

| <b>Junctions 9</b>                                                                                                                                                      |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>ARCADY 9 - Roundabout Module</b>                                                                                                                                     |  |
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**Filename:** Junction 5 Bradley Road Silver St Mini-Roundabout.j9

**Path:** C:\Users\beth1\EvokeTransport\Evoke Transport\Evoke Projects - Documents\R-20-0016 South Trowbridge\30 Technical\31 Modelling

**Report generation date:** 20/02/2020 15:56:56

- 
- »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                                      | 15.5        | 66.83     | 0.97 | F   | -8 %<br><br>[Arm A]       | D2     | 40.2        | 142.86    | 1.06 | F   | -15 %<br><br>[Arm A]      |
| Arm B |                                         | 3.7         | 35.16     | 0.81 | E   |                           |        | 1.8         | 21.64     | 0.65 | C   |                           |
| Arm C |                                         | 1.7         | 7.78      | 0.63 | A   |                           |        | 1.3         | 6.50      | 0.57 | A   |                           |
|       | 2026 Base + Elm Grove                   |             |           |      |     |                           |        |             |           |      |     |                           |
| Arm A | D3                                      | 33.7        | 123.50    | 1.04 | F   | -13 %<br><br>[Arm A]      | D4     | 51.3        | 175.29    | 1.09 | F   | -17 %<br><br>[Arm A]      |
| Arm B |                                         | 4.3         | 40.28     | 0.83 | E   |                           |        | 2.0         | 23.82     | 0.68 | C   |                           |
| Arm C |                                         | 1.8         | 8.00      | 0.64 | A   |                           |        | 1.5         | 7.15      | 0.61 | A   |                           |
|       | 2026 Base + Elm Grove + Prop Dev        |             |           |      |     |                           |        |             |           |      |     |                           |
| Arm A | D5                                      | 41.2        | 145.58    | 1.06 | F   | -15 %<br><br>[Arm A]      | D6     | 56.0        | 188.82    | 1.10 | F   | -17 %<br><br>[Arm A]      |
| Arm B |                                         | 4.4         | 41.93     | 0.84 | E   |                           |        | 2.1         | 24.29     | 0.68 | C   |                           |
| Arm C |                                         | 1.8         | 8.15      | 0.65 | A   |                           |        | 1.6         | 7.39      | 0.62 | A   |                           |
|       | 2026 Base + Elm Grove + Prop Dev + H2.2 |             |           |      |     |                           |        |             |           |      |     |                           |
| Arm A | D7                                      | 48.4        | 166.68    | 1.08 | F   | -16 %<br><br>[Arm A]      | D8     | 59.6        | 199.65    | 1.11 | F   | -18 %<br><br>[Arm A]      |
| Arm B |                                         | 4.6         | 43.29     | 0.84 | E   |                           |        | 2.1         | 24.72     | 0.69 | C   |                           |
| Arm C |                                         | 1.8         | 8.27      | 0.65 | A   |                           |        | 1.7         | 7.61      | 0.63 | A   |                           |
|       | Sensitivity Test: 2026 Baseline         |             |           |      |     |                           |        |             |           |      |     |                           |
| Arm A | D9                                      | 92.4        | 351.91    | 1.18 | F   | -26 %<br><br>[Arm B]      | D10    | 228.1       | 876.71    | 1.39 | F   | -33 %<br><br>[Arm A]      |
| Arm B |                                         | 59.1        | 425.51    | 1.20 | F   |                           |        | 1.4         | 16.77     | 0.59 | C   |                           |
| Arm C |                                         | 2.5         | 10.96     | 0.72 | B   |                           |        | 2.6         | 10.19     | 0.72 | 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. 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 5: Bradley Road/ Silver St |
| 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

No errors or warnings

## Junction Network

### Junctions

| Junction | Name                    | Junction type   | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|-------------------------|-----------------|-----------------------|-----------|--------------------|--------------|
| 1        | Bradley Road/ Silver St | Mini-roundabout |                       | A, B, C   | 38.15              | E            |

### Junction Network Options

| Driving side | Lighting       | Road surface   | In London | Network residual capacity (%) | First arm reaching threshold |
|--------------|----------------|----------------|-----------|-------------------------------|------------------------------|
| Left         | Normal/unknown | Normal/unknown |           | -8                            | Arm A                        |

## Arms

### Arms

| Arm | Name                 | Description |
|-----|----------------------|-------------|
| A   | Bradley Road (South) |             |
| B   | Silver St            |             |
| 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   | 4.10                         | 4.10                                 | 5.00            | 0.7                        | 10.20                    | 6.60                                | 0.0                   | ✓                     |
| B   | 3.40                         | 3.40                                 | 4.70            | 3.1                        | 12.90                    | 10.00                               | 0.0                   | ✓                     |
| C   | 3.60                         | 3.60                                 | 6.00            | 20.0                       | 18.40                    | 17.60                               | 0.0                   | ✓                     |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/hr) |
|-----|-------------|--------------------------|
| A   | 0.528       | 984                      |
| B   | 0.517       | 843                      |
| C   | 0.659       | 1435                     |

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     | ✓            | 794                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 367                     | 100.000            |
| C   |            | ONE HOUR     | ✓            | 719                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|  | To |     |     |     |
|--|----|-----|-----|-----|
|  |    | A   | B   | C   |
|  | A  | 0   | 208 | 586 |
|  | B  | 217 | 1   | 149 |
|  | C  | 612 | 105 | 2   |

## Vehicle Mix

### Heavy Vehicle Percentages

|  | To |   |   |   |
|--|----|---|---|---|
|  |    | A | B | C |
|  | A  | 0 | 1 | 3 |
|  | B  | 0 | 0 | 1 |
|  | C  | 2 | 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   | 0.97    | 66.83         | 15.5            | F       | 729                     | 1093                          |
| B   | 0.81    | 35.16         | 3.7             | E       | 337                     | 505                           |
| C   | 0.63    | 7.78          | 1.7             | A       | 660                     | 990                           |

### 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   | 598                   | 149                     | 81                        | 918               | 0.651 | 591                 | 620                             | 0.0               | 1.8             | 10.764    | B                             |
| B   | 276                   | 69                      | 437                       | 608               | 0.455 | 273                 | 234                             | 0.0               | 0.8             | 10.660    | B                             |
| C   | 541                   | 135                     | 162                       | 1304              | 0.415 | 538                 | 548                             | 0.0               | 0.7             | 4.686     | 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   | 714                   | 178                     | 97                        | 910               | 0.784 | 708                 | 743                             | 1.8               | 3.4             | 17.257    | C                             |
| B   | 330                   | 82                      | 524                       | 562               | 0.587 | 328                 | 280                             | 0.8               | 1.4             | 15.239    | C                             |
| C   | 646                   | 162                     | 195                       | 1283              | 0.504 | 645                 | 657                             | 0.7               | 1.0             | 5.634     | A                             |

### 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   | 874                   | 219                     | 118                       | 899               | 0.973 | 840                 | 906                             | 3.4               | 12.0            | 45.132    | E                             |
| B   | 404                   | 101                     | 622                       | 510               | 0.793 | 396                 | 336                             | 1.4               | 3.3             | 29.870    | D                             |
| C   | 792                   | 198                     | 235                       | 1257              | 0.630 | 789                 | 783                             | 1.0               | 1.7             | 7.655     | A                             |

### 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   | 874                   | 219                     | 119                       | 898               | 0.973 | 860                 | 912                             | 12.0              | 15.5            | 66.834    | F                             |
| B   | 404                   | 101                     | 637                       | 502               | 0.805 | 402                 | 342                             | 3.3               | 3.7             | 35.159    | E                             |
| C   | 792                   | 198                     | 239                       | 1254              | 0.631 | 792                 | 800                             | 1.7               | 1.7             | 7.777     | A                             |

### 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   | 714                   | 178                     | 98                        | 910               | 0.785 | 760                 | 752                             | 15.5              | 4.0             | 29.320    | D                             |
| B   | 330                   | 82                      | 563                       | 541               | 0.610 | 338                 | 295                             | 3.7               | 1.6             | 18.400    | C                             |
| C   | 646                   | 162                     | 201                       | 1279              | 0.505 | 649                 | 700                             | 1.7               | 1.0             | 5.738     | A                             |

### 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   | 598                   | 149                     | 82                        | 918               | 0.651 | 606                 | 627                             | 4.0               | 1.9             | 11.834    | B                             |
| B   | 276                   | 69                      | 449                       | 602               | 0.459 | 279                 | 239                             | 1.6               | 0.9             | 11.275    | B                             |
| C   | 541                   | 135                     | 166                       | 1302              | 0.416 | 543                 | 562                             | 1.0               | 0.7             | 4.750     | 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 A and C have 84% 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        | Bradley Road/ Silver St | Mini-roundabout |                       | A, B, C   | 74.08              | F            |

### Junction Network Options

| Driving side | Lighting       | Road surface   | In London | Network residual capacity (%) | First arm reaching threshold |
|--------------|----------------|----------------|-----------|-------------------------------|------------------------------|
| Left         | Normal/unknown | Normal/unknown |           | -15                           | 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 |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| 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     | ✓            | 865                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 274                     | 100.000            |
| C   |            | ONE HOUR     | ✓            | 668                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To |     |     |     |
|------|----|-----|-----|-----|
|      |    | A   | B   | C   |
|      | A  | 0   | 173 | 692 |
|      | B  | 185 | 0   | 89  |
| From | C  | 531 | 135 | 2   |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      |    | A | B | C |
|      | A  | 0 | 0 | 1 |
|      | B  | 1 | 0 | 0 |
| From | C  | 1 | 0 | 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   | 1.06    | 142.86        | 40.2            | F       | 794                     | 1191                          |
| B   | 0.65    | 21.64         | 1.8             | C       | 251                     | 377                           |
| C   | 0.57    | 6.50          | 1.3             | A       | 613                     | 919                           |

### 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   | 651                   | 163                     | 103                       | 923               | 0.706 | 642                 | 536                             | 0.0               | 2.3             | 12.461    | B                             |
| B   | 206                   | 52                      | 515                       | 570               | 0.362 | 204                 | 230                             | 0.0               | 0.6             | 9.777     | A                             |
| C   | 503                   | 126                     | 138                       | 1333              | 0.377 | 500                 | 581                             | 0.0               | 0.6             | 4.314     | 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   | 778                   | 194                     | 123                       | 912               | 0.853 | 767                 | 642                             | 2.3               | 5.0             | 23.221    | C                             |
| B   | 246                   | 62                      | 615                       | 518               | 0.475 | 245                 | 275                             | 0.6               | 0.9             | 13.116    | B                             |
| C   | 601                   | 150                     | 165                       | 1314              | 0.457 | 600                 | 695                             | 0.6               | 0.8             | 5.030     | 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   | 952                   | 238                     | 150                       | 898               | 1.061 | 874                 | 785                             | 5.0               | 24.6            | 75.377    | F                             |
| B   | 302                   | 75                      | 701                       | 474               | 0.637 | 299                 | 323                             | 0.9               | 1.7             | 20.210    | C                             |
| C   | 735                   | 184                     | 202                       | 1290              | 0.570 | 734                 | 798                             | 0.8               | 1.3             | 6.442     | A                             |

#### 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   | 952                   | 238                     | 151                       | 897               | 1.061 | 890                 | 788                             | 24.6              | 40.2            | 142.856   | F                             |
| B   | 302                   | 75                      | 714                       | 467               | 0.646 | 301                 | 327                             | 1.7               | 1.8             | 21.644    | C                             |
| C   | 735                   | 184                     | 203                       | 1289              | 0.570 | 735                 | 812                             | 1.3               | 1.3             | 6.499     | A                             |

#### 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   | 778                   | 194                     | 124                       | 912               | 0.853 | 889                 | 647                             | 40.2              | 12.3            | 112.454   | F                             |
| B   | 246                   | 62                      | 713                       | 467               | 0.527 | 249                 | 300                             | 1.8               | 1.2             | 16.653    | C                             |
| C   | 601                   | 150                     | 168                       | 1313              | 0.457 | 602                 | 794                             | 1.3               | 0.9             | 5.082     | 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   | 651                   | 163                     | 103                       | 922               | 0.706 | 690                 | 541                             | 12.3              | 2.5             | 17.867    | C                             |
| B   | 206                   | 52                      | 554                       | 550               | 0.375 | 208                 | 240                             | 1.2               | 0.6             | 10.599    | B                             |
| C   | 503                   | 126                     | 141                       | 1331              | 0.378 | 504                 | 621                             | 0.9               | 0.6             | 4.358     | A                             |

# 2026 Base + Elm Grove, 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 A 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        | Bradley Road/ Silver St | Mini-roundabout |                       | A, B, C   | 64.75              | F            |

### Junction Network Options

| Driving side | Lighting       | Road surface   | In London | Network residual capacity (%) | First arm reaching threshold |
|--------------|----------------|----------------|-----------|-------------------------------|------------------------------|
| Left         | Normal/unknown | Normal/unknown |           | -13                           | 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     | ✓            | 851                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 370                     | 100.000            |
| C   |            | ONE HOUR     | ✓            | 729                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|  | To |     |     |     |
|--|----|-----|-----|-----|
|  |    | A   | B   | C   |
|  | A  | 0   | 223 | 628 |
|  | B  | 220 | 1   | 149 |
|  | C  | 622 | 105 | 2   |

## Vehicle Mix

### Heavy Vehicle Percentages

|  | To |   |   |   |
|--|----|---|---|---|
|  |    | A | B | C |
|  | A  | 0 | 1 | 3 |
|  | B  | 0 | 0 | 1 |
|  | C  | 2 | 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   | 1.04    | 123.50        | 33.7            | F       | 781                     | 1171                          |
| B   | 0.83    | 40.28         | 4.3             | E       | 340                     | 509                           |
| C   | 0.64    | 8.00          | 1.8             | A       | 669                     | 1003                          |

### 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   | 641                   | 160                     | 81                        | 918               | 0.698 | 632                 | 629                             | 0.0               | 2.2             | 12.223    | B                             |
| B   | 279                   | 70                      | 468                       | 592               | 0.471 | 275                 | 245                             | 0.0               | 0.9             | 11.259    | B                             |
| C   | 549                   | 137                     | 164                       | 1303              | 0.421 | 546                 | 579                             | 0.0               | 0.7             | 4.740     | 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   | 765                   | 191                     | 97                        | 910               | 0.841 | 755                 | 754                             | 2.2               | 4.6             | 21.990    | C                             |
| B   | 333                   | 83                      | 559                       | 543               | 0.613 | 330                 | 293                             | 0.9               | 1.5             | 16.702    | C                             |
| C   | 655                   | 164                     | 197                       | 1281              | 0.511 | 654                 | 692                             | 0.7               | 1.0             | 5.728     | A                             |

#### 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   | 937                   | 234                     | 118                       | 899               | 1.043 | 870                 | 919                             | 4.6               | 21.4            | 68.096    | F                             |
| B   | 407                   | 102                     | 644                       | 498               | 0.818 | 398                 | 344                             | 1.5               | 3.8             | 33.472    | D                             |
| C   | 803                   | 201                     | 238                       | 1255              | 0.640 | 800                 | 804                             | 1.0               | 1.7             | 7.862     | A                             |

#### 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   | 937                   | 234                     | 119                       | 898               | 1.043 | 888                 | 926                             | 21.4              | 33.7            | 123.501   | F                             |
| B   | 407                   | 102                     | 658                       | 491               | 0.830 | 405                 | 349                             | 3.8               | 4.3             | 40.277    | E                             |
| C   | 803                   | 201                     | 242                       | 1252              | 0.641 | 803                 | 821                             | 1.7               | 1.8             | 8.001     | A                             |

#### 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   | 765                   | 191                     | 98                        | 910               | 0.841 | 871                 | 764                             | 33.7              | 7.2             | 86.260    | F                             |
| B   | 333                   | 83                      | 645                       | 498               | 0.668 | 341                 | 324                             | 4.3               | 2.1             | 24.067    | C                             |
| C   | 655                   | 164                     | 204                       | 1277              | 0.513 | 658                 | 782                             | 1.8               | 1.1             | 5.841     | A                             |

## 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   | 641                   | 160                     | 82                        | 918               | 0.698 | 660                 | 638                             | 7.2               | 2.4             | 14.864    | B                             |
| B   | 279                   | 70                      | 488                       | 581               | 0.480 | 283                 | 253                             | 2.1               | 0.9             | 12.296    | B                             |
| C   | 549                   | 137                     | 169                       | 1299              | 0.422 | 550                 | 602                             | 1.1               | 0.7             | 4.814     | 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 A and C have 84% 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        | Bradley Road/ Silver St | Mini-roundabout |                       | A, B, C   | 89.12              | F            |

### Junction Network Options

| Driving side | Lighting       | Road surface   | In London | Network residual capacity (%) | First arm reaching threshold |
|--------------|----------------|----------------|-----------|-------------------------------|------------------------------|
| Left         | Normal/unknown | Normal/unknown |           | -17                           | 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 |
|----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| 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     | ✓            | 888                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 287                     | 100.000            |
| C   |            | ONE HOUR     | ✓            | 705                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To |     |     |     |
|------|----|-----|-----|-----|
|      |    | A   | B   | C   |
|      | A  | 0   | 178 | 710 |
|      | B  | 198 | 0   | 89  |
| From | C  | 568 | 135 | 2   |
|      |    |     |     |     |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      |    | A | B | C |
|      | A  | 0 | 0 | 1 |
|      | B  | 1 | 0 | 0 |
| From | C  | 1 | 0 | 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   | 1.09    | 175.29        | 51.3            | F       | 815                     | 1222                          |
| B   | 0.68    | 23.82         | 2.0             | C       | 263                     | 395                           |
| C   | 0.61    | 7.15          | 1.5             | A       | 647                     | 970                           |

### 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   | 669                   | 167                     | 103                       | 923               | 0.725 | 659                 | 573                             | 0.0               | 2.5             | 13.185    | B                             |
| B   | 216                   | 54                      | 528                       | 563               | 0.384 | 214                 | 233                             | 0.0               | 0.6             | 10.225    | B                             |
| C   | 531                   | 133                     | 147                       | 1326              | 0.400 | 528                 | 594                             | 0.0               | 0.7             | 4.497     | 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   | 798                   | 200                     | 123                       | 912               | 0.875 | 785                 | 687                             | 2.5               | 5.7             | 26.015    | D                             |
| B   | 258                   | 65                      | 630                       | 511               | 0.505 | 256                 | 279                             | 0.6               | 1.0             | 14.080    | B                             |
| C   | 634                   | 158                     | 177                       | 1307              | 0.485 | 633                 | 709                             | 0.7               | 0.9             | 5.333     | 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   | 978                   | 244                     | 150                       | 898               | 1.089 | 880                 | 839                             | 5.7               | 30.2            | 87.811    | F                             |
| B   | 316                   | 79                      | 706                       | 471               | 0.671 | 312                 | 325                             | 1.0               | 1.9             | 22.168    | C                             |
| C   | 776                   | 194                     | 215                       | 1281              | 0.606 | 774                 | 803                             | 0.9               | 1.5             | 7.064     | A                             |

#### 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   | 978                   | 244                     | 151                       | 897               | 1.090 | 893                 | 843                             | 30.2              | 51.3            | 175.286   | F                             |
| B   | 316                   | 79                      | 716                       | 466               | 0.679 | 316                 | 328                             | 1.9               | 2.0             | 23.818    | C                             |
| C   | 776                   | 194                     | 218                       | 1280              | 0.607 | 776                 | 814                             | 1.5               | 1.5             | 7.146     | A                             |

#### 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   | 798                   | 200                     | 124                       | 912               | 0.876 | 894                 | 692                             | 51.3              | 27.4            | 161.680   | F                             |
| B   | 258                   | 65                      | 717                       | 465               | 0.554 | 261                 | 301                             | 2.0               | 1.3             | 17.842    | C                             |
| C   | 634                   | 158                     | 180                       | 1305              | 0.486 | 636                 | 798                             | 1.5               | 1.0             | 5.404     | 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   | 669                   | 167                     | 103                       | 922               | 0.725 | 767                 | 579                             | 27.4              | 2.9             | 35.913    | E                             |
| B   | 216                   | 54                      | 614                       | 519               | 0.417 | 218                 | 256                             | 1.3               | 0.7             | 12.081    | B                             |
| C   | 531                   | 133                     | 151                       | 1324              | 0.401 | 532                 | 682                             | 1.0               | 0.7             | 4.552     | 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 A 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        | Bradley Road/ Silver St | Mini-roundabout |                       | A, B, C   | 75.18              | F            |

### Junction Network Options

| Driving side | Lighting       | Road surface   | In London | Network residual capacity (%) | First arm reaching threshold |
|--------------|----------------|----------------|-----------|-------------------------------|------------------------------|
| Left         | Normal/unknown | Normal/unknown |           | -15                           | 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     | ✓            | 868                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 371                     | 100.000            |
| C   |            | ONE HOUR     | ✓            | 736                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To |     |     |     |
|------|----|-----|-----|-----|
|      | A  | B   | C   |     |
| From | A  | 0   | 225 | 643 |
|      | B  | 221 | 1   | 149 |
|      | C  | 629 | 105 | 2   |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      | A  | B | C |   |
| From | A  | 0 | 1 | 3 |
|      | B  | 0 | 0 | 1 |
|      | C  | 2 | 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   | 1.06    | 145.58        | 41.2            | F       | 796                     | 1195                          |
| B   | 0.84    | 41.93         | 4.4             | E       | 340                     | 511                           |
| C   | 0.65    | 8.15          | 1.8             | A       | 675                     | 1013                          |

### 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   | 653                   | 163                     | 81                        | 918               | 0.712 | 644                 | 635                             | 0.0               | 2.3             | 12.734    | B                             |
| B   | 279                   | 70                      | 479                       | 586               | 0.477 | 276                 | 246                             | 0.0               | 0.9             | 11.486    | B                             |
| C   | 554                   | 139                     | 165                       | 1302              | 0.426 | 551                 | 589                             | 0.0               | 0.7             | 4.776     | 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   | 780                   | 195                     | 97                        | 910               | 0.858 | 769                 | 761                             | 2.3               | 5.1             | 23.843    | C                             |
| B   | 334                   | 83                      | 572                       | 536               | 0.622 | 331                 | 295                             | 0.9               | 1.6             | 17.277    | C                             |
| C   | 662                   | 165                     | 198                       | 1281              | 0.517 | 660                 | 704                             | 0.7               | 1.1             | 5.791     | A                             |

#### 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   | 956                   | 239                     | 118                       | 899               | 1.063 | 876                 | 928                             | 5.1               | 25.1            | 76.591    | F                             |
| B   | 408                   | 102                     | 651                       | 494               | 0.826 | 399                 | 343                             | 1.6               | 3.9             | 34.760    | D                             |
| C   | 810                   | 203                     | 239                       | 1254              | 0.646 | 807                 | 811                             | 1.1               | 1.8             | 8.003     | A                             |

#### 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   | 956                   | 239                     | 119                       | 898               | 1.064 | 891                 | 934                             | 25.1              | 41.2            | 145.585   | F                             |
| B   | 408                   | 102                     | 663                       | 488               | 0.837 | 406                 | 348                             | 3.9               | 4.4             | 41.928    | E                             |
| C   | 810                   | 203                     | 243                       | 1252              | 0.647 | 810                 | 826                             | 1.8               | 1.8             | 8.153     | A                             |

#### 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   | 780                   | 195                     | 98                        | 910               | 0.858 | 888                 | 772                             | 41.2              | 14.3            | 118.095   | F                             |
| B   | 334                   | 83                      | 660                       | 490               | 0.681 | 342                 | 326                             | 4.4               | 2.3             | 25.622    | D                             |
| C   | 662                   | 165                     | 205                       | 1276              | 0.518 | 665                 | 797                             | 1.8               | 1.1             | 5.910     | A                             |

## 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   | 653                   | 163                     | 82                        | 918               | 0.712 | 700                 | 644                             | 14.3              | 2.6             | 19.727    | C                             |
| B   | 279                   | 70                      | 520                       | 564               | 0.495 | 284                 | 261                             | 2.3               | 1.0             | 13.113    | B                             |
| C   | 554                   | 139                     | 170                       | 1299              | 0.427 | 555                 | 634                             | 1.1               | 0.8             | 4.851     | 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 A and C have 84% 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        | Bradley Road/ Silver St | Mini-roundabout |                       | A, B, C   | 95.39              | F            |

### Junction Network Options

| Driving side | Lighting       | Road surface   | In London | Network residual capacity (%) | First arm reaching threshold |
|--------------|----------------|----------------|-----------|-------------------------------|------------------------------|
| Left         | Normal/unknown | Normal/unknown |           | -17                           | 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 |
|----|----------------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| 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     | ✓            | 897                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 289                     | 100.000            |
| C   |            | ONE HOUR     | ✓            | 719                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To |     |     |     |
|------|----|-----|-----|-----|
|      | A  | B   | C   |     |
| From | A  | 0   | 179 | 718 |
|      | B  | 200 | 0   | 89  |
|      | C  | 582 | 135 | 2   |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      | A  | B | C |   |
| From | A  | 0 | 0 | 1 |
|      | B  | 1 | 0 | 0 |
|      | C  | 1 | 0 | 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   | 1.10    | 188.82        | 56.0            | F       | 823                     | 1235                          |
| B   | 0.68    | 24.29         | 2.1             | C       | 265                     | 398                           |
| C   | 0.62    | 7.39          | 1.6             | A       | 660                     | 990                           |

### 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   | 675                   | 169                     | 103                       | 923               | 0.732 | 665                 | 585                             | 0.0               | 2.6             | 13.487    | B                             |
| B   | 218                   | 54                      | 534                       | 560               | 0.388 | 215                 | 234                             | 0.0               | 0.6             | 10.346    | B                             |
| C   | 541                   | 135                     | 149                       | 1325              | 0.408 | 539                 | 600                             | 0.0               | 0.7             | 4.561     | 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   | 806                   | 202                     | 123                       | 912               | 0.884 | 792                 | 701                             | 2.6               | 6.1             | 27.252    | D                             |
| B   | 260                   | 65                      | 636                       | 507               | 0.512 | 258                 | 279                             | 0.6               | 1.0             | 14.358    | B                             |
| C   | 646                   | 162                     | 179                       | 1305              | 0.495 | 645                 | 716                             | 0.7               | 1.0             | 5.444     | 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   | 988                   | 247                     | 150                       | 898               | 1.100 | 882                 | 856                             | 6.1               | 32.5            | 93.051    | F                             |
| B   | 318                   | 80                      | 708                       | 470               | 0.677 | 314                 | 324                             | 1.0               | 2.0             | 22.620    | C                             |
| C   | 792                   | 198                     | 218                       | 1280              | 0.619 | 789                 | 805                             | 1.0               | 1.6             | 7.304     | A                             |

#### 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   | 988                   | 247                     | 151                       | 897               | 1.101 | 894                 | 861                             | 32.5              | 56.0            | 188.822   | F                             |
| B   | 318                   | 80                      | 718                       | 465               | 0.684 | 318                 | 327                             | 2.0               | 2.1             | 24.286    | C                             |
| C   | 792                   | 198                     | 220                       | 1278              | 0.619 | 792                 | 815                             | 1.6               | 1.6             | 7.394     | A                             |

#### 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   | 806                   | 202                     | 124                       | 912               | 0.885 | 896                 | 707                             | 56.0              | 33.7            | 182.633   | F                             |
| B   | 260                   | 65                      | 719                       | 464               | 0.559 | 263                 | 301                             | 2.1               | 1.3             | 18.110    | C                             |
| C   | 646                   | 162                     | 182                       | 1303              | 0.496 | 649                 | 800                             | 1.6               | 1.0             | 5.520     | 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   | 675                   | 169                     | 103                       | 922               | 0.732 | 798                 | 591                             | 33.7              | 3.0             | 50.013    | F                             |
| B   | 218                   | 54                      | 640                       | 505               | 0.431 | 220                 | 261                             | 1.3               | 0.8             | 12.708    | B                             |
| C   | 541                   | 135                     | 152                       | 1323              | 0.409 | 542                 | 708                             | 1.0               | 0.7             | 4.620     | 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 A 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        | Bradley Road/ Silver St | Mini-roundabout |                       | A, B, C   | 85.21              | F            |

### Junction Network Options

| Driving side | Lighting       | Road surface   | In London | Network residual capacity (%) | First arm reaching threshold |
|--------------|----------------|----------------|-----------|-------------------------------|------------------------------|
| Left         | Normal/unknown | Normal/unknown |           | -16                           | 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     | ✓            | 883                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 372                     | 100.000            |
| C   |            | ONE HOUR     | ✓            | 741                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|  | To |     |     |     |
|--|----|-----|-----|-----|
|  |    | A   | B   | C   |
|  | A  | 0   | 227 | 656 |
|  | B  | 222 | 1   | 149 |
|  | C  | 634 | 105 | 2   |

## Vehicle Mix

### Heavy Vehicle Percentages

|  | To |   |   |   |
|--|----|---|---|---|
|  |    | A | B | C |
|  | A  | 0 | 1 | 3 |
|  | B  | 0 | 0 | 1 |
|  | C  | 2 | 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   | 1.08    | 166.68        | 48.4            | F       | 810                     | 1215                          |
| B   | 0.84    | 43.29         | 4.6             | E       | 341                     | 512                           |
| C   | 0.65    | 8.27          | 1.8             | A       | 680                     | 1020                          |

### 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   | 665                   | 166                     | 81                        | 918               | 0.724 | 655                 | 640                             | 0.0               | 2.5             | 13.217    | B                             |
| B   | 280                   | 70                      | 488                       | 581               | 0.482 | 276                 | 248                             | 0.0               | 0.9             | 11.696    | B                             |
| C   | 558                   | 139                     | 166                       | 1302              | 0.429 | 555                 | 599                             | 0.0               | 0.7             | 4.801     | 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   | 794                   | 198                     | 97                        | 910               | 0.872 | 781                 | 767                             | 2.5               | 5.6             | 25.695    | D                             |
| B   | 334                   | 84                      | 582                       | 531               | 0.630 | 332                 | 296                             | 0.9               | 1.6             | 17.809    | C                             |
| C   | 666                   | 167                     | 199                       | 1280              | 0.520 | 665                 | 715                             | 0.7               | 1.1             | 5.836     | A                             |

#### 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   | 972                   | 243                     | 118                       | 899               | 1.082 | 880                 | 934                             | 5.6               | 28.7            | 84.702    | F                             |
| B   | 410                   | 102                     | 656                       | 492               | 0.833 | 400                 | 342                             | 1.6               | 4.0             | 35.854    | E                             |
| C   | 816                   | 204                     | 240                       | 1254              | 0.651 | 813                 | 816                             | 1.1               | 1.8             | 8.110     | A                             |

#### 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   | 972                   | 243                     | 119                       | 898               | 1.082 | 894                 | 941                             | 28.7              | 48.4            | 166.678   | F                             |
| B   | 410                   | 102                     | 666                       | 486               | 0.842 | 407                 | 346                             | 4.0               | 4.6             | 43.290    | E                             |
| C   | 816                   | 204                     | 244                       | 1251              | 0.652 | 816                 | 829                             | 1.8               | 1.8             | 8.268     | A                             |

#### 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   | 794                   | 198                     | 98                        | 910               | 0.873 | 891                 | 777                             | 48.4              | 24.1            | 150.137   | F                             |
| B   | 334                   | 84                      | 664                       | 487               | 0.686 | 343                 | 325                             | 4.6               | 2.3             | 26.321    | D                             |
| C   | 666                   | 167                     | 206                       | 1276              | 0.522 | 669                 | 801                             | 1.8               | 1.1             | 5.965     | A                             |

## 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   | 665                   | 166                     | 82                        | 918               | 0.724 | 750                 | 649                             | 24.1              | 2.8             | 31.089    | D                             |
| B   | 280                   | 70                      | 559                       | 543               | 0.515 | 285                 | 273                             | 2.3               | 1.1             | 14.194    | B                             |
| C   | 558                   | 139                     | 171                       | 1298              | 0.430 | 559                 | 673                             | 1.1               | 0.8             | 4.881     | 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 A and C have 84% 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        | Bradley Road/ Silver St | Mini-roundabout |                       | A, B, C   | 100.38             | F            |

### Junction Network Options

| Driving side | Lighting       | Road surface   | In London | Network residual capacity (%) | First arm reaching threshold |
|--------------|----------------|----------------|-----------|-------------------------------|------------------------------|
| Left         | Normal/unknown | Normal/unknown |           | -18                           | 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 |
|----|-----------------------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| 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     | ✓            | 904                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 291                     | 100.000            |
| C   |            | ONE HOUR     | ✓            | 730                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To |     |     |     |
|------|----|-----|-----|-----|
|      | A  | B   | C   |     |
| From | A  | 0   | 180 | 724 |
|      | B  | 202 | 0   | 89  |
|      | C  | 593 | 135 | 2   |
|      |    |     |     |     |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      | A  | B | C |   |
| From | A  | 0 | 0 | 1 |
|      | B  | 1 | 0 | 0 |
|      | C  | 1 | 0 | 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   | 1.11    | 199.65        | 59.6            | F       | 830                     | 1244                          |
| B   | 0.69    | 24.72         | 2.1             | C       | 267                     | 401                           |
| C   | 0.63    | 7.61          | 1.7             | A       | 670                     | 1005                          |

### 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   | 681                   | 170                     | 103                       | 923               | 0.738 | 670                 | 594                             | 0.0               | 2.7             | 13.734    | B                             |
| B   | 219                   | 55                      | 538                       | 558               | 0.393 | 217                 | 235                             | 0.0               | 0.6             | 10.463    | B                             |
| C   | 550                   | 137                     | 150                       | 1324              | 0.415 | 547                 | 604                             | 0.0               | 0.7             | 4.614     | 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   | 813                   | 203                     | 123                       | 912               | 0.891 | 798                 | 713                             | 2.7               | 6.4             | 28.276    | D                             |
| B   | 262                   | 65                      | 641                       | 505               | 0.518 | 260                 | 280                             | 0.6               | 1.0             | 14.598    | B                             |
| C   | 656                   | 164                     | 180                       | 1304              | 0.503 | 655                 | 720                             | 0.7               | 1.0             | 5.535     | 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   | 995                   | 249                     | 150                       | 898               | 1.109 | 883                 | 871                             | 6.4               | 34.4            | 97.272    | F                             |
| B   | 320                   | 80                      | 710                       | 469               | 0.683 | 317                 | 324                             | 1.0               | 2.0             | 23.026    | C                             |
| C   | 804                   | 201                     | 220                       | 1278              | 0.629 | 801                 | 807                             | 1.0               | 1.7             | 7.502     | A                             |

#### 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   | 995                   | 249                     | 151                       | 897               | 1.109 | 894                 | 875                             | 34.4              | 59.6            | 199.645   | F                             |
| B   | 320                   | 80                      | 718                       | 465               | 0.690 | 320                 | 327                             | 2.0               | 2.1             | 24.717    | C                             |
| C   | 804                   | 201                     | 222                       | 1277              | 0.630 | 804                 | 816                             | 1.7               | 1.7             | 7.607     | A                             |

#### 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   | 813                   | 203                     | 124                       | 912               | 0.892 | 897                 | 719                             | 59.6              | 38.7            | 199.428   | F                             |
| B   | 262                   | 65                      | 720                       | 464               | 0.564 | 265                 | 300                             | 2.1               | 1.3             | 18.350    | C                             |
| C   | 656                   | 164                     | 184                       | 1302              | 0.504 | 659                 | 801                             | 1.7               | 1.0             | 5.618     | 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   | 681                   | 170                     | 103                       | 922               | 0.738 | 823                 | 601                             | 38.7              | 3.2             | 64.345    | F                             |
| B   | 219                   | 55                      | 660                       | 495               | 0.443 | 221                 | 266                             | 1.3               | 0.8             | 13.263    | B                             |
| C   | 550                   | 137                     | 154                       | 1322              | 0.416 | 551                 | 728                             | 1.0               | 0.7             | 4.677     | A                             |

# Sensitivity Test: 2026 Baseline, 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        | Bradley Road/ Silver St | Mini-roundabout |                       | A, B, C   | 256.50             | F            |

### Junction Network Options

| Driving side | Lighting       | Road surface   | In London | Network residual capacity (%) | First arm reaching threshold |
|--------------|----------------|----------------|-----------|-------------------------------|------------------------------|
| Left         | Normal/unknown | Normal/unknown |           | -26                           | Arm B                        |

## 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     | ✓            | 963                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 552                     | 100.000            |
| C   |            | ONE HOUR     | ✓            | 750                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To |     |     |     |
|------|----|-----|-----|-----|
| From |    | A   | B   | C   |
|      | A  | 0   | 290 | 673 |
|      | B  | 430 | 0   | 122 |
|      | C  | 642 | 108 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
| From |    | A | B | C |
|      | A  | 0 | 1 | 3 |
|      | B  | 0 | 0 | 1 |
|      | C  | 2 | 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   | 1.18    | 351.91        | 92.4            | F       | 884                     | 1325                          |
| B   | 1.20    | 425.51        | 59.1            | F       | 507                     | 760                           |
| C   | 0.72    | 10.96         | 2.5             | B       | 688                     | 1032                          |

### 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   | 725                   | 181                     | 81                        | 919               | 0.789 | 711                 | 797                             | 0.0               | 3.4             | 16.401    | C                             |
| B   | 416                   | 104                     | 497                       | 577               | 0.720 | 406                 | 295                             | 0.0               | 2.4             | 20.092    | C                             |
| C   | 565                   | 141                     | 316                       | 1204              | 0.469 | 561                 | 587                             | 0.0               | 0.9             | 5.569     | 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   | 866                   | 216                     | 97                        | 911               | 0.951 | 839                 | 946                             | 3.4               | 10.1            | 39.886    | E                             |
| B   | 496                   | 124                     | 586                       | 530               | 0.937 | 475                 | 349                             | 2.4               | 7.6             | 52.713    | F                             |
| C   | 674                   | 169                     | 370                       | 1169              | 0.577 | 672                 | 691                             | 0.9               | 1.3             | 7.218     | A                             |

#### 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   | 1060                  | 265                     | 118                       | 899               | 1.179 | 893                 | 1095                            | 10.1              | 51.9            | 137.900   | F                             |
| B   | 608                   | 152                     | 624                       | 509               | 1.193 | 503                 | 387                             | 7.6               | 33.7            | 166.879   | F                             |
| C   | 826                   | 206                     | 392                       | 1155              | 0.715 | 821                 | 735                             | 1.3               | 2.4             | 10.654    | B                             |

#### 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   | 1060                  | 265                     | 119                       | 899               | 1.179 | 898                 | 1101                            | 51.9              | 92.4            | 297.527   | F                             |
| B   | 608                   | 152                     | 628                       | 508               | 1.197 | 506                 | 389                             | 33.7              | 59.1            | 344.475   | F                             |
| C   | 826                   | 206                     | 394                       | 1154              | 0.716 | 826                 | 740                             | 2.4               | 2.5             | 10.956    | B                             |

#### 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   | 866                   | 216                     | 98                        | 910               | 0.951 | 900                 | 968                             | 92.4              | 83.7            | 351.910   | F                             |
| B   | 496                   | 124                     | 629                       | 507               | 0.979 | 497                 | 369                             | 59.1              | 58.9            | 425.513   | F                             |
| C   | 674                   | 169                     | 387                       | 1158              | 0.582 | 678                 | 739                             | 2.5               | 1.4             | 7.564     | A                             |

## 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   | 725                   | 181                     | 82                        | 919               | 0.789 | 908                 | 871                             | 83.7              | 38.0            | 244.403   | F                             |
| B   | 416                   | 104                     | 634                       | 504               | 0.825 | 496                 | 355                             | 58.9              | 38.9            | 357.935   | F                             |
| C   | 565                   | 141                     | 386                       | 1159              | 0.487 | 566                 | 744                             | 1.4               | 1.0             | 6.094     | A                             |

# 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 A and C have 87% 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        | Bradley Road/ Silver St | Mini-roundabout |                       | A, B, C   | 439.64             | F            |

### Junction Network Options

| Driving side | Lighting       | Road surface   | In London | Network residual capacity (%) | First arm reaching threshold |
|--------------|----------------|----------------|-----------|-------------------------------|------------------------------|
| Left         | Normal/unknown | Normal/unknown |           | -33                           | 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     | ✓            | 1096                    | 100.000            |
| B   |            | ONE HOUR     | ✓            | 280                     | 100.000            |
| C   |            | ONE HOUR     | ✓            | 839                     | 100.000            |

## Origin-Destination Data

### Demand (Veh/hr)

|      | To |     |     |     |
|------|----|-----|-----|-----|
|      | A  | B   | C   |     |
| From | A  | 0   | 331 | 765 |
|      | B  | 203 | 0   | 77  |
|      | C  | 651 | 188 | 0   |
|      |    |     |     |     |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      | A  | B | C |   |
| From | A  | 0 | 0 | 1 |
|      | B  | 1 | 0 | 0 |
|      | C  | 1 | 0 | 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   | 1.39    | 876.71        | 228.1           | F       | 1006                    | 1509                          |
| B   | 0.59    | 16.77         | 1.4             | C       | 257                     | 385                           |
| C   | 0.72    | 10.19         | 2.6             | B       | 770                     | 1155                          |

### 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   | 825                   | 206                     | 141                       | 904               | 0.913 | 796                 | 638                             | 0.0               | 7.4             | 28.300    | D                             |
| B   | 211                   | 53                      | 555                       | 549               | 0.384 | 208                 | 381                             | 0.0               | 0.6             | 10.496    | B                             |
| C   | 632                   | 158                     | 151                       | 1324              | 0.477 | 628                 | 613                             | 0.0               | 0.9             | 5.145     | 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   | 985                   | 246                     | 169                       | 889               | 1.108 | 876                 | 765                             | 7.4               | 34.7            | 101.049   | F                             |
| B   | 252                   | 63                      | 611                       | 520               | 0.484 | 251                 | 433                             | 0.6               | 0.9             | 13.300    | B                             |
| C   | 754                   | 189                     | 182                       | 1304              | 0.578 | 752                 | 680                             | 0.9               | 1.3             | 6.507     | 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   | 1207                  | 302                     | 206                       | 869               | 1.388 | 869                 | 935                             | 34.7              | 119.2           | 328.345   | F                             |
| B   | 308                   | 77                      | 606                       | 523               | 0.590 | 306                 | 468                             | 0.9               | 1.4             | 16.505    | C                             |
| C   | 924                   | 231                     | 222                       | 1277              | 0.723 | 919                 | 691                             | 1.3               | 2.5             | 9.923     | A                             |

#### 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   | 1207                  | 302                     | 207                       | 869               | 1.389 | 869                 | 940                             | 119.2             | 203.8           | 669.726   | F                             |
| B   | 308                   | 77                      | 606                       | 523               | 0.590 | 308                 | 469                             | 1.4               | 1.4             | 16.769    | C                             |
| C   | 924                   | 231                     | 223                       | 1276              | 0.724 | 924                 | 691                             | 2.5               | 2.6             | 10.188    | 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   | 985                   | 246                     | 170                       | 888               | 1.109 | 888                 | 773                             | 203.8             | 228.1           | 874.169   | F                             |
| B   | 252                   | 63                      | 620                       | 516               | 0.488 | 253                 | 438                             | 1.4               | 1.0             | 13.823    | B                             |
| C   | 754                   | 189                     | 184                       | 1303              | 0.579 | 759                 | 689                             | 2.6               | 1.4             | 6.677     | 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   | 825                   | 206                     | 142                       | 903               | 0.914 | 899                 | 645                             | 228.1             | 209.6           | 876.708   | F                             |
| B   | 211                   | 53                      | 627                       | 512               | 0.412 | 212                 | 413                             | 1.0               | 0.7             | 12.056    | B                             |
| C   | 632                   | 158                     | 154                       | 1322              | 0.478 | 634                 | 686                             | 1.4               | 0.9             | 5.239     | A                             |