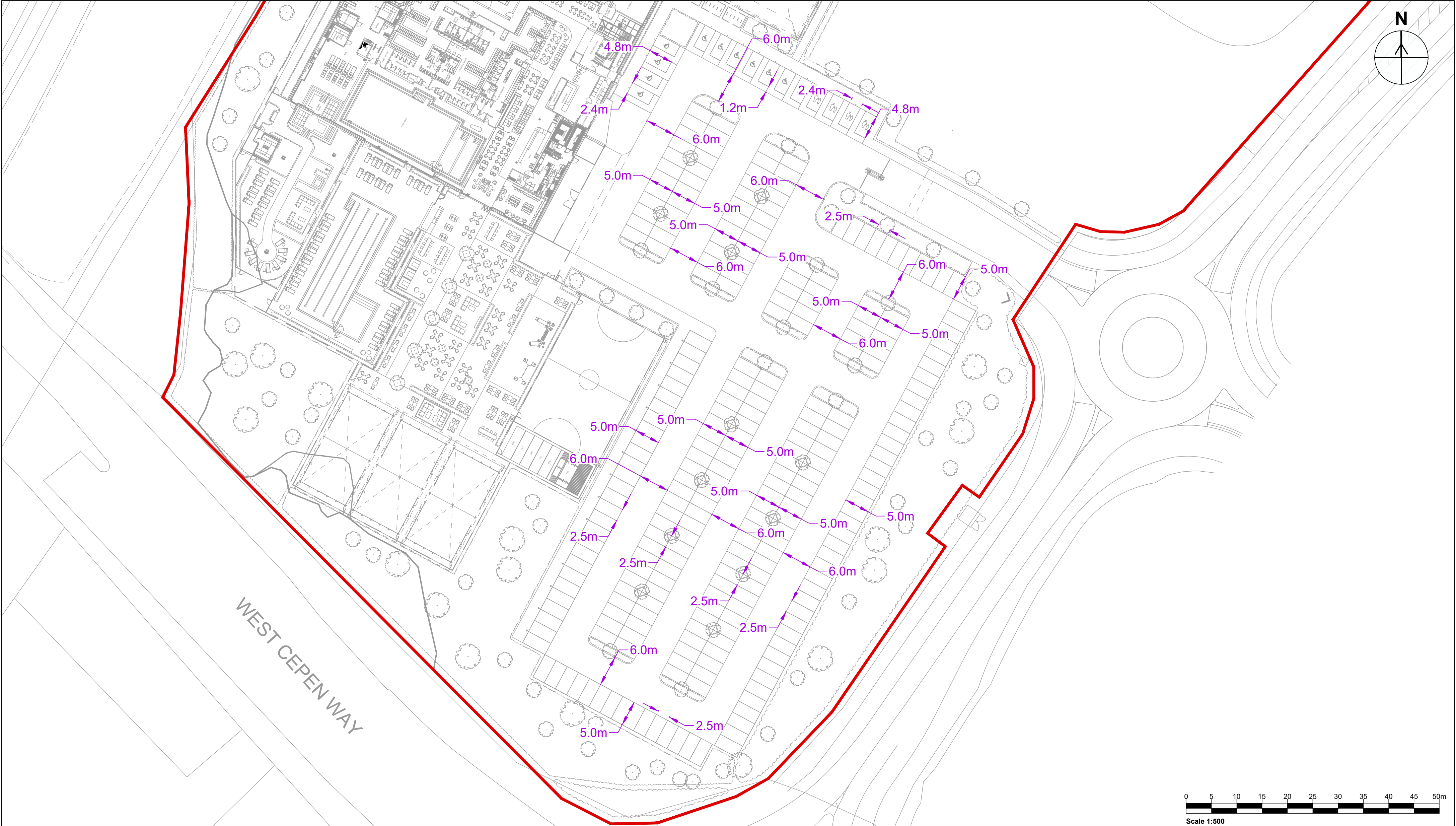




 www.slrconsulting.com				Client David Lloyd					
Drawing Status & Suitability Code				Project David Lloyd Chippenham					
Designed LJ	Drawn LJ	Checked DR	Authorised DR	Drawing Title Proposed Parking Review					
Date 03.02.26	Date 03.02.26	Date 03.02.26	Date 03.02.26						
Drawing Number PD01			Rev.	Scale 1:500	@ A2	SLR Project No. 416.066362.00001			
Rev				Amendments		Date	By	Chk	Auth

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Legend:
 Application boundary

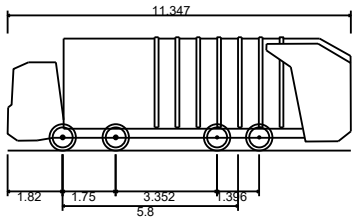
Vehicle Detail

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P:\Projects\250000\416.066362.00001 - David Lloyd Chippenham\Transport Planning\Technical\A - Deliverable\Drawings\Autocad\416.066362.00001_PD01.dwg 16/02/2026



				Client David Lloyd			
www.slrconsulting.com				Project David Lloyd Chippenham			
Drawing Status & Suitability Code							
Designed LJ	Drawn LJ	Checked DR	Authorised DR	Drawing Title Swept Path Analysis - Refuse Vehicle Site Access			
Date 03.02.26	Date 03.02.26	Date 03.02.26	Date 03.02.26	Scale 1:500 @ A2			
Drawing Number PD01_AT01			Rev.	SLR Project No. 416.066362.00001			
Rev				Amendments		Date	By Chk Auth

Notes:	Legend:	Vehicle Detail
1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only.	 Application boundary	 Large Refuse Vehicle (4 axle) Overall Length 11.347m Overall Width 2.500m Overall Body Height 3.751m Min Body Ground Clearance 0.304m Track Width 2.500m Lock to lock time 6.00s Wall to Wall Turning Radius 11.330m

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				Client David Lloyd			
www.slrconsulting.com				Project David Lloyd Chippenham			
Drawing Status & Suitability Code							
Designed LJ	Drawn LJ	Checked DR	Authorised DR	Drawing Title Swept Path Analysis - 10m Rigid Truck Site Access			
Date 03.02.26	Date 03.02.26	Date 03.02.26	Date 03.02.26	Scale 1:500 @ A2 SLR Project No. 416.066362.00001			
Drawing Number PD01_AT02				Rev.	Rev Amendments Date By Chk Auth		

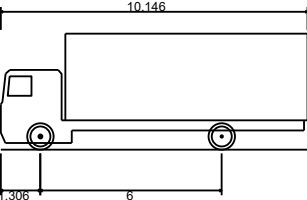
Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Legend:

— Application boundary

Vehicle Detail

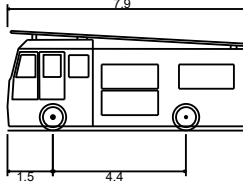


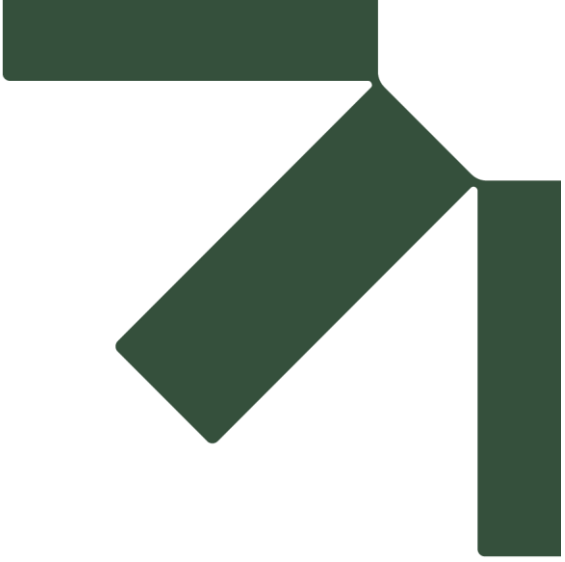
Mercedes Axor 1824L 18T GVW 4x2 Refrigerated
Overall Length 10.146m
Overall Width 2.587m
Overall Body Height 3.841m
Min Body Ground Clearance 0.221m
Track Width 2.490m
Lock to lock time 5.00s
Max Steering Angle (Virtual) 41.10°

P:\Projects\250000\0416.066362.00001 - David Lloyd Chippenham\Transport Planning\Technical\A - Deliverable\Drawings\Autocad\16.066362.00001_PD01.dwg 16/02/2026



				Client David Lloyd			
www.slrconsulting.com				Project David Lloyd Chippenham			
Drawing Status & Suitability Code							
Designed LJ	Drawn LJ	Checked DR	Authorised DR	Drawing Title Swept Path Analysis - Fire Tender Site Access			
Date 03.02.26	Date 03.02.26	Date 03.02.26	Date 03.02.26				
Drawing Number PD01_AT03			Rev.	Scale 1:500	@ A2	SLR Project No. 416.066362.00001	
Rev		Amendments		Date	By	Chk	Auth

Notes:	Legend:	Vehicle Detail
1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only.	 Application boundary	 Pumping Appliance Overall Length 7.900m Overall Width 2.500m Overall Body Height 3.300m Min Body Ground Clearance 0.140m Track Width 2.500m Lock to lock time 4.00s Kerb to Kerb Turning Radius 7.750m



Appendix E David Lloyd Survey Data

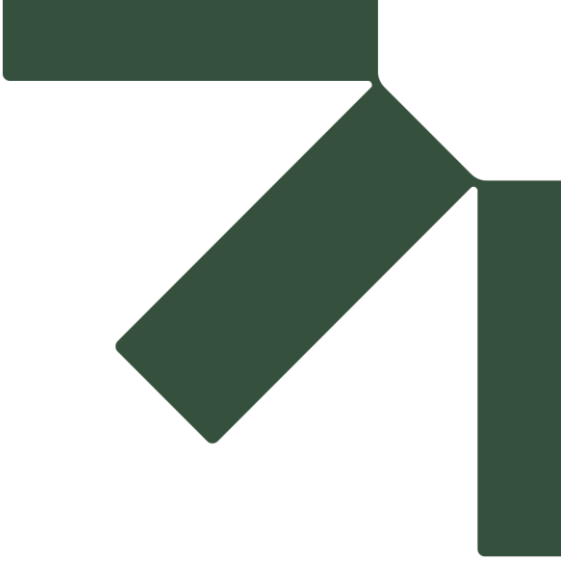
Transport Assessment

Chippenham David Lloyd

David Lloyd Leisure Ltd.

SLR Project No.: 416.066362.00001

20 February 2026



Appendix F Modelling Results

Transport Assessment

Chippenham David Lloyd

David Lloyd Leisure Ltd.

SLR Project No.: 416.066362.00001

20 February 2026

Junctions 11						
ARCADY 11 - Roundabout Module						
Version: 11.1.0.2307						
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Filename: Internal Site Access.j11

Path: K:\Projects\250000\416.066362.00001 - David Lloyd Chippenham\Transport Planning\Technical\A - Deliverable\Modelling\Arcady

Report generation date: 11/02/2026 15:09:52

»D1 - 2036 | S3 | AM

»D2 - 2036 | S3 | PM

»D3 - 2036 | S3 W/David Lloyd | AM

»D4 - 2036 | S3 W/David Lloyd | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2036 - S3						
1 - Spine Road North	2.3	10.81	0.69	2.3	10.67	0.69
2 - Plot 400	0.1	8.55	0.06	0.2	9.22	0.11
3 - Spine Road South	2.0	9.75	0.65	2.2	10.45	0.68
4 - Plot 100 Access	0.1	8.05	0.04	0.1	8.72	0.07
2036 - S3 W/David Lloyd						
1 - Spine Road North	2.3	10.93	0.69	2.8	12.25	0.73
2 - Plot 400	0.1	8.63	0.06	0.2	9.69	0.11
3 - Spine Road South	1.9	9.43	0.64	3.2	13.87	0.76
4 - Plot 100 Access	0.1	6.73	0.08	0.2	7.73	0.11

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

File summary

File Description

Title	
Location	
Site number	
Date	11/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SLR\Tom.Monk
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2036	S3	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2036	S3	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2036	S3 W/David Lloyd	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D5
D4	2036	S3 W/David Lloyd	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D6
D5	2036	David Lloyd	AM	ONE HOUR	07:45	09:15	15			
D6	2036	David Lloyd	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

D1 - 2036 | S3 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	10.21	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.21	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Spine Road North		
2	Plot 400		
3	Spine Road South		
4	Plot 100 Access		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Spine Road North	3.70	3.90	7.9	20.0	28.0	29.0		
2 - Plot 400	3.60	3.60	0.0	20.0	28.0	29.0		
3 - Spine Road South	3.70	3.90	7.7	20.0	28.0	31.0		
4 - Plot 100 Access	3.60	3.60	0.0	20.0	28.0	29.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Spine Road North	0.554	1181
2 - Plot 400	0.537	1095
3 - Spine Road South	0.551	1173
4 - Plot 100 Access	0.537	1095

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2036	S3	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Spine Road North		ONE HOUR	✓	718	100.000
2 - Plot 400		ONE HOUR	✓	38	100.000
3 - Spine Road South		ONE HOUR	✓	687	100.000
4 - Plot 100 Access		ONE HOUR	✓	25	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Spine Road North	2 - Plot 400	3 - Spine Road South	4 - Plot 100 Access
From	1 - Spine Road North	0	21	683	14
	2 - Plot 400	13	0	25	0
	3 - Spine Road South	614	44	0	29
	4 - Plot 100 Access	9	0	16	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Spine Road North	2 - Plot 400	3 - Spine Road South	4 - Plot 100 Access
From	1 - Spine Road North	0	50	5	50
	2 - Plot 400	50	0	50	0
	3 - Spine Road South	5	50	0	50
	4 - Plot 100 Access	50	0	50	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Spine Road North	0.69	10.81	2.3	B	659	988
2 - Plot 400	0.06	8.55	0.1	A	35	52
3 - Spine Road South	0.65	9.75	2.0	A	630	946
4 - Plot 100 Access	0.04	8.05	0.1	A	23	34

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	541	135	45	1156	0.467	537	476	0.0	0.9	6.159	A
2 - Plot 400	29	7	533	809	0.035	28	49	0.0	0.1	6.920	A
3 - Spine Road South	517	129	20	1162	0.445	514	541	0.0	0.9	5.994	A
4 - Plot 100 Access	19	5	502	825	0.023	19	32	0.0	0.0	6.694	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	645	161	54	1151	0.561	644	570	0.9	1.3	7.533	A
2 - Plot 400	34	9	639	752	0.045	34	58	0.1	0.1	7.526	A
3 - Spine Road South	618	154	24	1160	0.533	616	649	0.9	1.2	7.165	A
4 - Plot 100 Access	22	6	602	772	0.029	22	39	0.0	0.0	7.206	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	791	198	66	1145	0.691	787	697	1.3	2.3	10.598	B
2 - Plot 400	42	10	781	675	0.062	42	71	0.1	0.1	8.521	A
3 - Spine Road South	756	189	30	1157	0.654	753	793	1.2	2.0	9.603	A
4 - Plot 100 Access	28	7	736	700	0.039	27	47	0.0	0.1	8.030	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	791	198	66	1145	0.691	790	700	2.3	2.3	10.813	B
2 - Plot 400	42	10	785	673	0.062	42	72	0.1	0.1	8.549	A
3 - Spine Road South	756	189	30	1157	0.654	756	797	2.0	2.0	9.746	A
4 - Plot 100 Access	28	7	739	698	0.039	28	47	0.1	0.1	8.050	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	645	161	54	1151	0.561	649	575	2.3	1.4	7.699	A
2 - Plot 400	34	9	645	749	0.046	34	59	0.1	0.1	7.559	A
3 - Spine Road South	618	154	24	1160	0.533	621	655	2.0	1.3	7.285	A
4 - Plot 100 Access	22	6	606	769	0.029	23	39	0.1	0.0	7.233	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	541	135	45	1156	0.468	542	480	1.4	0.9	6.266	A
2 - Plot 400	29	7	539	806	0.036	29	49	0.1	0.1	6.952	A
3 - Spine Road South	517	129	20	1162	0.445	519	547	1.3	0.9	6.085	A
4 - Plot 100 Access	19	5	507	823	0.023	19	32	0.0	0.0	6.716	A

D2 - 2036 | S3 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	10.46	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.46	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2036	S3	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Spine Road North		ONE HOUR	✓	724	100.000
2 - Plot 400		ONE HOUR	✓	65	100.000
3 - Spine Road South		ONE HOUR	✓	715	100.000
4 - Plot 100 Access		ONE HOUR	✓	42	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Spine Road North	2 - Plot 400	3 - Spine Road South	4 - Plot 100 Access
From	1 - Spine Road North	0	10	707	7
	2 - Plot 400	25	0	40	0
	3 - Spine Road South	682	20	0	13
	4 - Plot 100 Access	16	0	26	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Spine Road North	2 - Plot 400	3 - Spine Road South	4 - Plot 100 Access
From	1 - Spine Road North	0	50	5	50
	2 - Plot 400	50	0	50	0
	3 - Spine Road South	5	50	0	50
	4 - Plot 100 Access	50	0	50	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Spine Road North	0.69	10.67	2.3	B	664	997
2 - Plot 400	0.11	9.22	0.2	A	60	89
3 - Spine Road South	0.68	10.45	2.2	B	656	984
4 - Plot 100 Access	0.07	8.72	0.1	A	39	58

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	545	136	34	1162	0.469	541	541	0.0	0.9	6.098	A
2 - Plot 400	49	12	553	798	0.061	49	22	0.0	0.1	7.205	A
3 - Spine Road South	538	135	24	1160	0.464	535	578	0.0	0.9	6.096	A
4 - Plot 100 Access	32	8	544	803	0.039	31	15	0.0	0.1	6.997	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	651	163	41	1158	0.562	649	648	0.9	1.3	7.453	A
2 - Plot 400	58	15	664	739	0.079	58	27	0.1	0.1	7.938	A
3 - Spine Road South	643	161	29	1157	0.555	641	693	0.9	1.3	7.382	A
4 - Plot 100 Access	38	9	652	745	0.051	38	18	0.1	0.1	7.636	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	797	199	50	1153	0.691	793	792	1.3	2.3	10.463	B
2 - Plot 400	72	18	811	659	0.109	71	33	0.1	0.2	9.179	A
3 - Spine Road South	787	197	35	1154	0.682	784	847	1.3	2.2	10.256	B
4 - Plot 100 Access	46	12	797	667	0.069	46	22	0.1	0.1	8.694	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	797	199	51	1153	0.691	797	796	2.3	2.3	10.675	B
2 - Plot 400	72	18	815	657	0.109	72	33	0.2	0.2	9.215	A
3 - Spine Road South	787	197	35	1154	0.682	787	851	2.2	2.2	10.455	B
4 - Plot 100 Access	46	12	800	665	0.070	46	22	0.1	0.1	8.724	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	651	163	42	1158	0.562	655	653	2.3	1.4	7.614	A
2 - Plot 400	58	15	669	736	0.079	59	27	0.2	0.1	7.980	A
3 - Spine Road South	643	161	29	1157	0.556	646	699	2.2	1.4	7.558	A
4 - Plot 100 Access	38	9	657	742	0.051	38	18	0.1	0.1	7.669	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	545	136	35	1162	0.469	547	546	1.4	0.9	6.207	A
2 - Plot 400	49	12	559	795	0.062	49	23	0.1	0.1	7.245	A
3 - Spine Road South	538	135	24	1160	0.464	540	584	1.4	0.9	6.201	A
4 - Plot 100 Access	32	8	549	800	0.040	32	15	0.1	0.1	7.031	A

D3 - 2036 | S3 W/David Lloyd | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	10.04	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.04	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2036	S3 W/David Lloyd	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D5

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Spine Road North		ONE HOUR	✓	713	100.000
2 - Plot 400		ONE HOUR	✓	38	100.000
3 - Spine Road South		ONE HOUR	✓	677	100.000
4 - Plot 100 Access		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Spine Road North	2 - Plot 400	3 - Spine Road South	4 - Plot 100 Access
From	1 - Spine Road North	0	21	683	9
	2 - Plot 400	13	0	25	0
	3 - Spine Road South	614	44	0	19
	4 - Plot 100 Access	18	0	31	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Spine Road North	2 - Plot 400	3 - Spine Road South	4 - Plot 100 Access
From	1 - Spine Road North	0	50	5	100
	2 - Plot 400	50	0	50	0
	3 - Spine Road South	5	50	0	100
	4 - Plot 100 Access	20	0	21	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Spine Road North	0.69	10.93	2.3	B	654	981
2 - Plot 400	0.06	8.63	0.1	A	35	52
3 - Spine Road South	0.64	9.43	1.9	A	621	932
4 - Plot 100 Access	0.08	6.73	0.1	A	45	67

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	537	134	56	1150	0.467	533	482	0.0	0.9	6.180	A
2 - Plot 400	29	7	541	805	0.036	28	49	0.0	0.1	6.956	A
3 - Spine Road South	510	127	16	1164	0.438	506	553	0.0	0.8	5.914	A
4 - Plot 100 Access	37	9	502	825	0.045	37	21	0.0	0.1	5.499	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	641	160	67	1144	0.560	639	579	0.9	1.3	7.576	A
2 - Plot 400	34	9	648	747	0.046	34	58	0.1	0.1	7.577	A
3 - Spine Road South	609	152	20	1162	0.524	607	663	0.8	1.2	7.027	A
4 - Plot 100 Access	44	11	602	772	0.057	44	25	0.1	0.1	5.961	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	785	196	82	1136	0.691	781	707	1.3	2.3	10.706	B
2 - Plot 400	42	10	792	669	0.062	42	71	0.1	0.1	8.601	A
3 - Spine Road South	745	186	24	1160	0.643	742	810	1.2	1.9	9.302	A
4 - Plot 100 Access	54	13	736	700	0.077	54	31	0.1	0.1	6.716	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	785	196	83	1135	0.691	785	710	2.3	2.3	10.928	B
2 - Plot 400	42	10	796	668	0.063	42	72	0.1	0.1	8.630	A
3 - Spine Road South	745	186	24	1160	0.643	745	813	1.9	1.9	9.427	A
4 - Plot 100 Access	54	13	739	698	0.077	54	31	0.1	0.1	6.731	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	641	160	68	1144	0.560	645	583	2.3	1.4	7.748	A
2 - Plot 400	34	9	654	744	0.046	34	59	0.1	0.1	7.610	A
3 - Spine Road South	609	152	20	1162	0.524	611	668	1.9	1.2	7.134	A
4 - Plot 100 Access	44	11	606	769	0.057	44	25	0.1	0.1	5.981	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	537	134	57	1150	0.467	539	487	1.4	0.9	6.296	A
2 - Plot 400	29	7	546	802	0.036	29	49	0.1	0.1	6.989	A
3 - Spine Road South	510	127	17	1164	0.438	511	558	1.2	0.9	6.000	A
4 - Plot 100 Access	37	9	507	823	0.045	37	21	0.1	0.1	5.519	A

D4 - 2036 | S3 W/David Lloyd | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	12.73	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.73	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2036	S3 W/David Lloyd	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D6

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Spine Road North		ONE HOUR	✓	759	100.000
2 - Plot 400		ONE HOUR	✓	65	100.000
3 - Spine Road South		ONE HOUR	✓	780	100.000
4 - Plot 100 Access		ONE HOUR	✓	65	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Spine Road North	2 - Plot 400	3 - Spine Road South	4 - Plot 100 Access
From	1 - Spine Road North	0	10	707	42
	2 - Plot 400	25	0	40	0
	3 - Spine Road South	682	20	0	78
	4 - Plot 100 Access	25	0	40	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Spine Road North	2 - Plot 400	3 - Spine Road South	4 - Plot 100 Access
From	1 - Spine Road North	0	50	5	6
	2 - Plot 400	50	0	50	0
	3 - Spine Road South	5	50	0	6
	4 - Plot 100 Access	27	0	28	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Spine Road North	0.73	12.25	2.8	B	696	1045
2 - Plot 400	0.11	9.69	0.2	A	60	89
3 - Spine Road South	0.76	13.87	3.2	B	716	1074
4 - Plot 100 Access	0.11	7.73	0.2	A	60	89

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	571	143	45	1156	0.494	567	547	0.0	1.0	6.403	A
2 - Plot 400	49	12	590	778	0.063	49	22	0.0	0.1	7.398	A
3 - Spine Road South	587	147	50	1145	0.513	583	588	0.0	1.1	6.725	A
4 - Plot 100 Access	49	12	543	803	0.061	49	90	0.0	0.1	6.078	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	682	171	54	1151	0.593	680	656	1.0	1.5	8.027	A
2 - Plot 400	58	15	707	715	0.082	58	27	0.1	0.1	8.219	A
3 - Spine Road South	701	175	60	1140	0.615	699	706	1.1	1.7	8.602	A
4 - Plot 100 Access	58	15	652	745	0.078	58	108	0.1	0.1	6.682	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	836	209	66	1145	0.730	831	801	1.5	2.7	11.906	B
2 - Plot 400	72	18	864	631	0.113	71	33	0.1	0.2	9.642	A
3 - Spine Road South	859	215	73	1133	0.758	853	862	1.7	3.1	13.346	B
4 - Plot 100 Access	72	18	795	668	0.107	71	131	0.1	0.2	7.688	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	836	209	66	1145	0.730	835	806	2.7	2.8	12.252	B
2 - Plot 400	72	18	868	629	0.114	72	33	0.2	0.2	9.693	A
3 - Spine Road South	859	215	74	1132	0.758	858	866	3.1	3.2	13.870	B
4 - Plot 100 Access	72	18	800	665	0.108	72	132	0.2	0.2	7.728	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	682	171	54	1151	0.593	687	663	2.8	1.6	8.265	A
2 - Plot 400	58	15	714	711	0.082	59	27	0.2	0.1	8.277	A
3 - Spine Road South	701	175	61	1140	0.615	707	712	3.2	1.7	8.934	A
4 - Plot 100 Access	58	15	659	741	0.079	59	109	0.2	0.1	6.727	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Spine Road North	571	143	45	1156	0.494	574	553	1.6	1.0	6.541	A
2 - Plot 400	49	12	596	775	0.063	49	23	0.1	0.1	7.445	A
3 - Spine Road South	587	147	51	1145	0.513	590	595	1.7	1.1	6.892	A
4 - Plot 100 Access	49	12	550	800	0.061	49	91	0.1	0.1	6.114	A

Junctions 11						
ARCADY 11 - Roundabout Module						
Version: 11.1.0.2307						
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Filename: Northern Access.j11

Path: K:\Projects\250000\416.066362.00001 - David Lloyd Chippenham\Transport Planning\Technical\A - Deliverable\Modelling\Arcady

Report generation date: 11/02/2026 15:24:34

- »D1 - 2026 | Base + Dev + Mit + Retail | AM
 »D2 - 2026 | Base + Dev + Mit + Retail | PM
 »D3 - 2026 | Base + Dev + Mit + Retail W/David Lloyd | AM
 »D4 - 2026 | Base + Dev + Mit + Retail W/David Lloyd | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2026 - Base + Dev + Mit + Retail						
1 - A350 N	0.4	2.87	0.28	0.5	3.36	0.35
2 - Primary Street	0.2	4.39	0.16	0.2	4.72	0.14
3 - Secondary Street	0.1	2.84	0.07	0.1	2.89	0.05
4 - A350 S	0.6	3.41	0.36	0.4	3.09	0.27
5 - Showell Farm	0.1	3.41	0.11	0.5	4.28	0.33
2026 - Base + Dev + Mit + Retail W/David Lloyd						
1 - A350 N	0.4	2.87	0.28	0.6	3.47	0.37
2 - Primary Street	0.2	4.38	0.16	0.2	4.86	0.15
3 - Secondary Street	0.1	2.83	0.07	0.1	2.94	0.05
4 - A350 S	0.6	3.41	0.36	0.4	3.15	0.28
5 - Showell Farm	0.1	3.44	0.11	0.5	4.33	0.34

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

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

File summary

File Description

Title	
Location	
Site number	
Date	11/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SLR\Tom.Monk
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2026	Base + Dev + Mit + Retail	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2026	Base + Dev + Mit + Retail	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2026	Base + Dev + Mit + Retail W/David Lloyd	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D5
D4	2026	Base + Dev + Mit + Retail W/David Lloyd	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D6
D5	2026	David Lloyd	AM	ONE HOUR	07:45	09:15	15			
D6	2026	David Lloyd	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

D1 - 2026 | Base + Dev + Mit + Retail | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A350 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Secondary Street - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A350 S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	3.30	A

Junction Network

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

Arms

Arms

Arm	Name	Description	No give-way line
1	A350 N		
2	Primary Street		
3	Secondary Street		
4	A350 S		
5	Showell Farm		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A350 N	3.50	6.00	55.0	30.0	60.0	23.0		
2 - Primary Street	3.50	4.30	2.1	20.0	60.0	22.0		
3 - Secondary Street	3.70	6.00	38.2	17.5	60.0	31.0		
4 - A350 S	3.30	6.20	35.4	30.0	60.0	24.0		
5 - Showell Farm	3.50	6.60	8.6	20.0	60.0	21.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A350 N	0.584	1792
2 - Primary Street	0.478	1202
3 - Secondary Street	0.552	1688
4 - A350 S	0.577	1759
5 - Showell Farm	0.538	1543

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base + Dev + Mit + Retail	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A350 N		ONE HOUR	✓	453	100.000
2 - Primary Street		ONE HOUR	✓	147	100.000
3 - Secondary Street		ONE HOUR	✓	90	100.000
4 - A350 S		ONE HOUR	✓	535	100.000
5 - Showell Farm		ONE HOUR	✓	114	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
From		1 - A350 N	2 - Primary Street	3 - Secondary Street	4 - A350 S	5 - Showell Farm
	1 - A350 N	0	50	24	379	0
	2 - Primary Street	62	0	0	39	46
	3 - Secondary Street	33	0	0	19	38
	4 - A350 S	485	29	3	0	18
	5 - Showell Farm	82	18	12	2	0

Vehicle Mix

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

Heavy Vehicle %

	To					
From		1 - A350 N	2 - Primary Street	3 - Secondary Street	4 - A350 S	5 - Showell Farm
	1 - A350 N	0	0	0	0	0
	2 - Primary Street	0	0	0	0	0
	3 - Secondary Street	0	0	0	0	0
	4 - A350 S	0	0	0	0	0
	5 - Showell Farm	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A350 N	0.28	2.87	0.4	A	416	624
2 - Primary Street	0.16	4.39	0.2	A	135	202
3 - Secondary Street	0.07	2.84	0.1	A	83	124
4 - A350 S	0.36	3.41	0.6	A	491	736
5 - Showell Farm	0.11	3.41	0.1	A	105	157

Main Results for each time segment

07:45 - 08:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	341	85	48	1764	0.193	340	497	0.0	0.2	2.528	A
2 - Primary Street	111	28	315	1051	0.105	110	73	0.0	0.1	3.822	A
3 - Secondary Street	68	17	396	1469	0.046	68	29	0.0	0.0	2.569	A
4 - A350 S	403	101	134	1682	0.240	402	330	0.0	0.3	2.810	A
5 - Showell Farm	86	21	459	1296	0.066	86	77	0.0	0.1	2.973	A

08:00 - 08:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	407	102	57	1758	0.232	407	595	0.2	0.3	2.664	A
2 - Primary Street	132	33	377	1022	0.129	132	87	0.1	0.1	4.046	A
3 - Secondary Street	81	20	474	1426	0.057	81	35	0.0	0.1	2.676	A
4 - A350 S	481	120	161	1666	0.289	481	394	0.3	0.4	3.036	A
5 - Showell Farm	102	26	550	1248	0.082	102	92	0.1	0.1	3.143	A

08:15 - 08:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	499	125	70	1751	0.285	498	728	0.3	0.4	2.875	A
2 - Primary Street	162	40	462	981	0.165	162	107	0.1	0.2	4.391	A
3 - Secondary Street	99	25	581	1367	0.072	99	43	0.1	0.1	2.838	A
4 - A350 S	589	147	197	1645	0.358	588	483	0.4	0.6	3.404	A
5 - Showell Farm	126	31	673	1181	0.106	125	112	0.1	0.1	3.409	A

08:30 - 08:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	499	125	70	1751	0.285	499	729	0.4	0.4	2.875	A
2 - Primary Street	162	40	462	981	0.165	162	107	0.2	0.2	4.393	A
3 - Secondary Street	99	25	581	1367	0.073	99	43	0.1	0.1	2.839	A
4 - A350 S	589	147	197	1645	0.358	589	483	0.6	0.6	3.407	A
5 - Showell Farm	126	31	674	1181	0.106	126	112	0.1	0.1	3.410	A

08:45 - 09:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	407	102	58	1758	0.232	408	596	0.4	0.3	2.665	A
2 - Primary Street	132	33	378	1022	0.129	132	87	0.2	0.1	4.049	A
3 - Secondary Street	81	20	475	1425	0.057	81	35	0.1	0.1	2.679	A
4 - A350 S	481	120	161	1666	0.289	482	395	0.6	0.4	3.042	A
5 - Showell Farm	102	26	551	1247	0.082	103	92	0.1	0.1	3.145	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	341	85	48	1764	0.193	341	499	0.3	0.2	2.533	A
2 - Primary Street	111	28	316	1051	0.105	111	73	0.1	0.1	3.831	A
3 - Secondary Street	68	17	398	1468	0.046	68	29	0.1	0.0	2.570	A
4 - A350 S	403	101	135	1681	0.240	403	331	0.4	0.3	2.819	A
5 - Showell Farm	86	21	461	1295	0.066	86	77	0.1	0.1	2.976	A

D2 - 2026 | Base + Dev + Mit + Retail | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A350 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Secondary Street - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A350 S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	3.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.61	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	Base + Dev + Mit + Retail	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A350 N		ONE HOUR	✓	526	100.000
2 - Primary Street		ONE HOUR	✓	113	100.000
3 - Secondary Street		ONE HOUR	✓	57	100.000
4 - A350 S		ONE HOUR	✓	394	100.000
5 - Showell Farm		ONE HOUR	✓	376	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A350 N	2 - Primary Street	3 - Secondary Street	4 - A350 S	5 - Showell Farm
From	1 - A350 N	0	54	33	315	124
	2 - Primary Street	62	0	0	30	21
	3 - Secondary Street	33	0	0	11	13
	4 - A350 S	346	33	13	0	2
	5 - Showell Farm	201	60	46	69	0

Vehicle Mix

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

Heavy Vehicle %

	To				
	1 - A350 N	2 - Primary Street	3 - Secondary Street	4 - A350 S	5 - Showell Farm
From					
1 - A350 N	0	0	0	0	0
2 - Primary Street	0	0	0	0	0
3 - Secondary Street	0	0	0	0	0
4 - A350 S	0	0	0	0	0
5 - Showell Farm	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A350 N	0.35	3.36	0.5	A	483	724
2 - Primary Street	0.14	4.72	0.2	A	104	156
3 - Secondary Street	0.05	2.89	0.1	A	52	78
4 - A350 S	0.27	3.09	0.4	A	362	542
5 - Showell Farm	0.33	4.28	0.5	A	345	518

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	396	99	166	1695	0.234	395	482	0.0	0.3	2.766	A
2 - Primary Street	85	21	450	987	0.086	85	110	0.0	0.1	3.988	A
3 - Secondary Street	43	11	466	1430	0.030	43	69	0.0	0.0	2.594	A
4 - A350 S	297	74	190	1650	0.180	296	319	0.0	0.2	2.658	A
5 - Showell Farm	283	71	365	1347	0.210	282	120	0.0	0.3	3.378	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	473	118	198	1676	0.282	473	577	0.3	0.4	2.991	A
2 - Primary Street	102	25	539	945	0.108	101	132	0.1	0.1	4.270	A
3 - Secondary Street	51	13	558	1380	0.037	51	83	0.0	0.0	2.709	A
4 - A350 S	354	89	227	1628	0.218	354	382	0.2	0.3	2.825	A
5 - Showell Farm	338	85	437	1308	0.258	338	144	0.3	0.3	3.710	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	579	145	243	1650	0.351	579	706	0.4	0.5	3.358	A
2 - Primary Street	124	31	660	887	0.140	124	162	0.1	0.2	4.720	A
3 - Secondary Street	63	16	683	1310	0.048	63	101	0.0	0.1	2.884	A
4 - A350 S	434	108	278	1598	0.271	433	467	0.3	0.4	3.090	A
5 - Showell Farm	414	103	536	1255	0.330	413	176	0.3	0.5	4.274	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	579	145	243	1650	0.351	579	707	0.5	0.5	3.361	A
2 - Primary Street	124	31	661	886	0.140	124	162	0.2	0.2	4.724	A
3 - Secondary Street	63	16	684	1310	0.048	63	101	0.1	0.1	2.885	A
4 - A350 S	434	108	279	1598	0.271	434	468	0.4	0.4	3.090	A
5 - Showell Farm	414	103	536	1255	0.330	414	176	0.5	0.5	4.280	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	473	118	199	1676	0.282	473	578	0.5	0.4	2.995	A
2 - Primary Street	102	25	540	944	0.108	102	132	0.2	0.1	4.274	A
3 - Secondary Street	51	13	559	1379	0.037	51	83	0.1	0.0	2.713	A
4 - A350 S	354	89	228	1628	0.218	355	383	0.4	0.3	2.830	A
5 - Showell Farm	338	85	438	1308	0.259	339	144	0.5	0.4	3.719	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	396	99	167	1694	0.234	396	484	0.4	0.3	2.775	A
2 - Primary Street	85	21	452	986	0.086	85	111	0.1	0.1	3.996	A
3 - Secondary Street	43	11	468	1429	0.030	43	69	0.0	0.0	2.598	A
4 - A350 S	297	74	191	1649	0.180	297	320	0.3	0.2	2.664	A
5 - Showell Farm	283	71	367	1346	0.210	283	121	0.4	0.3	3.388	A

D3 - 2026 | Base + Dev + Mit + Retail W/David Lloyd | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A350 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Secondary Street - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A350 S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	O-D data		O-D matrix contains negative demand. Matrix should only be used as a development matrix for Demand Set relationships and should not be run on its own.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	3.30	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2026	Base + Dev + Mit + Retail W/David Lloyd	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D5

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A350 N		ONE HOUR	✓	450	100.000
2 - Primary Street		ONE HOUR	✓	146	100.000
3 - Secondary Street		ONE HOUR	✓	89	100.000
4 - A350 S		ONE HOUR	✓	535	100.000
5 - Showell Farm		ONE HOUR	✓	122	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
From		1 - A350 N	2 - Primary Street	3 - Secondary Street	4 - A350 S	5 - Showell Farm
	1 - A350 N	0	50	24	379	-3
	2 - Primary Street	62	0	0	39	45
	3 - Secondary Street	33	0	0	19	37
	4 - A350 S	485	29	3	0	18
	5 - Showell Farm	88	19	13	2	0

Vehicle Mix

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

Heavy Vehicle %

	To					
From		1 - A350 N	2 - Primary Street	3 - Secondary Street	4 - A350 S	5 - Showell Farm
	1 - A350 N	0	0	0	0	0
	2 - Primary Street	0	0	0	0	0
	3 - Secondary Street	0	0	0	0	0
	4 - A350 S	0	0	0	0	0
	5 - Showell Farm	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A350 N	0.28	2.87	0.4	A	413	619
2 - Primary Street	0.16	4.38	0.2	A	134	201
3 - Secondary Street	0.07	2.83	0.1	A	82	123
4 - A350 S	0.36	3.41	0.6	A	491	736
5 - Showell Farm	0.11	3.44	0.1	A	112	168

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	339	85	50	1763	0.192	338	501	0.0	0.2	2.525	A
2 - Primary Street	110	27	314	1052	0.104	109	73	0.0	0.1	3.817	A
3 - Secondary Street	67	17	394	1470	0.046	67	30	0.0	0.0	2.565	A
4 - A350 S	403	101	135	1681	0.240	402	326	0.0	0.3	2.811	A
5 - Showell Farm	92	23	459	1296	0.071	92	77	0.0	0.1	2.988	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	405	101	59	1757	0.230	404	600	0.2	0.3	2.661	A
2 - Primary Street	131	33	376	1022	0.128	131	87	0.1	0.1	4.039	A
3 - Secondary Street	80	20	472	1427	0.056	80	36	0.0	0.1	2.671	A
4 - A350 S	481	120	162	1666	0.289	481	390	0.3	0.4	3.037	A
5 - Showell Farm	110	27	550	1248	0.088	110	92	0.1	0.1	3.162	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	495	124	73	1749	0.283	495	735	0.3	0.4	2.870	A
2 - Primary Street	161	40	461	982	0.164	161	107	0.1	0.2	4.381	A
3 - Secondary Street	98	24	577	1369	0.072	98	44	0.1	0.1	2.832	A
4 - A350 S	589	147	198	1645	0.358	588	477	0.4	0.6	3.406	A
5 - Showell Farm	134	34	673	1181	0.114	134	113	0.1	0.1	3.437	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	495	124	73	1749	0.283	495	735	0.4	0.4	2.870	A
2 - Primary Street	161	40	461	982	0.164	161	107	0.2	0.2	4.384	A
3 - Secondary Street	98	24	578	1368	0.072	98	44	0.1	0.1	2.833	A
4 - A350 S	589	147	198	1645	0.358	589	478	0.6	0.6	3.409	A
5 - Showell Farm	134	34	674	1181	0.114	134	113	0.1	0.1	3.439	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	405	101	59	1757	0.230	405	601	0.4	0.3	2.664	A
2 - Primary Street	131	33	377	1022	0.128	131	88	0.2	0.1	4.044	A
3 - Secondary Street	80	20	472	1427	0.056	80	36	0.1	0.1	2.675	A
4 - A350 S	481	120	162	1666	0.289	482	391	0.6	0.4	3.041	A
5 - Showell Farm	110	27	551	1247	0.088	110	93	0.1	0.1	3.165	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	339	85	50	1763	0.192	339	503	0.3	0.2	2.530	A
2 - Primary Street	110	27	315	1051	0.105	110	73	0.1	0.1	3.823	A
3 - Secondary Street	67	17	396	1469	0.046	67	30	0.1	0.0	2.567	A
4 - A350 S	403	101	136	1681	0.240	403	327	0.4	0.3	2.817	A
5 - Showell Farm	92	23	461	1295	0.071	92	78	0.1	0.1	2.991	A

D4 - 2026 | Base + Dev + Mit + Retail W/David Lloyd | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A350 N - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Secondary Street - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A350 S - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	3.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.69	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2026	Base + Dev + Mit + Retail W/David Lloyd	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D6

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A350 N		ONE HOUR	✓	553	100.000
2 - Primary Street		ONE HOUR	✓	118	100.000
3 - Secondary Street		ONE HOUR	✓	60	100.000
4 - A350 S		ONE HOUR	✓	394	100.000
5 - Showell Farm		ONE HOUR	✓	385	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
From		1 - A350 N	2 - Primary Street	3 - Secondary Street	4 - A350 S	5 - Showell Farm
	1 - A350 N	0	54	33	315	151
	2 - Primary Street	62	0	0	30	26
	3 - Secondary Street	33	0	0	11	16
	4 - A350 S	346	33	13	0	2
	5 - Showell Farm	206	61	47	71	0

Vehicle Mix

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

Heavy Vehicle %

	To				
	1 - A350 N	2 - Primary Street	3 - Secondary Street	4 - A350 S	5 - Showell Farm
From					
1 - A350 N	0	0	0	0	0
2 - Primary Street	0	0	0	0	0
3 - Secondary Street	0	0	0	0	0
4 - A350 S	0	0	0	0	0
5 - Showell Farm	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A350 N	0.37	3.47	0.6	A	507	761
2 - Primary Street	0.15	4.86	0.2	A	108	162
3 - Secondary Street	0.05	2.94	0.1	A	55	83
4 - A350 S	0.28	3.15	0.4	A	362	542
5 - Showell Farm	0.34	4.33	0.5	A	353	530

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	416	104	169	1693	0.246	415	485	0.0	0.3	2.814	A
2 - Primary Street	89	22	473	976	0.091	88	111	0.0	0.1	4.053	A
3 - Secondary Street	45	11	491	1416	0.032	45	70	0.0	0.0	2.625	A
4 - A350 S	297	74	216	1634	0.181	296	320	0.0	0.2	2.688	A
5 - Showell Farm	290	72	365	1347	0.215	289	146	0.0	0.3	3.400	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	497	124	202	1674	0.297	497	581	0.3	0.4	3.058	A
2 - Primary Street	106	27	566	932	0.114	106	133	0.1	0.1	4.360	A
3 - Secondary Street	54	13	588	1363	0.040	54	84	0.0	0.0	2.750	A
4 - A350 S	354	89	259	1610	0.220	354	384	0.2	0.3	2.866	A
5 - Showell Farm	346	87	437	1308	0.265	346	175	0.3	0.4	3.741	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	609	152	247	1647	0.370	608	712	0.4	0.6	3.463	A
2 - Primary Street	130	32	693	871	0.149	130	163	0.1	0.2	4.855	A
3 - Secondary Street	66	17	720	1290	0.051	66	102	0.0	0.1	2.941	A
4 - A350 S	434	108	317	1576	0.275	433	470	0.3	0.4	3.150	A
5 - Showell Farm	424	106	536	1255	0.338	423	214	0.4	0.5	4.325	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	609	152	248	1647	0.370	609	712	0.6	0.6	3.466	A
2 - Primary Street	130	32	694	871	0.149	130	163	0.2	0.2	4.860	A
3 - Secondary Street	66	17	721	1289	0.051	66	102	0.1	0.1	2.942	A
4 - A350 S	434	108	317	1576	0.275	434	470	0.4	0.4	3.150	A
5 - Showell Farm	424	106	536	1255	0.338	424	215	0.5	0.5	4.331	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	497	124	203	1673	0.297	498	582	0.6	0.4	3.063	A
2 - Primary Street	106	27	567	931	0.114	106	133	0.2	0.1	4.365	A
3 - Secondary Street	54	13	590	1362	0.040	54	84	0.1	0.0	2.753	A
4 - A350 S	354	89	259	1609	0.220	355	384	0.4	0.3	2.869	A
5 - Showell Farm	346	87	438	1308	0.265	347	176	0.5	0.4	3.750	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A350 N	416	104	170	1693	0.246	417	488	0.4	0.3	2.821	A
2 - Primary Street	89	22	475	975	0.091	89	112	0.1	0.1	4.062	A
3 - Secondary Street	45	11	494	1415	0.032	45	70	0.0	0.0	2.627	A
4 - A350 S	297	74	217	1634	0.182	297	322	0.3	0.2	2.692	A
5 - Showell Farm	290	72	367	1346	0.215	290	147	0.4	0.3	3.412	A

Junctions 11		
ARCADY 11 - Roundabout Module		
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024		
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Filename: Southern Site Access.j11

Path: K:\Projects\250000\416.066362.00001 - David Lloyd Chippenham\Transport Planning\Technical\A - Deliverable\Modelling\Arcady

Report generation date: 11/02/2026 15:00:02

- »D1 - 2036 | S3 | AM
- »D2 - 2036 | S3 | PM
- »D3 - 2036 | S3 W/David Lloyd | AM
- »D4 - 2036 | S3 W/David Lloyd | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2036 - S3						
1 - Site Access	1.5	7.27	0.58	2.4	10.49	0.69
2 - A350 E	2.7	6.13	0.70	1.8	4.58	0.61
3 - A350 W	1.9	4.57	0.63	3.0	5.92	0.73
2036 - S3 W/David Lloyd						
1 - Site Access	1.6	7.48	0.59	2.5	10.95	0.70
2 - A350 E	2.7	6.17	0.71	1.8	4.71	0.62
3 - A350 W	1.9	4.52	0.63	3.4	6.53	0.75

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

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

File summary

File Description

Title	
Location	
Site number	
Date	11/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SLR\Tom.Monk
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2036	S3	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2036	S3	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2036	S3 W/David Lloyd	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D5
D4	2036	S3 W/David Lloyd	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D6
D5	2036	David Lloyd	AM	ONE HOUR	07:45	09:15	15			
D6	2036	David Lloyd	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

D1 - 2036 | S3 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A350 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.73	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Site Access		
2	A350 E		
3	A350 W		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Site Access	3.50	8.60	25.0	22.0	60.0	38.0		
2 - A350 E	7.30	8.85	8.4	40.0	60.0	19.0		
3 - A350 W	7.30	9.20	58.0	30.0	60.0	38.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Site Access	0.594	1949
2 - A350 E	0.741	2664
3 - A350 W	0.728	2702

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2036	S3	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Site Access		ONE HOUR	✓	681	100.000
2 - A350 E		ONE HOUR	✓	1448	100.000
3 - A350 W		ONE HOUR	✓	1403	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Site Access	2 - A350 E	3 - A350 W
From	1 - Site Access	0	188	493
	2 - A350 E	328	0	1120
	3 - A350 W	402	1001	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - Site Access	2 - A350 E	3 - A350 W
From	1 - Site Access	0	10	10
	2 - A350 E	10	0	15
	3 - A350 W	10	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Site Access	0.58	7.27	1.5	A	625	937
2 - A350 E	0.70	6.13	2.7	A	1329	1993
3 - A350 W	0.63	4.57	1.9	A	1287	1931

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	513	128	751	1503	0.341	510	548	0.0	0.6	3.982	A
2 - A350 E	1090	273	370	2391	0.456	1086	892	0.0	0.9	3.133	A
3 - A350 W	1056	264	246	2523	0.419	1053	1210	0.0	0.8	2.775	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	612	153	899	1415	0.433	611	655	0.6	0.8	4.921	A
2 - A350 E	1302	325	442	2337	0.557	1300	1068	0.9	1.4	3.945	A
3 - A350 W	1261	315	294	2487	0.507	1260	1448	0.8	1.2	3.326	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	750	187	1100	1296	0.579	747	802	0.8	1.5	7.187	A
2 - A350 E	1594	399	541	2264	0.704	1589	1306	1.4	2.7	6.033	A
3 - A350 W	1545	386	360	2440	0.633	1542	1770	1.2	1.9	4.535	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	750	187	1102	1294	0.579	750	804	1.5	1.5	7.269	A
2 - A350 E	1594	399	543	2262	0.705	1594	1309	2.7	2.7	6.131	A
3 - A350 W	1545	386	361	2439	0.633	1545	1776	1.9	1.9	4.570	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	612	153	902	1413	0.433	615	658	1.5	0.8	4.976	A
2 - A350 E	1302	325	445	2335	0.558	1307	1072	2.7	1.4	4.006	A
3 - A350 W	1261	315	296	2486	0.507	1264	1456	1.9	1.2	3.352	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	513	128	755	1501	0.342	514	550	0.8	0.6	4.016	A
2 - A350 E	1090	273	372	2389	0.456	1092	896	1.4	1.0	3.164	A
3 - A350 W	1056	264	247	2522	0.419	1058	1217	1.2	0.8	2.795	A

D2 - 2036 | S3 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A350 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.39	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2036	S3	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Site Access		ONE HOUR	✓	749	100.000
2 - A350 E		ONE HOUR	✓	1272	100.000
3 - A350 W		ONE HOUR	✓	1688	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Site Access	2 - A350 E	3 - A350 W
From	1 - Site Access	0	299	450
	2 - A350 E	193	0	1079
	3 - A350 W	545	1143	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - Site Access	2 - A350 E	3 - A350 W
From	1 - Site Access	0	10	10
	2 - A350 E	10	0	15
	3 - A350 W	10	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Site Access	0.69	10.49	2.4	B	687	1031
2 - A350 E	0.61	4.58	1.8	A	1167	1751
3 - A350 W	0.73	5.92	3.0	A	1549	2323

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	564	141	858	1439	0.392	561	554	0.0	0.7	4.494	A
2 - A350 E	958	239	337	2415	0.397	955	1082	0.0	0.7	2.810	A
3 - A350 W	1271	318	145	2596	0.489	1266	1147	0.0	1.1	3.058	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	673	168	1026	1339	0.503	672	663	0.7	1.1	5.917	A
2 - A350 E	1144	286	404	2365	0.483	1142	1294	0.7	1.1	3.359	A
3 - A350 W	1517	379	173	2576	0.589	1515	1373	1.1	1.6	3.840	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	825	206	1255	1204	0.685	820	810	1.1	2.3	10.192	B
2 - A350 E	1400	350	493	2299	0.609	1398	1582	1.1	1.8	4.546	A
3 - A350 W	1859	465	212	2547	0.730	1853	1678	1.6	3.0	5.830	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	825	206	1258	1201	0.686	824	812	2.3	2.4	10.493	B
2 - A350 E	1400	350	495	2297	0.610	1400	1587	1.8	1.8	4.584	A
3 - A350 W	1859	465	212	2547	0.730	1858	1683	3.0	3.0	5.920	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	673	168	1031	1336	0.504	678	666	2.4	1.1	6.063	A
2 - A350 E	1144	286	407	2362	0.484	1146	1302	1.8	1.1	3.387	A
3 - A350 W	1517	379	174	2575	0.589	1523	1380	3.0	1.6	3.899	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	564	141	862	1437	0.392	566	557	1.1	0.7	4.554	A
2 - A350 E	958	239	340	2413	0.397	959	1088	1.1	0.8	2.832	A
3 - A350 W	1271	318	145	2596	0.490	1273	1153	1.6	1.1	3.091	A

D3 - 2036 | S3 W/David Lloyd | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A350 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.77	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2036	S3 W/David Lloyd	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D5

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Site Access		ONE HOUR	✓	696	100.000
2 - A350 E		ONE HOUR	✓	1443	100.000
3 - A350 W		ONE HOUR	✓	1397	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Site Access	2 - A350 E	3 - A350 W
From	1 - Site Access	0	192	504
	2 - A350 E	323	0	1120
	3 - A350 W	396	1001	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - Site Access	2 - A350 E	3 - A350 W
From	1 - Site Access	0	10	10
	2 - A350 E	10	0	15
	3 - A350 W	10	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Site Access	0.59	7.48	1.6	A	639	958
2 - A350 E	0.71	6.17	2.7	A	1324	1986
3 - A350 W	0.63	4.52	1.9	A	1282	1923

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	524	131	751	1503	0.349	522	540	0.0	0.6	4.018	A
2 - A350 E	1086	272	378	2384	0.456	1083	895	0.0	0.9	3.140	A
3 - A350 W	1052	263	242	2525	0.416	1049	1218	0.0	0.8	2.763	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	626	156	899	1415	0.442	625	646	0.6	0.9	4.992	A
2 - A350 E	1297	324	452	2329	0.557	1295	1071	0.9	1.4	3.958	A
3 - A350 W	1256	314	290	2491	0.504	1255	1458	0.8	1.1	3.305	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	766	192	1100	1295	0.592	764	790	0.9	1.6	7.390	A
2 - A350 E	1589	397	553	2255	0.705	1584	1311	1.4	2.7	6.066	A
3 - A350 W	1538	385	355	2444	0.629	1535	1782	1.1	1.9	4.485	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	766	192	1102	1294	0.592	766	792	1.6	1.6	7.481	A
2 - A350 E	1589	397	555	2253	0.705	1589	1313	2.7	2.7	6.166	A
3 - A350 W	1538	385	356	2443	0.630	1538	1788	1.9	1.9	4.519	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	626	156	902	1413	0.443	628	648	1.6	0.9	5.055	A
2 - A350 E	1297	324	455	2327	0.557	1302	1075	2.7	1.4	4.020	A
3 - A350 W	1256	314	291	2490	0.504	1259	1466	1.9	1.2	3.329	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	524	131	755	1501	0.349	525	542	0.9	0.6	4.056	A
2 - A350 E	1086	272	380	2383	0.456	1088	899	1.4	1.0	3.171	A
3 - A350 W	1052	263	244	2524	0.417	1053	1225	1.2	0.8	2.781	A

D4 - 2036 | S3 W/David Lloyd | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - A350 W - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.80	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2036	S3 W/David Lloyd	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D6

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Site Access		ONE HOUR	✓	764	100.000
2 - A350 E		ONE HOUR	✓	1289	100.000
3 - A350 W		ONE HOUR	✓	1736	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Site Access	2 - A350 E	3 - A350 W
From	1 - Site Access	0	305	459
	2 - A350 E	210	0	1079
	3 - A350 W	593	1143	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - Site Access	2 - A350 E	3 - A350 W
From	1 - Site Access	0	10	10
	2 - A350 E	9	0	15
	3 - A350 W	9	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Site Access	0.70	10.95	2.5	B	701	1052
2 - A350 E	0.62	4.71	1.8	A	1183	1774
3 - A350 W	0.75	6.53	3.4	A	1593	2389

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	575	144	857	1440	0.400	572	602	0.0	0.7	4.543	A
2 - A350 E	970	243	344	2410	0.403	967	1086	0.0	0.8	2.839	A
3 - A350 W	1307	327	158	2587	0.505	1302	1154	0.0	1.1	3.152	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	687	172	1026	1339	0.513	685	721	0.7	1.1	6.024	A
2 - A350 E	1159	290	412	2359	0.491	1157	1300	0.8	1.1	3.412	A
3 - A350 W	1561	390	189	2564	0.609	1558	1381	1.1	1.7	4.030	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	841	210	1254	1204	0.699	836	881	1.1	2.5	10.591	B
2 - A350 E	1419	355	502	2292	0.619	1416	1588	1.1	1.8	4.669	A
3 - A350 W	1911	478	231	2534	0.754	1905	1688	1.7	3.4	6.397	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	841	210	1258	1201	0.700	841	884	2.5	2.5	10.947	B
2 - A350 E	1419	355	505	2290	0.620	1419	1594	1.8	1.8	4.712	A
3 - A350 W	1911	478	231	2533	0.754	1911	1693	3.4	3.4	6.526	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	687	172	1032	1336	0.514	692	725	2.5	1.2	6.190	A
2 - A350 E	1159	290	416	2356	0.492	1162	1308	1.8	1.1	3.443	A
3 - A350 W	1561	390	189	2564	0.609	1567	1388	3.4	1.8	4.106	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Site Access	575	144	862	1437	0.400	577	606	1.2	0.7	4.605	A
2 - A350 E	970	243	347	2408	0.403	972	1092	1.1	0.8	2.860	A
3 - A350 W	1307	327	158	2586	0.505	1309	1160	1.8	1.2	3.191	A



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