296.46	0.115	33.93	25.97	0.1	0.1	3.428	A
2 - Mendip Way (East)	14.00	14.00	17.01	303.24	0.046	13.99	36.91	0.0	0.0	3.110	A
3 - Cotswold Drive	4.00	4.00	25.00	284.47	0.014	4.01	6.01	0.0	0.0	3.210	A
4 - Mendip Way (West)	45.00	45.00	1.01	342.66	0.131	44.95	28.00	0.1	0.2	3.022	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	9.00	9.00	12.03	300.84	0.030	9.10	29.98	0.1	0.0	3.085	A
2 - Mendip Way (East)	28.00	28.00	13.02	305.41	0.092	27.95	8.11	0.0	0.1	3.243	A
3 - Cotswold Drive	6.00	6.00	35.96	278.50	0.022	5.99	5.00	0.0	0.0	3.301	A
4 - Mendip Way (West)	17.00	17.00	24.91	328.85	0.052	17.10	17.04	0.2	0.1	2.889	A

2031 | Total Forecast | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Haybluff Drive_Mendip Way Rbt	Standard Roundabout		1, 2, 3, 4	3.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.30	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	2031	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Haybluff Drive		DIRECT	✓	100.000
2 - Mendip Way (East)		DIRECT	✓	100.000
3 - Cotswold Drive		DIRECT	✓	100.000
4 - Mendip Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To			
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	10.00	1.00	14.00
	2 - Mendip Way (East)	14.00	0.00	0.00	10.00
	3 - Cotswold Drive	0.00	2.00	0.00	3.00
	4 - Mendip Way (West)	9.00	5.00	0.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To			
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	10.00	0.00	32.00
	2 - Mendip Way (East)	0.00	0.00	3.00	17.00
	3 - Cotswold Drive	0.00	1.00	0.00	4.00
	4 - Mendip Way (West)	3.00	10.00	2.00	3.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	10.00	0.00	18.00
	2 - Mendip Way (East)	0.00	0.00	1.00	11.00
	3 - Cotswold Drive	0.00	1.00	0.00	4.00
	4 - Mendip Way (West)	9.00	5.00	2.00	2.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	10.00	1.00	32.00
	2 - Mendip Way (East)	0.00	0.00	1.00	11.00
	3 - Cotswold Drive	1.00	5.00	0.00	8.00
	4 - Mendip Way (West)	9.00	8.00	2.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0	0	0	0
	2 - Mendip Way (East)	0	0	0	0
	3 - Cotswold Drive	0	0	0	0
	4 - Mendip Way (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Haybluff Drive	0.14	3.51	0.2	A	34.50	138.00
2 - Mendip Way (East)	0.08	3.30	0.1	A	17.00	68.00
3 - Cotswold Drive	0.05	3.45	0.1	A	7.25	29.00
4 - Mendip Way (West)	0.06	2.81	0.1	A	17.25	69.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	25.00	25.00	6.98	303.62	0.082	24.91	22.92	0.0	0.1	3.229	A
2 - Mendip Way (East)	24.00	24.00	14.95	304.36	0.079	23.91	16.94	0.0	0.1	3.209	A
3 - Cotswold Drive	5.00	5.00	37.86	277.47	0.018	4.98	1.00	0.0	0.0	3.302	A
4 - Mendip Way (West)	14.00	14.00	15.94	334.03	0.042	13.96	26.90	0.0	0.0	2.811	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	42.00	42.00	15.97	298.67	0.141	41.93	3.07	0.1	0.2	3.505	A
2 - Mendip Way (East)	20.00	20.00	36.91	292.42	0.068	20.01	20.99	0.1	0.1	3.303	A
3 - Cotswold Drive	5.00	5.00	51.94	269.81	0.019	5.00	4.99	0.0	0.0	3.397	A
4 - Mendip Way (West)	18.00	18.00	1.05	342.64	0.053	17.99	55.89	0.0	0.1	2.771	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	28.00	28.00	10.02	301.95	0.093	28.06	8.98	0.2	0.1	3.285	A
2 - Mendip Way (East)	12.00	12.00	22.06	300.49	0.040	12.03	16.02	0.1	0.0	3.119	A
3 - Cotswold Drive	5.00	5.00	31.09	281.15	0.018	5.00	3.01	0.0	0.0	3.258	A
4 - Mendip Way (West)	18.00	18.00	1.00	342.67	0.053	18.00	35.09	0.1	0.1	2.771	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	43.00	43.00	14.98	299.21	0.144	42.94	10.00	0.1	0.2	3.511	A
2 - Mendip Way (East)	12.00	12.00	34.94	293.49	0.041	12.00	22.97	0.0	0.0	3.196	A
3 - Cotswold Drive	14.00	14.00	42.95	274.70	0.051	13.96	4.00	0.0	0.1	3.451	A
4 - Mendip Way (West)	19.00	19.00	5.98	339.79	0.056	19.00	50.93	0.1	0.1	2.804	A

2031 | Total Forecast | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Haybluff Drive_Mendip Way Rbt	Standard Roundabout		1, 2, 3, 4	3.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.20	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	2031	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Haybluff Drive		DIRECT	✓	100.000
2 - Mendip Way (East)		DIRECT	✓	100.000
3 - Cotswold Drive		DIRECT	✓	100.000
4 - Mendip Way (West)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To			
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	0.00	1.00	9.00
	2 - Mendip Way (East)	8.00	0.00	1.00	13.00
	3 - Cotswold Drive	0.00	2.00	0.00	5.00
	4 - Mendip Way (West)	17.00	7.00	4.00	1.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	0.00	0.00	18.00
	2 - Mendip Way (East)	0.00	0.00	5.00	7.00
	3 - Cotswold Drive	0.00	3.00	0.00	4.00
	4 - Mendip Way (West)	19.00	10.00	3.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	22.00	0.00	12.00
	2 - Mendip Way (East)	0.00	0.00	2.00	12.00
	3 - Cotswold Drive	0.00	1.00	0.00	3.00
	4 - Mendip Way (West)	26.00	14.00	4.00	1.00

Demand (Veh/TS)

17:45 - 18:00

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0.00	0.00	0.00	9.00
	2 - Mendip Way (East)	23.00	0.00	1.00	4.00
	3 - Cotswold Drive	0.00	2.00	0.00	4.00
	4 - Mendip Way (West)	7.00	6.00	4.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Haybluff Drive	2 - Mendip Way (East)	3 - Cotswold Drive	4 - Mendip Way (West)
From	1 - Haybluff Drive	0	0	0	0
	2 - Mendip Way (East)	0	0	0	0
	3 - Cotswold Drive	0	0	0	0
	4 - Mendip Way (West)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Haybluff Drive	0.11	3.43	0.1	A	17.75	71.00
2 - Mendip Way (East)	0.09	3.24	0.1	A	19.00	76.00
3 - Cotswold Drive	0.02	3.30	0.0	A	6.00	24.00
4 - Mendip Way (West)	0.13	3.02	0.2	A	30.75	123.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	10.00	10.00	13.95	299.78	0.033	9.97	24.92	0.0	0.0	3.105	A
2 - Mendip Way (East)	22.00	22.00	14.95	304.36	0.072	21.92	8.97	0.0	0.1	3.186	A
3 - Cotswold Drive	7.00	7.00	30.89	281.26	0.025	6.97	5.98	0.0	0.0	3.280	A
4 - Mendip Way (West)	29.00	29.00	9.96	337.49	0.086	28.91	27.90	0.0	0.1	2.916	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	18.00	18.00	15.99	298.66	0.060	17.97	19.02	0.0	0.1	3.206	A
2 - Mendip Way (East)	12.00	12.00	20.98	301.08	0.040	12.04	12.99	0.1	0.0	3.113	A
3 - Cotswold Drive	7.00	7.00	25.02	284.45	0.025	7.00	7.99	0.0	0.0	3.245	A
4 - Mendip Way (West)	32.00	32.00	3.02	341.50	0.094	31.99	29.00	0.1	0.1	2.907	A

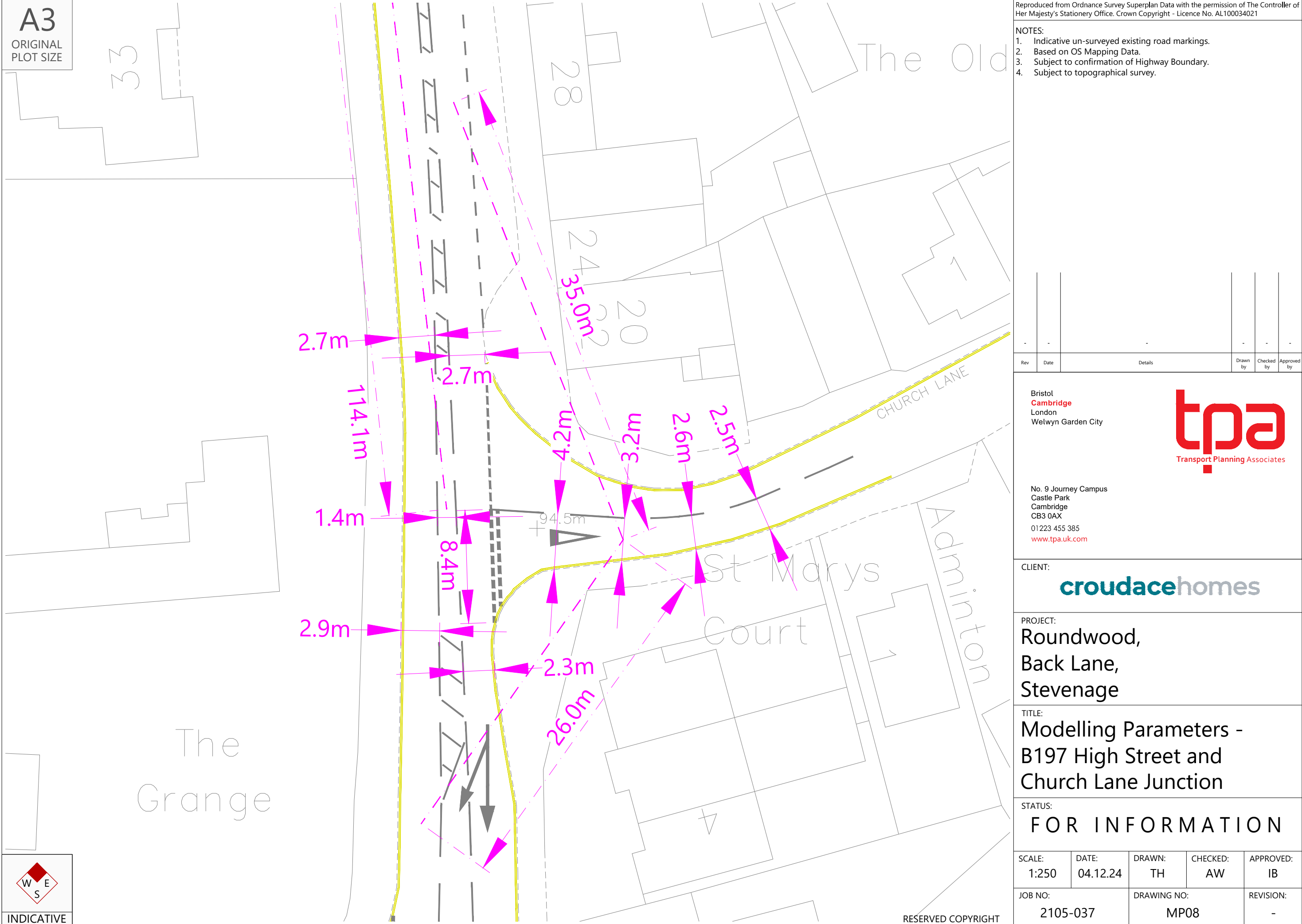
17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	34.00	34.00	19.99	296.46	0.115	33.93	25.97	0.1	0.1	3.428	A
2 - Mendip Way (East)	14.00	14.00	17.01	303.24	0.046	13.99	36.91	0.0	0.0	3.110	A
3 - Cotswold Drive	4.00	4.00	25.00	284.47	0.014	4.01	6.01	0.0	0.0	3.210	A
4 - Mendip Way (West)	45.00	45.00	1.01	342.66	0.131	44.95	28.00	0.1	0.2	3.022	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Haybluff Drive	9.00	9.00	12.03	300.84	0.030	9.10	29.98	0.1	0.0	3.085	A
2 - Mendip Way (East)	28.00	28.00	13.02	305.41	0.092	27.95	8.11	0.0	0.1	3.243	A
3 - Cotswold Drive	6.00	6.00	35.96	278.50	0.022	5.99	5.00	0.0	0.0	3.301	A
4 - Mendip Way (West)	17.00	17.00	24.91	328.85	0.052	17.10	17.04	0.2	0.1	2.889	A

APPENDIX N



Junctions 11	
PICADY 11 - Priority Intersection Module	
Version: 11.0.0.2177	
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Filename: Junction 10 - Church Lane_High Street.j11

Path: Q:\21\05\037 - Roundwood, Weston Road, Stevenage\04 Calculations and Analysis\Highway Impact Analysis\Junctions 10\Junction 10 - Church Lane_High Street

Report generation date: 04/12/2024 17:54:12

»2022 | Surveyed | AM
 »2022 | Surveyed | PM
 »2026 | Base | AM
 »2026 | Base | PM
 »2026 | Base + Development | AM
 »2026 | Base + Development | PM
 »2026 | Total Forecast | AM
 »2026 | Total Forecast | PM
 »2031 | Base | AM
 »2031 | Base | PM
 »2031 | Base + Development | AM
 »2031 | Base + Development | PM
 »2031 | Total Forecast | AM
 »2031 | Total Forecast | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	RFC	LOS	Set ID	Queue (Veh)	RFC	LOS
	2022 - Surveyed							
Stream B-C	D1	0.1	0.08	A	D2	0.0	0.04	A
Stream B-A		0.4	0.27	C		0.1	0.08	B
Stream C-AB		0.1	0.06	A		0.1	0.06	A
	2026 - Base							
Stream B-C	D3	0.1	0.08	A	D4	0.0	0.04	A
Stream B-A		0.4	0.28	C		0.1	0.08	B
Stream C-AB		0.1	0.06	A		0.1	0.06	A
	2026 - Base + Development							
Stream B-C	D5	0.1	0.09	A	D6	0.0	0.04	A
Stream B-A		0.4	0.30	C		0.1	0.09	B
Stream C-AB		0.1	0.07	A		0.1	0.08	A
	2026 - Total Forecast							
Stream B-C	D7	0.1	0.09	A	D8	0.0	0.04	A
Stream B-A		0.5	0.32	C		0.1	0.12	B
Stream C-AB		0.1	0.07	A		0.1	0.08	A
	2031 - Base							
Stream B-C	D9	0.1	0.09	A	D10	0.0	0.04	A
Stream B-A		0.4	0.30	C		0.1	0.09	B
Stream C-AB		0.1	0.07	A		0.1	0.07	A
	2031 - Base + Development							
Stream B-C	D11	0.1	0.10	A	D12	0.0	0.04	A
Stream B-A		0.5	0.33	C		0.1	0.10	B
Stream C-AB		0.1	0.07	A		0.1	0.08	A
	2031 - Total Forecast							
Stream B-C	D13	0.1	0.10	A	D14	0.0	0.04	A
Stream B-A		0.5	0.34	C		0.1	0.12	B
Stream C-AB		0.1	0.07	A		0.1	0.08	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	
Location	
Site number	
Date	04/12/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TPA\aaaron.webb
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	Veh	Veh	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:45	08:45	60	15	✓
D2	2022	Surveyed	PM	DIRECT	17:00	18:00	60	15	✓
D3	2026	Base	AM	DIRECT	07:45	08:45	60	15	✓
D4	2026	Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2026	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓
D6	2026	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓
D7	2026	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓
D8	2026	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓
D9	2031	Base	AM	DIRECT	07:45	08:45	60	15	✓
D10	2031	Base	PM	DIRECT	17:00	18:00	60	15	✓
D11	2031	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓
D12	2031	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓
D13	2031	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓
D14	2031	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2022 | Surveyed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Church Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Church Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B197 High Street (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.19	A

Arms

Arms

Arm	Name	Description	Arm type
A	B197 High Street (North)		Major
B	Church Lane		Minor
C	B197 High Street (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B197 High Street (South)	5.30			114.1	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Church Lane	One lane plus flare	8.40	4.20	3.20	2.60	2.50	✓	1.00	26	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	132.099	0.099	0.250	0.157	0.357
B-C	167.960	0.107	0.269	-	-
C-B	160.010	0.256	0.256	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2022	Surveyed	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - B197 High Street (North)		DIRECT	✓	100.000
B - Church Lane		DIRECT	✓	100.000
C - B197 High Street (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	0.00	147.00
	B - Church Lane	16.00	0.00	0.00
	C - B197 High Street (South)	95.00	3.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	4.00	159.00
	B - Church Lane	13.00	0.00	6.00
	C - B197 High Street (South)	105.00	1.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	0.00	159.00
	B - Church Lane	20.00	0.00	7.00
	C - B197 High Street (South)	105.00	1.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	1.00	123.00
	B - Church Lane	12.00	0.00	11.00
	C - B197 High Street (South)	90.00	6.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0	0	3
	B - Church Lane	0	0	0
	C - B197 High Street (South)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.08	8.45	0.1	A	6.00	24.00
B-A	0.27	16.57	0.4	C	15.25	61.00
C-AB	0.06	5.00	0.1	A	5.43	21.71
C-A					96.07	384.29
A-B					1.25	5.00
A-C					147.00	588.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	120.83	0.000	0.00	0.0	0.0	0.000	A
B-A	16.00	16.00	0.00	78.07	0.205	15.75	0.0	0.3	14.385	B
C-AB	6.00	6.00	0.00	190.13	0.032	5.95	0.0	0.0	4.887	A
C-A	92.00	92.00	0.00			92.00				
A-B	0.00	0.00	0.00			0.00				
A-C	147.00	147.00	0.00			147.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.00	6.00	0.00	117.45	0.051	5.95	0.0	0.1	8.068	A
B-A	13.00	13.00	0.00	73.66	0.176	13.03	0.3	0.2	14.856	B
C-AB	2.20	2.20	0.00	194.18	0.011	2.23	0.0	0.0	4.686	A
C-A	103.80	103.80	0.00			103.80				
A-B	4.00	4.00	0.00			4.00				
A-C	159.00	159.00	0.00			159.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	0.00	113.50	0.062	6.99	0.1	0.1	8.448	A
B-A	20.00	20.00	0.00	74.03	0.270	19.86	0.2	0.4	16.570	C
C-AB	2.17	2.17	0.00	194.96	0.011	2.17	0.0	0.0	4.670	A
C-A	103.83	103.83	0.00			103.83				
A-B	0.00	0.00	0.00			0.00				
A-C	159.00	159.00	0.00			159.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11.00	11.00	0.00	135.52	0.081	10.98	0.1	0.1	7.227	A
B-A	12.00	12.00	0.00	82.86	0.145	12.19	0.4	0.2	12.766	B
C-AB	11.34	11.34	0.00	191.31	0.059	11.25	0.0	0.1	4.999	A
C-A	84.66	84.66	0.00			84.66				
A-B	1.00	1.00	0.00			1.00				
A-C	123.00	123.00	0.00			123.00				

2022 | Surveyed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Church Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Church Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B197 High Street (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2022	Surveyed	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - B197 High Street (North)		DIRECT	✓	100.000
B - Church Lane		DIRECT	✓	100.000
C - B197 High Street (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	4.00	85.00
	B - Church Lane	2.00	0.00	5.00
	C - B197 High Street (South)	106.00	3.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	4.00	106.00
	B - Church Lane	0.00	0.00	4.00
	C - B197 High Street (South)	125.00	6.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	2.00	77.00
	B - Church Lane	3.00	0.00	3.00
	C - B197 High Street (South)	103.00	5.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	2.00	57.00
	B - Church Lane	8.00	0.00	4.00
	C - B197 High Street (South)	94.00	5.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0	0	1
	B - Church Lane	0	0	6
	C - B197 High Street (South)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.04	7.04	0.0	A	4.00	16.00
B-A	0.08	10.04	0.1	B	3.25	13.00
C-AB	0.06	4.52	0.1	A	9.74	38.94
C-A					102.01	408.06
A-B					3.00	12.00
A-C					81.25	325.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.00	5.00	0.00	136.55	0.037	4.96	0.0	0.0	6.837	A
B-A	2.00	2.00	0.00	91.64	0.022	1.98	0.0	0.0	10.036	B
C-AB	6.04	6.04	0.00	210.60	0.029	6.00	0.0	0.0	4.399	A
C-A	102.96	102.96	0.00			102.96				
A-B	4.00	4.00	0.00			4.00				
A-C	85.00	85.00	0.00			85.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.00	4.00	0.00	131.89	0.030	4.01	0.0	0.0	7.037	A
B-A	0.00	0.00	0.00	82.37	0.000	0.02	0.0	0.0	0.000	A
C-AB	13.93	13.93	0.00	219.90	0.063	13.86	0.0	0.1	4.368	A
C-A	117.07	117.07	0.00			117.07				
A-B	4.00	4.00	0.00			4.00				
A-C	106.00	106.00	0.00			106.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	0.00	136.79	0.022	3.01	0.0	0.0	6.726	A
B-A	3.00	3.00	0.00	99.43	0.030	2.97	0.0	0.0	9.327	A
C-AB	9.83	9.83	0.00	210.54	0.047	9.87	0.1	0.1	4.487	A
C-A	98.17	98.17	0.00			98.17				
A-B	2.00	2.00	0.00			2.00				
A-C	77.00	77.00	0.00			77.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.00	4.00	0.00	140.41	0.028	3.99	0.0	0.0	6.596	A
B-A	8.00	8.00	0.00	100.91	0.079	7.95	0.0	0.1	9.677	A
C-AB	9.14	9.14	0.00	208.40	0.044	9.14	0.1	0.1	4.519	A
C-A	89.86	89.86	0.00			89.86				
A-B	2.00	2.00	0.00			2.00				
A-C	57.00	57.00	0.00			57.00				

2026 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Church Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Church Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B197 High Street (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.19	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2026	Base	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - B197 High Street (North)		DIRECT	✓	100.000
B - Church Lane		DIRECT	✓	100.000
C - B197 High Street (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From				
	A - B197 High Street (North)	0.00	0.00	151.00
	B - Church Lane	16.00	0.00	0.00
	C - B197 High Street (South)	97.00	3.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From				
	A - B197 High Street (North)	0.00	4.00	163.00
	B - Church Lane	13.00	0.00	6.00
	C - B197 High Street (South)	107.00	1.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	0.00	163.00
	B - Church Lane	20.00	0.00	7.00
	C - B197 High Street (South)	107.00	1.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	1.00	126.00
	B - Church Lane	12.00	0.00	11.00
	C - B197 High Street (South)	92.00	6.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0	0	2
	B - Church Lane	0	0	0
	C - B197 High Street (South)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.08	8.55	0.1	A	6.00	24.00
B-A	0.28	16.98	0.4	C	15.25	61.00
C-AB	0.06	4.98	0.1	A	5.52	22.08
C-A					97.98	391.92
A-B					1.25	5.00
A-C					150.75	603.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	119.69	0.000	0.00	0.0	0.0	0.000	A
B-A	16.00	16.00	0.00	76.75	0.208	15.74	0.0	0.3	14.691	B
C-AB	6.10	6.10	0.00	190.79	0.032	6.06	0.0	0.0	4.872	A
C-A	93.90	93.90	0.00			93.90				
A-B	0.00	0.00	0.00			0.00				
A-C	151.00	151.00	0.00			151.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.00	6.00	0.00	116.29	0.052	5.95	0.0	0.1	8.153	A
B-A	13.00	13.00	0.00	72.35	0.180	13.03	0.3	0.2	15.186	C
C-AB	2.24	2.24	0.00	194.89	0.012	2.27	0.0	0.0	4.668	A
C-A	105.76	105.76	0.00			105.76				
A-B	4.00	4.00	0.00			4.00				
A-C	163.00	163.00	0.00			163.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	0.00	112.24	0.062	6.99	0.1	0.1	8.549	A
B-A	20.00	20.00	0.00	72.71	0.275	19.85	0.2	0.4	16.978	C
C-AB	2.21	2.21	0.00	195.66	0.011	2.21	0.0	0.0	4.654	A
C-A	105.79	105.79	0.00			105.79				
A-B	0.00	0.00	0.00			0.00				
A-C	163.00	163.00	0.00			163.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11.00	11.00	0.00	134.59	0.082	10.98	0.1	0.1	7.280	A
B-A	12.00	12.00	0.00	81.81	0.147	12.20	0.4	0.2	12.964	B
C-AB	11.52	11.52	0.00	192.14	0.060	11.43	0.0	0.1	4.981	A
C-A	86.48	86.48	0.00			86.48				
A-B	1.00	1.00	0.00			1.00				
A-C	126.00	126.00	0.00			126.00				

2026 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Church Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Church Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B197 High Street (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2026	Base	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - B197 High Street (North)		DIRECT	✓	100.000
B - Church Lane		DIRECT	✓	100.000
C - B197 High Street (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	4.00	87.00
	B - Church Lane	2.00	0.00	5.00
	C - B197 High Street (South)	108.00	3.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	4.00	108.00
	B - Church Lane	0.00	0.00	4.00
	C - B197 High Street (South)	128.00	6.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	2.00	79.00
	B - Church Lane	3.00	0.00	3.00
	C - B197 High Street (South)	105.00	5.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	2.00	58.00
	B - Church Lane	8.00	0.00	4.00
	C - B197 High Street (South)	96.00	5.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0	0	1
	B - Church Lane	0	0	6
	C - B197 High Street (South)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.04	7.07	0.0	A	4.00	16.00
B-A	0.08	10.13	0.1	B	3.25	13.00
C-AB	0.06	4.49	0.1	A	9.90	39.59
C-A					104.10	416.41
A-B					3.00	12.00
A-C					83.00	332.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.00	5.00	0.00	136.03	0.037	4.96	0.0	0.0	6.864	A
B-A	2.00	2.00	0.00	90.83	0.022	1.98	0.0	0.0	10.127	B
C-AB	6.13	6.13	0.00	211.60	0.029	6.09	0.0	0.0	4.379	A
C-A	104.87	104.87	0.00			104.87				
A-B	4.00	4.00	0.00			4.00				
A-C	87.00	87.00	0.00			87.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.00	4.00	0.00	131.37	0.030	4.01	0.0	0.0	7.068	A
B-A	0.00	0.00	0.00	81.40	0.000	0.02	0.0	0.0	0.000	A
C-AB	14.23	14.23	0.00	221.64	0.064	14.16	0.0	0.1	4.338	A
C-A	119.77	119.77	0.00			119.77				
A-B	4.00	4.00	0.00			4.00				
A-C	108.00	108.00	0.00			108.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	0.00	136.28	0.022	3.01	0.0	0.0	6.752	A
B-A	3.00	3.00	0.00	98.56	0.030	2.97	0.0	0.0	9.411	A
C-AB	9.98	9.98	0.00	211.52	0.047	10.01	0.1	0.1	4.469	A
C-A	100.02	100.02	0.00			100.02				
A-B	2.00	2.00	0.00			2.00				
A-C	79.00	79.00	0.00			79.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.00	4.00	0.00	140.15	0.029	3.99	0.0	0.0	6.609	A
B-A	8.00	8.00	0.00	100.35	0.080	7.95	0.0	0.1	9.733	A
C-AB	9.26	9.26	0.00	209.55	0.044	9.26	0.1	0.1	4.494	A
C-A	91.74	91.74	0.00			91.74				
A-B	2.00	2.00	0.00			2.00				
A-C	58.00	58.00	0.00			58.00				

2026 | Base + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Church Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Church Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B197 High Street (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.35	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2026	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - B197 High Street (North)		DIRECT	✓	100.000
B - Church Lane		DIRECT	✓	100.000
C - B197 High Street (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	0.00	151.00
	B - Church Lane	18.00	0.00	0.00
	C - B197 High Street (South)	97.00	3.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	6.00	163.00
	B - Church Lane	14.00	0.00	7.00
	C - B197 High Street (South)	107.00	1.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	0.00	163.00
	B - Church Lane	22.00	0.00	8.00
	C - B197 High Street (South)	107.00	1.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	1.00	126.00
	B - Church Lane	13.00	0.00	12.00
	C - B197 High Street (South)	92.00	7.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0	0	2
	B - Church Lane	0	0	0
	C - B197 High Street (South)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.09	8.76	0.1	A	6.75	27.00
B-A	0.30	17.63	0.4	C	16.75	67.00
C-AB	0.07	5.03	0.1	A	6.00	24.00
C-A					97.75	391.00
A-B					1.75	7.00
A-C					150.75	603.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	118.87	0.000	0.00	0.0	0.0	0.000	A
B-A	18.00	18.00	0.00	76.75	0.235	17.70	0.0	0.3	15.167	C
C-AB	6.10	6.10	0.00	190.79	0.032	6.06	0.0	0.0	4.872	A
C-A	93.90	93.90	0.00			93.90				
A-B	0.00	0.00	0.00			0.00				
A-C	151.00	151.00	0.00			151.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	0.00	115.47	0.061	6.94	0.0	0.1	8.289	A
B-A	14.00	14.00	0.00	72.14	0.194	14.05	0.3	0.2	15.512	C
C-AB	2.25	2.25	0.00	194.50	0.012	2.28	0.0	0.0	4.679	A
C-A	105.75	105.75	0.00			105.75				
A-B	6.00	6.00	0.00			6.00				
A-C	163.00	163.00	0.00			163.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.00	8.00	0.00	110.70	0.072	7.99	0.1	0.1	8.761	A
B-A	22.00	22.00	0.00	72.68	0.303	21.82	0.2	0.4	17.634	C
C-AB	2.21	2.21	0.00	195.66	0.011	2.21	0.0	0.0	4.652	A
C-A	105.79	105.79	0.00			105.79				
A-B	0.00	0.00	0.00			0.00				
A-C	163.00	163.00	0.00			163.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12.00	12.00	0.00	134.14	0.089	11.98	0.1	0.1	7.367	A
B-A	13.00	13.00	0.00	81.42	0.160	13.23	0.4	0.2	13.240	B
C-AB	13.44	13.44	0.00	192.14	0.070	13.33	0.0	0.1	5.035	A
C-A	85.56	85.56	0.00			85.56				
A-B	1.00	1.00	0.00			1.00				
A-C	126.00	126.00	0.00			126.00				

2026 | Base + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Church Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Church Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B197 High Street (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.59	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2026	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - B197 High Street (North)		DIRECT	✓	100.000
B - Church Lane		DIRECT	✓	100.000
C - B197 High Street (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	5.00	87.00
	B - Church Lane	2.00	0.00	6.00
	C - B197 High Street (South)	108.00	3.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	5.00	108.00
	B - Church Lane	0.00	0.00	5.00
	C - B197 High Street (South)	128.00	7.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	3.00	79.00
	B - Church Lane	3.00	0.00	4.00
	C - B197 High Street (South)	105.00	6.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	3.00	58.00
	B - Church Lane	9.00	0.00	5.00
	C - B197 High Street (South)	96.00	6.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0	0	1
	B - Church Lane	0	0	5
	C - B197 High Street (South)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.04	7.06	0.0	A	5.00	20.00
B-A	0.09	10.14	0.1	B	3.50	14.00
C-AB	0.08	4.54	0.1	A	11.46	45.85
C-A					103.29	413.15
A-B					4.00	16.00
A-C					83.00	332.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.00	6.00	0.00	137.21	0.044	5.95	0.0	0.0	6.855	A
B-A	2.00	2.00	0.00	90.73	0.022	1.98	0.0	0.0	10.139	B
C-AB	6.13	6.13	0.00	211.41	0.029	6.10	0.0	0.0	4.384	A
C-A	104.87	104.87	0.00			104.87				
A-B	5.00	5.00	0.00			5.00				
A-C	87.00	87.00	0.00			87.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.00	5.00	0.00	132.51	0.038	5.01	0.0	0.0	7.061	A
B-A	0.00	0.00	0.00	80.95	0.000	0.02	0.0	0.0	0.000	A
C-AB	16.61	16.61	0.00	221.46	0.075	16.52	0.0	0.1	4.390	A
C-A	118.39	118.39	0.00			118.39				
A-B	5.00	5.00	0.00			5.00				
A-C	108.00	108.00	0.00			108.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.00	4.00	0.00	138.92	0.029	4.01	0.0	0.0	6.670	A
B-A	3.00	3.00	0.00	92.96	0.032	2.97	0.0	0.0	9.998	A
C-AB	11.98	11.98	0.00	211.34	0.057	12.03	0.1	0.1	4.520	A
C-A	99.02	99.02	0.00			99.02				
A-B	3.00	3.00	0.00			3.00				
A-C	79.00	79.00	0.00			79.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.00	5.00	0.00	140.96	0.035	4.99	0.0	0.0	6.618	A
B-A	9.00	9.00	0.00	99.88	0.090	8.94	0.0	0.1	9.889	A
C-AB	11.12	11.12	0.00	209.35	0.053	11.13	0.1	0.1	4.543	A
C-A	90.88	90.88	0.00			90.88				
A-B	3.00	3.00	0.00			3.00				
A-C	58.00	58.00	0.00			58.00				

2026 | Total Forecast | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Church Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Church Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B197 High Street (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.41	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2026	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - B197 High Street (North)		DIRECT	✓	100.000
B - Church Lane		DIRECT	✓	100.000
C - B197 High Street (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	0.00	151.00
	B - Church Lane	19.00	0.00	0.00
	C - B197 High Street (South)	97.00	3.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	16.00	163.00
	B - Church Lane	15.00	0.00	7.00
	C - B197 High Street (South)	107.00	1.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	0.00	163.00
	B - Church Lane	23.00	0.00	8.00
	C - B197 High Street (South)	107.00	1.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	4.00	126.00
	B - Church Lane	14.00	0.00	12.00
	C - B197 High Street (South)	92.00	7.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0	0	2
	B - Church Lane	0	0	0
	C - B197 High Street (South)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.09	8.83	0.1	A	6.75	27.00
B-A	0.32	17.99	0.5	C	17.75	71.00
C-AB	0.07	5.05	0.1	A	6.02	24.07
C-A					97.73	390.93
A-B					5.00	20.00
A-C					150.75	603.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	118.46	0.000	0.00	0.0	0.0	0.000	A
B-A	19.00	19.00	0.00	76.75	0.248	18.68	0.0	0.3	15.415	C
C-AB	6.10	6.10	0.00	190.79	0.032	6.06	0.0	0.0	4.872	A
C-A	93.90	93.90	0.00			93.90				
A-B	0.00	0.00	0.00			0.00				
A-C	151.00	151.00	0.00			151.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	0.00	113.73	0.062	6.94	0.0	0.1	8.422	A
B-A	15.00	15.00	0.00	71.14	0.211	15.05	0.3	0.3	16.061	C
C-AB	2.28	2.28	0.00	192.57	0.012	2.31	0.0	0.0	4.727	A
C-A	105.72	105.72	0.00			105.72				
A-B	16.00	16.00	0.00			16.00				
A-C	163.00	163.00	0.00			163.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.00	8.00	0.00	109.86	0.073	7.99	0.1	0.1	8.834	A
B-A	23.00	23.00	0.00	72.68	0.316	22.82	0.3	0.5	17.987	C
C-AB	2.21	2.21	0.00	195.66	0.011	2.21	0.0	0.0	4.654	A
C-A	105.79	105.79	0.00			105.79				
A-B	0.00	0.00	0.00			0.00				
A-C	163.00	163.00	0.00			163.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12.00	12.00	0.00	131.37	0.091	11.98	0.1	0.1	7.538	A
B-A	14.00	14.00	0.00	81.36	0.172	14.24	0.5	0.2	13.454	B
C-AB	13.48	13.48	0.00	191.53	0.070	13.37	0.0	0.1	5.053	A
C-A	85.52	85.52	0.00			85.52				
A-B	4.00	4.00	0.00			4.00				
A-C	126.00	126.00	0.00			126.00				

2026 | Total Forecast | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Church Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Church Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B197 High Street (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2026	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - B197 High Street (North)		DIRECT	✓	100.000
B - Church Lane		DIRECT	✓	100.000
C - B197 High Street (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	8.00	87.00
	B - Church Lane	3.00	0.00	6.00
	C - B197 High Street (South)	108.00	3.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	8.00	108.00
	B - Church Lane	0.00	0.00	5.00
	C - B197 High Street (South)	128.00	7.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	4.00	79.00
	B - Church Lane	4.00	0.00	4.00
	C - B197 High Street (South)	105.00	6.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	4.00	58.00
	B - Church Lane	12.00	0.00	5.00
	C - B197 High Street (South)	96.00	6.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0	0	1
	B - Church Lane	0	0	5
	C - B197 High Street (South)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.04	7.08	0.0	A	5.00	20.00
B-A	0.12	10.29	0.1	B	4.75	19.00
C-AB	0.08	4.55	0.1	A	11.49	45.95
C-A					103.26	413.05
A-B					6.00	24.00
A-C					83.00	332.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.00	6.00	0.00	136.52	0.044	5.95	0.0	0.0	6.892	A
B-A	3.00	3.00	0.00	90.43	0.033	2.97	0.0	0.0	10.290	B
C-AB	6.15	6.15	0.00	210.82	0.029	6.11	0.0	0.0	4.396	A
C-A	104.85	104.85	0.00			104.85				
A-B	8.00	8.00	0.00			8.00				
A-C	87.00	87.00	0.00			87.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.00	5.00	0.00	132.19	0.038	5.01	0.0	0.0	7.078	A
B-A	0.00	0.00	0.00	80.66	0.000	0.03	0.0	0.0	0.000	A
C-AB	16.67	16.67	0.00	220.92	0.075	16.57	0.0	0.1	4.403	A
C-A	118.33	118.33	0.00			118.33				
A-B	8.00	8.00	0.00			8.00				
A-C	108.00	108.00	0.00			108.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.00	4.00	0.00	136.94	0.029	4.01	0.0	0.0	6.772	A
B-A	4.00	4.00	0.00	98.16	0.041	3.96	0.0	0.0	9.550	A
C-AB	12.00	12.00	0.00	211.14	0.057	12.04	0.1	0.1	4.523	A
C-A	99.00	99.00	0.00			99.00				
A-B	4.00	4.00	0.00			4.00				
A-C	79.00	79.00	0.00			79.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.00	5.00	0.00	139.63	0.036	4.99	0.0	0.0	6.684	A
B-A	12.00	12.00	0.00	99.78	0.120	11.91	0.0	0.1	10.232	B
C-AB	11.13	11.13	0.00	209.15	0.053	11.14	0.1	0.1	4.546	A
C-A	90.87	90.87	0.00			90.87				
A-B	4.00	4.00	0.00			4.00				
A-C	58.00	58.00	0.00			58.00				

2031 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Church Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Church Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B197 High Street (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.31	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2031	Base	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - B197 High Street (North)		DIRECT	✓	100.000
B - Church Lane		DIRECT	✓	100.000
C - B197 High Street (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	0.00	157.00
	B - Church Lane	17.00	0.00	0.00
	C - B197 High Street (South)	101.00	3.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	4.00	170.00
	B - Church Lane	14.00	0.00	7.00
	C - B197 High Street (South)	112.00	1.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	0.00	170.00
	B - Church Lane	21.00	0.00	8.00
	C - B197 High Street (South)	112.00	1.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	1.00	131.00
	B - Church Lane	13.00	0.00	12.00
	C - B197 High Street (South)	96.00	7.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0	0	3
	B - Church Lane	0	0	0
	C - B197 High Street (South)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.09	8.90	0.1	A	6.75	27.00
B-A	0.30	18.22	0.4	C	16.25	65.00
C-AB	0.07	5.00	0.1	A	6.21	24.83
C-A					102.04	408.17
A-B					1.25	5.00
A-C					157.00	628.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	117.49	0.000	0.00	0.0	0.0	0.000	A
B-A	17.00	17.00	0.00	74.55	0.228	16.71	0.0	0.3	15.487	C
C-AB	6.31	6.31	0.00	192.46	0.033	6.27	0.0	0.0	4.834	A
C-A	97.69	97.69	0.00			97.69				
A-B	0.00	0.00	0.00			0.00				
A-C	157.00	157.00	0.00			157.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	0.00	113.53	0.062	6.93	0.0	0.1	8.437	A
B-A	14.00	14.00	0.00	69.71	0.201	14.03	0.3	0.3	16.177	C
C-AB	2.34	2.34	0.00	197.18	0.012	2.37	0.0	0.0	4.617	A
C-A	110.66	110.66	0.00			110.66				
A-B	4.00	4.00	0.00			4.00				
A-C	170.00	170.00	0.00			170.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.00	8.00	0.00	109.09	0.073	7.99	0.1	0.1	8.901	A
B-A	21.00	21.00	0.00	70.06	0.300	20.84	0.3	0.4	18.224	C
C-AB	2.31	2.31	0.00	197.94	0.012	2.31	0.0	0.0	4.600	A
C-A	110.69	110.69	0.00			110.69				
A-B	0.00	0.00	0.00			0.00				
A-C	170.00	170.00	0.00			170.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12.00	12.00	0.00	132.57	0.091	11.98	0.1	0.1	7.463	A
B-A	13.00	13.00	0.00	79.49	0.164	13.22	0.4	0.2	13.621	B
C-AB	13.87	13.87	0.00	193.94	0.072	13.76	0.0	0.1	4.996	A
C-A	89.13	89.13	0.00			89.13				
A-B	1.00	1.00	0.00			1.00				
A-C	131.00	131.00	0.00			131.00				

2031 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Church Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Church Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B197 High Street (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2031	Base	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - B197 High Street (North)		DIRECT	✓	100.000
B - Church Lane		DIRECT	✓	100.000
C - B197 High Street (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

From	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
	A - B197 High Street (North)	0.00	4.00	90.00
	B - Church Lane	2.00	0.00	5.00
	C - B197 High Street (South)	113.00	3.00	0.00

Demand (Veh/TS)

17:15 - 17:30

From	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
	A - B197 High Street (North)	0.00	4.00	113.00
	B - Church Lane	0.00	0.00	4.00
	C - B197 High Street (South)	133.00	6.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	2.00	82.00
	B - Church Lane	3.00	0.00	3.00
	C - B197 High Street (South)	110.00	5.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	2.00	61.00
	B - Church Lane	9.00	0.00	4.00
	C - B197 High Street (South)	100.00	5.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0	0	1
	B - Church Lane	0	0	6
	C - B197 High Street (South)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.04	7.14	0.0	A	4.00	16.00
B-A	0.09	10.30	0.1	B	3.50	14.00
C-AB	0.07	4.45	0.1	A	10.24	40.94
C-A					108.51	434.06
A-B					3.00	12.00
A-C					86.50	346.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.00	5.00	0.00	135.25	0.037	4.96	0.0	0.0	6.906	A
B-A	2.00	2.00	0.00	89.30	0.022	1.98	0.0	0.0	10.305	B
C-AB	6.34	6.34	0.00	214.49	0.030	6.30	0.0	0.0	4.323	A
C-A	109.66	109.66	0.00			109.66				
A-B	4.00	4.00	0.00			4.00				
A-C	90.00	90.00	0.00			90.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.00	4.00	0.00	130.08	0.031	4.01	0.0	0.0	7.140	A
B-A	0.00	0.00	0.00	79.38	0.000	0.02	0.0	0.0	0.000	A
C-AB	14.77	14.77	0.00	224.27	0.066	14.70	0.0	0.1	4.294	A
C-A	124.23	124.23	0.00			124.23				
A-B	4.00	4.00	0.00			4.00				
A-C	113.00	113.00	0.00			113.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	0.00	135.50	0.022	3.01	0.0	0.0	6.792	A
B-A	3.00	3.00	0.00	96.94	0.031	2.97	0.0	0.0	9.574	A
C-AB	10.32	10.32	0.00	214.39	0.048	10.36	0.1	0.1	4.414	A
C-A	104.68	104.68	0.00			104.68				
A-B	2.00	2.00	0.00			2.00				
A-C	82.00	82.00	0.00			82.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.00	4.00	0.00	138.96	0.029	3.99	0.0	0.0	6.667	A
B-A	9.00	9.00	0.00	98.96	0.091	8.93	0.0	0.1	9.990	A
C-AB	9.51	9.51	0.00	211.66	0.045	9.52	0.1	0.1	4.455	A
C-A	95.49	95.49	0.00			95.49				
A-B	2.00	2.00	0.00			2.00				
A-C	61.00	61.00	0.00			61.00				

2031 | Base + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Church Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Church Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B197 High Street (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.44	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2031	Base + Development	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - B197 High Street (North)		DIRECT	✓	100.000
B - Church Lane		DIRECT	✓	100.000
C - B197 High Street (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	0.00	157.00
	B - Church Lane	18.00	0.00	0.00
	C - B197 High Street (South)	101.00	4.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	6.00	170.00
	B - Church Lane	15.00	0.00	7.00
	C - B197 High Street (South)	112.00	1.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	0.00	170.00
	B - Church Lane	23.00	0.00	8.00
	C - B197 High Street (South)	112.00	1.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	1.00	131.00
	B - Church Lane	14.00	0.00	13.00
	C - B197 High Street (South)	96.00	7.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0	0	2
	B - Church Lane	0	0	0
	C - B197 High Street (South)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.10	9.05	0.1	A	7.00	28.00
B-A	0.33	18.96	0.5	C	17.50	70.00
C-AB	0.07	5.00	0.1	A	6.74	26.95
C-A					101.76	407.05
A-B					1.75	7.00
A-C					157.00	628.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	117.06	0.000	0.00	0.0	0.0	0.000	A
B-A	18.00	18.00	0.00	74.22	0.243	17.69	0.0	0.3	15.837	C
C-AB	8.42	8.42	0.00	192.48	0.044	8.35	0.0	0.1	4.887	A
C-A	96.58	96.58	0.00			96.58				
A-B	0.00	0.00	0.00			0.00				
A-C	157.00	157.00	0.00			157.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	0.00	112.70	0.062	6.93	0.0	0.1	8.504	A
B-A	15.00	15.00	0.00	69.53	0.216	15.03	0.3	0.3	16.528	C
C-AB	2.36	2.36	0.00	196.81	0.012	2.41	0.1	0.0	4.627	A
C-A	110.64	110.64	0.00			110.64				
A-B	6.00	6.00	0.00			6.00				
A-C	170.00	170.00	0.00			170.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.00	8.00	0.00	107.40	0.074	7.99	0.1	0.1	9.052	A
B-A	23.00	23.00	0.00	70.07	0.328	22.81	0.3	0.5	18.961	C
C-AB	2.31	2.31	0.00	197.96	0.012	2.31	0.0	0.0	4.602	A
C-A	110.69	110.69	0.00			110.69				
A-B	0.00	0.00	0.00			0.00				
A-C	170.00	170.00	0.00			170.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13.00	13.00	0.00	132.08	0.098	12.97	0.1	0.1	7.554	A
B-A	14.00	14.00	0.00	79.47	0.176	14.26	0.5	0.2	13.851	B
C-AB	13.87	13.87	0.00	193.96	0.071	13.75	0.0	0.1	4.996	A
C-A	89.13	89.13	0.00			89.13				
A-B	1.00	1.00	0.00			1.00				
A-C	131.00	131.00	0.00			131.00				

2031 | Base + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Church Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Church Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B197 High Street (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.60	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	2031	Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - B197 High Street (North)		DIRECT	✓	100.000
B - Church Lane		DIRECT	✓	100.000
C - B197 High Street (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
	From			
	A - B197 High Street (North)	0.00	5.00	90.00
	B - Church Lane	2.00	0.00	6.00
	C - B197 High Street (South)	113.00	3.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
	From			
	A - B197 High Street (North)	0.00	5.00	113.00
	B - Church Lane	0.00	0.00	5.00
	C - B197 High Street (South)	133.00	7.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	3.00	82.00
	B - Church Lane	4.00	0.00	4.00
	C - B197 High Street (South)	110.00	6.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	3.00	61.00
	B - Church Lane	10.00	0.00	5.00
	C - B197 High Street (South)	100.00	6.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0	0	1
	B - Church Lane	0	0	5
	C - B197 High Street (South)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.04	7.13	0.0	A	5.00	20.00
B-A	0.10	10.32	0.1	B	4.00	16.00
C-AB	0.08	4.50	0.1	A	11.85	47.42
C-A					107.65	430.58
A-B					4.00	16.00
A-C					86.50	346.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.00	6.00	0.00	136.42	0.044	5.95	0.0	0.0	6.897	A
B-A	2.00	2.00	0.00	89.20	0.022	1.98	0.0	0.0	10.317	B
C-AB	6.35	6.35	0.00	214.30	0.030	6.31	0.0	0.0	4.327	A
C-A	109.65	109.65	0.00			109.65				
A-B	5.00	5.00	0.00			5.00				
A-C	90.00	90.00	0.00			90.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.00	5.00	0.00	131.21	0.038	5.01	0.0	0.0	7.130	A
B-A	0.00	0.00	0.00	78.92	0.000	0.02	0.0	0.0	0.000	A
C-AB	17.25	17.25	0.00	224.10	0.077	17.15	0.0	0.1	4.348	A
C-A	122.75	122.75	0.00			122.75				
A-B	5.00	5.00	0.00			5.00				
A-C	113.00	113.00	0.00			113.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.00	4.00	0.00	136.26	0.029	4.01	0.0	0.0	6.807	A
B-A	4.00	4.00	0.00	96.63	0.041	3.96	0.0	0.0	9.707	A
C-AB	12.40	12.40	0.00	214.20	0.058	12.44	0.1	0.1	4.466	A
C-A	103.60	103.60	0.00			103.60				
A-B	3.00	3.00	0.00			3.00				
A-C	82.00	82.00	0.00			82.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.00	5.00	0.00	139.75	0.036	4.99	0.0	0.0	6.678	A
B-A	10.00	10.00	0.00	98.49	0.102	9.93	0.0	0.1	10.162	B
C-AB	11.43	11.43	0.00	211.46	0.054	11.43	0.1	0.1	4.501	A
C-A	94.57	94.57	0.00			94.57				
A-B	3.00	3.00	0.00			3.00				
A-C	61.00	61.00	0.00			61.00				

2031 | Total Forecast | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Church Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Church Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B197 High Street (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.51	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D13	2031	Total Forecast	AM	DIRECT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - B197 High Street (North)		DIRECT	✓	100.000
B - Church Lane		DIRECT	✓	100.000
C - B197 High Street (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
	From			
	A - B197 High Street (North)	0.00	0.00	157.00
	B - Church Lane	19.00	0.00	0.00
	C - B197 High Street (South)	101.00	4.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
	From			
	A - B197 High Street (North)	0.00	16.00	170.00
	B - Church Lane	16.00	0.00	7.00
	C - B197 High Street (South)	112.00	1.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	0.00	170.00
	B - Church Lane	24.00	0.00	8.00
	C - B197 High Street (South)	112.00	1.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	4.00	131.00
	B - Church Lane	15.00	0.00	13.00
	C - B197 High Street (South)	96.00	7.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0	0	2
	B - Church Lane	0	0	0
	C - B197 High Street (South)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.10	9.14	0.1	A	7.00	28.00
B-A	0.34	19.37	0.5	C	18.50	74.00
C-AB	0.07	5.01	0.1	A	6.76	27.03
C-A					101.74	406.97
A-B					5.00	20.00
A-C					157.00	628.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0.00	0.00	0.00	116.64	0.000	0.00	0.0	0.0	0.000	A
B-A	19.00	19.00	0.00	74.22	0.256	18.66	0.0	0.3	16.108	C
C-AB	8.42	8.42	0.00	192.48	0.044	8.35	0.0	0.1	4.887	A
C-A	96.58	96.58	0.00			96.58				
A-B	0.00	0.00	0.00			0.00				
A-C	157.00	157.00	0.00			157.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.00	7.00	0.00	110.88	0.063	6.93	0.0	0.1	8.653	A
B-A	16.00	16.00	0.00	68.53	0.233	16.03	0.3	0.3	17.152	C
C-AB	2.39	2.39	0.00	194.91	0.012	2.44	0.1	0.0	4.671	A
C-A	110.61	110.61	0.00			110.61				
A-B	16.00	16.00	0.00			16.00				
A-C	170.00	170.00	0.00			170.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.00	8.00	0.00	106.47	0.075	7.99	0.1	0.1	9.137	A
B-A	24.00	24.00	0.00	70.07	0.343	23.81	0.3	0.5	19.369	C
C-AB	2.31	2.31	0.00	197.96	0.012	2.31	0.0	0.0	4.602	A
C-A	110.69	110.69	0.00			110.69				
A-B	0.00	0.00	0.00			0.00				
A-C	170.00	170.00	0.00			170.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13.00	13.00	0.00	129.42	0.100	12.97	0.1	0.1	7.727	A
B-A	15.00	15.00	0.00	79.39	0.189	15.27	0.5	0.2	14.092	B
C-AB	13.91	13.91	0.00	193.36	0.072	13.80	0.0	0.1	5.014	A
C-A	89.09	89.09	0.00			89.09				
A-B	4.00	4.00	0.00			4.00				
A-C	131.00	131.00	0.00			131.00				

2031 | Total Forecast | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Church Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Church Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - B197 High Street (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D14	2031	Total Forecast	PM	DIRECT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - B197 High Street (North)		DIRECT	✓	100.000
B - Church Lane		DIRECT	✓	100.000
C - B197 High Street (South)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

From	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
	A - B197 High Street (North)	0.00	9.00	90.00
	B - Church Lane	3.00	0.00	6.00
	C - B197 High Street (South)	113.00	3.00	0.00

Demand (Veh/TS)

17:15 - 17:30

From	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
	A - B197 High Street (North)	0.00	9.00	113.00
	B - Church Lane	0.00	0.00	5.00
	C - B197 High Street (South)	133.00	7.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	4.00	82.00
	B - Church Lane	5.00	0.00	4.00
	C - B197 High Street (South)	110.00	6.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0.00	4.00	61.00
	B - Church Lane	12.00	0.00	5.00
	C - B197 High Street (South)	100.00	6.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - B197 High Street (North)	B - Church Lane	C - B197 High Street (South)
From	A - B197 High Street (North)	0	0	1
	B - Church Lane	0	0	5
	C - B197 High Street (South)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.04	7.16	0.0	A	5.00	20.00
B-A	0.12	10.48	0.1	B	5.00	20.00
C-AB	0.08	4.51	0.1	A	11.89	47.55
C-A					107.61	430.45
A-B					6.50	26.00
A-C					86.50	346.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.00	6.00	0.00	135.62	0.044	5.95	0.0	0.0	6.939	A
B-A	3.00	3.00	0.00	88.80	0.034	2.97	0.0	0.0	10.477	B
C-AB	6.37	6.37	0.00	213.54	0.030	6.33	0.0	0.0	4.343	A
C-A	109.63	109.63	0.00			109.63				
A-B	9.00	9.00	0.00			9.00				
A-C	90.00	90.00	0.00			90.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.00	5.00	0.00	130.79	0.038	5.01	0.0	0.0	7.157	A
B-A	0.00	0.00	0.00	78.53	0.000	0.03	0.0	0.0	0.000	A
C-AB	17.33	17.33	0.00	223.38	0.078	17.23	0.0	0.1	4.365	A
C-A	122.67	122.67	0.00			122.67				
A-B	9.00	9.00	0.00			9.00				
A-C	113.00	113.00	0.00			113.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4.00	4.00	0.00	142.16	0.028	4.01	0.0	0.0	6.517	A
B-A	5.00	5.00	0.00	90.73	0.055	4.94	0.0	0.1	10.484	B
C-AB	12.41	12.41	0.00	214.01	0.058	12.46	0.1	0.1	4.470	A
C-A	103.59	103.59	0.00			103.59				
A-B	4.00	4.00	0.00			4.00				
A-C	82.00	82.00	0.00			82.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Pedestrian demand (Ped/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5.00	5.00	0.00	138.81	0.036	4.99	0.0	0.0	6.725	A
B-A	12.00	12.00	0.00	98.39	0.122	11.92	0.1	0.1	10.398	B
C-AB	11.44	11.44	0.00	211.27	0.054	11.44	0.1	0.1	4.505	A
C-A	94.56	94.56	0.00			94.56				
A-B	4.00	4.00	0.00			4.00				
A-C	61.00	61.00	0.00			61.00				