

Junctions 9	
ARCADY 9 - Roundabout Module	
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Filename: Junction 4 Wiltshire Drive Bradley Road Mini-Roundabout.j9

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Report generation date: 20/02/2020 15:44:14

-
- »2020 Base, AM
 - »2020 Base, PM
 - »2026 Base + Elm Grove, AM
 - »2026 Base + Elm Grove, PM
 - »2026 Base + Elm Grove + Prop Dev, AM
 - »2026 Base + Elm Grove + Prop Dev, PM
 - »2026 Base + Elm Grove + Prop Dev + H2.2, AM
 - »2026 Base + Elm Grove + Prop Dev + H2.2, PM
 - »Sensitivity Test: 2026 Baseline, AM
 - »Sensitivity Test: 2026 Baseline, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2020 Base											
Arm A	D1	5.7	60.04	0.88	F	-6 % [Arm A]	D2	0.4	10.01	0.29	B	24 % [Arm C]
Arm B		1.4	7.02	0.58	A			2.4	9.42	0.71	A	
Arm C		5.0	20.46	0.84	C			2.7	12.42	0.73	B	
	2026 Base + Elm Grove											
Arm A	D3	8.4	82.93	0.94	F	-9 % [Arm A]	D4	0.5	10.93	0.32	B	16 % [Arm C]
Arm B		1.6	7.85	0.62	A			2.6	10.01	0.73	B	
Arm C		5.4	22.16	0.85	C			3.5	15.28	0.78	C	
	2026 Base + Elm Grove + Prop Dev											
Arm A	D5	9.2	89.98	0.95	F	-10 % [Arm A]	D6	0.5	11.28	0.33	B	14 % [Arm C]
Arm B		1.7	8.19	0.64	A			2.7	10.33	0.74	B	
Arm C		5.8	23.43	0.86	C			3.8	16.53	0.80	C	
	2026 Base + Elm Grove + Prop Dev + H2.2											
Arm A	D7	9.7	94.51	0.96	F	-10 % [Arm A]	D8	0.5	11.59	0.33	B	12 % [Arm C]
Arm B		1.8	8.53	0.65	A			2.8	10.56	0.74	B	
Arm C		6.1	24.49	0.87	C			4.1	17.66	0.81	C	
	Sensitivity Test: 2026 Baseline											
Arm A	D9	64.2	612.83	1.28	F	-27 % [Arm A]	D10	6.3	62.94	0.89	F	-7 % [Arm A]
Arm B		3.2	12.62	0.77	B			11.3	37.11	0.94	E	
Arm C		83.2	257.86	1.14	F			8.8	36.06	0.92	E	

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Junction 4: Wiltshire Drive/ Bradley Rd
Location	
Site number	
Date	20/02/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-IQT85C8\beth1
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	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2020 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base + Elm Grove	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base + Elm Grove	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + Elm Grove + Prop Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base + Elm Grove + Prop Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2026 Base + Elm Grove + Prop Dev + H2.2	AM	ONE HOUR	07:45	09:15	15	✓
D8	2026 Base + Elm Grove + Prop Dev + H2.2	PM	ONE HOUR	16:45	18:15	15	✓
D9	Sensitivity Test: 2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D10	Sensitivity Test: 2026 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2020 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 81% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wiltshire Drive/ Bradley Road	Mini-roundabout		A, B, C	23.15	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-6	Arm A

Arms

Arms

Arm	Name	Description
A	Wiltshire Drive	
B	Bradley Road (South)	
C	Bradley Road (North)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	3.90	3.90	5.90	1.8	9.10	6.90	0.0	✓
B	4.00	3.20	5.60	20.3	18.20	18.10	0.0	✓
C	3.90	3.90	6.10	2.8	9.20	7.20	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.530	888
B	0.670	1402
C	0.537	1131

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020 Base	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	334	100.000
B		ONE HOUR	✓	642	100.000
C		ONE HOUR	✓	829	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	138	196
	B	42	0	600
	C	75	754	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	11	1
	B	5	0	3
	C	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.88	60.04	5.7	F	306	460
B	0.58	7.02	1.4	A	589	884
C	0.84	20.46	5.0	C	761	1141

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	251	63	563	555	0.453	248	87	0.0	0.8	11.610	B
B	483	121	146	1264	0.382	481	665	0.0	0.6	4.582	A
C	624	156	31	1093	0.571	619	595	0.0	1.3	7.512	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	300	75	675	498	0.603	298	105	0.8	1.5	17.780	C
B	577	144	175	1245	0.464	576	798	0.6	0.9	5.374	A
C	745	186	38	1090	0.684	742	713	1.3	2.1	10.261	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	368	92	821	423	0.870	354	128	1.5	4.8	45.942	E
B	707	177	208	1223	0.578	705	967	0.9	1.3	6.918	A
C	913	228	46	1085	0.841	902	867	2.1	4.7	18.690	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	368	92	829	418	0.879	364	129	4.8	5.7	60.037	F
B	707	177	214	1220	0.580	707	980	1.3	1.4	7.018	A
C	913	228	46	1085	0.841	912	874	4.7	5.0	20.464	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	300	75	688	491	0.612	316	106	5.7	1.7	22.284	C
B	577	144	186	1238	0.466	579	818	1.4	0.9	5.479	A
C	745	186	38	1090	0.684	756	727	5.0	2.2	11.128	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	251	63	571	551	0.456	255	88	1.7	0.9	12.271	B
B	483	121	149	1262	0.383	484	676	0.9	0.6	4.636	A
C	624	156	32	1093	0.571	628	602	2.2	1.4	7.793	A

2020 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 91% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wiltshire Drive/ Bradley Road	Mini-roundabout		A, B, C	10.72	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		24	Arm C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2020 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	133	100.000
B		ONE HOUR	✓	854	100.000
C		ONE HOUR	✓	714	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	42	91
	B	79	0	775
	C	121	593	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	16	2
	B	0	0	1
	C	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.29	10.01	0.4	B	122	183
B	0.71	9.42	2.4	A	784	1175
C	0.73	12.42	2.7	B	655	983

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	100	25	443	612	0.164	99	150	0.0	0.2	7.019	A
B	643	161	68	1344	0.478	639	475	0.0	0.9	5.087	A
C	538	134	59	1090	0.493	534	648	0.0	1.0	6.429	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	120	30	532	567	0.211	119	179	0.2	0.3	8.035	A
B	768	192	82	1334	0.575	766	569	0.9	1.3	6.314	A
C	642	160	71	1084	0.592	640	777	1.0	1.4	8.079	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	146	37	649	508	0.288	146	219	0.3	0.4	9.928	A
B	940	235	100	1322	0.711	936	695	1.3	2.4	9.224	A
C	786	197	87	1075	0.731	781	949	1.4	2.6	12.056	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	146	37	653	506	0.289	146	220	0.4	0.4	10.009	B
B	940	235	100	1322	0.711	940	699	2.4	2.4	9.418	A
C	786	197	87	1075	0.731	786	953	2.6	2.7	12.418	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	120	30	537	564	0.212	120	181	0.4	0.3	8.113	A
B	768	192	82	1334	0.575	772	575	2.4	1.4	6.449	A
C	642	160	71	1083	0.592	647	783	2.7	1.5	8.327	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	100	25	448	609	0.164	100	151	0.3	0.2	7.080	A
B	643	161	69	1343	0.479	645	480	1.4	0.9	5.166	A
C	538	134	60	1090	0.493	540	654	1.5	1.0	6.569	A

2026 Base + Elm Grove, 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	Wiltshire Drive/ Bradley Road	Mini-roundabout		A, B, C	28.55	D

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-9	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base + Elm Grove	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	351	100.000
B		ONE HOUR	✓	682	100.000
C		ONE HOUR	✓	842	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	138	213
	B	42	0	640
	C	77	765	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	11	1
	B	5	0	3
	C	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.94	82.93	8.4	F	322	483
B	0.62	7.85	1.6	A	626	939
C	0.85	22.16	5.4	C	773	1159

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	264	66	571	552	0.479	261	89	0.0	0.9	12.211	B
B	513	128	158	1256	0.409	511	674	0.0	0.7	4.813	A
C	634	158	31	1093	0.580	628	637	0.0	1.4	7.662	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	316	79	685	493	0.639	312	107	0.9	1.7	19.541	C
B	613	153	190	1235	0.496	612	807	0.7	1.0	5.763	A
C	757	189	38	1090	0.695	754	764	1.4	2.2	10.600	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	386	97	832	418	0.925	367	130	1.7	6.5	57.199	F
B	751	188	223	1214	0.619	748	976	1.0	1.6	7.698	A
C	927	232	46	1085	0.854	915	925	2.2	5.1	19.941	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	386	97	841	413	0.936	379	131	6.5	8.4	82.925	F
B	751	188	230	1209	0.621	751	990	1.6	1.6	7.852	A
C	927	232	46	1085	0.854	926	934	5.1	5.4	22.162	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	316	79	699	486	0.649	341	108	8.4	2.0	28.484	D
B	613	153	207	1224	0.501	616	833	1.6	1.0	5.941	A
C	757	189	38	1090	0.695	769	785	5.4	2.4	11.639	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	264	66	579	548	0.482	268	90	2.0	1.0	13.065	B
B	513	128	163	1253	0.410	515	685	1.0	0.7	4.884	A
C	634	158	32	1093	0.580	638	646	2.4	1.4	7.972	A

2026 Base + Elm Grove, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 91% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wiltshire Drive/ Bradley Road	Mini-roundabout		A, B, C	12.35	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		16	Arm C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base + Elm Grove	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	140	100.000
B		ONE HOUR	✓	870	100.000
C		ONE HOUR	✓	764	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	42	98
	B	79	0	791
	C	128	636	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	16	2
	B	0	0	1
	C	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.32	10.93	0.5	B	128	193
B	0.73	10.01	2.6	B	798	1197
C	0.78	15.28	3.5	C	701	1052

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	105	26	475	597	0.177	105	155	0.0	0.2	7.303	A
B	655	164	73	1340	0.489	651	507	0.0	0.9	5.198	A
C	575	144	59	1090	0.528	571	665	0.0	1.1	6.878	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	126	31	570	549	0.229	126	186	0.2	0.3	8.489	A
B	782	196	88	1330	0.588	780	607	0.9	1.4	6.523	A
C	687	172	71	1084	0.634	684	797	1.1	1.7	8.962	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	154	39	695	486	0.317	153	226	0.3	0.5	10.806	B
B	958	239	107	1317	0.727	953	741	1.4	2.6	9.771	A
C	841	210	87	1075	0.782	835	974	1.7	3.4	14.551	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	154	39	700	483	0.319	154	228	0.5	0.5	10.932	B
B	958	239	108	1317	0.728	958	746	2.6	2.6	10.014	B
C	841	210	87	1075	0.782	841	979	3.4	3.5	15.280	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	126	31	577	545	0.231	126	188	0.5	0.3	8.612	A
B	782	196	89	1330	0.588	787	615	2.6	1.5	6.684	A
C	687	172	71	1083	0.634	694	804	3.5	1.8	9.390	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	105	26	481	594	0.178	106	156	0.3	0.2	7.381	A
B	655	164	74	1340	0.489	657	513	1.5	1.0	5.289	A
C	575	144	60	1090	0.528	578	671	1.8	1.1	7.066	A

2026 Base + Elm Grove + Prop Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 81% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wiltshire Drive/ Bradley Road	Mini-roundabout		A, B, C	30.37	D

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-10	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base + Elm Grove + Prop Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	352	100.000
B		ONE HOUR	✓	700	100.000
C		ONE HOUR	✓	850	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	139	213
	B	43	0	657
	C	77	773	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	11	1
	B	5	0	3
	C	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.95	89.98	9.2	F	323	485
B	0.64	8.19	1.7	A	642	963
C	0.86	23.43	5.8	C	780	1170

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	265	66	577	549	0.483	261	90	0.0	0.9	12.370	B
B	527	132	158	1256	0.420	524	680	0.0	0.7	4.900	A
C	640	160	32	1093	0.586	634	650	0.0	1.4	7.765	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	316	79	692	490	0.646	313	107	0.9	1.7	20.017	C
B	629	157	190	1235	0.509	628	815	0.7	1.0	5.914	A
C	764	191	39	1089	0.702	761	779	1.4	2.3	10.836	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	388	97	840	414	0.937	367	131	1.7	6.9	60.346	F
B	771	193	222	1214	0.635	768	984	1.0	1.7	8.018	A
C	936	234	47	1084	0.863	923	943	2.3	5.4	20.847	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	388	97	850	408	0.949	379	132	6.9	9.2	89.984	F
B	771	193	229	1210	0.637	771	999	1.7	1.7	8.195	A
C	936	234	47	1084	0.863	934	952	5.4	5.8	23.428	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	316	79	707	482	0.657	345	109	9.2	2.1	30.780	D
B	629	157	209	1223	0.515	632	843	1.7	1.1	6.120	A
C	764	191	39	1089	0.702	777	802	5.8	2.4	12.010	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	265	66	586	544	0.487	269	91	2.1	1.0	13.279	B
B	527	132	163	1253	0.421	528	692	1.1	0.7	4.979	A
C	640	160	32	1093	0.586	644	659	2.4	1.4	8.093	A

2026 Base + Elm Grove + Prop Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 91% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wiltshire Drive/ Bradley Road	Mini-roundabout		A, B, C	13.08	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		14	Arm C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base + Elm Grove + Prop Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	141	100.000
B		ONE HOUR	✓	880	100.000
C		ONE HOUR	✓	780	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	43	98
	B	80	0	800
	C	128	652	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	16	2
	B	0	0	1
	C	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.33	11.28	0.5	B	129	194
B	0.74	10.33	2.7	B	808	1211
C	0.80	16.53	3.8	C	716	1074

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	106	27	487	590	0.180	105	155	0.0	0.2	7.408	A
B	663	166	73	1340	0.494	659	519	0.0	1.0	5.253	A
C	587	147	60	1089	0.539	583	672	0.0	1.1	7.040	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	127	32	584	541	0.234	126	186	0.2	0.3	8.667	A
B	791	198	88	1330	0.595	789	623	1.0	1.4	6.629	A
C	701	175	72	1083	0.647	699	805	1.1	1.8	9.299	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	155	39	712	477	0.325	155	227	0.3	0.5	11.133	B
B	969	242	107	1317	0.736	964	759	1.4	2.7	10.057	B
C	859	215	88	1075	0.799	851	984	1.8	3.7	15.594	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	155	39	717	474	0.327	155	229	0.5	0.5	11.283	B
B	969	242	108	1317	0.736	969	765	2.7	2.7	10.327	B
C	859	215	88	1074	0.799	858	989	3.7	3.8	16.532	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	127	32	593	537	0.236	127	189	0.5	0.3	8.802	A
B	791	198	89	1330	0.595	796	631	2.7	1.5	6.805	A
C	701	175	72	1083	0.648	709	812	3.8	1.9	9.817	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	106	27	493	587	0.181	107	157	0.3	0.2	7.496	A
B	663	166	74	1340	0.495	665	526	1.5	1.0	5.350	A
C	587	147	60	1089	0.539	590	678	1.9	1.2	7.253	A

2026 Base + Elm Grove + Prop Dev + H2.2, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 81% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wiltshire Drive/ Bradley Road	Mini-roundabout		A, B, C	31.60	D

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-10	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2026 Base + Elm Grove + Prop Dev + H2.2	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	352	100.000
B		ONE HOUR	✓	716	100.000
C		ONE HOUR	✓	856	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	139	213
	B	44	0	672
	C	77	779	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	11	1
	B	5	0	3
	C	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.96	94.51	9.7	F	323	485
B	0.65	8.53	1.8	A	657	986
C	0.87	24.49	6.1	C	785	1178

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	265	66	581	547	0.485	261	90	0.0	0.9	12.465	B
B	539	135	158	1256	0.429	536	685	0.0	0.7	4.980	A
C	644	161	33	1092	0.590	639	661	0.0	1.4	7.844	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	316	79	697	487	0.650	313	108	0.9	1.7	20.307	C
B	644	161	189	1236	0.521	642	821	0.7	1.1	6.055	A
C	770	192	39	1089	0.707	766	792	1.4	2.3	11.023	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	388	97	846	410	0.944	366	132	1.7	7.2	62.299	F
B	788	197	221	1215	0.649	785	990	1.1	1.8	8.331	A
C	942	236	48	1084	0.870	929	959	2.3	5.7	21.587	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	388	97	856	405	0.957	378	133	7.2	9.7	94.509	F
B	788	197	228	1210	0.652	788	1005	1.8	1.8	8.528	A
C	942	236	48	1084	0.870	941	968	5.7	6.1	24.491	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	316	79	713	479	0.661	347	110	9.7	2.1	32.386	D
B	644	161	210	1222	0.527	647	850	1.8	1.1	6.286	A
C	770	192	40	1089	0.707	784	817	6.1	2.5	12.319	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	265	66	590	542	0.489	269	92	2.1	1.0	13.412	B
B	539	135	163	1253	0.430	541	697	1.1	0.8	5.063	A
C	644	161	33	1092	0.590	649	670	2.5	1.5	8.192	A

2026 Base + Elm Grove + Prop Dev + H2.2, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 91% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wiltshire Drive/ Bradley Road	Mini-roundabout		A, B, C	13.72	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		12	Arm C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2026 Base + Elm Grove + Prop Dev + H2.2	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	142	100.000
B		ONE HOUR	✓	887	100.000
C		ONE HOUR	✓	793	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	44	98
	B	80	0	807
	C	128	665	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	16	2
	B	0	0	1
	C	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.33	11.59	0.5	B	130	195
B	0.74	10.56	2.8	B	814	1221
C	0.81	17.66	4.1	C	728	1092

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	107	27	497	585	0.183	106	155	0.0	0.2	7.501	A
B	668	167	73	1340	0.498	664	530	0.0	1.0	5.292	A
C	597	149	60	1089	0.548	592	677	0.0	1.2	7.175	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	128	32	596	535	0.238	127	186	0.2	0.3	8.817	A
B	797	199	88	1330	0.599	795	635	1.0	1.5	6.708	A
C	713	178	72	1083	0.658	710	812	1.2	1.9	9.580	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	156	39	725	470	0.333	156	227	0.3	0.5	11.426	B
B	977	244	107	1317	0.742	971	773	1.5	2.8	10.266	B
C	873	218	88	1075	0.812	865	991	1.9	4.0	16.511	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	156	39	732	467	0.335	156	229	0.5	0.5	11.595	B
B	977	244	108	1317	0.742	976	780	2.8	2.8	10.559	B
C	873	218	88	1074	0.813	872	996	4.0	4.1	17.662	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	128	32	605	531	0.241	128	189	0.5	0.3	8.967	A
B	797	199	89	1330	0.600	803	645	2.8	1.5	6.895	A
C	713	178	72	1083	0.658	721	819	4.1	2.0	10.188	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	107	27	503	582	0.184	107	157	0.3	0.2	7.594	A
B	668	167	74	1340	0.499	670	536	1.5	1.0	5.393	A
C	597	149	60	1089	0.548	600	683	2.0	1.2	7.406	A

Sensitivity Test: 2026 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 81% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wiltshire Drive/ Bradley Road	Mini-roundabout		A, B, C	235.56	F

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-27	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	Sensitivity Test: 2026 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	435	100.000
B		ONE HOUR	✓	860	100.000
C		ONE HOUR	✓	1073	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	210	225
	B	122	0	738
	C	131	942	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	11	1
	B	5	0	3
	C	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	1.28	612.83	64.2	F	399	599
B	0.77	12.62	3.2	B	789	1184
C	1.14	257.86	83.2	F	985	1477

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	327	82	699	482	0.679	320	188	0.0	2.0	21.245	C
B	647	162	165	1249	0.518	643	853	0.0	1.1	5.897	A
C	808	202	91	1061	0.762	796	717	0.0	3.0	13.060	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	391	98	829	415	0.941	370	225	2.0	7.1	62.073	F
B	773	193	192	1232	0.627	771	1008	1.1	1.6	7.761	A
C	965	241	109	1051	0.918	944	853	3.0	8.0	29.373	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	479	120	902	378	1.266	374	259	7.1	33.3	217.108	F
B	947	237	194	1231	0.769	941	1082	1.6	3.2	12.159	B
C	1181	295	133	1037	1.139	1027	1001	8.0	46.6	108.356	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	479	120	909	375	1.278	374	261	33.3	59.5	464.224	F
B	947	237	193	1231	0.769	947	1089	3.2	3.2	12.617	B
C	1181	295	134	1037	1.139	1035	1006	46.6	83.2	234.288	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	391	98	911	374	1.046	372	237	59.5	64.2	612.826	F
B	773	193	193	1232	0.628	779	1091	3.2	1.7	8.063	A
C	965	241	111	1050	0.919	1037	861	83.2	65.0	257.861	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	327	82	917	370	0.884	365	220	64.2	54.9	588.893	F
B	647	162	189	1234	0.525	650	1094	1.7	1.1	6.188	A
C	808	202	92	1060	0.762	1045	746	65.0	5.7	128.859	F

Sensitivity Test: 2026 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Wiltshire Drive/ Bradley Road	Mini-roundabout		A, B, C	40.99	E

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-7	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	Sensitivity Test: 2026 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	353	100.000
B		ONE HOUR	✓	1059	100.000
C		ONE HOUR	✓	854	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	155	198
	B	161	0	898
	C	141	713	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	16	2
	B	0	0	1
	C	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.89	62.94	6.3	F	324	486
B	0.94	37.11	11.3	E	972	1458
C	0.92	36.06	8.8	E	784	1175

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	266	66	532	558	0.476	262	225	0.0	0.9	12.036	B
B	797	199	147	1291	0.618	791	647	0.0	1.6	7.115	A
C	643	161	120	1057	0.608	637	818	0.0	1.5	8.446	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	317	79	637	506	0.628	314	270	0.9	1.6	18.548	C
B	952	238	176	1271	0.749	947	775	1.6	2.9	10.935	B
C	768	192	144	1045	0.735	763	979	1.5	2.6	12.586	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	389	97	768	441	0.882	374	325	1.6	5.1	46.674	E
B	1166	291	210	1248	0.934	1139	933	2.9	9.5	27.935	D
C	940	235	173	1029	0.914	920	1176	2.6	7.7	28.714	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	389	97	781	434	0.895	384	331	5.1	6.3	62.945	F
B	1166	291	215	1245	0.937	1159	950	9.5	11.3	37.112	E
C	940	235	176	1027	0.915	936	1198	7.7	8.8	36.059	E

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	317	79	661	494	0.642	335	280	6.3	1.9	24.738	C
B	952	238	188	1263	0.754	984	808	11.3	3.2	14.226	B
C	768	192	150	1042	0.737	791	1022	8.8	3.0	15.553	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	266	66	541	553	0.480	270	229	1.9	0.9	12.858	B
B	797	199	151	1288	0.619	804	660	3.2	1.7	7.524	A
C	643	161	122	1056	0.609	648	833	3.0	1.6	8.939	A