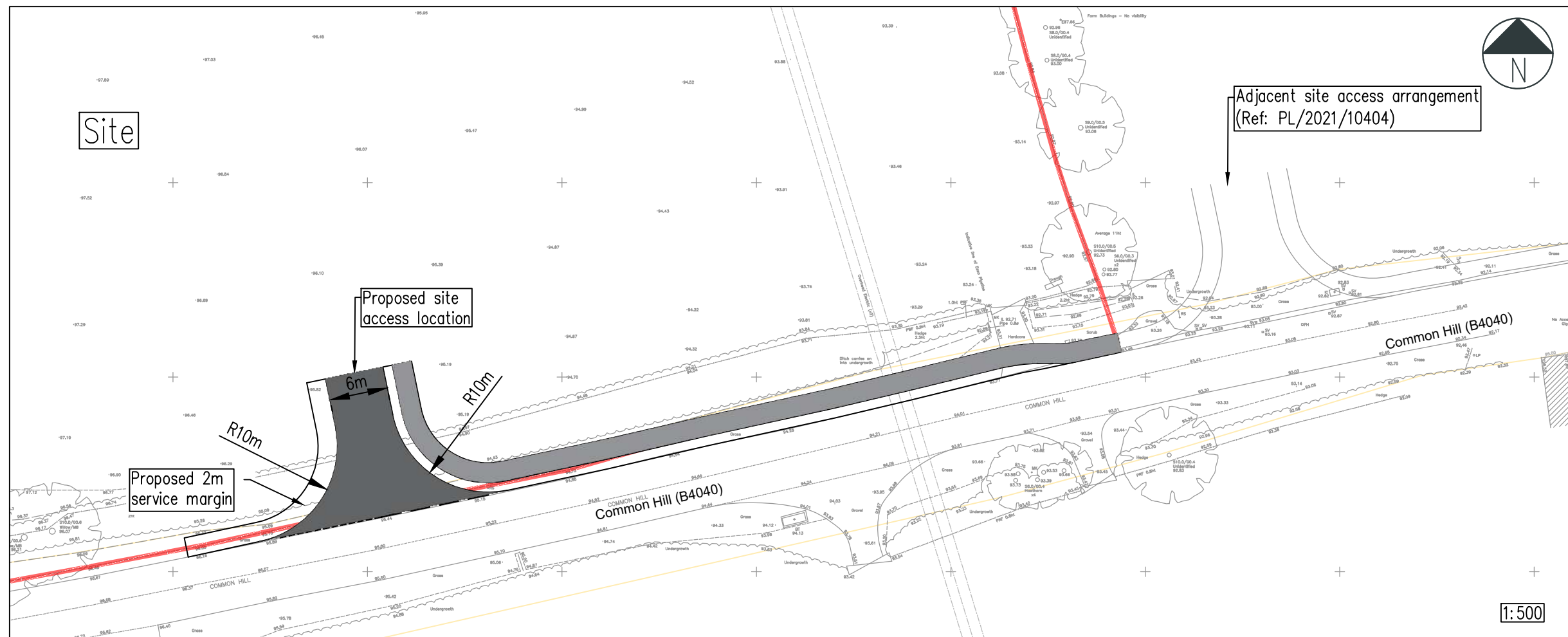


Appendix E – B4040 Access Arrangement

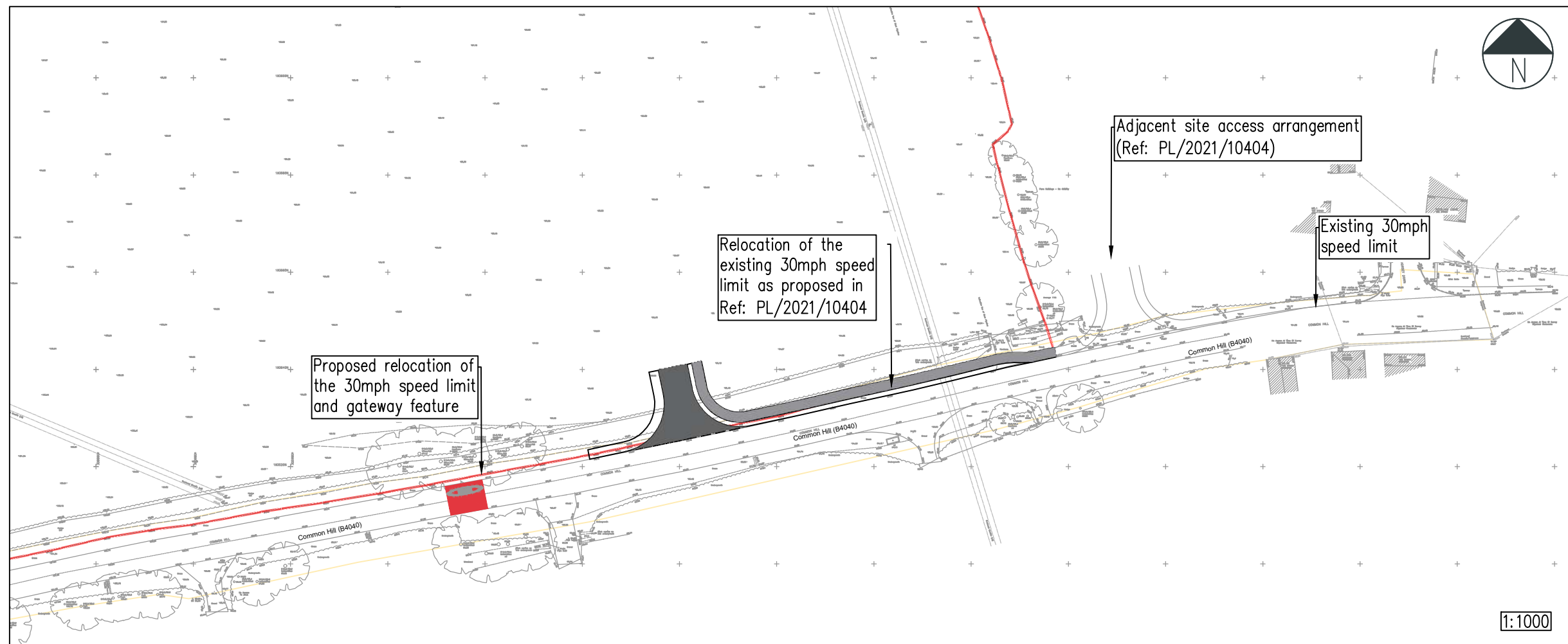


Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This topographical drawing was received from Precise Land Surveys, drawing number T_PLS933 & dated July 2023.
3. Highway boundary information has been provided by Wiltshire Council (06/09/2022) and has been overlaid by Rappor onto the Topographical Survey on a best fit basis.
4. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
5. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
6. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.

Key:

- Indicative Site Boundary
- Adopted Highway Boundary
- Proposed Verge
- Proposed Carriageway
- Proposed Footway



P02	18.02.26	Minor revisions	TP	ES	ES
P01	06.01.26	First Issue	SB	TP	ES
Rev	Date	Details	By	Chkd	Appd

rappor

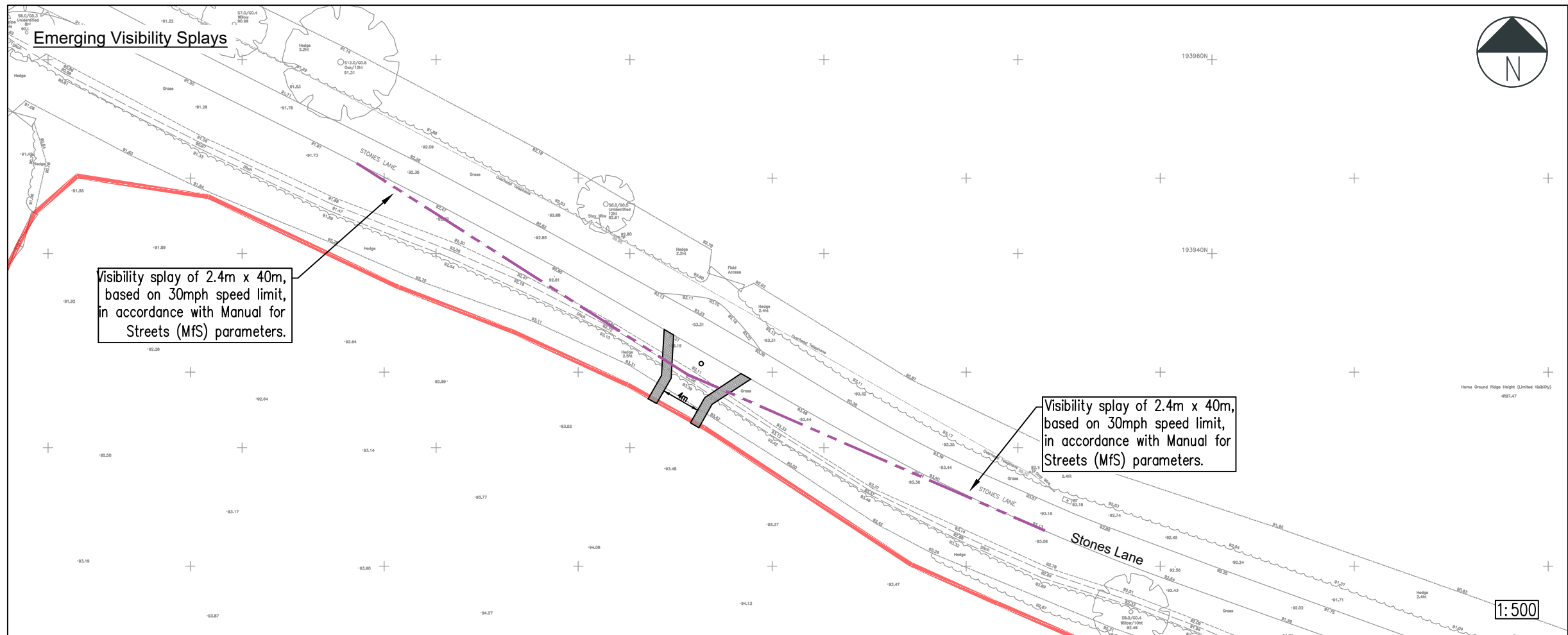


rappor.co.uk

CLIENT:	Mac Mic Group
PROJECT:	Land at Common Hill, Cricklade, Wiltshire
TITLE:	Proposed Access Arrangements

STATUS:	Custom	Scale @ A3	As Stated
DRAWING NO:	251409-RAP-XX-XX-DR-TP-3200	REVISION:	P02

Appendix F – Emergency Access



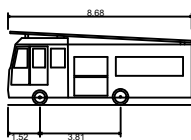
Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This topographical drawing was received from Precise Land Surveys, drawing number T_PLS933 & dated July 2023.
3. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
4. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
5. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.

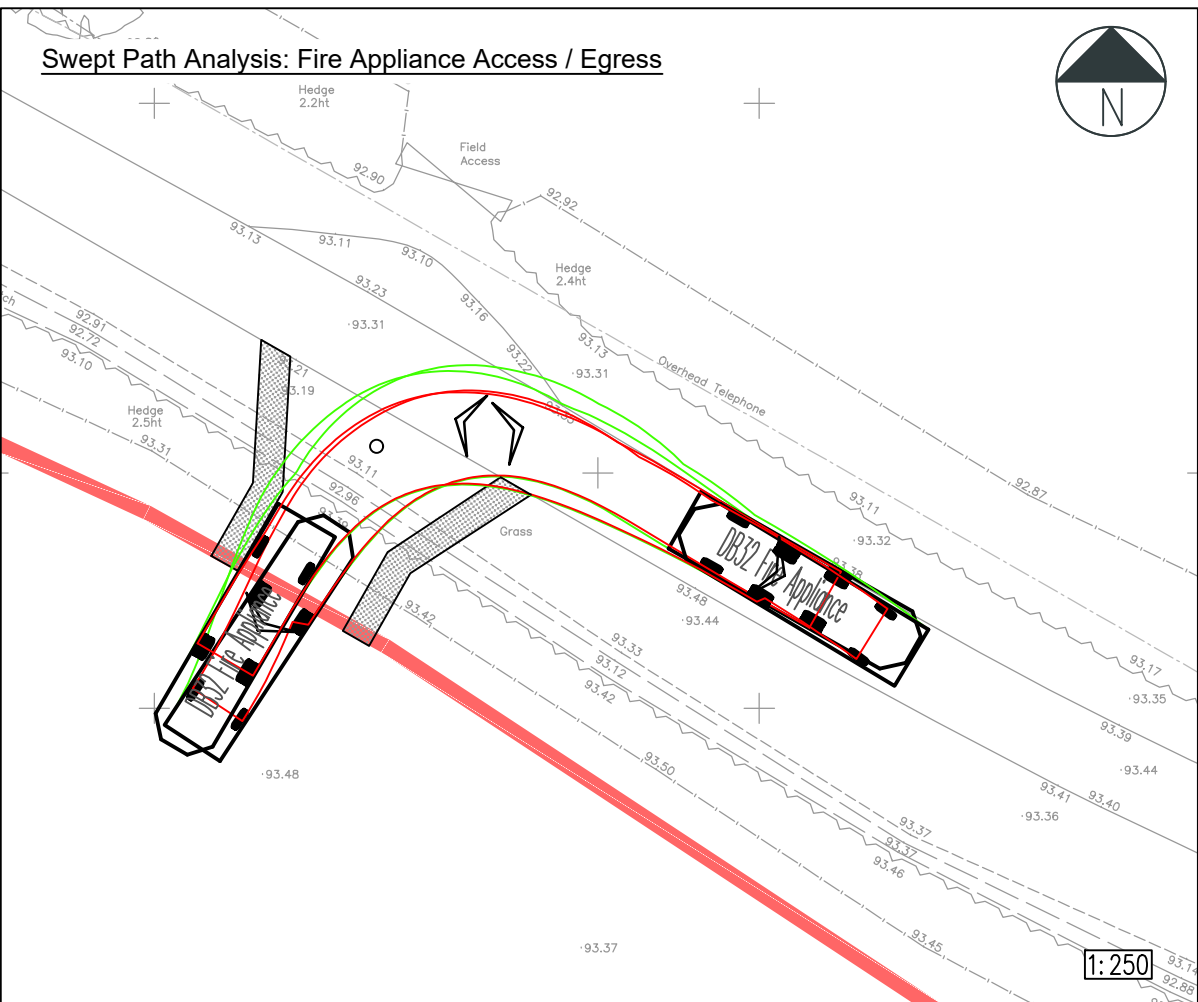
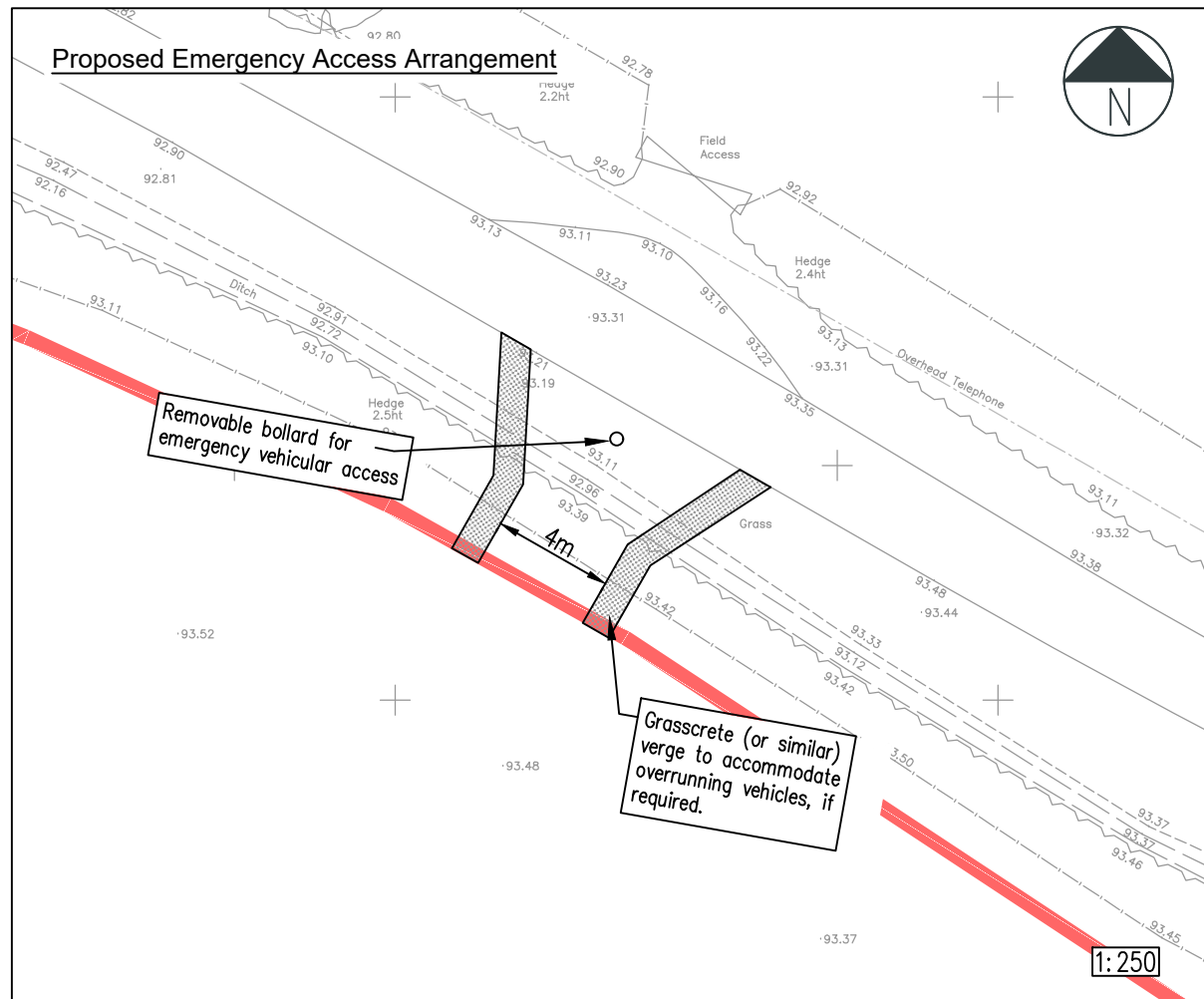
Key:

- Indicative Site Boundary
- 2.4m x 40m Visibility Splay in accordance with MfS parameters

Vehicle Profile



DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m



P01	20.01.26	First Issue	SB	TP	ES
Rev	Date	Details	By	Chkd	Appd

rappor



rappor.co.uk

CLIENT: Mac Mic Group
PROJECT: Land at Common Hill, Cricklade, Wiltshire
TITLE: Proposed Emergency Access Arrangements

STATUS: For Information	Scale @ A3 As Stated
DRAWING NO: 251409-RAP-XX-XX-DR-TP-3202	REVISION: P01

Appendix G – WC Ditch Correspondence

FW: Land at Malmesbury Road, Cricklade, Wiltshire, SN6 6EZ - Highways Drainage Query

From Wiltshire, Mark <mark.wiltshire@wiltshire.gov.uk>

Date Thu 22/01/2026 15:23

To David Kemp <DKemp@glanvillegroup.com>

Cc Highways Development <HighwaysDevelopment@wiltshire.gov.uk>

CAUTION: This email originated from outside of the organisation. Do not click or open attachments, if you suspect the content may not be safe.

David,

Form a high level point of view (at this early stage) I would expect to accept a suitably sized culvert beneath an emergency access if at the location of a ditch. My starting point would be to look up and down the ditch at the location and see if there are other crossings and aim for the same capacity pipe or larger. If no other crossing sin a reasonable distance you would need to provide capacity calculations.

At S278 stage land drainage consent would be required.

Hope that helps.

Kind regards,
Mark Wiltshire

Mark Wiltshire MIHE
Principal Transport and Development Manager
Highways Development Management

Wiltshire Council

Trowbridge, BA14 8JN

01225 713448
mark.wiltshire@wiltshire.gov.uk
www.wiltshire.gov.uk

From: Highways Development <HighwaysDevelopment@wiltshire.gov.uk>

Sent: 22 January 2026 14:23

To: Wiltshire, Mark <mark.wiltshire@wiltshire.gov.uk>

Subject: FW: Land at Malmesbury Road, Cricklade, Wiltshire, SN6 6EZ - Highways Drainage Query

Hi Mark, Please see below would we normally allow a culvert under an emergency access?

Who is this likely to be allocated to?

This one doesn't have planning permission yet and the S278 has not commenced.

Many thanks

Kind Regards,
Claire Burgess on behalf Lorraine

Lorraine Gee
Registration Assistant
Sustainable Transport Group
Department for Neighbourhood & Planning

Please note that I don't work Monday

From: David Kemp <DKemp@glanvillegroup.com>

Sent: 22 January 2026 12:59

To: Highways Development <HighwaysDevelopment@wiltshire.gov.uk>

Subject: RE: Land at Malmesbury Road, Cricklade, Wiltshire, SN6 6EZ - Highways Drainage Query

You don't often get email from dkemp@glanvillegroup.com. [Learn why this is important](#)

Good afternoon Lorraine,

Thank you for your email.

I am afraid that I do not have a reference number as the planning application has not been submitted as yet and a S278 application has not commenced.

We are currently preparing the information for an Outline application in March 2026, which would then be followed by a Reserved Matters application. Therefore, this is only a general query requesting a high-level agreement in principle to the provision of a culvert within the highways drainage ditch although we acknowledge that Highways would reserve the right to change their mind during the S278 agreement process. The intention is such that we can try to ensure that the emergency access design that is prepared for the Outline application submission is liable to be acceptable to Wiltshire Highways.

I trust that this is helpful but please let me know if you have any other queries.

Regards

David Kemp BSc (Hons) MCIHT FRGS

Associate Director - Transport & Highways

DKemp@glanvillegroup.com

www.glanvillegroup.com

01442 835999

07817 113811



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From: Highways Development <HighwaysDevelopment@wiltshire.gov.uk>

Sent: 22 January 2026 12:47

To: David Kemp <DKemp@glanvillegroup.com>

Subject: RE: Land at Malmesbury Road, Cricklade, Wiltshire, SN6 6EZ - Highways Drainage Query

CAUTION: This email originated from outside of the organisation. Do not click or open attachments, if you suspect the content may not be safe.

Good afternoon

Thank you for your e-mail.

Do you have planning ref number or agreement number that relating to this site.

Kind Regards,

Lorraine Gee

Registration Assistant

Sustainable Transport Group

Department for Neighbourhood & Planning

Please note that I don't work Monday

From: David Kemp <DKemp@glanvillegroup.com>
Sent: 22 January 2026 12:19
To: Northern Highways <NorthernHighways@wiltshire.gov.uk>
Cc: Highways Development <HighwaysDevelopment@wiltshire.gov.uk>
Subject: Land at Malmesbury Road, Cricklade, Wiltshire, SN6 6EZ - Highways Drainage Query

To whom it may concern,

Thank you for your response to my recent query with regards to highways infrastructure in the vicinity of our proposed development site on the western outskirts of Cricklade.

We note that there are highways drainage ditches in the vicinity of the site rather than the provision of gullies. In particular we understand that there is a ditch on the southern side of Stones Lane in Cricklade and so we assume that this is a highways drainage ditch.

The current illustrative site layout for the proposed 315 dwelling development is proposing the provision of an emergency access onto Stones Lane. An indicative layout for this access is shown within the attached plan, although this is subject to change before the application is submitted. This access is sited on the southern side of Stones Lane and will therefore need to cross the existing highways drainage ditch.

Please could you therefore confirm if Wiltshire Highways will accept in principle the provision of a culvert underneath the emergency access to ensure that the drainage ditch is not blocked or removed. The culvert would only be provided where the ditch is crossed by the emergency access, whilst the sizing of the culvert will be undertaken as part of a future S278 agreement. The remainder of the ditch will not be affected.

I have copied in the Highways Development team as we understand that they are involved with the S278 agreements and so we would be grateful if they could also confirm their approval in principle for the provision of a culvert within a highway drainage ditch.

Thank you for your assistance but please let us know if you have any queries.

Regards

David Kemp BSc (Hons) MCIHT FRGS
Associate Director - Transport & Highways
DKemp@glanvillegroup.com
www.glanvillegroup.com
01442 835999
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From: Northern Highways <NorthernHighways@wiltshire.gov.uk>
Sent: 11 December 2025 11:03

To: David Kemp <DKemp@glanvillegroup.com>

Subject: RE: Wiltshire Highways Asset Plans - Land at Malmesbury Road, Cricklade, Wiltshire, SN6 6EZ

CAUTION: This email originated from outside of the organisation. Do not click or open attachments, if you suspect the content may not be safe.

Dear Sirs

Re: Your Ref: Wiltshire Highways Asset Plans - Land at Malmesbury Road, Cricklade, Wiltshire, SN6 6EZ

Thank you for your request in which you ask for the location of highway apparatus. The main apparatus the Highway Authority is likely to have in the highway is surface water drainage.

We are unable to provide you with drawings showing the location of the highway drainage. The presence of highway drainage systems should be easily determined through the location of drainage gullies and manholes in the carriageway. If you are in any doubt trial holes should be carried out by hand before works proceed.

During all excavations within the highway, you must at all times use the appropriate equipment to locate any electrical cabling for street lighting, loops for traffic lights etc. These types of installations can be placed within the highway at varying depths; we are unable to provide drawings of their locations.

Kind regards

Local Highways (North)

Covering the Area Boards: Calne, Devizes, Malmesbury, Marlborough, Pewsey, Royal Wootton Bassett & Cricklade

Wiltshire Council

Tel: 0300 456 0105

Email: northernhighways@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

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Report Highway Issues: <https://my.wiltshire.gov.uk/>

From: Streetworks <streetworks@wiltshire.gov.uk>

Sent: 11 December 2025 10:16

To: Northern Highways <NorthernHighways@wiltshire.gov.uk>; Bridges <Bridges@wiltshire.gov.uk>;
Terry.McKenna@atkinsrealis.com; trafficsignals.wiltshire@atkinsrealis.com

Subject: FW: Wiltshire Highways Asset Plans - Land at Malmesbury Road, Cricklade, Wiltshire, SN6 6EZ

FYA

From: David Kemp <DKemp@glanvillegroup.com>

Sent: 10 December 2025 08:29

To: Streetworks <streetworks@wiltshire.gov.uk>

Subject: Wiltshire Highways Asset Plans - Land at Malmesbury Road, Cricklade, Wiltshire, SN6 6EZ

You don't often get email from dkemp@glanvillegroup.com. [Learn why this is important](#)
To whom it may concern,

Glanville are providing utility support for a future Outline planning application for a residential development of 315 dwellings near Cricklade in Wiltshire. The location of the site is shown in the attached plan, and the nearest postcode is SN6 6EZ (national grid 408865,193675). The residential development will be provided within the southern site and a new SANG will be provided within the northern site.

Please could you confirm if you have any utilities in the area of the development, either crossing the site or within the surrounding roads which may be impacted by the development. If you do have any utilities in the area, please could you send us a copy of your asset plans for the area in question.

Thank you for your assistance but please let us know if you have any queries.

Regards

David Kemp BSc (Hons) MCIHT FRGS

Associate Director - Transport & Highways

DKemp@glanvillegroup.com

www.glanvillegroup.com

01442 835999

07817 113811



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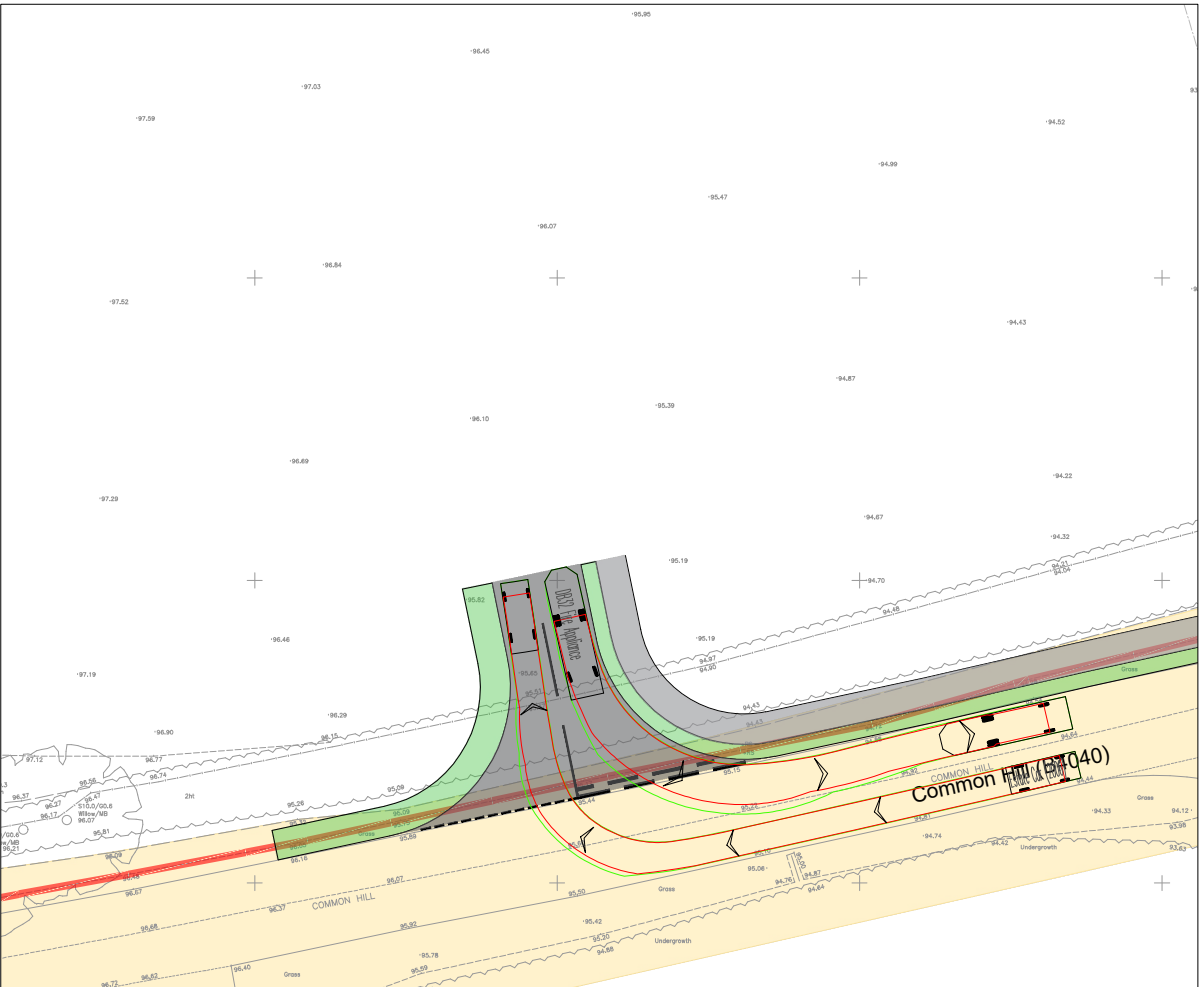
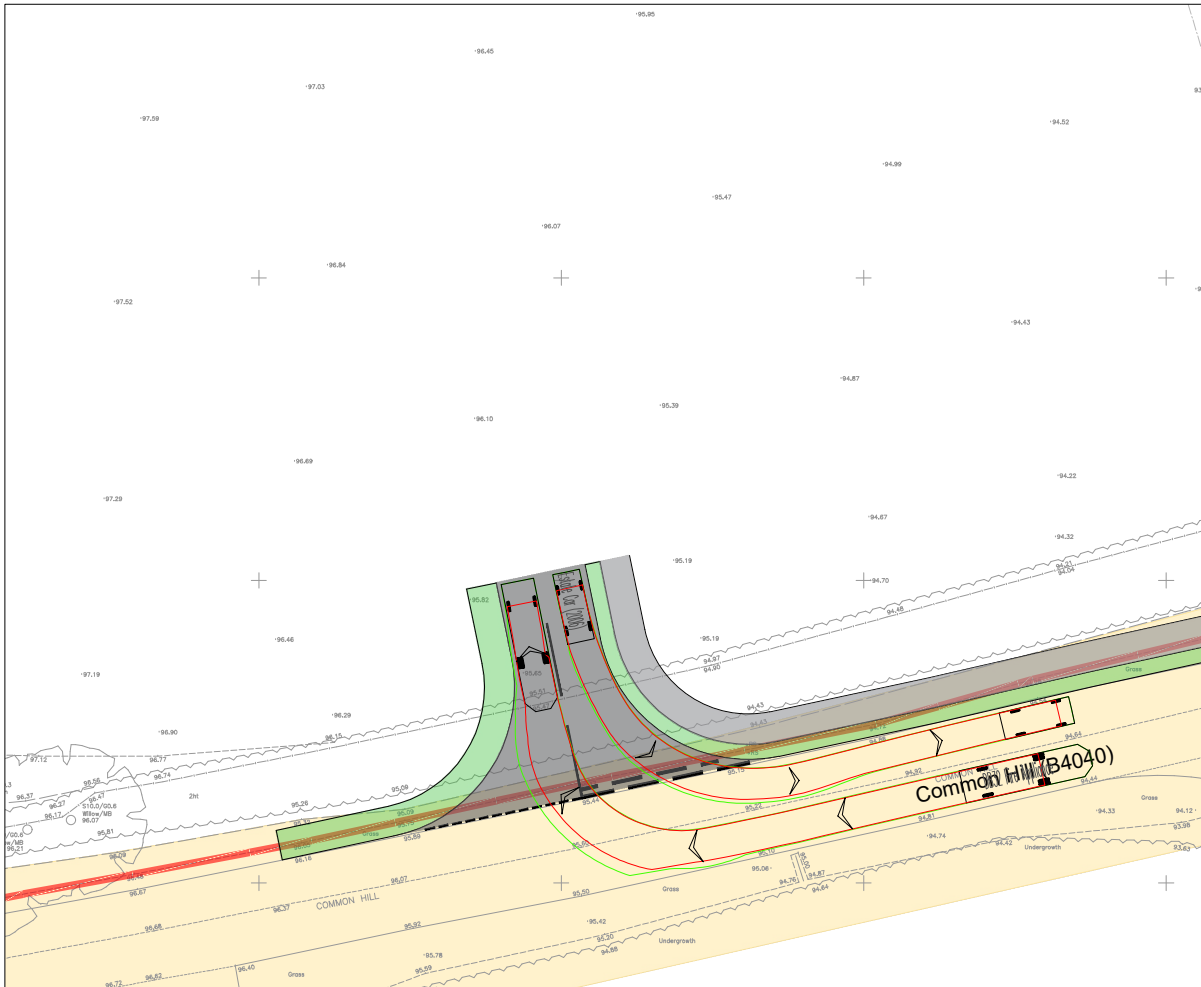
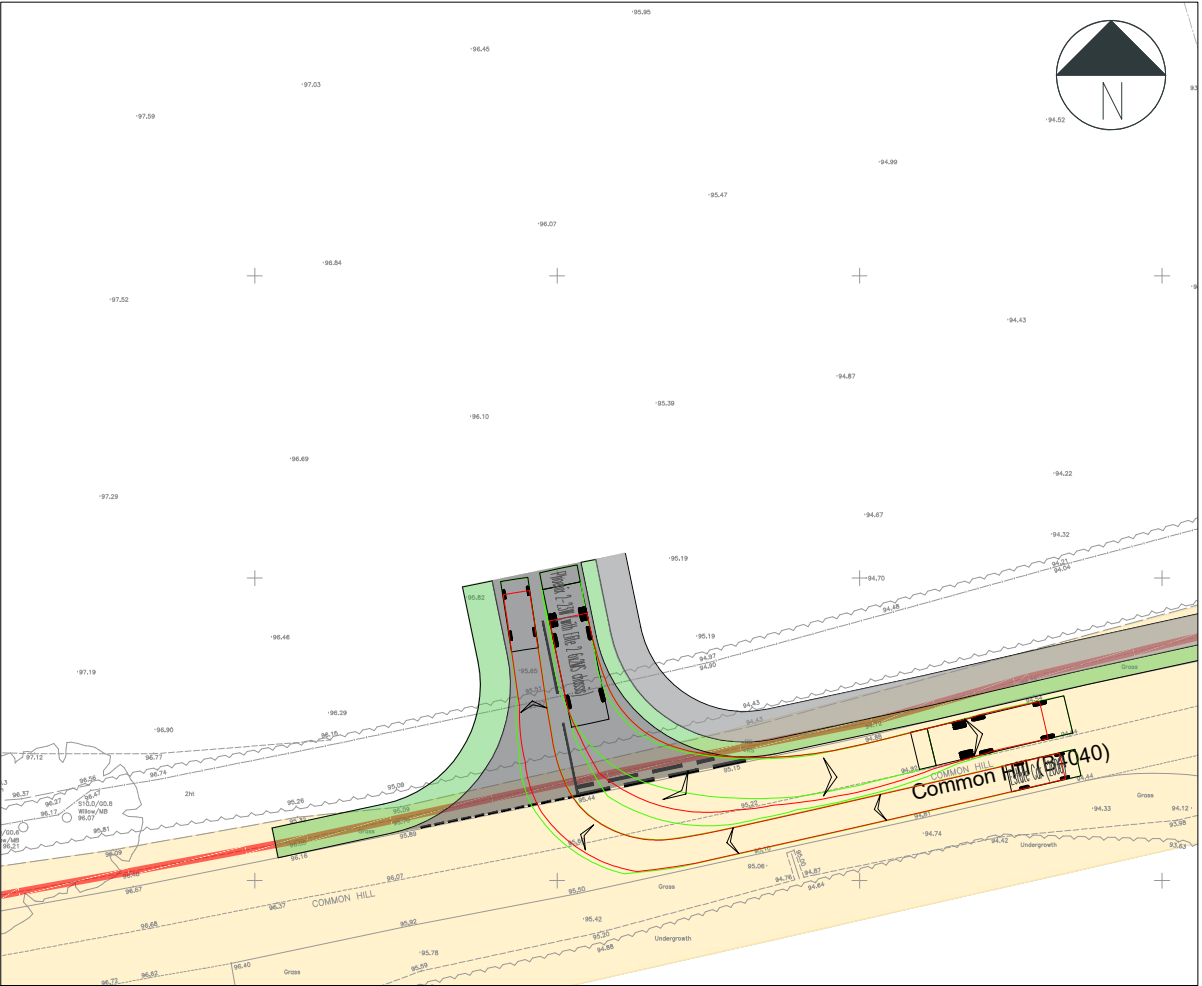
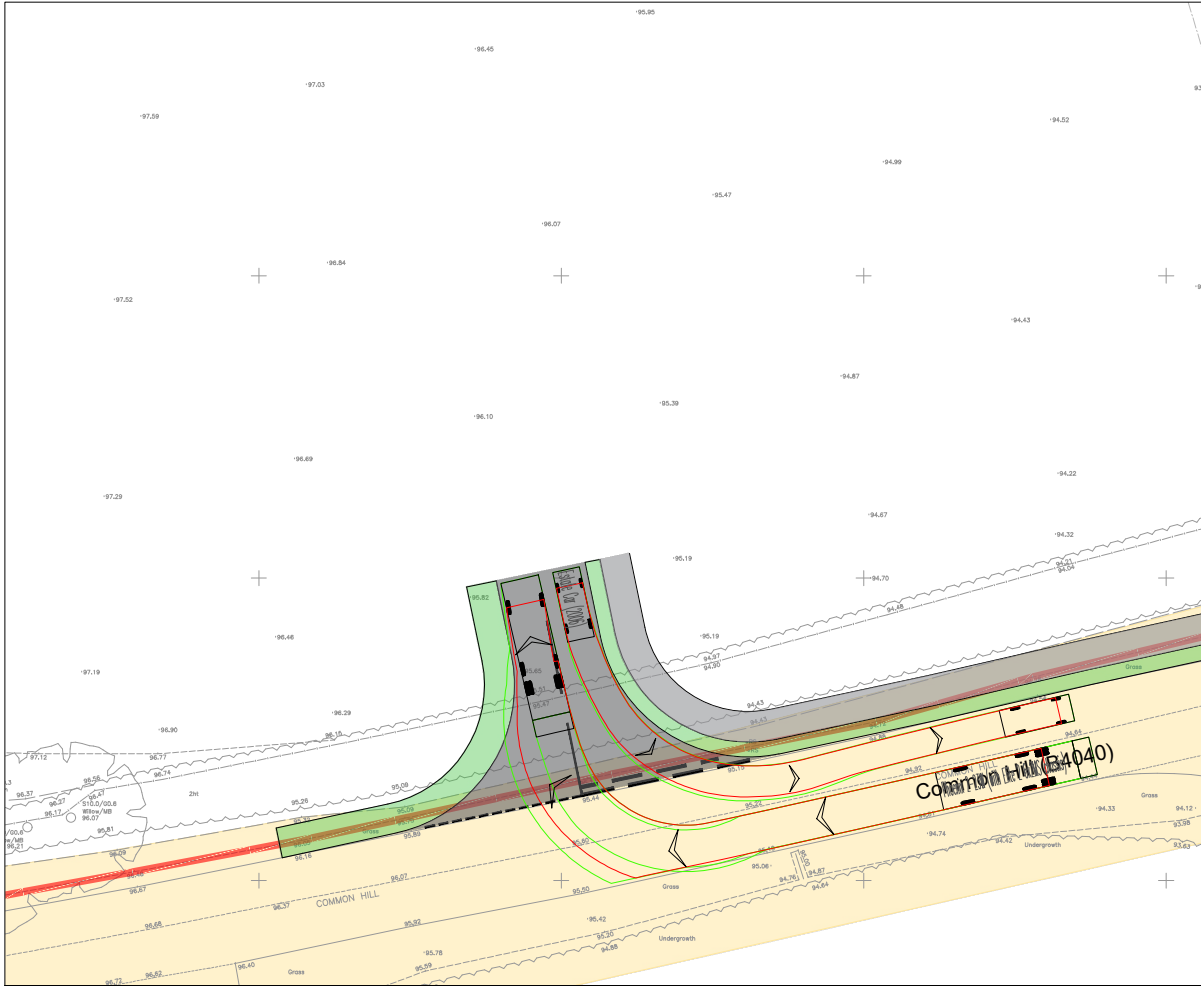
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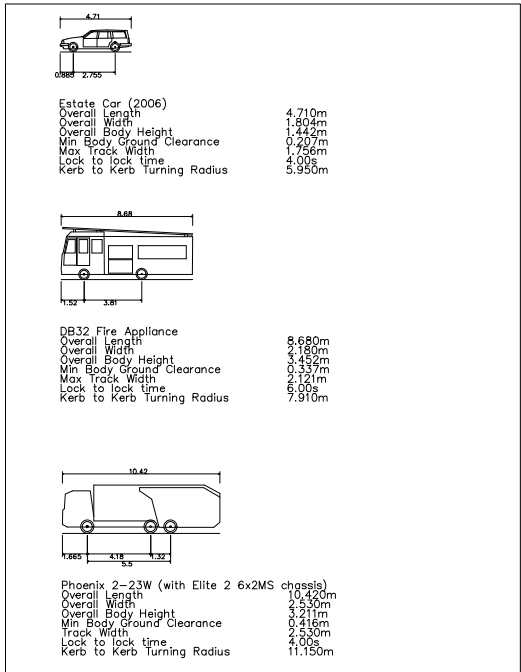
Appendix H – Site Access Swept Path Analysis



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This topographical drawing was received from Precise Land Surveys, drawing number T_PLS933 & dated July 2023.
3. Highway boundary information has been provided by Wiltshire Council (06/09/2022) and has been overlaid by Rappor onto the Topographical Survey on a best fit basis.
4. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
5. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
6. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.

Vehicle Profile:



P01	18.02.26	First Issue	TP	ES	ES
Rev	Date	Details	By	Chkd	Appd

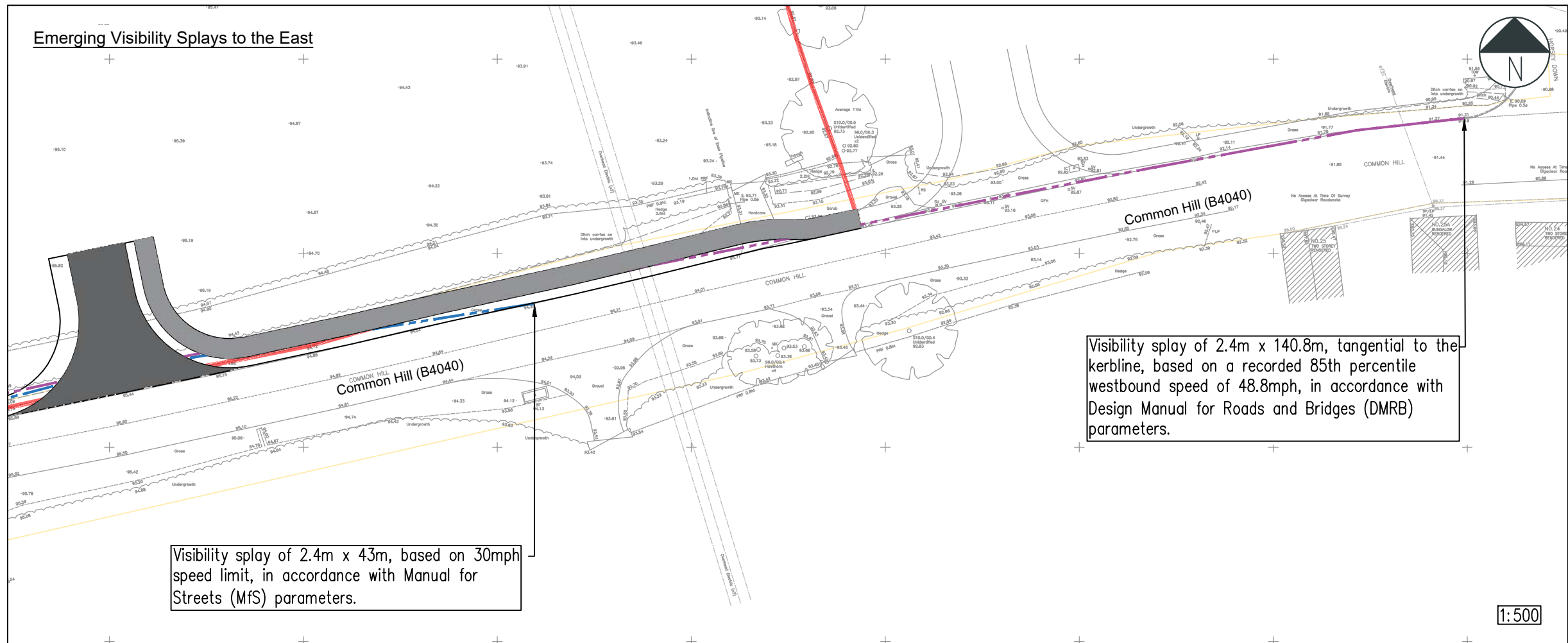
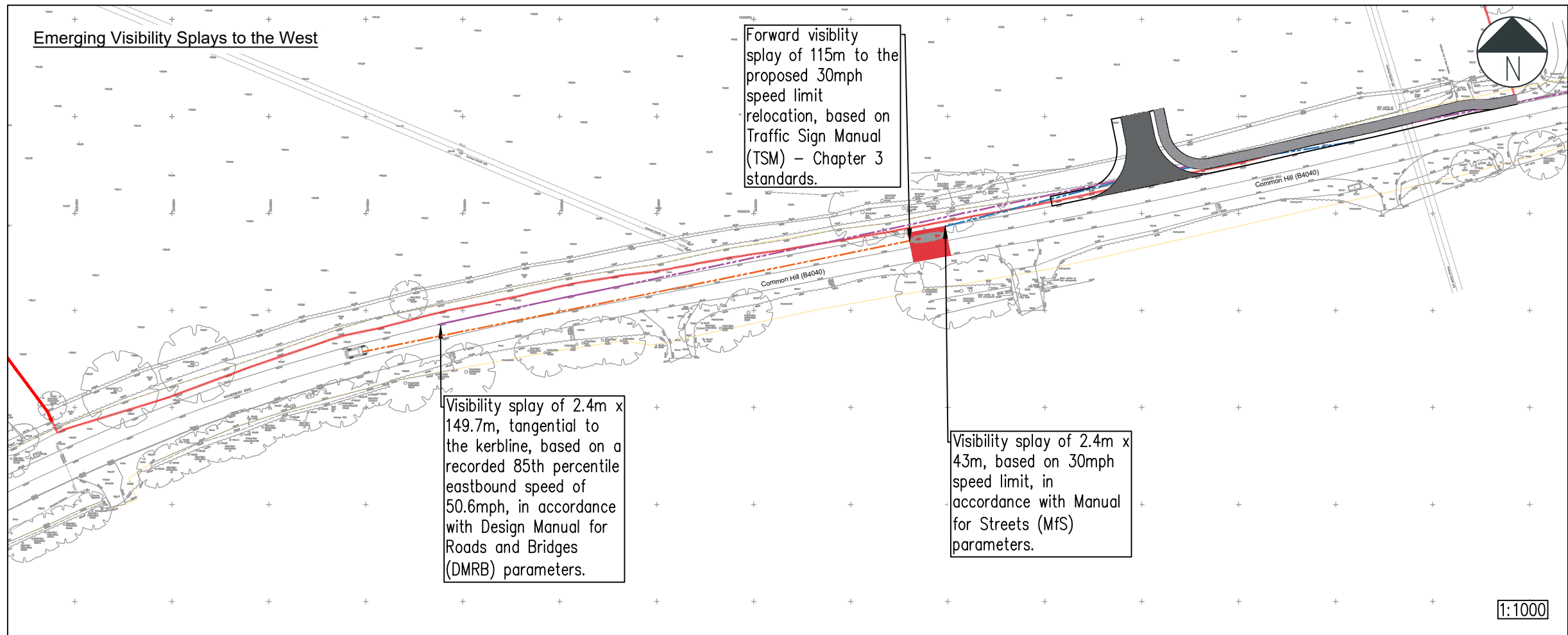
rappor



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CLIENT:	Mac Mic Group				
PROJECT:	Land at Common Hill, Cricklade, Wiltshire				
TITLE:	Proposed Access Arrangements Swept Path Analysis				
STATUS:	Custom				Scale @ A3 1:500
DRAWING NO:	251409-RAP-XX-XX-DR-TP-4100				REVISION: P01

Appendix I – Visibility Drawing



- Notes:
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 2. This topographical drawing was received from Precise Land Surveys, drawing number T_PLS933 & dated July 2023.
 3. Highway boundary information has been provided by Wiltshire Council (06/09/2022) and has been overlaid by Rappor onto the Topographical Survey on a best fit basis.
 4. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
 5. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
 6. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.

- Key:
- Indicative Site Boundary
 - Adopted Highway Boundary
 - Proposed Verge
 - Proposed Carriageway
 - Proposed Footway
 - Emerging visibility splay, in accordance with DMRB parameters
 - Emerging visibility splay, in accordance with MfS parameters
 - Forward visibility splay, in accordance with TSM standards

P02	18.02.26	Visibility Splays Updated	TP	ES	ES
P01	06.01.26	First Issue	SB	TP	ES
Rev	Date	Details	By	Chkd	Appd

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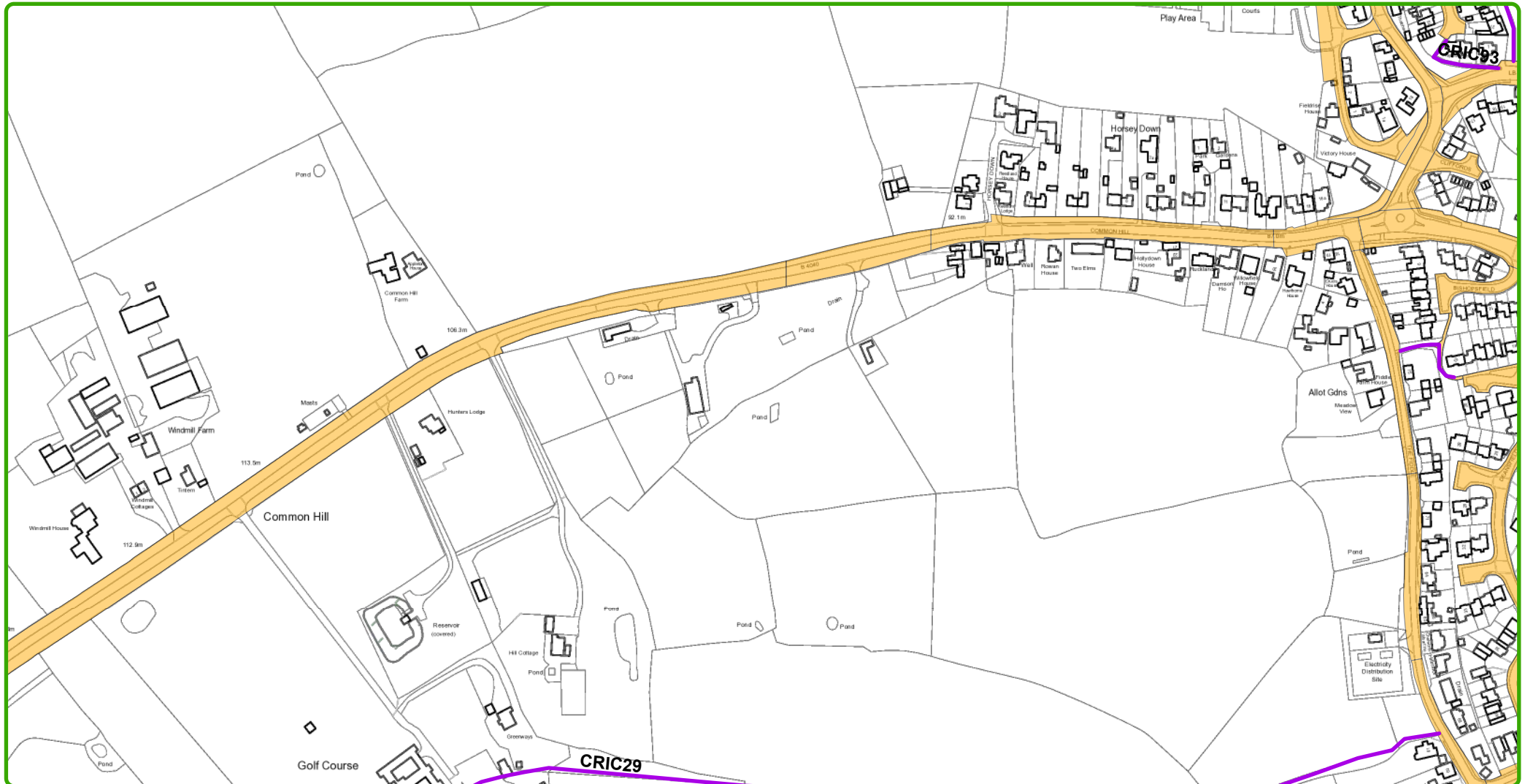
CLIENT: Mac Mic Group

PROJECT: Land at Common Hill, Cricklade, Wiltshire

TITLE: Visibility Assessment

STATUS: Custom	Scale @ A3 As Stated
DRAWING NO: 251409-RAP-XX-XX-DR-TP-3201	REVISION: P02

Appendix J – B4040 Highway Boundary Data



Appendix K – Stones Lane Highway Boundary Data

Highways Plan Stones Lane, Cricklade



Appendix L – Road Safety Audit Brief

Table C.1 Project Summary

Date:	18/03/26
Document reference	251409 Stage 1 RSA Brief
Prepared by	Rappor Consultants Ltd
AUTHORISATION SHEET	
Project:	Malmesbury Road, Cricklade
Report title:	Stage 1 Road Safety Audit
PREPARED BY:	
Name:	Tom Peters
Design Organisation:	Rappor Consultants Ltd
Date:	18/03/26
I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION	
Name:	
Signed	
Overseeing Organisation:	Wiltshire Council
Date:	

Table C.2 General Details

General details					
Highway scheme name and road number (A and B roads only)			B4040 Malmesbury Road		
Type Of Scheme:			One simple priority junction access to a proposed development of circa 315 dwellings		
RSA Stage (tick as appropriate)	1	2	3	4	Interim
	X				
RSA team membership					
TBD					
Design organisation details					
Rappor Consultants Ltd					
Terms of reference					
Design Manual for Roads and Bridges, Manual for Streets, Wiltshire Design Guide					

Table C.3 Scheme Details

Scheme description/objective			
General			
Stage 1 Road Safety Audit for one simple priority junction access from B4040 Malmesbury Road to a proposed development of circa 315 dwellings.			
Design standards applied to the scheme design			
Design Manual for Roads and Bridges, Manual for Streets, Wiltshire Design Guide			
Design Speeds			
A traffic survey, in the form of an Automatic Traffic Count (ATC), was undertaken along Malmesbury Road (B4040), by an independent traffic surveyor, between Tuesday 13th January and Monday 19 th January 2026. This survey was undertaken during neutral traffic conditions and school term time to understand existing traffic speeds and vehicle flows. The results are shown below.			
Direction	Average Speeds (mph)	85 th ile Speeds (mph)	
Eastbound	44.6	50.6	
Westbound	42.6	48.8	
Speed limits			
Within the vicinity of the site, Malmesbury Road (B4040) is subject to a 30mph speed limit restriction to the east of the Downs Road junction, but transitions to a 60mph to the east of the site frontage. As part of the proposals, the 30mph speed limit will be extended to the west of the site access.			
Existing traffic flows/queues			
A traffic survey, in the form of an Automatic Traffic Count (ATC), was undertaken along Malmesbury Road (B4040), by an independent traffic surveyor, between Tuesday 13th January and Monday 19th January 2026. This survey was undertaken during neutral traffic conditions and school term time to understand existing traffic speeds and vehicle flows. The results are shown below.			
Time Period	Eastbound	Westbound	Two-Way
AM Peak Period (08:00 – 09:00)	181	191	372
PM Peak Period (17:00 – 18:00)	197	124	321
Forecast traffic flows			
The proposed development is anticipated to generate the number of trips shown below.			

Mode of Travel	Time Period	Trip Rates (per 1 dwelling)			Trip Generation (315 dwellings)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Walking	AM Peak (08:00-09:00)	0.029	0.088	0.117	9	28	37
	PM Peak (17:00-18:00)	0.047	0.034	0.081	15	11	26
Cycling	AM Peak (08:00-09:00)	0.004	0.013	0.017	1	4	5
	PM Peak (17:00-18:00)	0.011	0.009	0.020	3	3	6
Public Transport	AM Peak (08:00-09:00)	0.000	0.032	0.032	0	10	10
	PM Peak (17:00-18:00)	0.012	0.003	0.015	4	1	5
Total Vehicles	AM Peak (08:00-09:00)	0.155	0.404	0.559	49	127	176
	PM Peak (17:00-18:00)	0.353	0.172	0.525	111	54	165
Pedestrian, cyclist and equestrian desire lines							
Principally along the B4040 Malmesbury Road and along Stones Lane to the north of the site towards town.							
Environmental constraints							
N/A							

Table C.4 Locality

Description of locality
The site is located approximately 1km to the west of Cricklade town centre, to the north of Wiltshire. The site is bordered by the B4040 to the south, the Horsey Down Bloor Homes site to the east, with Cricklade Leisure Centre beyond, Common Hill Farm to the west and Stones Lane and the dismantled railway line (now a National Cycle Route) to the north.
General description
The site currently comprises undeveloped agricultural land.
Relevant factors which may affect road safety
N/A

Table C.5 Analysis

Collision data analysis		
There have been no PICs which have occurred within the vicinity of the site during the most recent five-year period.		
Departures from standards		
N/A		
Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions		
N/A		
Strategic Decisions		
N/A		
List of included documents and drawings		
Documents:		
Reference and revision	Title	Date

N/A		
Drawings: 251409-RAP-XX-XX-DR-TP-3200 P02 – Proposed Access Arrangements 251409-RAP-XX-XX-DR-TP-3202 P01 – Proposed Emergency Access Arrangements 251409-RAP-XX-XX-DR-TP-4100 P01 – Proposed Access Arrangements Swept Path Analysis 251409-RAP-XX-XX-DR-TP-3201 P02 – Visibility Assessment		

Table C.6 Checklist

Tick all that are included and provide reasons for those that are not included			
Site location plan	X	Scale layout plans	X
Departures and relaxations from standards	N/A	Construction/typical details	N/A
Previous RSA reports	N/A	Previous RSA response reports and evidence of agreed actions	N/A
Collision data and collision data analysis via <u>Crashmap</u>	X	Road traffic collision plot	X
Traffic signal staging	N/A	Traffic counts	X
Speed surveys	X	Pedestrian, cyclist and horse-riding desire lines and volumes	N/A
Walking, cycling and horse-riding assessment and reviews	N/A	Items outside the scope of the RSA / strategic decisions	N/A
Other factors that may impact on road safety	N/A	Design speeds/ speed limits	X
Design standards used	X	Adjacent land uses	X

Appendix M – TRICS Data

Audit Code: ef2685fa-d1f6-45bc-9447-1677f622c681

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX
	HC	HAMPSHIRE
	KC	KENT
	SC	SURREY
	TK	THURROCK
	WS	WEST SUSSEX
04	EAST ANGLIA	
	NF	NORFOLK
06	WEST MIDLANDS	
	ST	STAFFORDSHIRE
	WO	WORCESTERSHIRE
13	MUNSTER	
	WA	WATERFORD

This section displays the number of survey days per TRICS® sub-region in the selected set.



Audit Code: ef2685fa-d1f6-45bc-9447-1677f622c681

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	204 to 300 (units:DWELLS)
Range Selected by User:	200 to 350 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/87 to 30/06/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Thursday	4 days
Tuesday	5 days
Wednesday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	15
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	15 days
--------------	---------

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

No Sub Category	2 days
Out of Town	1 days
Residential Zone	11 days
Village	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	4 days
Servicing vehicles Unknown	11 days

Audit Code: ef2685fa-d1f6-45bc-9447-1677f622c681

Secondary Filtering Selection:

Use Class:

C3	15 surveys
----	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

400 - 4459

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	5 surveys
15,001 to 20,000	4 surveys
5,001 to 10,000	5 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	4 surveys
5,001 to 25,000	3 surveys
50,001 to 75,000	2 surveys
75,001 to 100,000	5 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 surveys
1.1 to 1.5	10 surveys
1.6 to 2.0	1 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.



Audit Code: ef2685fa-d1f6-45bc-9447-1677f622c681

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	7 surveys
Yes	8 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	15 surveys
-----------------	------------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: ef2685fa-d1f6-45bc-9447-1677f622c681

1	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
SHEPHAM LANE POLEGATE Edge of Town Residential Zone Site area: 9.90999984741211 hect Survey date: Survey Type: Manual			
2	HC-03-A-26	MIXED HOUSES & FLATS	HAMPSHIRE
BOTLEY ROAD WHITELEY Edge of Town Out of Town Site area: 7.010000228881836 hect Survey date: Thursday 24/06/2021 Survey Type: Manual			
3	KC-03-A-07	MIXED HOUSES	KENT
RECVLVER ROAD HERNE BAY Edge of Town Residential Zone Site area: 9.460000038146973 hect Survey date: Wednesday 27/09/2017 Survey Type: Manual			
4	NF-03-A-06	MIXED HOUSES	NORFOLK
BEAUFORT WAY GREAT YARMOUTH BRADWELL Edge of Town Residential Zone Site area: 9.270000457763672 hect Survey date: Survey Type: Manual			
5	NF-03-A-30	MIXED HOUSES	NORFOLK
BRANDON ROAD SWAFFHAM Edge of Town Residential Zone Site area: 11.770000457763672 hect Survey date: Thursday 23/09/2021 Survey Type: Manual			
6	NF-03-A-39	MIXED HOUSES	NORFOLK
HEATH DRIVE HOLT Edge of Town Residential Zone Site area: 7.840000152587891 hect Survey date: Tuesday 27/09/2022 Survey Type: Manual			
7	NF-03-A-46	MIXED HOUSES & FLATS	NORFOLK
BURGH ROAD AYLSHAM Edge of Town Residential Zone Site area: 13.050000190734863 hect Survey date: Tuesday 14/09/2021 Survey Type: Manual			
8	SC-03-A-05	MIXED HOUSES	SURREY
REIGATE ROAD HORLEY Edge of Town Residential Zone Site area: 7.199999809265137 hect			

Audit Code: ef2685fa-d1f6-45bc-9447-1677f622c681

Survey date:				Survey Type: Manual
9	SC-03-A-12	MIXED HOUSES & FLATS	SURREY	
AARONS HILL GODALMING Edge of Town Residential Zone Site area: 9.380000114440918 hect Survey date: Wednesday 12/06/2024				
				Survey Type: Manual
10	ST-03-A-03	MIXED HOUSES	STAFFORDSHIRE	
QUEENSVILLE STAFFORD Edge of Town No Sub Category Site area: 8.5 hect Survey date: Tuesday 04/07/2000				
				Survey Type: Manual
11	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE	
BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Site area: 9 hect Survey date: Wednesday 22/11/2017				
				Survey Type: Manual
12	TK-03-A-01	SEMI-DET.	THURROCK	
MILTON ROAD STANFORD-LE-HOPE CORRINGHAM Edge of Town Residential Zone Site area: 6.840000152587891 hect Survey date: Tuesday 13/05/2008				
				Survey Type: Manual
13	WA-03-A-04	DETACHED	WATERFORD	
MAYPARK LANE WATERFORD Edge of Town Residential Zone Site area: 28.59000015258789 hect Survey date: Tuesday 24/06/2014				
				Survey Type: Manual
14	WO-03-A-06	DET./TERRACED	WORCESTERSHIRE	
ST GODWALDS ROAD BROMSGROVE ASTON FIELDS Edge of Town No Sub Category Site area: 6.699999809265137 hect Survey date: Thursday 30/06/2005				
				Survey Type: Manual
15	WS-03-A-24	MIXED HOUSES	WEST SUSSEX	
MADGWICK LANE CHICHESTER WESTHAMPNETT Edge of Town Village Site area: 13.489999771118164 hect Survey date: Thursday 23/05/2024				
				Survey Type: Manual

Audit Code: ef2685fa-d1f6-45bc-9447-1677f622c681

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	15	254	0.082	0.277	0.359
08:00-09:00	15	254	0.155	0.404	0.559
09:00-10:00	15	254	0.138	0.173	0.311
10:00-11:00	15	254	0.112	0.136	0.248
11:00-12:00	15	254	0.135	0.151	0.286
12:00-13:00	15	254	0.160	0.154	0.314
13:00-14:00	15	254	0.158	0.157	0.315
14:00-15:00	15	254	0.170	0.170	0.340
15:00-16:00	15	254	0.273	0.174	0.447
16:00-17:00	15	254	0.293	0.178	0.471
17:00-18:00	15	254	0.353	0.172	0.525
18:00-19:00	15	254	0.286	0.175	0.461
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.315	2.321	4.636

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: ef2685fa-d1f6-45bc-9447-1677f622c681

Parameter Summary:

Trip rate parameter range selected:	200 - 350 (units: DWELLS)
Survey date date range:	04/07/2000 - 12/06/2024
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	15	254	0.118	0.471	0.589
08:00-09:00	15	254	0.237	0.892	1.129
09:00-10:00	15	254	0.213	0.299	0.512
10:00-11:00	15	254	0.170	0.230	0.400
11:00-12:00	15	254	0.207	0.244	0.451
12:00-13:00	15	254	0.257	0.239	0.496
13:00-14:00	15	254	0.260	0.255	0.515
14:00-15:00	15	254	0.272	0.265	0.537
15:00-16:00	15	254	0.618	0.307	0.925
16:00-17:00	15	254	0.571	0.316	0.887
17:00-18:00	15	254	0.625	0.309	0.934
18:00-19:00	15	254	0.500	0.349	0.849
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.048	4.176	8.224

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	200 - 350 (units: DWELLS)
Survey date date range:	04/07/2000 - 12/06/2024
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	15	254	0.004	0.006	0.010
08:00-09:00	15	254	0.004	0.013	0.017
09:00-10:00	15	254	0.001	0.002	0.003
10:00-11:00	15	254	0.002	0.003	0.005
11:00-12:00	15	254	0.002	0.003	0.005
12:00-13:00	15	254	0.002	0.003	0.005
13:00-14:00	15	254	0.002	0.002	0.004
14:00-15:00	15	254	0.002	0.003	0.005
15:00-16:00	15	254	0.006	0.004	0.010
16:00-17:00	15	254	0.014	0.009	0.023
17:00-18:00	15	254	0.011	0.009	0.020
18:00-19:00	15	254	0.009	0.008	0.017
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.059	0.065	0.124

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	200 - 350 (units: DWELLS)
Survey date range:	04/07/2000 - 12/06/2024
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	15	254	0.001	0.001	0.002
08:00-09:00	15	254	0.001	0.002	0.003
09:00-10:00	15	254	0.001	0.001	0.002
10:00-11:00	15	254	0.001	0.001	0.002
11:00-12:00	15	254	0.001	0.001	0.002
12:00-13:00	15	254	0.001	0.001	0.002
13:00-14:00	15	254	0.001	0.001	0.002
14:00-15:00	15	254	0.001	0.001	0.002
15:00-16:00	15	254	0.001	0.001	0.002
16:00-17:00	15	254	0.001	0.001	0.002
17:00-18:00	15	254	0.001	0.001	0.002
18:00-19:00	15	254	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.011	0.012	0.023

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	200 - 350 (units: DWELLS)
Survey date date range:	24/06/2014 - 12/06/2024
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: ef2685fa-d1f6-45bc-9447-1677f622c681

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	15	254	0.001	0.001	0.002
08:00-09:00	15	254	0.002	0.002	0.004
09:00-10:00	15	254	0.003	0.002	0.005
10:00-11:00	15	254	0.002	0.002	0.004
11:00-12:00	15	254	0.002	0.002	0.004
12:00-13:00	15	254	0.004	0.004	0.008
13:00-14:00	15	254	0.002	0.002	0.004
14:00-15:00	15	254	0.001	0.001	0.002
15:00-16:00	15	254	0.002	0.002	0.004
16:00-17:00	15	254	0.001	0.001	0.002
17:00-18:00	15	254	0.001	0.000	0.001
18:00-19:00	15	254	0.001	0.001	0.002
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.022	0.020	0.042

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: ef2685fa-d1f6-45bc-9447-1677f622c681

Parameter Summary:

Trip rate parameter range selected:	200 - 350 (units: DWELLS)
Survey date date range:	04/07/2000 - 12/06/2024
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: ef2685fa-d1f6-45bc-9447-1677f622c681

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	15	254	0.099	0.409	0.508
08:00-09:00	15	254	0.204	0.758	0.962
09:00-10:00	15	254	0.179	0.257	0.436
10:00-11:00	15	254	0.143	0.196	0.339
11:00-12:00	15	254	0.184	0.216	0.400
12:00-13:00	15	254	0.225	0.212	0.437
13:00-14:00	15	254	0.226	0.228	0.454
14:00-15:00	15	254	0.243	0.232	0.475
15:00-16:00	15	254	0.499	0.258	0.757
16:00-17:00	15	254	0.486	0.271	0.757
17:00-18:00	15	254	0.555	0.262	0.817
18:00-19:00	15	254	0.440	0.288	0.728
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.483	3.587	7.070

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: ef2685fa-d1f6-45bc-9447-1677f622c681

Parameter Summary:

Trip rate parameter range selected:	200 - 350 (units: DWELLS)
Survey date date range:	04/07/2000 - 12/06/2024
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: ef2685fa-d1f6-45bc-9447-1677f622c681

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	15	254	0.014	0.033	0.047
08:00-09:00	15	254	0.029	0.088	0.117
09:00-10:00	15	254	0.031	0.034	0.065
10:00-11:00	15	254	0.022	0.025	0.047
11:00-12:00	15	254	0.021	0.022	0.043
12:00-13:00	15	254	0.027	0.022	0.049
13:00-14:00	15	254	0.028	0.021	0.049
14:00-15:00	15	254	0.023	0.028	0.051
15:00-16:00	15	254	0.084	0.039	0.123
16:00-17:00	15	254	0.055	0.033	0.088
17:00-18:00	15	254	0.047	0.034	0.081
18:00-19:00	15	254	0.039	0.049	0.088
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.420	0.428	0.848

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: ef2685fa-d1f6-45bc-9447-1677f622c681

Parameter Summary:

Trip rate parameter range selected:	200 - 350 (units: DWELLS)
Survey date date range:	04/07/2000 - 12/06/2024
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: ef2685fa-d1f6-45bc-9447-1677f622c681

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Public Transport Users

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	15	254	0.001	0.023	0.024
08:00-09:00	15	254	0.000	0.032	0.032
09:00-10:00	15	254	0.002	0.005	0.007
10:00-11:00	15	254	0.002	0.006	0.008
11:00-12:00	15	254	0.000	0.003	0.003
12:00-13:00	15	254	0.003	0.002	0.005
13:00-14:00	15	254	0.005	0.005	0.010
14:00-15:00	15	254	0.004	0.001	0.005
15:00-16:00	15	254	0.028	0.006	0.034
16:00-17:00	15	254	0.014	0.003	0.017
17:00-18:00	15	254	0.012	0.003	0.015
18:00-19:00	15	254	0.012	0.004	0.016
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.083	0.093	0.176

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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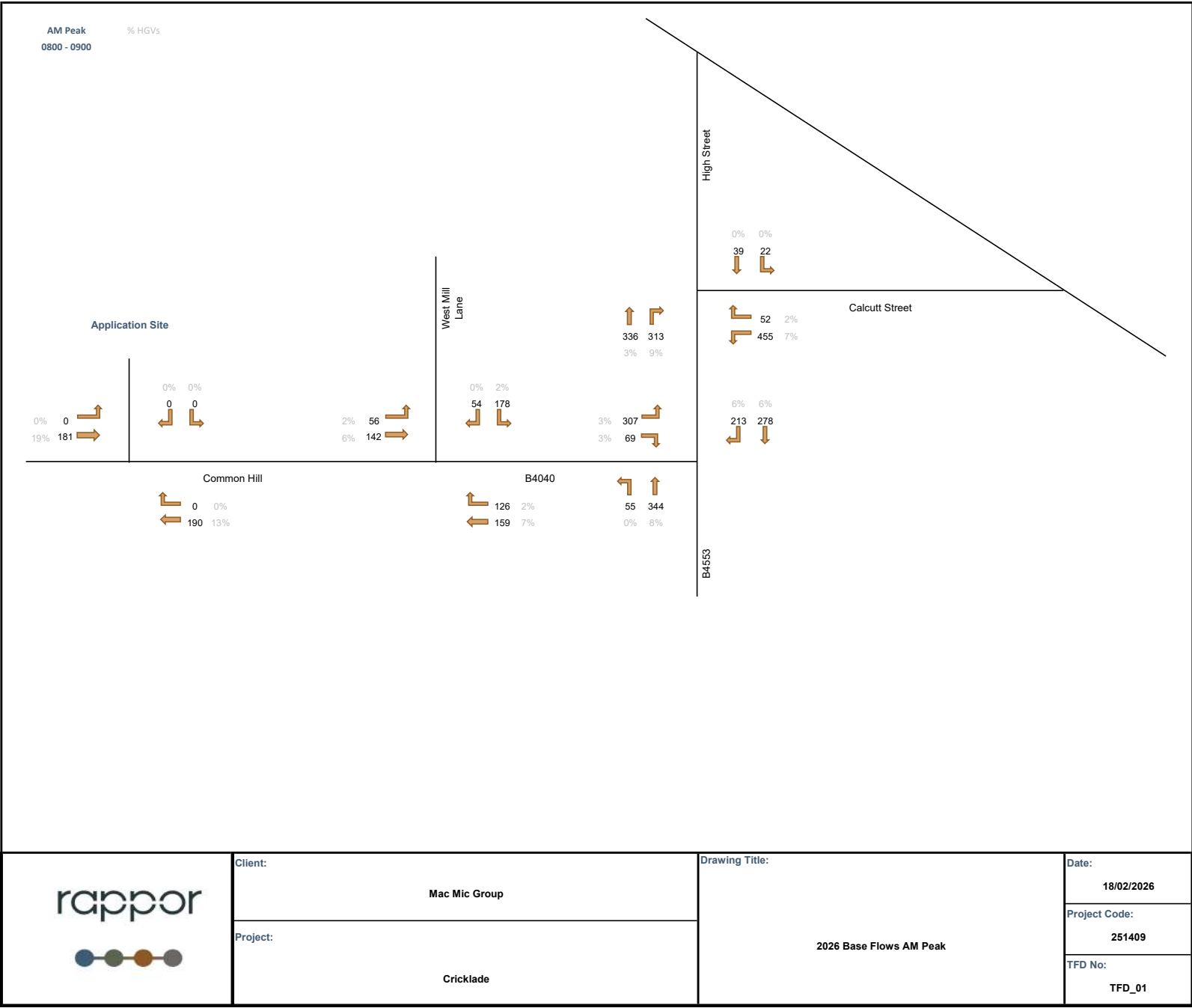
Audit Code: ef2685fa-d1f6-45bc-9447-1677f622c681

Parameter Summary:

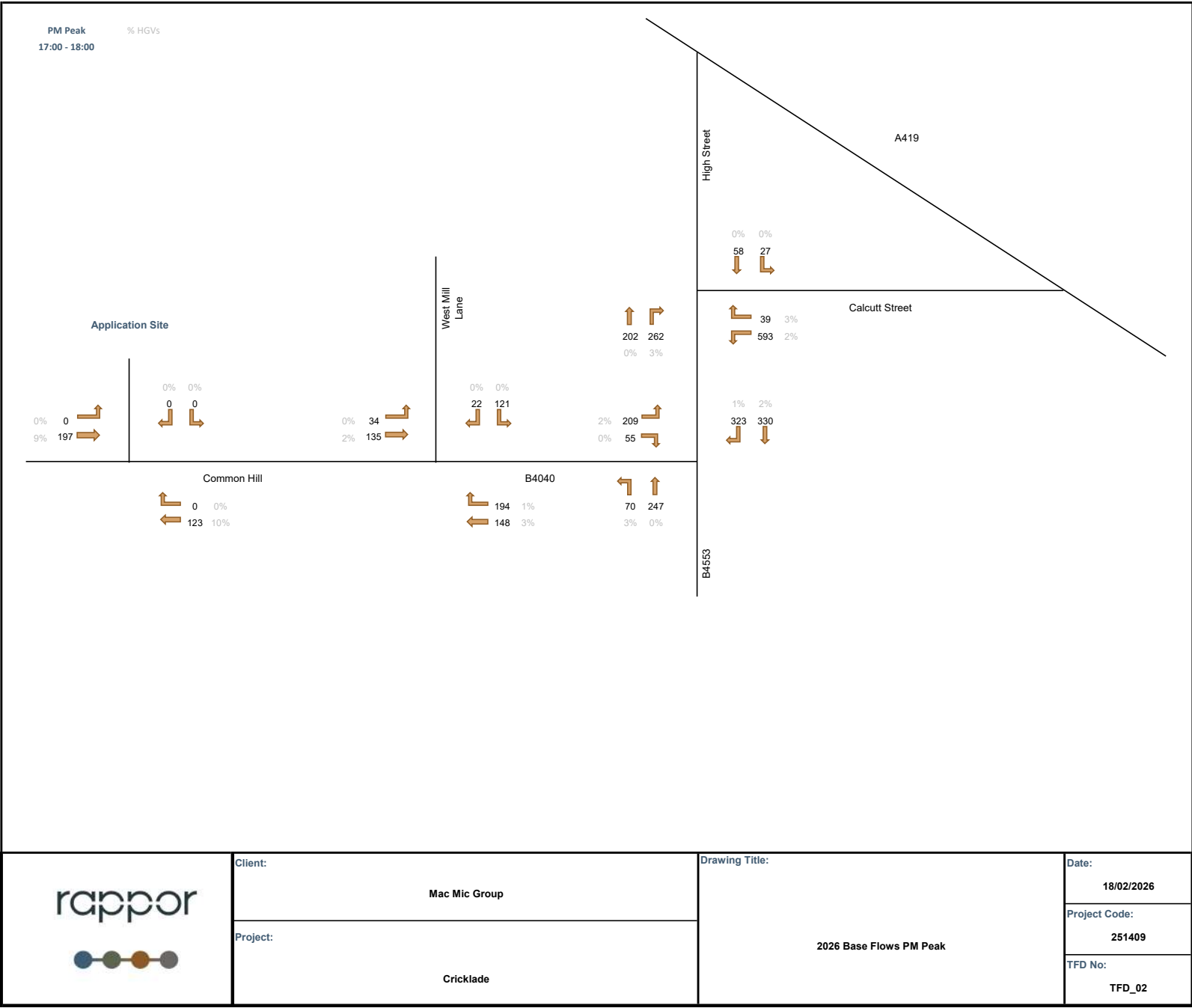
Trip rate parameter range selected:	200 - 350 (units: DWELLS)
Survey date date range:	04/07/2000 - 12/06/2024
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix N – Traffic Flow Diagrams



	Client:	Mac Mic Group	Drawing Title: 2026 Base Flows AM Peak	Date:	18/02/2026
	Project:	Cricklade		Project Code:	251409
				TFD No:	TFD_01



Client:
Mac Mic Group

Project:
Cricklade

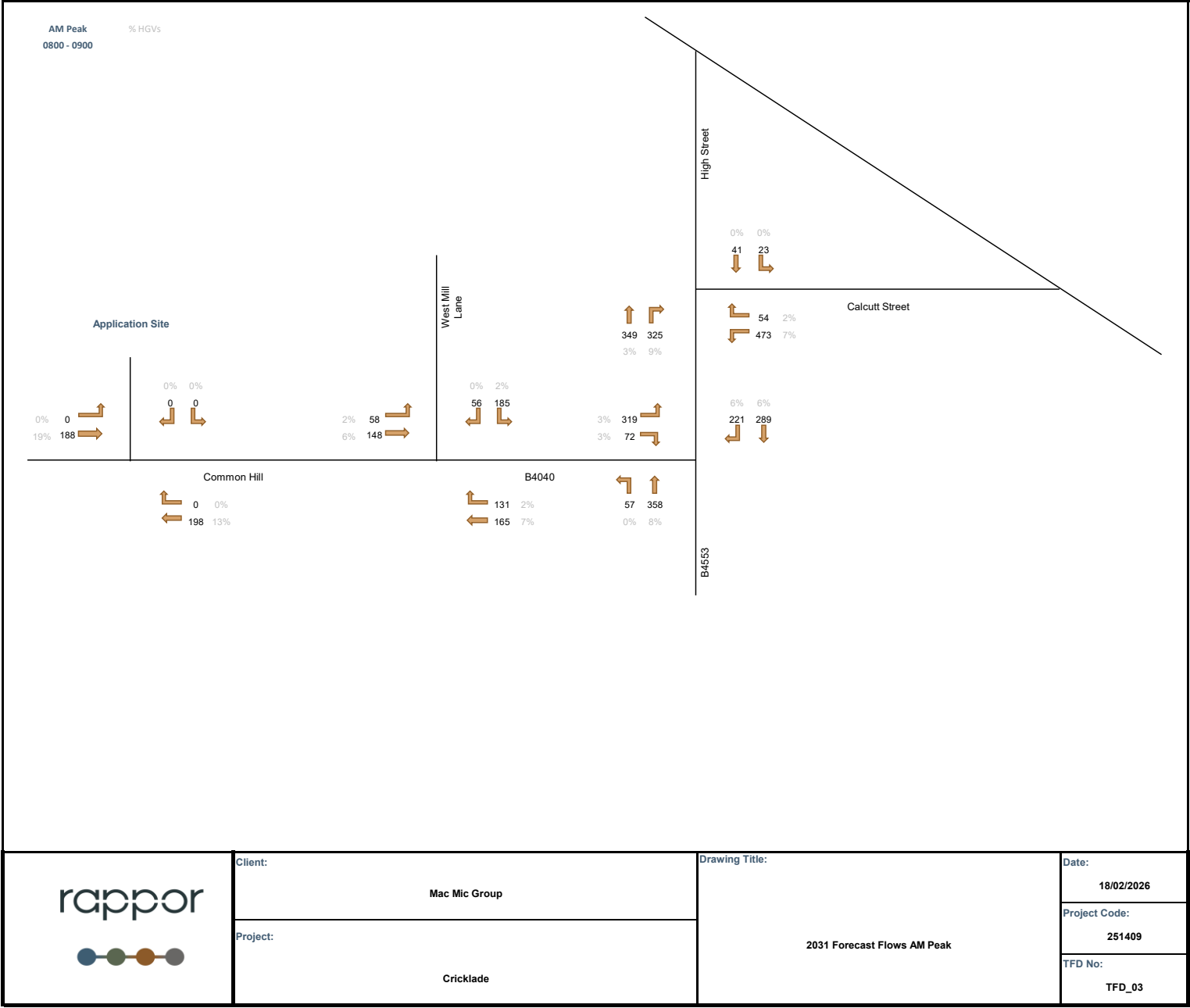
Drawing Title:

2026 Base Flows PM Peak

Date:
18/02/2026

Project Code:
251409

TFD No:
TFD_02



rappor

Client:

Mac Mic Group

Project:

Cricklade

Drawing Title:

2031 Forecast Flows AM Peak

Date:

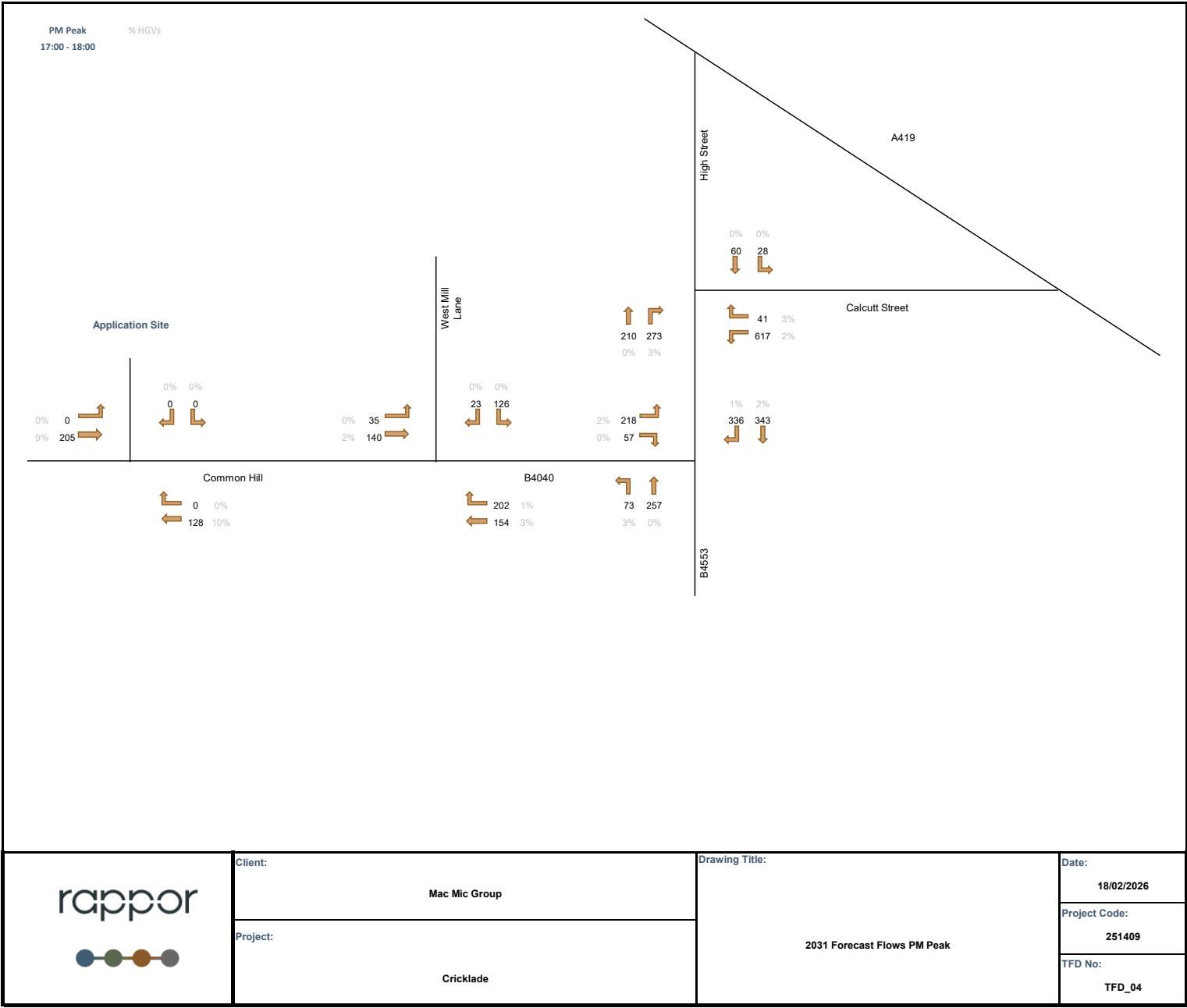
18/02/2026

Project Code:

251409

TFD No:

TFD_03



rappor

Client:

Mac Mic Group

Project:

Cricklade

Drawing Title:

2031 Forecast Flows PM Peak

Date:

18/02/2026

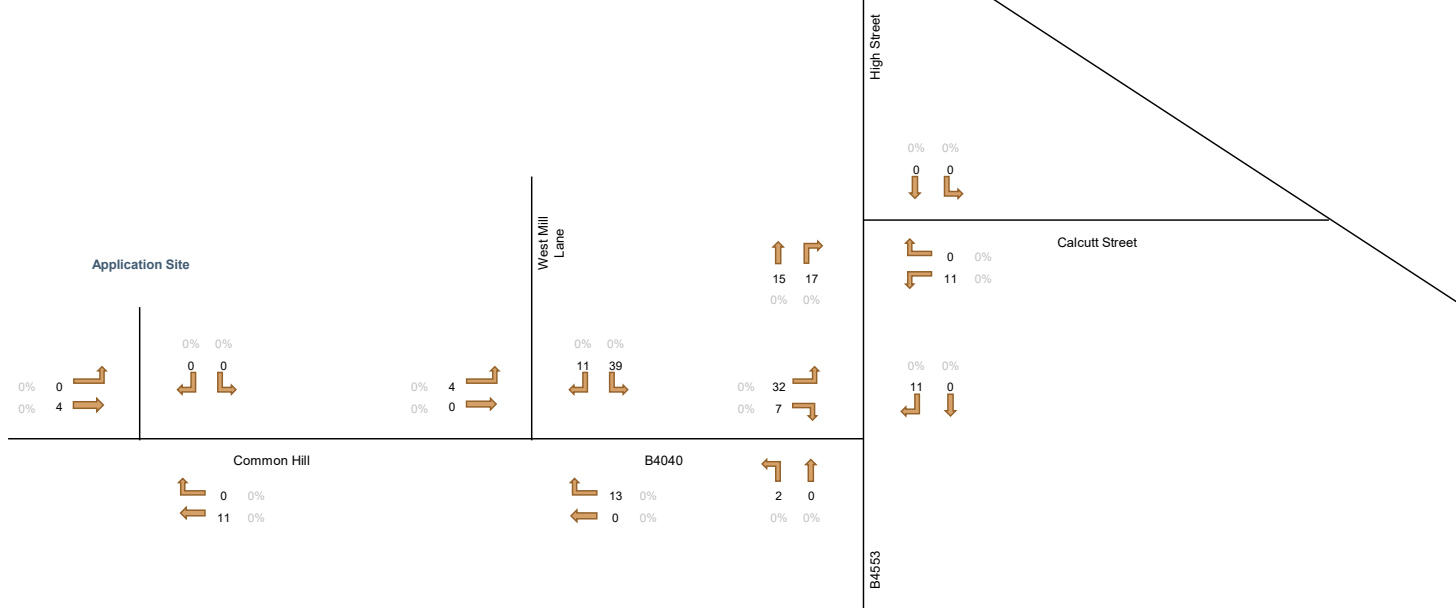
Project Code:

251409

TFD No:

TFD_04

AM Peak % HGVS



Client:

Mac Mic Group

Project:

Cricklade

Drawing Title:

Stones Farm Committed Development Flows AM Peak

Date:

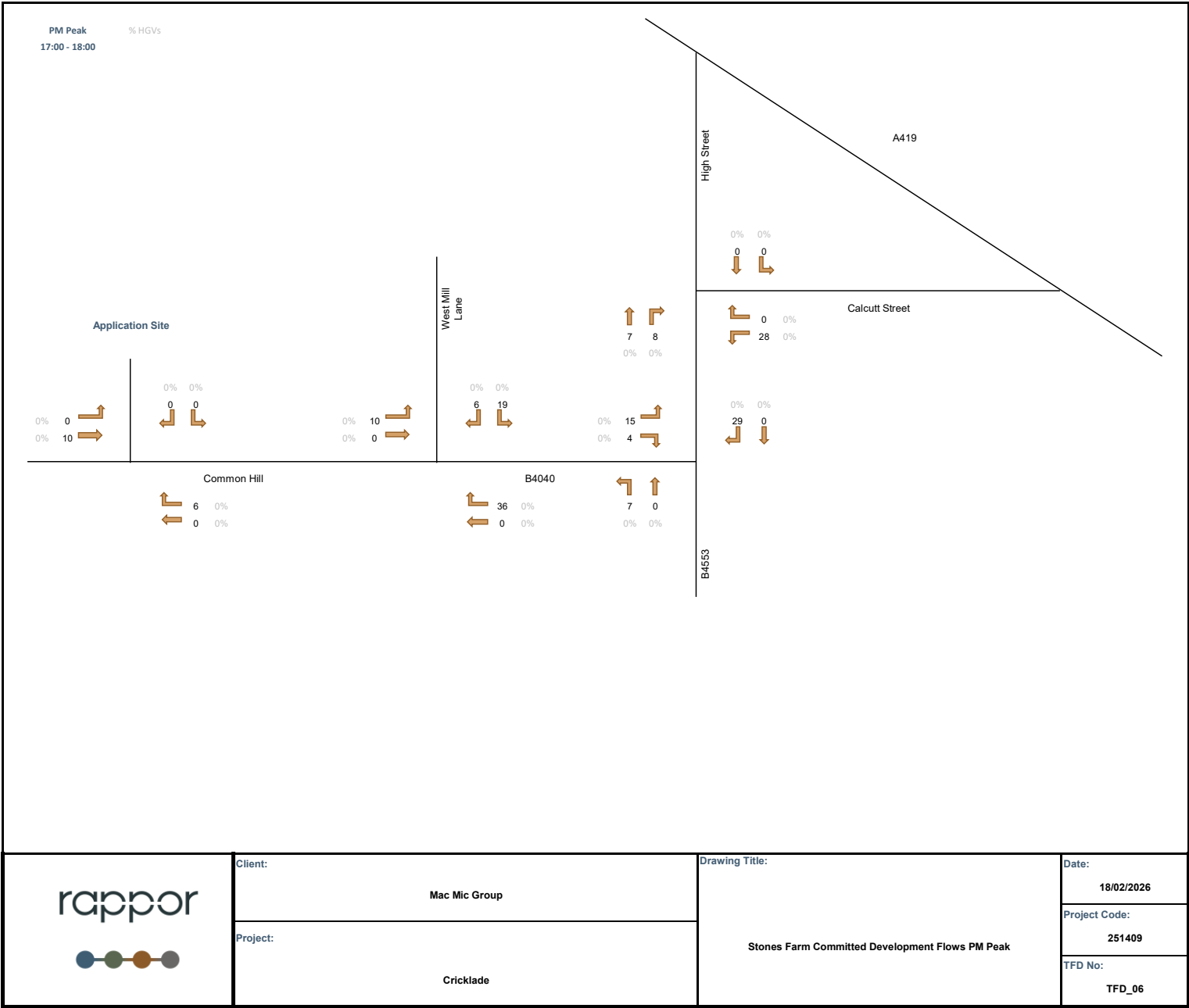
18/02/2026

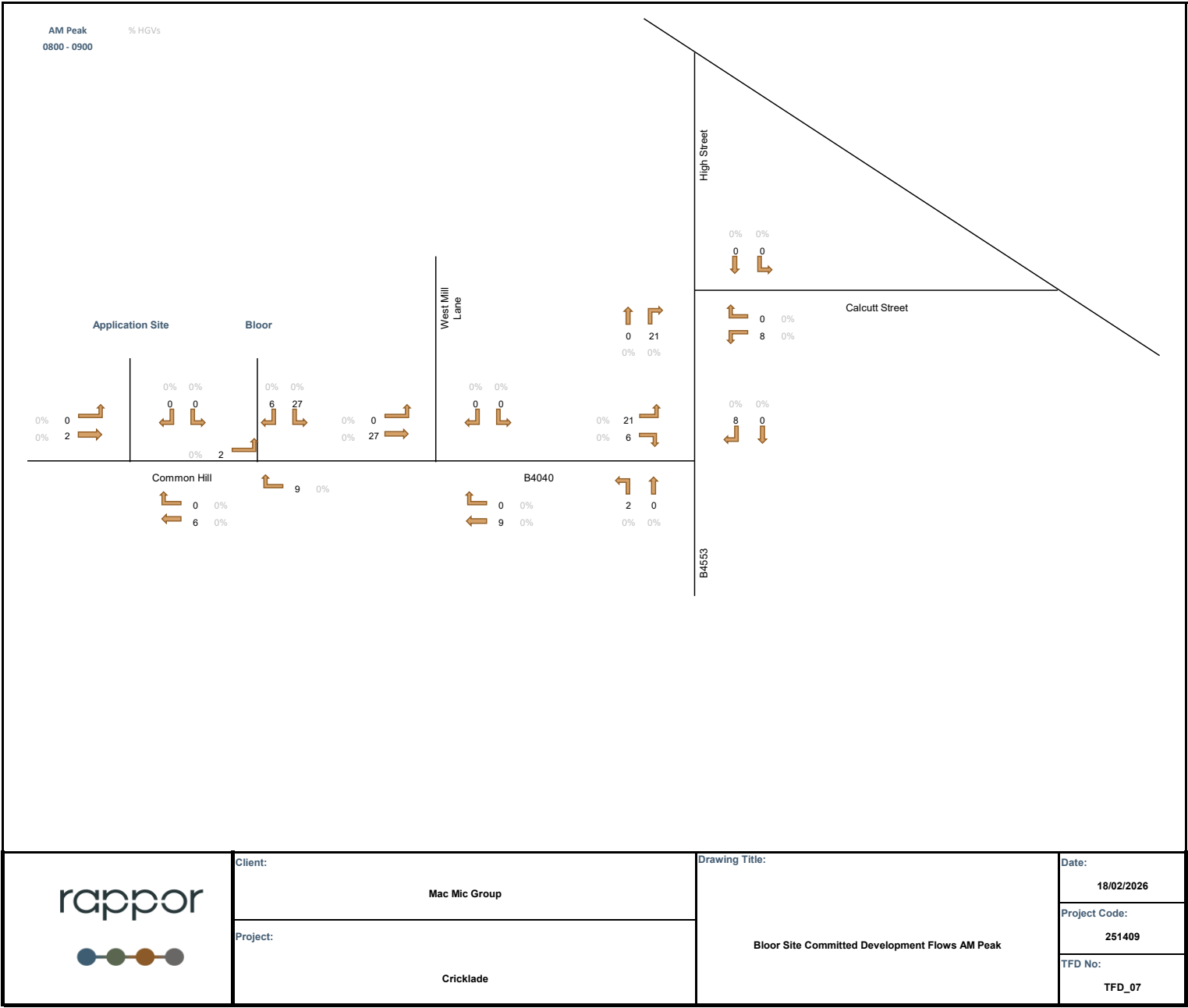
Project Code:

251409

TFD No:

TFD_05





B4040

0% 0

0% 9

0% 2

0% 0

B4553

0% 0

0% 0

rappor

Client:

Mac Mic Group

Project:

Cricklade

Drawing Title:

Bloor Site Committed Development Flows AM Peak

Date:

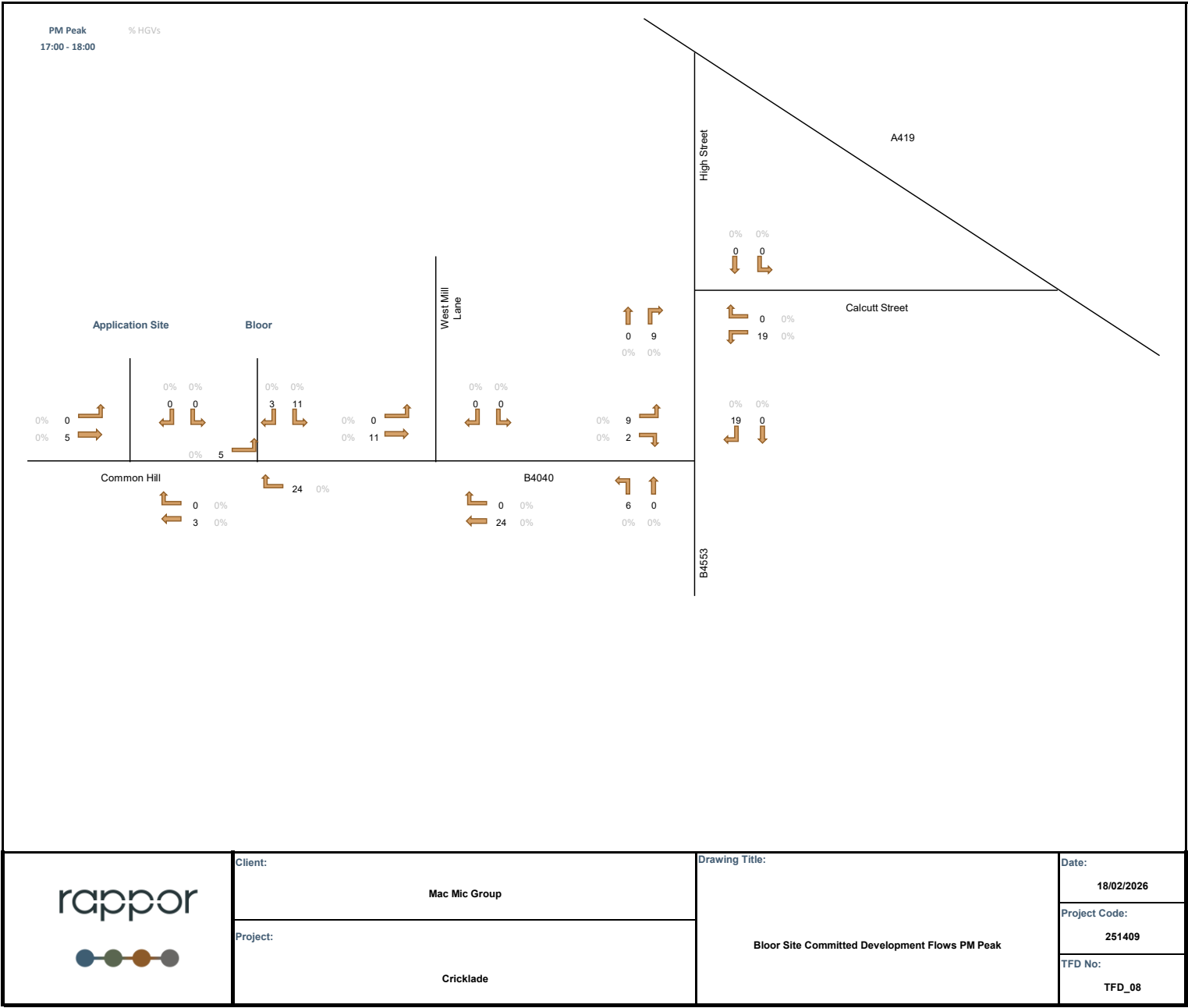
18/02/2026

Project Code:

251409

TFD No:

TFD_07





Client:
Mac Mic Group

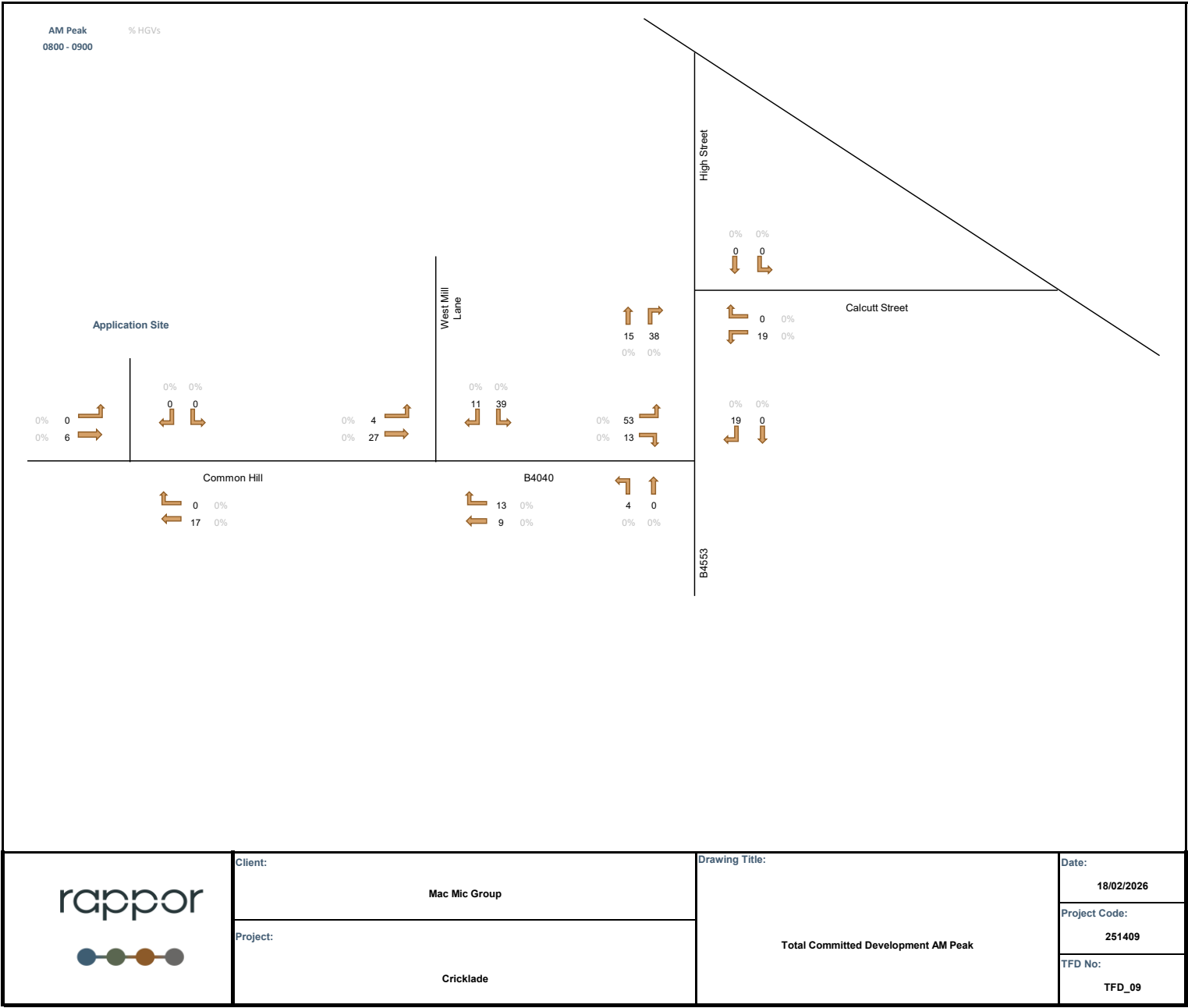
Project:
Cricklade

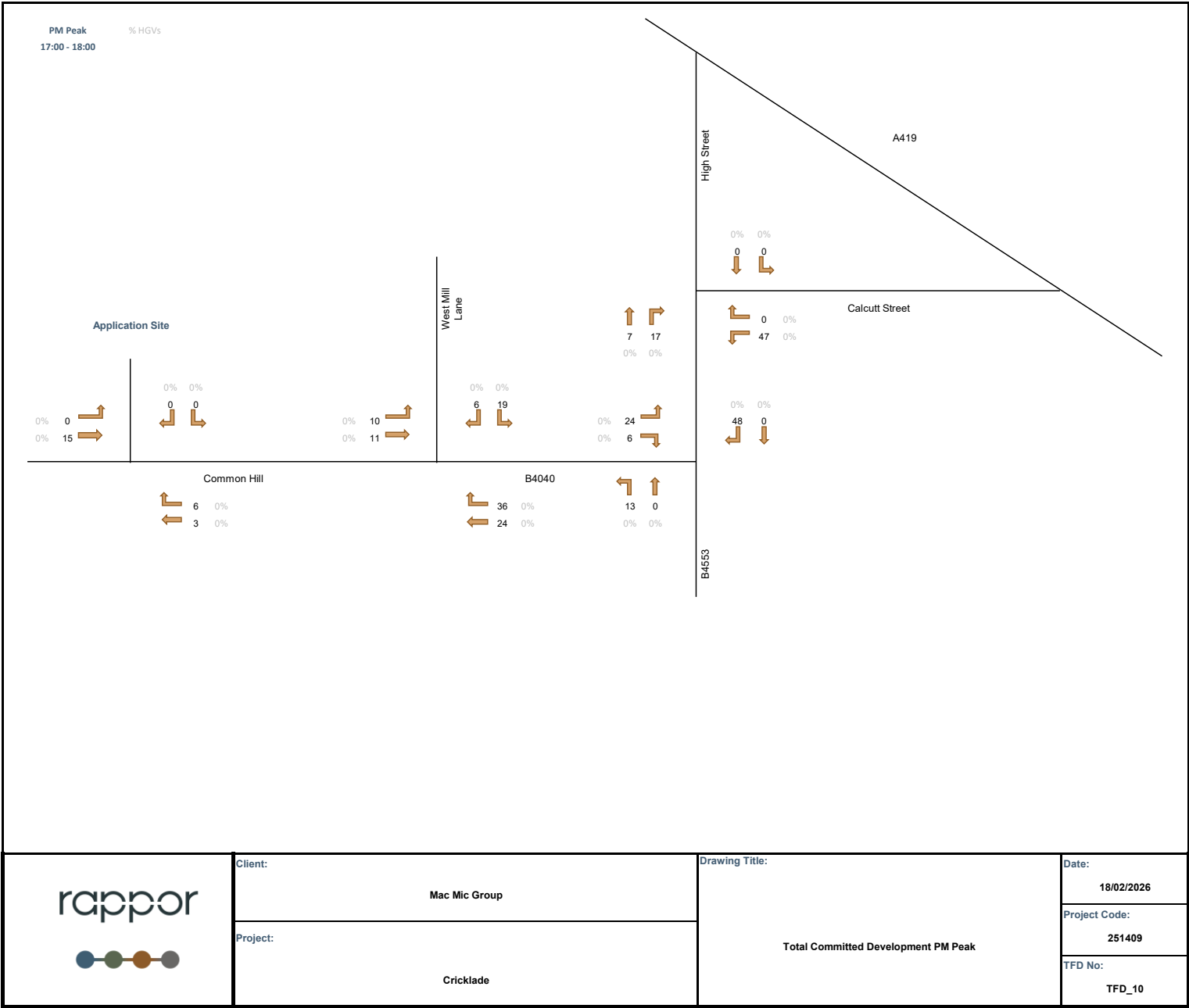
Drawing Title:
Bloor Site Committed Development Flows PM Peak

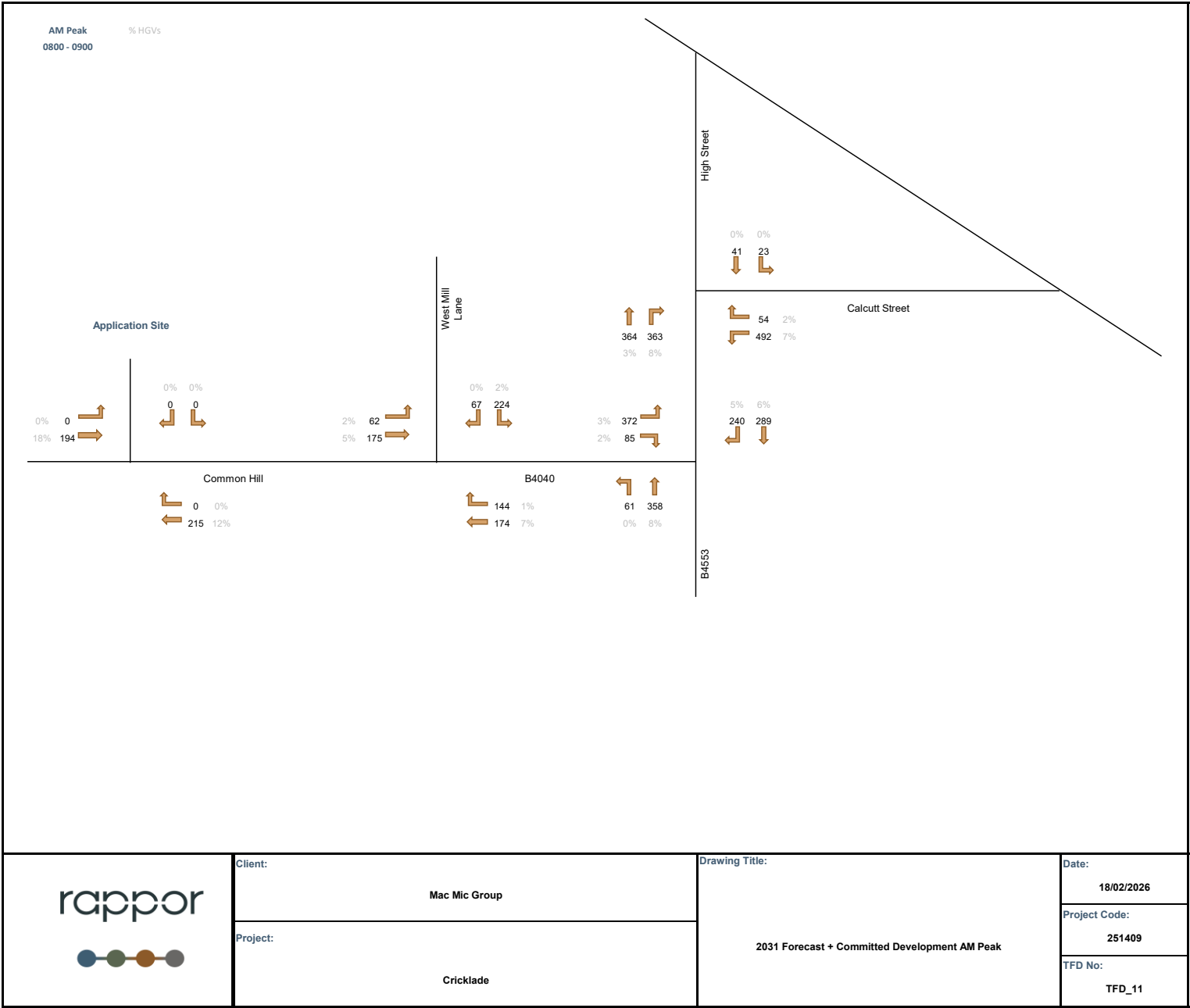
Date:
18/02/2026

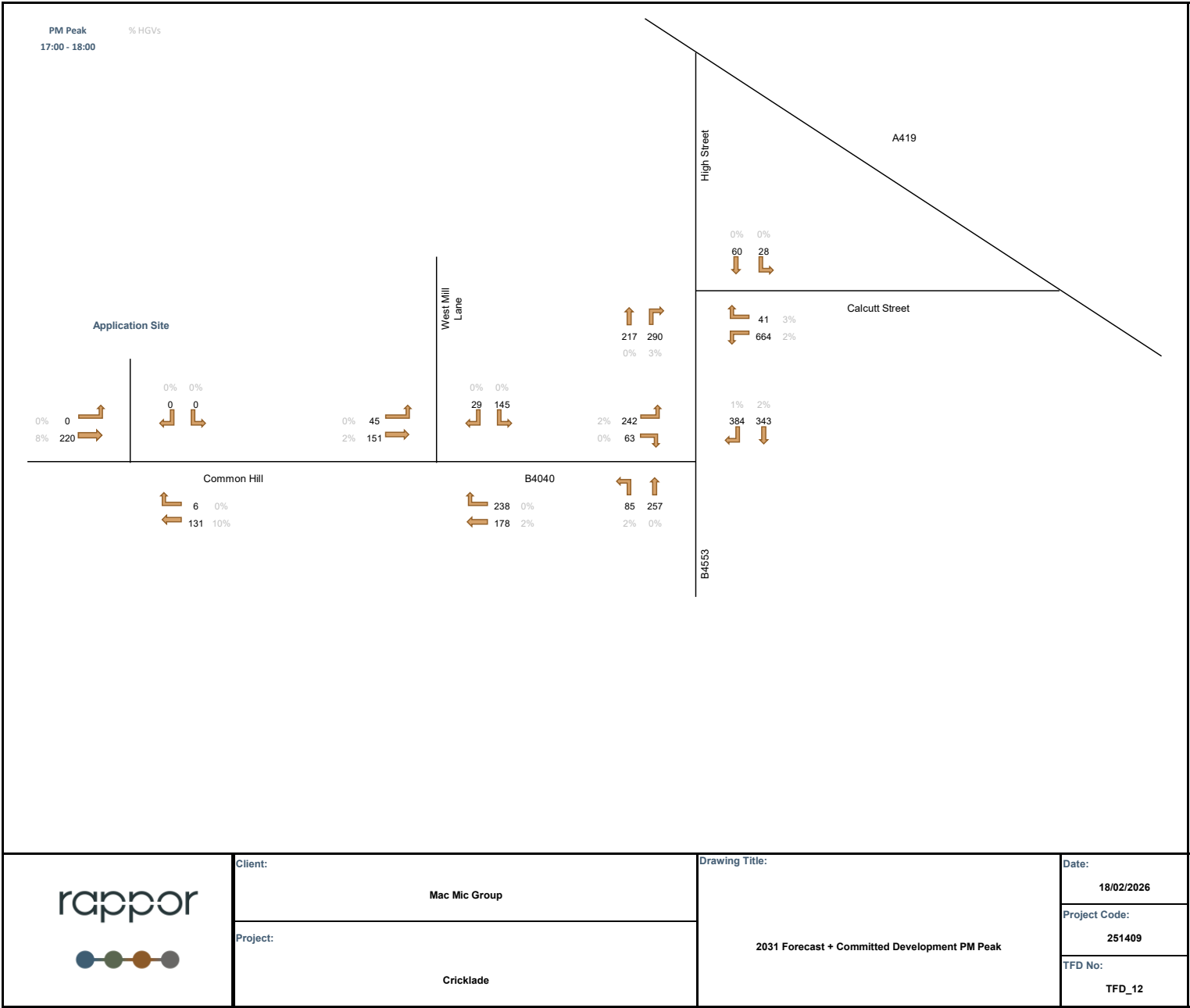
Project Code:
251409

TFD No:
TFD_08







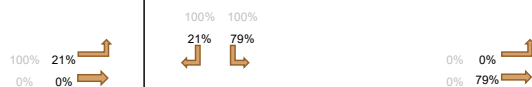


Client:	Mac Mic Group	Drawing Title:	Date:
Project:	Cricklade		18/02/2026
			Project Code:
		2031 Forecast + Committed Development PM Peak	251409
			TFD No:
			TFD_12

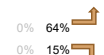
AM Peak
0800 - 0900

% HGVs

Application Site



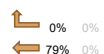
West Mill Lane



Common Hill



B4040



High Street



Calcutt Street



B4553



Client:

Mac Mic Group

Project:

Cricklade

Drawing Title:

Proposed Development Distribution

Date:

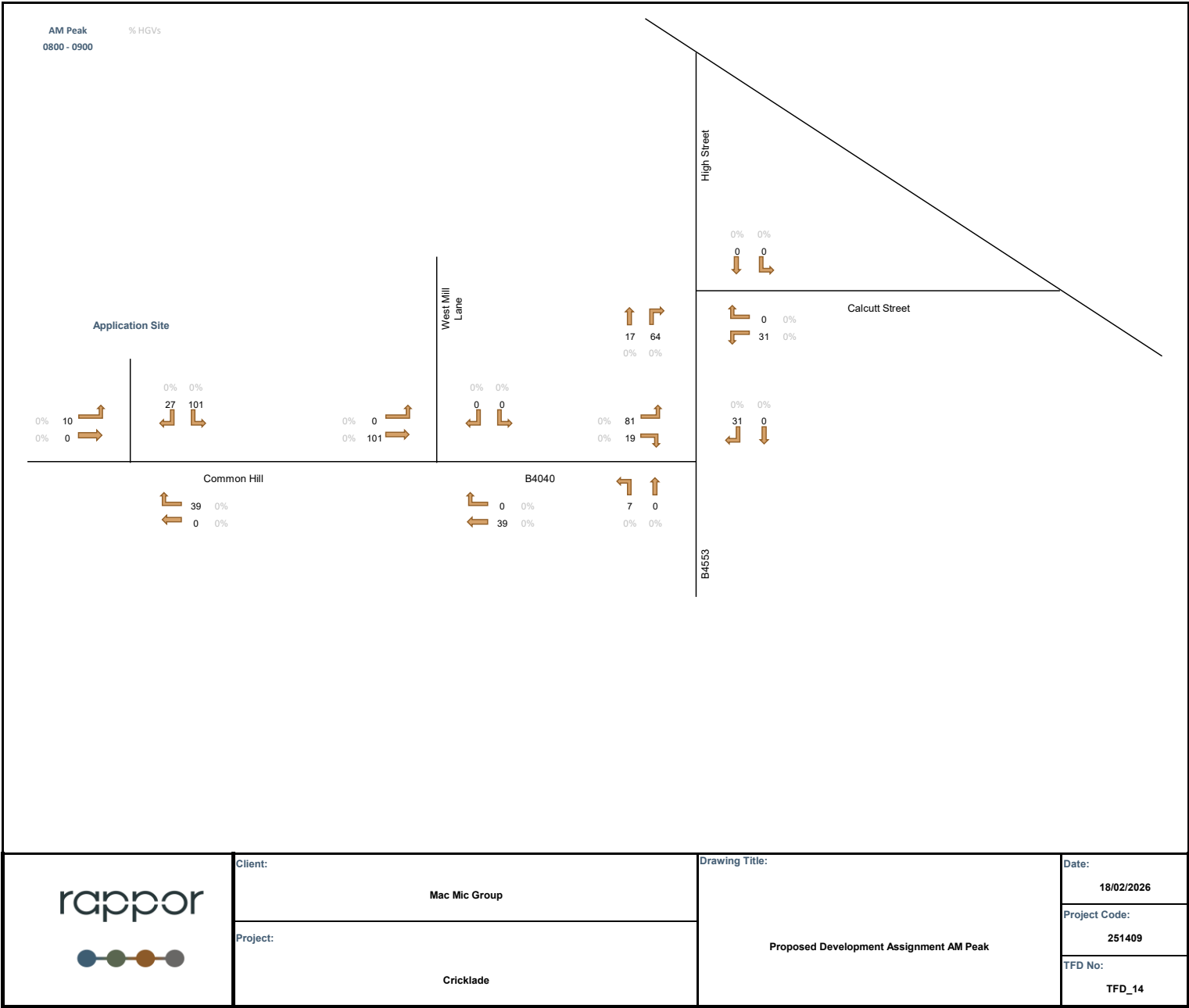
18/02/2026

Project Code:

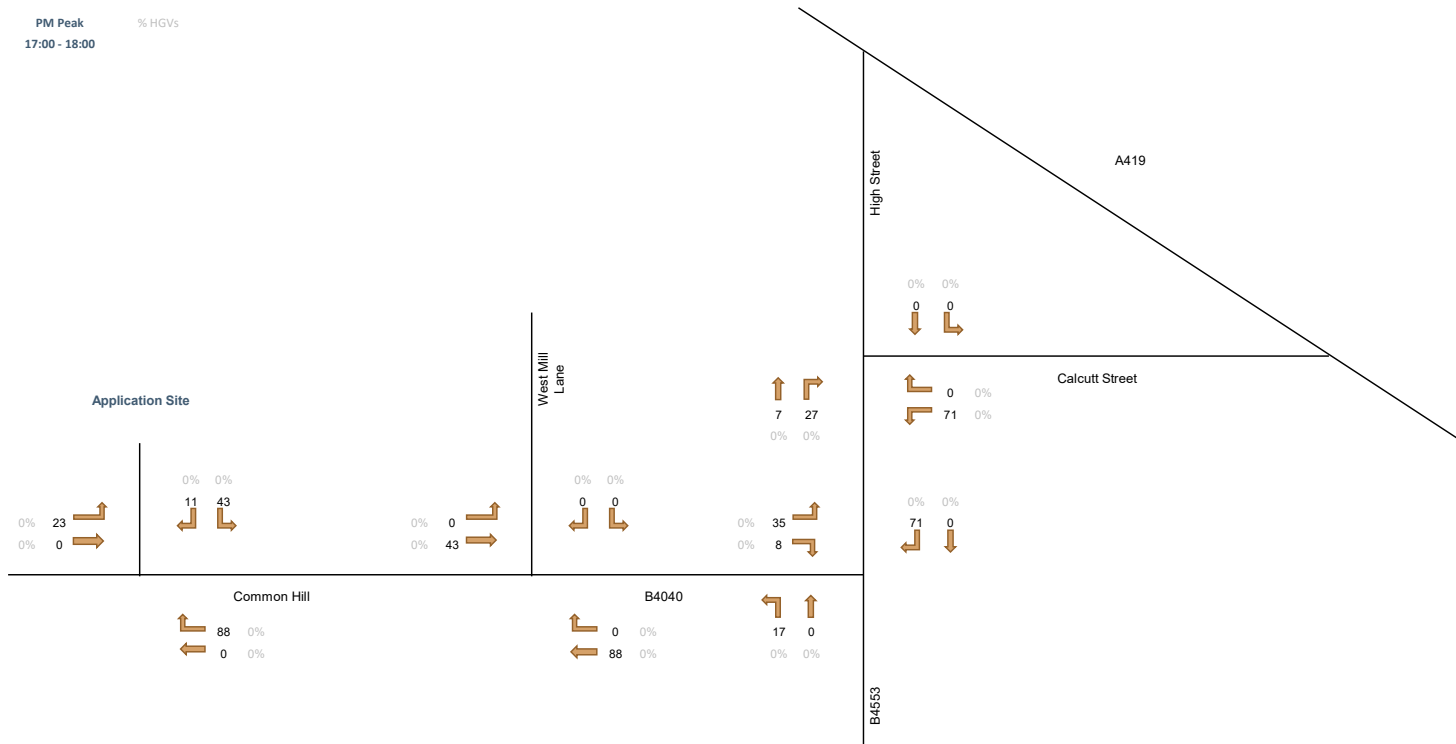
251409

TFD No:

TFD_13



PM Peak	% HGVs
17:00 - 18:00	



Client:

Mac Mic Group

Project:

Cricklade

Drawing Title:

Proposed Development Assignment PM Peak

Date:

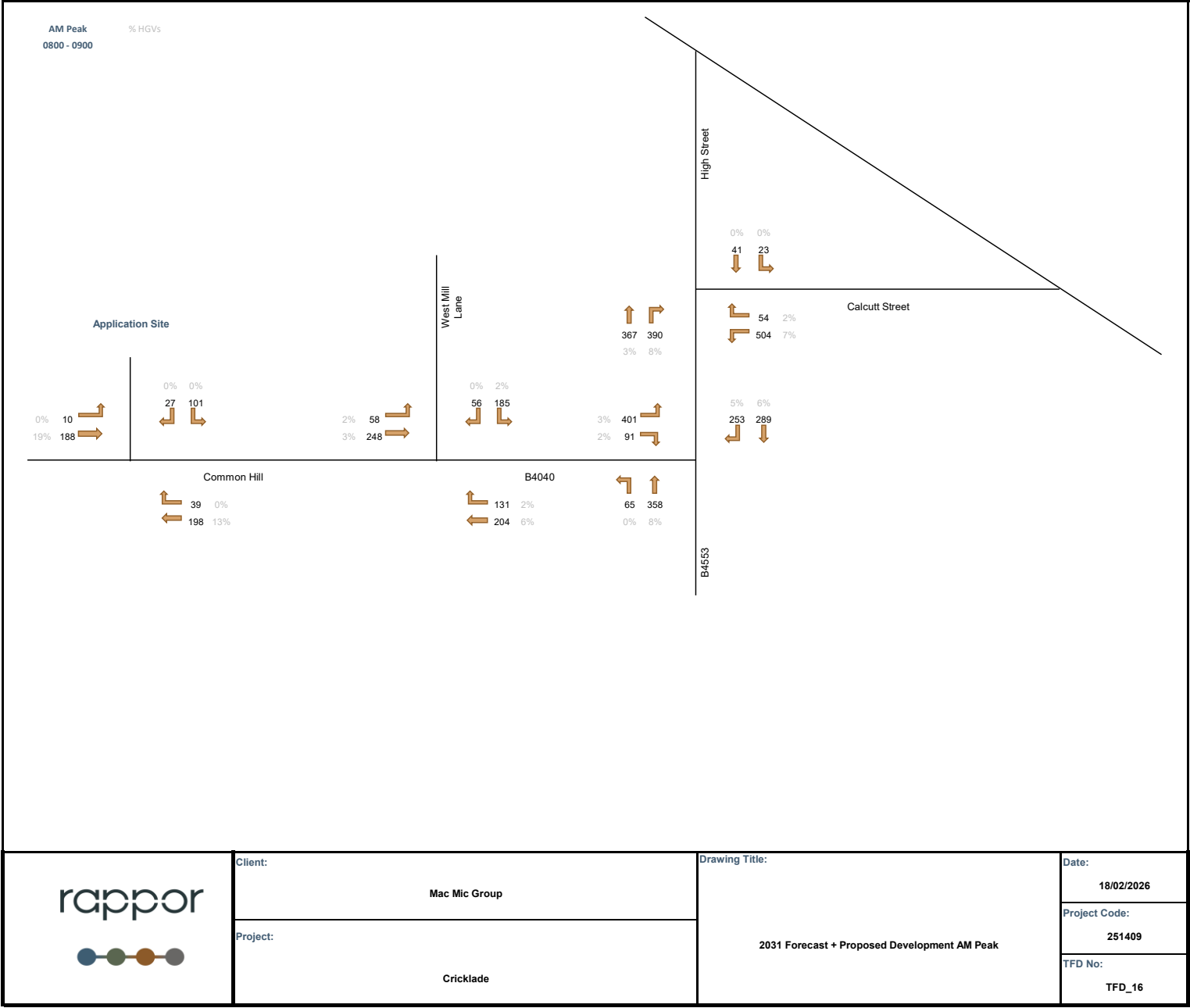
18/02/2026

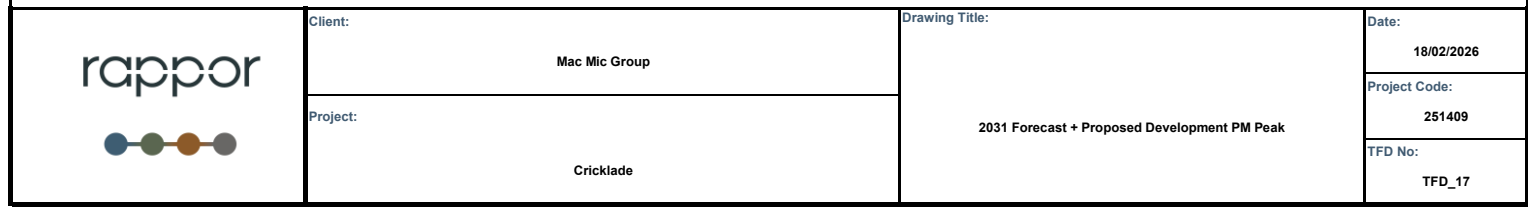
Project Code:

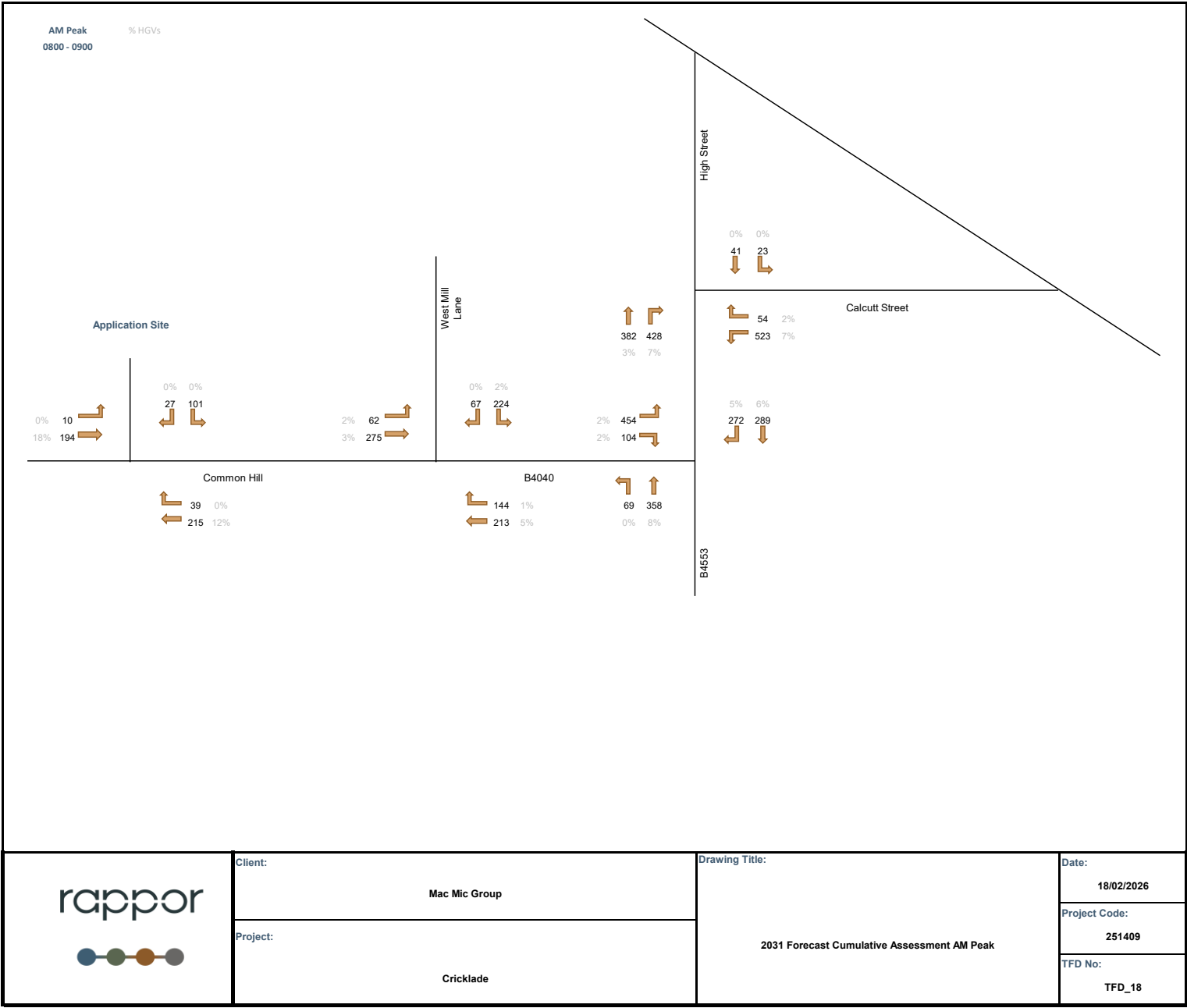
251409

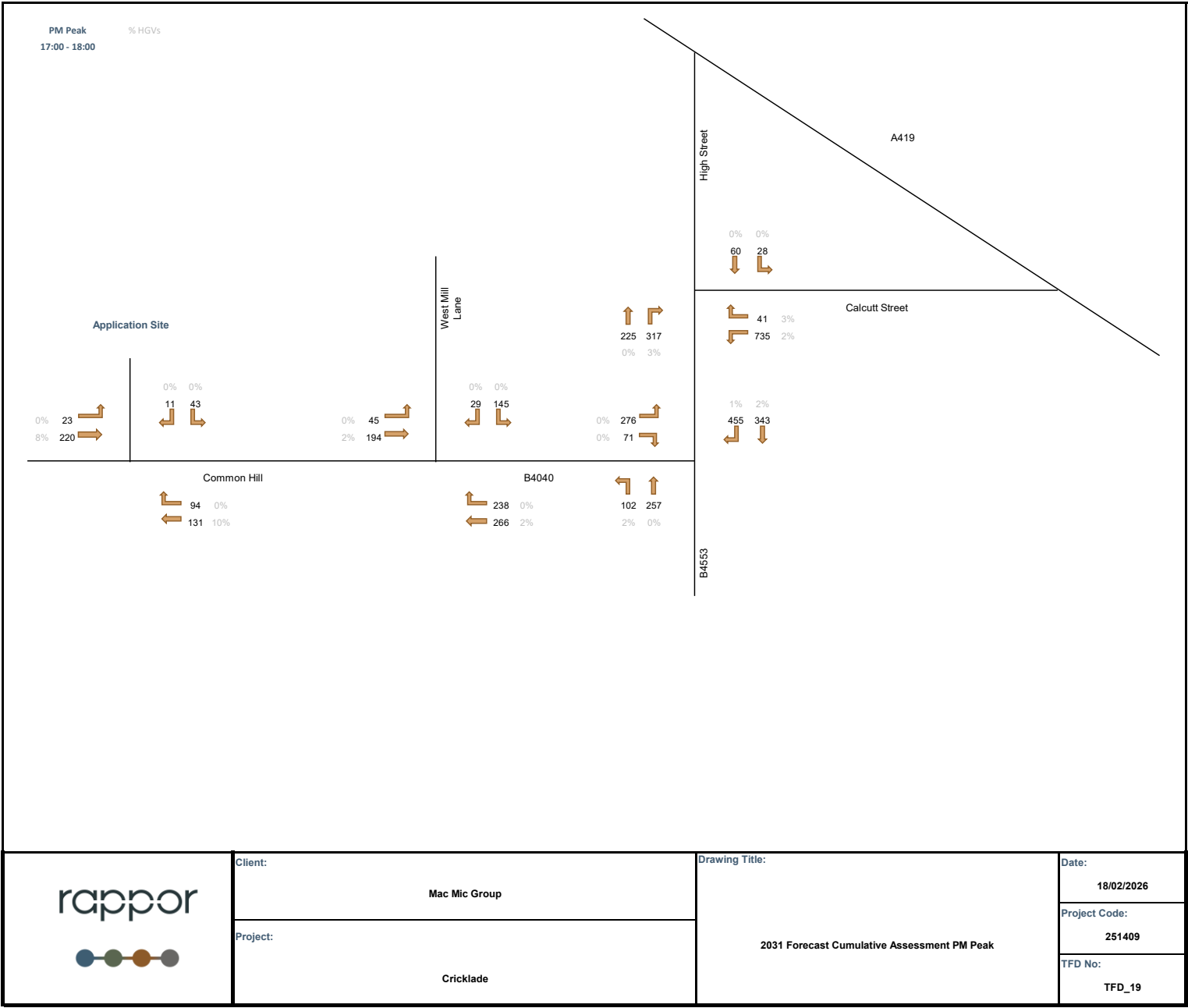
TFD No:

TFD_15









Client:	Mac Mic Group	Drawing Title:	2031 Forecast Cumulative Assessment PM Peak	Date:	18/02/2026
				Project Code:	251409
	Project:			TFD No:	TFD_19

Appendix O – Traffic Modelling Results

Junctions 11											
PICADY 11 - Priority Intersection Module											
Version: 11.1.0.2307											
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com											
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution											

Filename: 251409 - Common Hill_Site Access Junction.j11

Path: C:\Users\TomPeters\Cotswold Transport Planning Ltd\Project 2025 - 251409 - Malmesbury Road, Cricklade\06 Calculations\Junction Modelling

Report generation date: 09/02/2026 16:20:06

- »D1 - 2031 | Forecast + PD | AM
- »D2 - 2031 | Forecast + PD | PM
- »D3 - 2031 | Forecast + PD + CD | AM
- »D4 - 2031 | Forecast + PD + CD | 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
	2031 - Forecast + PD											
Stream B-C	D1	0.2	7.03	0.16	A	181 %	D2	0.1	6.25	0.07	A	216 %
Stream B-A		0.1	9.68	0.07	A	[Stream B-A]		0.0	9.39	0.03	A	[Stream C-AB]
Stream C-AB		0.1	5.57	0.08	A			0.2	6.60	0.17	A	
	2031 - Forecast + PD + CD											
Stream B-C	D3	0.2	7.05	0.17	A	175 %	D4	0.1	6.29	0.07	A	198 %
Stream B-A		0.1	9.77	0.07	A	[Stream B-A]		0.0	9.53	0.03	A	[Stream C-AB]
Stream C-AB		0.1	5.49	0.08	A			0.3	6.72	0.18	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. 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	
Location	
Site number	
Date	23/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\DaisyLloyd
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

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2031	Forecast + PD	AM	FLAT	08:00	09:00	60	15	✓
D2	2031	Forecast + PD	PM	FLAT	17:00	18:00	60	15	✓
D3	2031	Forecast + PD + CD	AM	FLAT	08:00	09:00	60	15	✓
D4	2031	Forecast + PD + CD	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

D1 - 2031 | Forecast + PD | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Common Hill / Site Access	T-Junction	Two-way	Two-way	Two-way		2.06	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	181	Stream B-A	2.06	A

Arms

Arms

Arm	Name	Description	Arm type
A	Common Hill (W)		Major
B	Site Access		Minor
C	Common Hill (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Common Hill (E)	6.10			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	4.70	3.30	3.30	3.30	✓	1.00	25	23

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	497	0.090	0.227	0.143	0.324
B-C	685	0.105	0.265	-	-
C-B	632	0.244	0.244	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2031	Forecast + PD	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Common Hill (W)		FLAT	✓	198	100.000
B - Site Access		FLAT	✓	128	100.000
C - Common Hill (E)		FLAT	✓	237	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Common Hill (W)	B - Site Access	C - Common Hill (E)
From	A - Common Hill (W)	0	10	188
	B - Site Access	27	0	101
	C - Common Hill (E)	198	39	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Common Hill (W)	B - Site Access	C - Common Hill (E)
From	A - Common Hill (W)	0	0	19
	B - Site Access	0	0	0
	C - Common Hill (E)	13	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.16	7.03	0.2	A	101	101
B-A	0.07	9.68	0.1	A	27	27
C-AB	0.08	5.57	0.1	A	54	54
C-A					183	183
A-B					10	10
A-C					188	188

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	25	0.00	613	0.165	100	0.0	0.2	7.007	A
B-A	27	7	0.00	399	0.068	27	0.0	0.1	9.662	A
C-AB	54	14	0.00	701	0.077	54	0.0	0.1	5.558	A
C-A	183	46	0.00			183				
A-B	10	3	0.00			10				
A-C	188	47	0.00			188				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	25	0.00	613	0.165	101	0.2	0.2	7.029	A
B-A	27	7	0.00	399	0.068	27	0.1	0.1	9.679	A
C-AB	54	14	0.00	701	0.078	54	0.1	0.1	5.568	A
C-A	183	46	0.00			183				
A-B	10	3	0.00			10				
A-C	188	47	0.00			188				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	25	0.00	613	0.165	101	0.2	0.2	7.029	A
B-A	27	7	0.00	399	0.068	27	0.1	0.1	9.679	A
C-AB	54	14	0.00	701	0.078	54	0.1	0.1	5.567	A
C-A	183	46	0.00			183				
A-B	10	3	0.00			10				
A-C	188	47	0.00			188				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	25	0.00	613	0.165	101	0.2	0.2	7.029	A
B-A	27	7	0.00	399	0.068	27	0.1	0.1	9.679	A
C-AB	54	14	0.00	701	0.078	54	0.1	0.1	5.567	A
C-A	183	46	0.00			183				
A-B	10	3	0.00			10				
A-C	188	47	0.00			188				

D2 - 2031 | Forecast + PD | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Common Hill / Site Access	T-Junction	Two-way	Two-way	Two-way		2.10	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	216	Stream C-AB	2.10	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2031	Forecast + PD	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Common Hill (W)		FLAT	✓	228	100.000
B - Site Access		FLAT	✓	54	100.000
C - Common Hill (E)		FLAT	✓	216	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Common Hill (W)	B - Site Access	C - Common Hill (E)
	A - Common Hill (W)	0	23	205
	B - Site Access	11	0	43
	C - Common Hill (E)	128	88	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Common Hill (W)	B - Site Access	C - Common Hill (E)
	A - Common Hill (W)	0	0	9
	B - Site Access	0	0	0
	C - Common Hill (E)	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.07	6.25	0.1	A	43	43
B-A	0.03	9.39	0.0	A	11	11
C-AB	0.17	6.60	0.2	A	110	110
C-A					106	106
A-B					23	23
A-C					205	205

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	11	0.00	619	0.069	43	0.0	0.1	6.245	A
B-A	11	3	0.00	395	0.028	11	0.0	0.0	9.378	A
C-AB	109	27	0.00	655	0.167	108	0.0	0.2	6.578	A
C-A	107	27	0.00			107				
A-B	23	6	0.00			23				
A-C	205	51	0.00			205				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	11	0.00	619	0.069	43	0.1	0.1	6.251	A
B-A	11	3	0.00	394	0.028	11	0.0	0.0	9.388	A
C-AB	110	27	0.00	655	0.167	110	0.2	0.2	6.604	A
C-A	106	27	0.00			106				
A-B	23	6	0.00			23				
A-C	205	51	0.00			205				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	11	0.00	619	0.069	43	0.1	0.1	6.251	A
B-A	11	3	0.00	394	0.028	11	0.0	0.0	9.388	A
C-AB	110	27	0.00	655	0.167	110	0.2	0.2	6.605	A
C-A	106	27	0.00			106				
A-B	23	6	0.00			23				
A-C	205	51	0.00			205				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	11	0.00	619	0.069	43	0.1	0.1	6.251	A
B-A	11	3	0.00	394	0.028	11	0.0	0.0	9.388	A
C-AB	110	27	0.00	655	0.167	110	0.2	0.2	6.605	A
C-A	106	27	0.00			106				
A-B	23	6	0.00			23				
A-C	205	51	0.00			205				

D3 - 2031 | Forecast + PD + CD | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Common Hill / Site Access	T-Junction	Two-way	Two-way	Two-way		2.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	175	Stream B-A	2.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031	Forecast + PD + CD	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Common Hill (W)		FLAT	✓	204	100.000
B - Site Access		FLAT	✓	128	100.000
C - Common Hill (E)		FLAT	✓	254	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Common Hill (W)	B - Site Access	C - Common Hill (E)
From	A - Common Hill (W)	0	10	194
	B - Site Access	27	0	101
	C - Common Hill (E)	215	39	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Common Hill (W)	B - Site Access	C - Common Hill (E)
	A - Common Hill (W)	0	0	18
	B - Site Access	0	0	0
	C - Common Hill (E)	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.17	7.05	0.2	A	101	101
B-A	0.07	9.77	0.1	A	27	27
C-AB	0.08	5.49	0.1	A	56	56
C-A					198	198
A-B					10	10
A-C					194	194

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	25	0.00	612	0.165	100	0.0	0.2	7.027	A
B-A	27	7	0.00	395	0.068	27	0.0	0.1	9.764	A
C-AB	56	14	0.00	712	0.078	55	0.0	0.1	5.482	A
C-A	198	50	0.00			198				
A-B	10	3	0.00			10				
A-C	194	49	0.00			194				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	25	0.00	612	0.165	101	0.2	0.2	7.049	A
B-A	27	7	0.00	395	0.068	27	0.1	0.1	9.774	A
C-AB	56	14	0.00	712	0.079	56	0.1	0.1	5.491	A
C-A	198	49	0.00			198				
A-B	10	3	0.00			10				
A-C	194	49	0.00			194				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	25	0.00	612	0.165	101	0.2	0.2	7.049	A
B-A	27	7	0.00	395	0.068	27	0.1	0.1	9.774	A
C-AB	56	14	0.00	712	0.079	56	0.1	0.1	5.492	A
C-A	198	49	0.00			198				
A-B	10	3	0.00			10				
A-C	194	49	0.00			194				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	25	0.00	612	0.165	101	0.2	0.2	7.049	A
B-A	27	7	0.00	395	0.068	27	0.1	0.1	9.774	A
C-AB	56	14	0.00	712	0.079	56	0.1	0.1	5.492	A
C-A	198	49	0.00			198				
A-B	10	3	0.00			10				
A-C	194	49	0.00			194				

D4 - 2031 | Forecast + PD + CD | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Common Hill / Site Access	T-Junction	Two-way	Two-way	Two-way		2.14	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	198	Stream C-AB	2.14	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031	Forecast + PD + CD	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Common Hill (W)		FLAT	✓	243	100.000
B - Site Access		FLAT	✓	54	100.000
C - Common Hill (E)		FLAT	✓	225	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Common Hill (W)	B - Site Access	C - Common Hill (E)
From	A - Common Hill (W)	0	23	220
	B - Site Access	11	0	43
	C - Common Hill (E)	131	94	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Common Hill (W)	B - Site Access	C - Common Hill (E)
	A - Common Hill (W)	0	0	8
	B - Site Access	0	0	0
	C - Common Hill (E)	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.07	6.29	0.1	A	43	43
B-A	0.03	9.53	0.0	A	11	11
C-AB	0.18	6.72	0.3	A	118	118
C-A					107	107
A-B					23	23
A-C					220	220

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	11	0.00	615	0.070	43	0.0	0.1	6.286	A
B-A	11	3	0.00	389	0.028	11	0.0	0.0	9.515	A
C-AB	118	29	0.00	654	0.180	116	0.0	0.3	6.690	A
C-A	107	27	0.00			107				
A-B	23	6	0.00			23				
A-C	220	55	0.00			220				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	11	0.00	615	0.070	43	0.1	0.1	6.292	A
B-A	11	3	0.00	389	0.028	11	0.0	0.0	9.528	A
C-AB	118	29	0.00	654	0.180	118	0.3	0.3	6.720	A
C-A	107	27	0.00			107				
A-B	23	6	0.00			23				
A-C	220	55	0.00			220				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	11	0.00	615	0.070	43	0.1	0.1	6.292	A
B-A	11	3	0.00	389	0.028	11	0.0	0.0	9.528	A
C-AB	118	29	0.00	654	0.180	118	0.3	0.3	6.718	A
C-A	107	27	0.00			107				
A-B	23	6	0.00			23				
A-C	220	55	0.00			220				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	11	0.00	615	0.070	43	0.1	0.1	6.292	A
B-A	11	3	0.00	389	0.028	11	0.0	0.0	9.528	A
C-AB	118	29	0.00	654	0.180	118	0.3	0.3	6.719	A
C-A	107	27	0.00			107				
A-B	23	6	0.00			23				
A-C	220	55	0.00			220				

Junctions 11											
ARCADY 11 - Roundabout Module											
Version: 11.1.0.2307											
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Filename: 251409 - B4040_Mill Lane_Common Hill Roundabout_Flat.j11

Path: C:\Users\TomPeters\Cotswold Transport Planning Ltd\Project 2025 - 251409 - Malmesbury Road, Cricklade\06 Calculations\Junction Modelling

Report generation date: 09/02/2026 16:20:41

- »D1 - 2026 | Base | AM
- »D2 - 2026 | Base | PM
- »D3 - 2031 | Forecast | AM
- »D4 - 2031 | Forecast | PM
- »D5 - 2031 | Forecast + PD | AM
- »D6 - 2031 | Forecast + PD | PM
- »D7 - 2031 | Forecast + PD + CD | AM
- »D8 - 2031 | Forecast + PD + CD | 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
	2026 - Base											
1 - B4040	D1	0.2	2.46	0.16	A	211 % [3 - West Mill Lane]	D2	0.2	2.57	0.20	A	342 % [2 - B4040 Common Hill]
2 - B4040 Common Hill		0.2	3.27	0.15	A			0.2	3.37	0.14	A	
3 - West Mill Lane		0.3	4.86	0.24	A			0.2	4.25	0.14	A	
	2031 - Forecast											
1 - B4040	D3	0.2	2.48	0.17	A	199 % [3 - West Mill Lane]	D4	0.3	2.60	0.20	A	326 % [2 - B4040 Common Hill]
2 - B4040 Common Hill		0.2	3.30	0.16	A			0.2	3.40	0.14	A	
3 - West Mill Lane		0.3	4.94	0.25	A			0.2	4.29	0.15	A	
	2031 - Forecast + PD											
1 - B4040	D5	0.2	2.55	0.19	A	157 % [3 - West Mill Lane]	D6	0.3	2.77	0.25	A	263 % [1 - B4040]
2 - B4040 Common Hill		0.3	3.64	0.24	A			0.2	3.55	0.18	A	
3 - West Mill Lane		0.4	5.31	0.26	A			0.2	4.41	0.15	A	
	2031 - Forecast + PD + CD											
1 - B4040	D7	0.3	2.60	0.21	A	119 % [3 - West Mill Lane]	D8	0.4	2.89	0.29	A	220 % [1 - B4040]
2 - B4040 Common Hill		0.4	3.79	0.26	A			0.2	3.70	0.20	A	
3 - West Mill Lane		0.5	5.87	0.32	A			0.2	4.59	0.18	A	

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	
Location	
Site number	
Date	23/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\DaisyLloyd
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

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026	Base	AM	FLAT	08:00	09:00	60	15	✓
D2	2026	Base	PM	FLAT	17:00	18:00	60	15	✓
D3	2031	Forecast	AM	FLAT	08:00	09:00	60	15	✓
D4	2031	Forecast	PM	FLAT	17:00	18:00	60	15	✓
D5	2031	Forecast + PD	AM	FLAT	08:00	09:00	60	15	✓
D6	2031	Forecast + PD	PM	FLAT	17:00	18:00	60	15	✓
D7	2031	Forecast + PD + CD	AM	FLAT	08:00	09:00	60	15	✓
D8	2031	Forecast + PD + CD	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

D1 - 2026 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B4040 / Mill Lane / Common Hill	Standard Roundabout		1, 2, 3	3.47	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	211	3 - West Mill Lane	3.47	A

Arms

Arms

Arm	Name	Description	No give-way line
1	B4040		
2	B4040 Common Hill		
3	West Mill Lane		

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 - B4040	3.40	6.80	14.4	189.0	20.1	12.0		
2 - B4040 Common Hill	2.36	6.10	17.2	17.4	20.1	30.0		
3 - West Mill Lane	3.19	3.90	3.1	15.2	20.1	33.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B4040	0.716	1789
2 - B4040 Common Hill	0.595	1373
3 - West Mill Lane	0.525	1063

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026	Base	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4040		FLAT	✓	285	100.000
2 - B4040 Common Hill		FLAT	✓	198	100.000
3 - West Mill Lane		FLAT	✓	232	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B4040	2 - B4040 Common Hill	3 - West Mill Lane
From	1 - B4040	0	159	126
	2 - B4040 Common Hill	142	0	56
	3 - West Mill Lane	178	54	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - B4040	2 - B4040 Common Hill	3 - West Mill Lane
From	1 - B4040	0	0	0
	2 - B4040 Common Hill	0	0	0
	3 - West Mill Lane	2	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)
1 - B4040	0.16	2.46	0.2	A	285	285
2 - B4040 Common Hill	0.15	3.27	0.2	A	198	198
3 - West Mill Lane	0.24	4.86	0.3	A	232	232

Main Results for each time segment

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
1 - B4040	285	71	54	1750	0.163	284	319	0.0	0.2	2.454	A
2 - B4040 Common Hill	198	50	126	1299	0.152	197	212	0.0	0.2	3.267	A
3 - West Mill Lane	232	58	141	973	0.238	231	181	0.0	0.3	4.840	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
1 - B4040	285	71	54	1750	0.163	285	320	0.2	0.2	2.456	A
2 - B4040 Common Hill	198	50	126	1298	0.153	198	213	0.2	0.2	3.271	A
3 - West Mill Lane	232	58	142	973	0.238	232	182	0.3	0.3	4.857	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
1 - B4040	285	71	54	1750	0.163	285	320	0.2	0.2	2.456	A
2 - B4040 Common Hill	198	50	126	1298	0.153	198	213	0.2	0.2	3.271	A
3 - West Mill Lane	232	58	142	973	0.238	232	182	0.3	0.3	4.857	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
1 - B4040	285	71	54	1750	0.163	285	320	0.2	0.2	2.456	A
2 - B4040 Common Hill	198	50	126	1298	0.153	198	213	0.2	0.2	3.271	A
3 - West Mill Lane	232	58	142	973	0.238	232	182	0.3	0.3	4.857	A

D2 - 2026 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B4040 / Mill Lane / Common Hill	Standard Roundabout		1, 2, 3	3.14	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	342	2 - B4040 Common Hill	3.14	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2026	Base	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4040		FLAT	✓	342	100.000
2 - B4040 Common Hill		FLAT	✓	169	100.000
3 - West Mill Lane		FLAT	✓	143	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B4040	2 - B4040 Common Hill	3 - West Mill Lane
From	1 - B4040	0	148	194
	2 - B4040 Common Hill	135	0	34
	3 - West Mill Lane	121	22	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - B4040	2 - B4040 Common Hill	3 - West Mill Lane
From	1 - B4040	0	3	1
	2 - B4040 Common Hill	2	0	0
	3 - West Mill Lane	0	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)
1 - B4040	0.20	2.57	0.2	A	342	342
2 - B4040 Common Hill	0.14	3.37	0.2	A	169	169
3 - West Mill Lane	0.14	4.25	0.2	A	143	143

Main Results for each time segment

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
1 - B4040	342	86	22	1741	0.196	341	255	0.0	0.2	2.571	A
2 - B4040 Common Hill	169	42	193	1237	0.137	168	169	0.0	0.2	3.366	A
3 - West Mill Lane	143	36	134	991	0.144	142	227	0.0	0.2	4.238	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
1 - B4040	342	86	22	1741	0.196	342	256	0.2	0.2	2.573	A
2 - B4040 Common Hill	169	42	194	1237	0.137	169	170	0.2	0.2	3.370	A
3 - West Mill Lane	143	36	135	990	0.144	143	228	0.2	0.2	4.248	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
1 - B4040	342	86	22	1741	0.196	342	256	0.2	0.2	2.573	A
2 - B4040 Common Hill	169	42	194	1237	0.137	169	170	0.2	0.2	3.370	A
3 - West Mill Lane	143	36	135	990	0.144	143	228	0.2	0.2	4.248	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
1 - B4040	342	86	22	1741	0.196	342	256	0.2	0.2	2.573	A
2 - B4040 Common Hill	169	42	194	1237	0.137	169	170	0.2	0.2	3.370	A
3 - West Mill Lane	143	36	135	990	0.144	143	228	0.2	0.2	4.248	A

D3 - 2031 | Forecast | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B4040 / Mill Lane / Common Hill	Standard Roundabout		1, 2, 3	3.51	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	199	3 - West Mill Lane	3.51	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031	Forecast	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4040		FLAT	✓	296	100.000
2 - B4040 Common Hill		FLAT	✓	206	100.000
3 - West Mill Lane		FLAT	✓	241	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B4040	2 - B4040 Common Hill	3 - West Mill Lane
From	1 - B4040	0	165	131
	2 - B4040 Common Hill	148	0	58
	3 - West Mill Lane	185	56	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - B4040	2 - B4040 Common Hill	3 - West Mill Lane
From	1 - B4040	0	0	0
	2 - B4040 Common Hill	0	0	0
	3 - West Mill Lane	2	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)
1 - B4040	0.17	2.48	0.2	A	296	296
2 - B4040 Common Hill	0.16	3.30	0.2	A	206	206
3 - West Mill Lane	0.25	4.94	0.3	A	241	241

Main Results for each time segment

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
1 - B4040	296	74	56	1749	0.169	295	331	0.0	0.2	2.475	A
2 - B4040 Common Hill	206	52	131	1296	0.159	205	220	0.0	0.2	3.300	A
3 - West Mill Lane	241	60	147	970	0.248	240	188	0.0	0.3	4.918	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
1 - B4040	296	74	56	1749	0.169	296	333	0.2	0.2	2.477	A
2 - B4040 Common Hill	206	52	131	1295	0.159	206	221	0.2	0.2	3.304	A
3 - West Mill Lane	241	60	148	970	0.248	241	189	0.3	0.3	4.937	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
1 - B4040	296	74	56	1749	0.169	296	333	0.2	0.2	2.477	A
2 - B4040 Common Hill	206	52	131	1295	0.159	206	221	0.2	0.2	3.304	A
3 - West Mill Lane	241	60	148	970	0.248	241	189	0.3	0.3	4.937	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
1 - B4040	296	74	56	1749	0.169	296	333	0.2	0.2	2.477	A
2 - B4040 Common Hill	206	52	131	1295	0.159	206	221	0.2	0.2	3.304	A
3 - West Mill Lane	241	60	148	970	0.248	241	189	0.3	0.3	4.937	A

D4 - 2031 | Forecast | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B4040 / Mill Lane / Common Hill	Standard Roundabout		1, 2, 3	3.17	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	326	2 - B4040 Common Hill	3.17	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031	Forecast	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4040		FLAT	✓	356	100.000
2 - B4040 Common Hill		FLAT	✓	175	100.000
3 - West Mill Lane		FLAT	✓	149	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B4040	2 - B4040 Common Hill	3 - West Mill Lane
From	1 - B4040	0	154	202
	2 - B4040 Common Hill	140	0	35
	3 - West Mill Lane	126	23	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - B4040	2 - B4040 Common Hill	3 - West Mill Lane
From	1 - B4040	0	3	1
	2 - B4040 Common Hill	2	0	0
	3 - West Mill Lane	0	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)
1 - B4040	0.20	2.60	0.3	A	356	356
2 - B4040 Common Hill	0.14	3.40	0.2	A	175	175
3 - West Mill Lane	0.15	4.29	0.2	A	149	149

Main Results for each time segment

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
1 - B4040	356	89	23	1740	0.205	355	265	0.0	0.3	2.598	A
2 - B4040 Common Hill	175	44	201	1233	0.142	174	176	0.0	0.2	3.400	A
3 - West Mill Lane	149	37	139	988	0.151	148	236	0.0	0.2	4.284	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
1 - B4040	356	89	23	1740	0.205	356	266	0.3	0.3	2.601	A
2 - B4040 Common Hill	175	44	202	1232	0.142	175	177	0.2	0.2	3.404	A
3 - West Mill Lane	149	37	140	988	0.151	149	237	0.2	0.2	4.292	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
1 - B4040	356	89	23	1740	0.205	356	266	0.3	0.3	2.601	A
2 - B4040 Common Hill	175	44	202	1232	0.142	175	177	0.2	0.2	3.404	A
3 - West Mill Lane	149	37	140	988	0.151	149	237	0.2	0.2	4.292	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
1 - B4040	356	89	23	1740	0.205	356	266	0.3	0.3	2.601	A
2 - B4040 Common Hill	175	44	202	1232	0.142	175	177	0.2	0.2	3.404	A
3 - West Mill Lane	149	37	140	988	0.151	149	237	0.2	0.2	4.292	A

D5 - 2031 | Forecast + PD | 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	B4040 / Mill Lane / Common Hill	Standard Roundabout		1, 2, 3	3.69	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	157	3 - West Mill Lane	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 period length (min)	Time segment length (min)	Run automatically
D5	2031	Forecast + PD	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4040		FLAT	✓	335	100.000
2 - B4040 Common Hill		FLAT	✓	306	100.000
3 - West Mill Lane		FLAT	✓	241	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B4040	2 - B4040 Common Hill	3 - West Mill Lane
From	1 - B4040	0	204	131
	2 - B4040 Common Hill	248	0	58
	3 - West Mill Lane	185	56	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - B4040	2 - B4040 Common Hill	3 - West Mill Lane
From	1 - B4040	0	0	0
	2 - B4040 Common Hill	0	0	0
	3 - West Mill Lane	2	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)
1 - B4040	0.19	2.55	0.2	A	335	335
2 - B4040 Common Hill	0.24	3.64	0.3	A	306	306
3 - West Mill Lane	0.26	5.31	0.4	A	241	241

Main Results for each time segment

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
1 - B4040	335	84	56	1749	0.192	334	431	0.0	0.2	2.543	A
2 - B4040 Common Hill	306	77	131	1296	0.236	305	259	0.0	0.3	3.628	A
3 - West Mill Lane	241	60	247	919	0.262	240	188	0.0	0.4	5.289	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
1 - B4040	335	84	56	1749	0.192	335	433	0.2	0.2	2.546	A
2 - B4040 Common Hill	306	77	131	1295	0.236	306	260	0.3	0.3	3.637	A
3 - West Mill Lane	241	60	248	918	0.262	241	189	0.4	0.4	5.314	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
1 - B4040	335	84	56	1749	0.192	335	433	0.2	0.2	2.546	A
2 - B4040 Common Hill	306	77	131	1295	0.236	306	260	0.3	0.3	3.637	A
3 - West Mill Lane	241	60	248	918	0.262	241	189	0.4	0.4	5.314	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
1 - B4040	335	84	56	1749	0.192	335	433	0.2	0.2	2.546	A
2 - B4040 Common Hill	306	77	131	1295	0.236	306	260	0.3	0.3	3.637	A
3 - West Mill Lane	241	60	248	918	0.262	241	189	0.4	0.4	5.314	A

D6 - 2031 | Forecast + PD | 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	B4040 / Mill Lane / Common Hill	Standard Roundabout		1, 2, 3	3.28	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	263	1 - B4040	3.28	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031	Forecast + PD	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4040		FLAT	✓	444	100.000
2 - B4040 Common Hill		FLAT	✓	218	100.000
3 - West Mill Lane		FLAT	✓	149	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B4040	2 - B4040 Common Hill	3 - West Mill Lane
From	1 - B4040	0	242	202
	2 - B4040 Common Hill	183	0	35
	3 - West Mill Lane	126	23	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - B4040	2 - B4040 Common Hill	3 - West Mill Lane
From	1 - B4040	0	2	1
	2 - B4040 Common Hill	2	0	0
	3 - West Mill Lane	0	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)
1 - B4040	0.25	2.77	0.3	A	444	444
2 - B4040 Common Hill	0.18	3.55	0.2	A	218	218
3 - West Mill Lane	0.15	4.41	0.2	A	149	149

Main Results for each time segment

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
1 - B4040	444	111	23	1745	0.254	443	308	0.0	0.3	2.761	A
2 - B4040 Common Hill	218	54	201	1232	0.177	217	264	0.0	0.2	3.545	A
3 - West Mill Lane	149	37	182	965	0.154	148	236	0.0	0.2	4.404	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
1 - B4040	444	111	23	1745	0.254	444	309	0.3	0.3	2.765	A
2 - B4040 Common Hill	218	54	202	1231	0.177	218	265	0.2	0.2	3.552	A
3 - West Mill Lane	149	37	183	965	0.154	149	237	0.2	0.2	4.413	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
1 - B4040	444	111	23	1745	0.254	444	309	0.3	0.3	2.765	A
2 - B4040 Common Hill	218	54	202	1231	0.177	218	265	0.2	0.2	3.552	A
3 - West Mill Lane	149	37	183	965	0.154	149	237	0.2	0.2	4.413	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
1 - B4040	444	111	23	1745	0.254	444	309	0.3	0.3	2.765	A
2 - B4040 Common Hill	218	54	202	1231	0.177	218	265	0.2	0.2	3.552	A
3 - West Mill Lane	149	37	183	965	0.154	149	237	0.2	0.2	4.413	A

D7 - 2031 | Forecast + PD + CD | 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	B4040 / Mill Lane / Common Hill	Standard Roundabout		1, 2, 3	3.98	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	119	3 - West Mill Lane	3.98	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2031	Forecast + PD + CD	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4040		FLAT	✓	357	100.000
2 - B4040 Common Hill		FLAT	✓	337	100.000
3 - West Mill Lane		FLAT	✓	291	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B4040	2 - B4040 Common Hill	3 - West Mill Lane
From	1 - B4040	0	213	144
	2 - B4040 Common Hill	275	0	62
	3 - West Mill Lane	224	67	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - B4040	2 - B4040 Common Hill	3 - West Mill Lane
From	1 - B4040	0	0	0
	2 - B4040 Common Hill	0	0	0
	3 - West Mill Lane	2	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)
1 - B4040	0.21	2.60	0.3	A	357	357
2 - B4040 Common Hill	0.26	3.79	0.4	A	337	337
3 - West Mill Lane	0.32	5.87	0.5	A	291	291

Main Results for each time segment

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
1 - B4040	357	89	67	1741	0.205	356	496	0.0	0.3	2.598	A
2 - B4040 Common Hill	337	84	144	1288	0.262	336	279	0.0	0.4	3.776	A
3 - West Mill Lane	291	73	274	905	0.322	289	205	0.0	0.5	5.828	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
1 - B4040	357	89	67	1741	0.205	357	499	0.3	0.3	2.601	A
2 - B4040 Common Hill	337	84	144	1288	0.262	337	280	0.4	0.4	3.786	A
3 - West Mill Lane	291	73	275	904	0.322	291	206	0.5	0.5	5.868	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
1 - B4040	357	89	67	1741	0.205	357	499	0.3	0.3	2.601	A
2 - B4040 Common Hill	337	84	144	1288	0.262	337	280	0.4	0.4	3.786	A
3 - West Mill Lane	291	73	275	904	0.322	291	206	0.5	0.5	5.868	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
1 - B4040	357	89	67	1741	0.205	357	499	0.3	0.3	2.601	A
2 - B4040 Common Hill	337	84	144	1288	0.262	337	280	0.4	0.4	3.786	A
3 - West Mill Lane	291	73	275	904	0.322	291	206	0.5	0.5	5.868	A

D8 - 2031 | Forecast + PD + CD | 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	B4040 / Mill Lane / Common Hill	Standard Roundabout		1, 2, 3	3.42	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	220	1 - B4040	3.42	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031	Forecast + PD + CD	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4040		FLAT	✓	504	100.000
2 - B4040 Common Hill		FLAT	✓	239	100.000
3 - West Mill Lane		FLAT	✓	174	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B4040	2 - B4040 Common Hill	3 - West Mill Lane
From	1 - B4040	0	266	238
	2 - B4040 Common Hill	194	0	45
	3 - West Mill Lane	145	29	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - B4040	2 - B4040 Common Hill	3 - West Mill Lane
From	1 - B4040	0	2	0
	2 - B4040 Common Hill	2	0	0
	3 - West Mill Lane	0	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)
1 - B4040	0.29	2.89	0.4	A	504	504
2 - B4040 Common Hill	0.20	3.70	0.2	A	239	239
3 - West Mill Lane	0.18	4.59	0.2	A	174	174

Main Results for each time segment

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
1 - B4040	504	126	29	1750	0.288	502	337	0.0	0.4	2.882	A
2 - B4040 Common Hill	239	60	237	1212	0.197	238	294	0.0	0.2	3.691	A
3 - West Mill Lane	174	44	193	959	0.181	173	282	0.0	0.2	4.575	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
1 - B4040	504	126	29	1749	0.288	504	339	0.4	0.4	2.889	A
2 - B4040 Common Hill	239	60	238	1212	0.197	239	295	0.2	0.2	3.698	A
3 - West Mill Lane	174	44	194	959	0.181	174	283	0.2	0.2	4.587	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
1 - B4040	504	126	29	1749	0.288	504	339	0.4	0.4	2.889	A
2 - B4040 Common Hill	239	60	238	1212	0.197	239	295	0.2	0.2	3.698	A
3 - West Mill Lane	174	44	194	959	0.181	174	283	0.2	0.2	4.587	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
1 - B4040	504	126	29	1749	0.288	504	339	0.4	0.4	2.889	A
2 - B4040 Common Hill	239	60	238	1212	0.197	239	295	0.2	0.2	3.698	A
3 - West Mill Lane	174	44	194	959	0.181	174	283	0.2	0.2	4.587	A

Junctions 11												
ARCADY 11 - Roundabout Module												
Version: 11.1.0.2307												
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Filename: 251409 - B4040_B4553 Mini-Roundabout_TP Flat.j11

Path: C:\Users\TomPeters\Cotswold Transport Planning Ltd\Project 2025 - 251409 - Malmesbury Road, Cricklade\06 Calculations\Junction Modelling

Report generation date: 09/02/2026 16:21:16

- »D1 - 2026 | Base | AM
- »D2 - 2026 | Base | PM
- »D3 - 2031 | Forecast | AM
- »D4 - 2031 | Forecast | PM
- »D5 - 2031 | Forecast + PD | AM
- »D6 - 2031 | Forecast + PD | PM
- »D7 - 2031 | Forecast + PD + CD | AM
- »D8 - 2031 | Forecast + PD + CD | 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
	2026 - Base											
1 - B4040 High Street	D1	1.1	8.38	0.53	A	29 %	D2	2.0	11.31	0.67	B	32 %
2 - B4553		0.6	5.08	0.36	A			0.4	4.62	0.29	A	
3 - B4040		1.3	12.84	0.57	B	[3 - B4040]		0.5	7.47	0.35	A	[1 - B4040 High Street]
	2031 - Forecast											
1 - B4040 High Street	D3	1.2	8.81	0.56	A	24 %	D4	2.3	12.36	0.70	B	27 %
2 - B4553		0.6	5.25	0.38	A			0.4	4.76	0.30	A	
3 - B4040		1.5	14.07	0.60	B	[3 - B4040]		0.6	7.75	0.37	A	[1 - B4040 High Street]
	2031 - Forecast + PD											
1 - B4040 High Street	D5	1.5	9.73	0.59	A	7 %	D6	3.4	16.66	0.78	C	15 %
2 - B4553		0.6	5.49	0.39	A			0.5	5.26	0.34	A	
3 - B4040		3.1	22.99	0.76	C	[3 - B4040]		0.7	8.29	0.42	A	[1 - B4040 High Street]
	2031 - Forecast + PD + CD											
1 - B4040 High Street	D7	1.6	10.48	0.62	B	-1 %	D8	4.7	21.76	0.83	C	8 %
2 - B4553		0.7	5.64	0.40	A			0.6	5.67	0.36	A	
3 - B4040		5.5	36.89	0.85	E	[3 - B4040]		0.9	8.91	0.46	A	[1 - B4040 High Street]

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	
Location	
Site number	
Date	23/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\DaisyLloyd
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	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026	Base	AM	FLAT	08:00	09:00	60	15	✓
D2	2026	Base	PM	FLAT	17:00	18:00	60	15	✓
D3	2031	Forecast	AM	FLAT	08:00	09:00	60	15	✓
D4	2031	Forecast	PM	FLAT	17:00	18:00	60	15	✓
D5	2031	Forecast + PD	AM	FLAT	08:00	09:00	60	15	✓
D6	2031	Forecast + PD	PM	FLAT	17:00	18:00	60	15	✓
D7	2031	Forecast + PD + CD	AM	FLAT	08:00	09:00	60	15	✓
D8	2031	Forecast + PD + CD	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

D1 - 2026 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B440 / B4553	Mini-roundabout		1, 2, 3	8.62	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		29	3 - B4040	8.62	A

Arms

Arms

Arm	Name	Description
1	B4040 High Street	
2	B4553	
3	B4040	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - B4040 High Street	2.80	2.80	4.78	10.0	20.00	17.75	0.0	✓
2 - B4553	2.72	2.70	4.70	1.9	20.00	20.00	0.0	✓
3 - B4040	3.70	3.70	6.00	5.0	13.40	10.50	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B4040 High Street	0.616	1020
2 - B4553	0.789	1361
3 - B4040	0.655	919

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026	Base	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4040 High Street		FLAT	✓	491	100.000
2 - B4553		FLAT	✓	399	100.000
3 - B4040		FLAT	✓	376	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - B4040 High Street	2 - B4553	3 - B4040
	1 - B4040 High Street	0	278	213
	2 - B4553	344	0	55
	3 - B4040	307	69	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - B4040 High Street	2 - B4553	3 - B4040
	1 - B4040 High Street	0	6	6
	2 - B4553	8	0	0
	3 - B4040	3	3	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)
1 - B4040 High Street	0.53	8.38	1.1	A	491	491
2 - B4553	0.36	5.08	0.6	A	399	399
3 - B4040	0.57	12.84	1.3	B	376	376

Main Results for each time segment

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
1 - B4040 High Street	491	123	68	921	0.533	487	645	0.0	1.1	8.202	A
2 - B4553	399	100	211	1109	0.360	397	344	0.0	0.6	5.043	A
3 - B4040	376	94	342	658	0.572	371	266	0.0	1.3	12.341	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4040 High Street	491	123	69	921	0.533	491	651	1.1	1.1	8.376	A
2 - B4553	399	100	213	1107	0.360	399	347	0.6	0.6	5.084	A
3 - B4040	376	94	344	656	0.573	376	268	1.3	1.3	12.826	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
1 - B4040 High Street	491	123	69	921	0.533	491	651	1.1	1.1	8.378	A
2 - B4553	399	100	213	1107	0.360	399	347	0.6	0.6	5.084	A
3 - B4040	376	94	344	656	0.573	376	268	1.3	1.3	12.833	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
1 - B4040 High Street	491	123	69	921	0.533	491	651	1.1	1.1	8.379	A
2 - B4553	399	100	213	1107	0.360	399	347	0.6	0.6	5.084	A
3 - B4040	376	94	344	656	0.573	376	268	1.3	1.3	12.836	B

D2 - 2026 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B440 / B4553	Mini-roundabout		1, 2, 3	8.78	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		32	1 - B4040 High Street	8.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2026	Base	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4040 High Street		FLAT	✓	653	100.000
2 - B4553		FLAT	✓	317	100.000
3 - B4040		FLAT	✓	264	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B4040 High Street	2 - B4553	3 - B4040
From	1 - B4040 High Street	0	330	323
	2 - B4553	247	0	70
	3 - B4040	209	55	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - B4040 High Street	2 - B4553	3 - B4040
From	1 - B4040 High Street	0	2	1
	2 - B4553	0	0	3
	3 - B4040	2	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)
1 - B4040 High Street	0.67	11.31	2.0	B	653	653
2 - B4553	0.29	4.62	0.4	A	317	317
3 - B4040	0.35	7.47	0.5	A	264	264

Main Results for each time segment

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
1 - B4040 High Street	653	163	55	971	0.672	645	453	0.0	2.0	10.789	B
2 - B4553	317	79	319	1100	0.288	315	381	0.0	0.4	4.579	A
3 - B4040	264	66	246	747	0.354	262	389	0.0	0.5	7.395	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
1 - B4040 High Street	653	163	55	971	0.672	653	456	2.0	2.0	11.296	B
2 - B4553	317	79	323	1097	0.289	317	385	0.4	0.4	4.615	A
3 - B4040	264	66	247	746	0.354	264	393	0.5	0.5	7.472	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
1 - B4040 High Street	653	163	55	971	0.672	653	456	2.0	2.0	11.307	B
2 - B4553	317	79	323	1097	0.289	317	385	0.4	0.4	4.615	A
3 - B4040	264	66	247	746	0.354	264	393	0.5	0.5	7.472	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
1 - B4040 High Street	653	163	55	971	0.672	653	456	2.0	2.0	11.309	B
2 - B4553	317	79	323	1097	0.289	317	385	0.4	0.4	4.616	A
3 - B4040	264	66	247	746	0.354	264	393	0.5	0.5	7.472	A

D3 - 2031 | Forecast | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B440 / B4553	Mini-roundabout		1, 2, 3	9.20	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		24	3 - B4040	9.20	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031	Forecast	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Am	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4040 High Street		FLAT	✓	510	100.000
2 - B4553		FLAT	✓	415	100.000
3 - B4040		FLAT	✓	391	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B4040 High Street	2 - B4553	3 - B4040
From	1 - B4040 High Street	0	289	221
	2 - B4553	358	0	57
	3 - B4040	319	72	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - B4040 High Street	2 - B4553	3 - B4040
From	1 - B4040 High Street	0	6	6
	2 - B4553	8	0	0
	3 - B4040	3	3	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)
1 - B4040 High Street	0.56	8.81	1.2	A	510	510
2 - B4553	0.38	5.25	0.6	A	415	415
3 - B4040	0.60	14.07	1.5	B	391	391

Main Results for each time segment

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
1 - B4040 High Street	510	128	71	919	0.555	505	670	0.0	1.2	8.593	A
2 - B4553	415	104	219	1102	0.376	413	357	0.0	0.6	5.202	A
3 - B4040	391	98	356	648	0.603	385	276	0.0	1.5	13.411	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4040 High Street	510	128	72	919	0.555	510	677	1.2	1.2	8.802	A
2 - B4553	415	104	221	1101	0.377	415	361	0.6	0.6	5.249	A
3 - B4040	391	98	358	647	0.605	391	278	1.5	1.5	14.051	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
1 - B4040 High Street	510	128	72	919	0.555	510	677	1.2	1.2	8.804	A
2 - B4553	415	104	221	1101	0.377	415	361	0.6	0.6	5.249	A
3 - B4040	391	98	358	647	0.605	391	278	1.5	1.5	14.066	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
1 - B4040 High Street	510	128	72	919	0.555	510	677	1.2	1.2	8.806	A
2 - B4553	415	104	221	1101	0.377	415	361	0.6	0.6	5.249	A
3 - B4040	391	98	358	647	0.605	391	278	1.5	1.5	14.068	B

D4 - 2031 | Forecast | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B440 / B4553	Mini-roundabout		1, 2, 3	9.43	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		27	1 - B4040 High Street	9.43	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031	Forecast	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4040 High Street		FLAT	✓	679	100.000
2 - B4553		FLAT	✓	330	100.000
3 - B4040		FLAT	✓	275	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B4040 High Street	2 - B4553	3 - B4040
From	1 - B4040 High Street	0	343	336
	2 - B4553	257	0	73
	3 - B4040	218	57	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - B4040 High Street	2 - B4553	3 - B4040
From	1 - B4040 High Street	0	2	1
	2 - B4553	0	0	3
	3 - B4040	2	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)
1 - B4040 High Street	0.70	12.36	2.3	B	679	679
2 - B4553	0.30	4.76	0.4	A	330	330
3 - B4040	0.37	7.75	0.6	A	275	275

Main Results for each time segment

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
1 - B4040 High Street	679	170	57	970	0.700	670	472	0.0	2.2	11.674	B
2 - B4553	330	82	332	1090	0.303	328	395	0.0	0.4	4.716	A
3 - B4040	275	69	256	740	0.372	273	404	0.0	0.6	7.664	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
1 - B4040 High Street	679	170	57	970	0.700	679	475	2.2	2.3	12.343	B
2 - B4553	330	82	336	1087	0.304	330	400	0.4	0.4	4.757	A
3 - B4040	275	69	257	739	0.372	275	409	0.6	0.6	7.753	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
1 - B4040 High Street	679	170	57	970	0.700	679	475	2.3	2.3	12.360	B
2 - B4553	330	82	336	1087	0.304	330	400	0.4	0.4	4.758	A
3 - B4040	275	69	257	739	0.372	275	409	0.6	0.6	7.754	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
1 - B4040 High Street	679	170	57	970	0.700	679	475	2.3	2.3	12.365	B
2 - B4553	330	82	336	1087	0.304	330	400	0.4	0.4	4.758	A
3 - B4040	275	69	257	739	0.372	275	409	0.6	0.6	7.754	A

D5 - 2031 | Forecast + PD | 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	B440 / B4553	Mini-roundabout		1, 2, 3	12.86	B

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7	3 - B4040	12.86	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031	Forecast + PD	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Am	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4040 High Street		FLAT	✓	542	100.000
2 - B4553		FLAT	✓	423	100.000
3 - B4040		FLAT	✓	492	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B4040 High Street	2 - B4553	3 - B4040
From	1 - B4040 High Street	0	289	253
	2 - B4553	358	0	65
	3 - B4040	401	91	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - B4040 High Street	2 - B4553	3 - B4040
From	1 - B4040 High Street	0	6	5
	2 - B4553	8	0	0
	3 - B4040	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4040 High Street	0.59	9.73	1.5	A	542	542
2 - B4553	0.39	5.49	0.6	A	423	423
3 - B4040	0.76	22.99	3.1	C	492	492

Main Results for each time segment

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
1 - B4040 High Street	542	136	89	913	0.594	536	748	0.0	1.4	9.417	A
2 - B4553	423	106	250	1081	0.391	420	375	0.0	0.6	5.430	A
3 - B4040	492	123	356	649	0.758	481	315	0.0	2.8	20.170	C

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
1 - B4040 High Street	542	136	91	912	0.594	542	759	1.4	1.4	9.721	A
2 - B4553	423	106	253	1079	0.392	423	380	0.6	0.6	5.488	A
3 - B4040	492	123	358	648	0.759	491	318	2.8	3.0	22.791	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4040 High Street	542	136	91	912	0.594	542	759	1.4	1.5	9.725	A
2 - B4553	423	106	253	1079	0.392	423	380	0.6	0.6	5.488	A
3 - B4040	492	123	358	648	0.759	492	318	3.0	3.0	22.937	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4040 High Street	542	136	91	912	0.594	542	759	1.5	1.5	9.728	A
2 - B4553	423	106	253	1079	0.392	423	380	0.6	0.6	5.488	A
3 - B4040	492	123	358	648	0.759	492	318	3.0	3.1	22.989	C

D6 - 2031 | Forecast + PD | 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	B440 / B4553	Mini-roundabout		1, 2, 3	12.01	B

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		15	1 - B4040 High Street	12.01	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031	Forecast + PD	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4040 High Street		FLAT	✓	750	100.000
2 - B4553		FLAT	✓	347	100.000
3 - B4040		FLAT	✓	317	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B4040 High Street	2 - B4553	3 - B4040
From	1 - B4040 High Street	0	343	407
	2 - B4553	257	0	90
	3 - B4040	252	65	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - B4040 High Street	2 - B4553	3 - B4040
From	1 - B4040 High Street	0	2	1
	2 - B4553	0	0	2
	3 - B4040	0	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)
1 - B4040 High Street	0.78	16.66	3.4	C	750	750
2 - B4553	0.34	5.26	0.5	A	347	347
3 - B4040	0.42	8.29	0.7	A	317	317

Main Results for each time segment

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
1 - B4040 High Street	750	188	64	966	0.777	737	505	0.0	3.2	14.998	B
2 - B4553	347	87	400	1037	0.335	345	402	0.0	0.5	5.185	A
3 - B4040	317	79	256	752	0.422	314	489	0.0	0.7	8.171	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
1 - B4040 High Street	750	188	65	965	0.777	750	509	3.2	3.3	16.569	C
2 - B4553	347	87	407	1032	0.336	347	408	0.5	0.5	5.254	A
3 - B4040	317	79	257	751	0.422	317	497	0.7	0.7	8.293	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
1 - B4040 High Street	750	188	65	965	0.777	750	509	3.3	3.4	16.633	C
2 - B4553	347	87	407	1032	0.336	347	408	0.5	0.5	5.255	A
3 - B4040	317	79	257	751	0.422	317	497	0.7	0.7	8.294	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
1 - B4040 High Street	750	188	65	965	0.777	750	509	3.4	3.4	16.656	C
2 - B4553	347	87	407	1032	0.336	347	408	0.5	0.5	5.256	A
3 - B4040	317	79	257	751	0.422	317	497	0.7	0.7	8.294	A

D7 - 2031 | Forecast + PD + CD | 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	B440 / B4553	Mini-roundabout		1, 2, 3	18.42	C

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-1	3 - B4040	18.42	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2031	Forecast + PD + CD	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Am	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4040 High Street		FLAT	✓	561	100.000
2 - B4553		FLAT	✓	427	100.000
3 - B4040		FLAT	✓	558	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B4040 High Street	2 - B4553	3 - B4040
From	1 - B4040 High Street	0	289	272
	2 - B4553	358	0	69
	3 - B4040	454	104	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - B4040 High Street	2 - B4553	3 - B4040
From	1 - B4040 High Street	0	6	5
	2 - B4553	8	0	0
	3 - B4040	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - B4040 High Street	0.62	10.48	1.6	B	561	561
2 - B4553	0.40	5.64	0.7	A	427	427
3 - B4040	0.85	36.89	5.5	E	558	558

Main Results for each time segment

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
1 - B4040 High Street	561	140	101	906	0.619	555	795	0.0	1.6	10.064	B
2 - B4553	427	107	269	1067	0.400	424	386	0.0	0.7	5.579	A
3 - B4040	558	140	356	655	0.852	539	338	0.0	4.7	27.877	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - B4040 High Street	561	140	104	905	0.620	561	810	1.6	1.6	10.464	B
2 - B4553	427	107	272	1065	0.401	427	393	0.7	0.7	5.644	A
3 - B4040	558	140	358	653	0.854	556	341	4.7	5.2	35.555	E

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
1 - B4040 High Street	561	140	104	904	0.620	561	811	1.6	1.6	10.474	B
2 - B4553	427	107	272	1065	0.401	427	393	0.7	0.7	5.644	A
3 - B4040	558	140	358	653	0.854	557	341	5.2	5.4	36.499	E

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
1 - B4040 High Street	561	140	104	904	0.620	561	812	1.6	1.6	10.481	B
2 - B4553	427	107	272	1065	0.401	427	393	0.7	0.7	5.644	A
3 - B4040	558	140	358	653	0.854	558	341	5.4	5.5	36.894	E

D8 - 2031 | Forecast + PD + CD | 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	B440 / B4553	Mini-roundabout		1, 2, 3	14.99	B

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		8	1 - B4040 High Street	14.99	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031	Forecast + PD + CD	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - B4040 High Street		FLAT	✓	798	100.000
2 - B4553		FLAT	✓	359	100.000
3 - B4040		FLAT	✓	347	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B4040 High Street	2 - B4553	3 - B4040
From	1 - B4040 High Street	0	343	455
	2 - B4553	257	0	102
	3 - B4040	276	71	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - B4040 High Street	2 - B4553	3 - B4040
From	1 - B4040 High Street	0	2	1
	2 - B4553	0	0	2
	3 - B4040	0	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)
1 - B4040 High Street	0.83	21.76	4.7	C	798	798
2 - B4553	0.36	5.67	0.6	A	359	359
3 - B4040	0.46	8.91	0.9	A	347	347

Main Results for each time segment

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
1 - B4040 High Street	798	199	70	963	0.829	781	529	0.0	4.3	18.382	C
2 - B4553	359	90	445	1001	0.359	357	406	0.0	0.6	5.569	A
3 - B4040	347	87	255	752	0.461	344	547	0.0	0.8	8.745	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
1 - B4040 High Street	798	199	71	962	0.829	797	533	4.3	4.6	21.474	C
2 - B4553	359	90	454	994	0.361	359	414	0.6	0.6	5.671	A
3 - B4040	347	87	257	751	0.462	347	556	0.8	0.9	8.908	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
1 - B4040 High Street	798	199	71	962	0.829	798	533	4.6	4.6	21.680	C
2 - B4553	359	90	455	993	0.361	359	414	0.6	0.6	5.673	A
3 - B4040	347	87	257	751	0.462	347	557	0.9	0.9	8.910	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
1 - B4040 High Street	798	199	71	962	0.829	798	533	4.6	4.7	21.760	C
2 - B4553	359	90	455	993	0.361	359	414	0.6	0.6	5.674	A
3 - B4040	347	87	257	751	0.462	347	557	0.9	0.9	8.910	A

Junctions 11											
ARCADY 11 - Roundabout Module											
Version: 11.1.0.2307											
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Filename: 251409 - High Street_Calcutt Street Mini-Roundabout_TP Flat.j11

Path: C:\Users\TomPeters\Cotswold Transport Planning Ltd\Project 2025 - 251409 - Malmesbury Road, Cricklade\06 Calculations\Junction Modelling

Report generation date: 09/02/2026 16:21:49

- »D1 - 2026 | Base | AM
- »D2 - 2026 | Base | PM
- »D3 - 2031 | Forecast | AM
- »D4 - 2031 | Forecast | PM
- »D5 - 2031 | Forecast + PD | AM
- »D6 - 2031 | Forecast + PD | PM
- »D7 - 2031 | Forecast + PD + CD | AM
- »D8 - 2031 | Forecast + PD + CD | 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
	2026 - Base											
1 - Calcutt Street (B4040)	D1	1.1	7.73	0.52	A	34 % [2 - High Street (S)]	D2	1.7	9.71	0.63	A	41 % [1 - Calcutt Street (B4040)]
2 - High Street (S)		1.9	10.79	0.66	B			0.8	6.35	0.45	A	
3 - High Street (N)		0.1	8.24	0.12	A			0.2	7.93	0.16	A	
	2031 - Forecast											
1 - Calcutt Street (B4040)	D3	1.2	8.10	0.54	A	29 % [2 - High Street (S)]	D4	1.9	10.48	0.66	B	35 % [1 - Calcutt Street (B4040)]
2 - High Street (S)		2.2	11.71	0.69	B			0.9	6.58	0.47	A	
3 - High Street (N)		0.1	8.45	0.13	A			0.2	8.10	0.17	A	
	2031 - Forecast + PD											
1 - Calcutt Street (B4040)	D5	1.3	8.71	0.57	A	16 % [2 - High Street (S)]	D6	2.6	13.19	0.73	B	23 % [1 - Calcutt Street (B4040)]
2 - High Street (S)		3.3	15.80	0.77	C			1.0	7.04	0.50	A	
3 - High Street (N)		0.2	9.29	0.14	A			0.2	8.41	0.17	A	
	2031 - Forecast + PD + CD											
1 - Calcutt Street (B4040)	D7	1.5	9.13	0.59	A	9 % [2 - High Street (S)]	D8	3.4	15.92	0.77	C	16 % [1 - Calcutt Street (B4040)]
2 - High Street (S)		4.4	20.03	0.82	C			1.1	7.39	0.53	A	
3 - High Street (N)		0.2	9.83	0.15	A			0.2	8.61	0.17	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. 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	
Location	
Site number	
Date	23/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\DaisyLloyd
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	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026	Base	AM	FLAT	08:00	09:00	60	15	✓
D2	2026	Base	PM	FLAT	17:00	18:00	60	15	✓
D3	2031	Forecast	AM	FLAT	08:00	09:00	60	15	✓
D4	2031	Forecast	PM	FLAT	17:00	18:00	60	15	✓
D5	2031	Forecast + PD	AM	FLAT	08:00	09:00	60	15	✓
D6	2031	Forecast + PD	PM	FLAT	17:00	18:00	60	15	✓
D7	2031	Forecast + PD + CD	AM	FLAT	08:00	09:00	60	15	✓
D8	2031	Forecast + PD + CD	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

D1 - 2026 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 95% 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	High Street / Calcutt Street	Mini-roundabout		1, 2, 3	9.39	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		34	2 - High Street (S)	9.39	A

Arms

Arms

Arm	Name	Description
1	Calcutt Street (B4040)	
2	High Street (S)	
3	High Street (N)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Calcutt Street (B4040)	3.50	3.50	5.10	9.1	10.93	4.30	0.0	
2 - High Street (S)	3.00	3.00	4.45	14.9	13.20	12.70	0.0	
3 - High Street (N)	4.40	2.10	5.50	2.0	11.00	6.90	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Calcutt Street (B4040)	0.648	1061
2 - High Street (S)	0.640	1074
3 - High Street (N)	0.576	694

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026	Base	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Calcutt Street (B4040)		FLAT	✓	507	100.000
2 - High Street (S)		FLAT	✓	649	100.000
3 - High Street (N)		FLAT	✓	61	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Calcutt Street (B4040)	2 - High Street (S)	3 - High Street (N)
From	1 - Calcutt Street (B4040)	0	455	52
	2 - High Street (S)	313	0	336
	3 - High Street (N)	22	39	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - Calcutt Street (B4040)	2 - High Street (S)	3 - High Street (N)
From	1 - Calcutt Street (B4040)	0	7	2
	2 - High Street (S)	9	0	3
	3 - High Street (N)	0	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)
1 - Calcutt Street (B4040)	0.52	7.73	1.1	A	507	507
2 - High Street (S)	0.66	10.79	1.9	B	649	649
3 - High Street (N)	0.12	8.24	0.1	A	61	61

Main Results for each time segment

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
1 - Calcutt Street (B4040)	507	127	39	973	0.521	503	331	0.0	1.1	7.591	A
2 - High Street (S)	649	162	52	983	0.660	641	490	0.0	1.9	10.332	B
3 - High Street (N)	61	15	309	500	0.122	60	384	0.0	0.1	8.182	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
1 - Calcutt Street (B4040)	507	127	39	973	0.521	507	335	1.1	1.1	7.729	A
2 - High Street (S)	649	162	52	983	0.661	649	494	1.9	1.9	10.777	B
3 - High Street (N)	61	15	313	498	0.123	61	388	0.1	0.1	8.244	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
1 - Calcutt Street (B4040)	507	127	39	973	0.521	507	335	1.1	1.1	7.731	A
2 - High Street (S)	649	162	52	983	0.661	649	494	1.9	1.9	10.785	B
3 - High Street (N)	61	15	313	498	0.123	61	388	0.1	0.1	8.244	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
1 - Calcutt Street (B4040)	507	127	39	973	0.521	507	335	1.1	1.1	7.731	A
2 - High Street (S)	649	162	52	983	0.661	649	494	1.9	1.9	10.788	B
3 - High Street (N)	61	15	313	498	0.123	61	388	0.1	0.1	8.244	A

D2 - 2026 | 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 1 and 2 have 92% 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	High Street / Calcutt Street	Mini-roundabout		1, 2, 3	8.26	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		41	1 - Calcutt Street (B4040)	8.26	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2026	Base	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Calcutt Street (B4040)		FLAT	✓	632	100.000
2 - High Street (S)		FLAT	✓	464	100.000
3 - High Street (N)		FLAT	✓	85	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Calcutt Street (B4040)	2 - High Street (S)	3 - High Street (N)
From	1 - Calcutt Street (B4040)	0	593	39
	2 - High Street (S)	262	0	202
	3 - High Street (N)	27	58	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - Calcutt Street (B4040)	2 - High Street (S)	3 - High Street (N)
From	1 - Calcutt Street (B4040)	0	2	3
	2 - High Street (S)	3	0	0
	3 - High Street (N)	0	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)
1 - Calcutt Street (B4040)	0.63	9.71	1.7	A	632	632
2 - High Street (S)	0.45	6.35	0.8	A	464	464
3 - High Street (N)	0.16	7.93	0.2	A	85	85

Main Results for each time segment

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
1 - Calcutt Street (B4040)	632	158	57	1003	0.630	625	287	0.0	1.7	9.372	A
2 - High Street (S)	464	116	39	1031	0.450	461	644	0.0	0.8	6.273	A
3 - High Street (N)	85	21	260	540	0.157	84	239	0.0	0.2	7.890	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
1 - Calcutt Street (B4040)	632	158	58	1003	0.630	632	289	1.7	1.7	9.700	A
2 - High Street (S)	464	116	39	1031	0.450	464	651	0.8	0.8	6.345	A
3 - High Street (N)	85	21	262	539	0.158	85	241	0.2	0.2	7.934	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
1 - Calcutt Street (B4040)	632	158	58	1003	0.630	632	289	1.7	1.7	9.705	A
2 - High Street (S)	464	116	39	1031	0.450	464	651	0.8	0.8	6.345	A
3 - High Street (N)	85	21	262	539	0.158	85	241	0.2	0.2	7.934	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
1 - Calcutt Street (B4040)	632	158	58	1003	0.630	632	289	1.7	1.7	9.707	A
2 - High Street (S)	464	116	39	1031	0.450	464	651	0.8	0.8	6.345	A
3 - High Street (N)	85	21	262	539	0.158	85	241	0.2	0.2	7.934	A

D3 - 2031 | Forecast | 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 1 and 2 have 95% 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	High Street / Calcutt Street	Mini-roundabout		1, 2, 3	10.04	B

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		29	2 - High Street (S)	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 period length (min)	Time segment length (min)	Run automatically
D3	2031	Forecast	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Calcutt Street (B4040)		FLAT	✓	527	100.000
2 - High Street (S)		FLAT	✓	674	100.000
3 - High Street (N)		FLAT	✓	64	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Calcutt Street (B4040)	2 - High Street (S)	3 - High Street (N)
From	1 - Calcutt Street (B4040)	0	473	54
	2 - High Street (S)	325	0	349
	3 - High Street (N)	23	41	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - Calcutt Street (B4040)	2 - High Street (S)	3 - High Street (N)
From	1 - Calcutt Street (B4040)	0	7	2
	2 - High Street (S)	9	0	3
	3 - High Street (N)	0	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)
1 - Calcutt Street (B4040)	0.54	8.10	1.2	A	527	527
2 - High Street (S)	0.69	11.71	2.2	B	674	674
3 - High Street (N)	0.13	8.45	0.1	A	64	64

Main Results for each time segment

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
1 - Calcutt Street (B4040)	527	132	41	972	0.542	522	344	0.0	1.2	7.933	A
2 - High Street (S)	674	169	54	982	0.687	666	509	0.0	2.1	11.116	B
3 - High Street (N)	64	16	321	493	0.130	63	398	0.0	0.1	8.377	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
1 - Calcutt Street (B4040)	527	132	41	971	0.543	527	348	1.2	1.2	8.097	A
2 - High Street (S)	674	169	54	981	0.687	674	514	2.1	2.1	11.690	B
3 - High Street (N)	64	16	325	490	0.131	64	403	0.1	0.1	8.447	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
1 - Calcutt Street (B4040)	527	132	41	971	0.543	527	348	1.2	1.2	8.098	A
2 - High Street (S)	674	169	54	981	0.687	674	514	2.1	2.2	11.701	B
3 - High Street (N)	64	16	325	490	0.131	64	403	0.1	0.1	8.448	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
1 - Calcutt Street (B4040)	527	132	41	971	0.543	527	348	1.2	1.2	8.100	A
2 - High Street (S)	674	169	54	981	0.687	674	514	2.2	2.2	11.706	B
3 - High Street (N)	64	16	325	490	0.131	64	403	0.1	0.1	8.448	A

D4 - 2031 | Forecast | 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 1 and 2 have 92% 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	High Street / Calcutt Street	Mini-roundabout		1, 2, 3	8.78	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		35	1 - Calcutt Street (B4040)	8.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031	Forecast	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Calcutt Street (B4040)		FLAT	✓	658	100.000
2 - High Street (S)		FLAT	✓	483	100.000
3 - High Street (N)		FLAT	✓	88	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Calcutt Street (B4040)	2 - High Street (S)	3 - High Street (N)
From	1 - Calcutt Street (B4040)	0	617	41
	2 - High Street (S)	273	0	210
	3 - High Street (N)	28	60	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - Calcutt Street (B4040)	2 - High Street (S)	3 - High Street (N)
From	1 - Calcutt Street (B4040)	0	2	3
	2 - High Street (S)	3	0	0
	3 - High Street (N)	0	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)
1 - Calcutt Street (B4040)	0.66	10.48	1.9	B	658	658
2 - High Street (S)	0.47	6.58	0.9	A	483	483
3 - High Street (N)	0.17	8.10	0.2	A	88	88

Main Results for each time segment

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
1 - Calcutt Street (B4040)	658	165	59	1002	0.657	651	299	0.0	1.9	10.051	B
2 - High Street (S)	483	121	41	1030	0.469	480	670	0.0	0.9	6.498	A
3 - High Street (N)	88	22	271	533	0.165	87	249	0.0	0.2	8.056	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
1 - Calcutt Street (B4040)	658	165	60	1001	0.657	658	301	1.9	1.9	10.466	B
2 - High Street (S)	483	121	41	1030	0.469	483	677	0.9	0.9	6.581	A
3 - High Street (N)	88	22	273	532	0.165	88	251	0.2	0.2	8.104	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
1 - Calcutt Street (B4040)	658	165	60	1001	0.657	658	301	1.9	1.9	10.474	B
2 - High Street (S)	483	121	41	1030	0.469	483	677	0.9	0.9	6.581	A
3 - High Street (N)	88	22	273	532	0.165	88	251	0.2	0.2	8.104	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
1 - Calcutt Street (B4040)	658	165	60	1001	0.657	658	301	1.9	1.9	10.476	B
2 - High Street (S)	483	121	41	1030	0.469	483	677	0.9	0.9	6.581	A
3 - High Street (N)	88	22	273	532	0.165	88	251	0.2	0.2	8.104	A

D5 - 2031 | Forecast + PD | 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 1 and 2 have 95% 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	High Street / Calcutt Street	Mini-roundabout		1, 2, 3	12.62	B

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		16	2 - High Street (S)	12.62	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031	Forecast + PD	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Calcutt Street (B4040)		FLAT	✓	558	100.000
2 - High Street (S)		FLAT	✓	757	100.000
3 - High Street (N)		FLAT	✓	64	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Calcutt Street (B4040)	2 - High Street (S)	3 - High Street (N)
From	1 - Calcutt Street (B4040)	0	504	54
	2 - High Street (S)	390	0	367
	3 - High Street (N)	23	41	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - Calcutt Street (B4040)	2 - High Street (S)	3 - High Street (N)
From	1 - Calcutt Street (B4040)	0	7	2
	2 - High Street (S)	8	0	3
	3 - High Street (N)	0	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)
1 - Calcutt Street (B4040)	0.57	8.71	1.3	A	558	558
2 - High Street (S)	0.77	15.80	3.3	C	757	757
3 - High Street (N)	0.14	9.29	0.2	A	64	64

Main Results for each time segment

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
1 - Calcutt Street (B4040)	558	140	41	971	0.574	553	406	0.0	1.3	8.496	A
2 - High Street (S)	757	189	53	985	0.769	745	540	0.0	3.1	14.343	B
3 - High Street (N)	64	16	384	455	0.141	63	414	0.0	0.2	9.166	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
1 - Calcutt Street (B4040)	558	140	41	971	0.575	558	413	1.3	1.3	8.709	A
2 - High Street (S)	757	189	54	984	0.769	757	545	3.1	3.2	15.730	C
3 - High Street (N)	64	16	390	452	0.142	64	421	0.2	0.2	9.286	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
1 - Calcutt Street (B4040)	558	140	41	971	0.575	558	413	1.3	1.3	8.711	A
2 - High Street (S)	757	189	54	984	0.769	757	545	3.2	3.2	15.782	C
3 - High Street (N)	64	16	390	452	0.142	64	421	0.2	0.2	9.288	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
1 - Calcutt Street (B4040)	558	140	41	971	0.575	558	413	1.3	1.3	8.713	A
2 - High Street (S)	757	189	54	984	0.769	757	545	3.2	3.3	15.800	C
3 - High Street (N)	64	16	390	452	0.142	64	421	0.2	0.2	9.289	A

D6 - 2031 | Forecast + PD | 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 1 and 2 have 93% 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	High Street / Calcutt Street	Mini-roundabout		1, 2, 3	10.50	B

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		23	1 - Calcutt Street (B4040)	10.50	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031	Forecast + PD	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Calcutt Street (B4040)		FLAT	✓	729	100.000
2 - High Street (S)		FLAT	✓	518	100.000
3 - High Street (N)		FLAT	✓	88	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Calcutt Street (B4040)	2 - High Street (S)	3 - High Street (N)
From	1 - Calcutt Street (B4040)	0	688	41
	2 - High Street (S)	300	0	218
	3 - High Street (N)	28	60	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - Calcutt Street (B4040)	2 - High Street (S)	3 - High Street (N)
From	1 - Calcutt Street (B4040)	0	2	3
	2 - High Street (S)	3	0	0
	3 - High Street (N)	0	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)
1 - Calcutt Street (B4040)	0.73	13.19	2.6	B	729	729
2 - High Street (S)	0.50	7.04	1.0	A	518	518
3 - High Street (N)	0.17	8.41	0.2	A	88	88

Main Results for each time segment

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
1 - Calcutt Street (B4040)	729	182	59	1002	0.728	719	325	0.0	2.5	12.315	B
2 - High Street (S)	518	130	40	1030	0.503	514	738	0.0	1.0	6.927	A
3 - High Street (N)	88	22	298	518	0.170	87	257	0.0	0.2	8.349	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
1 - Calcutt Street (B4040)	729	182	60	1002	0.728	729	328	2.5	2.6	13.162	B
2 - High Street (S)	518	130	41	1030	0.503	518	748	1.0	1.0	7.037	A
3 - High Street (N)	88	22	300	516	0.170	88	259	0.2	0.2	8.407	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
1 - Calcutt Street (B4040)	729	182	60	1002	0.728	729	328	2.6	2.6	13.185	B
2 - High Street (S)	518	130	41	1030	0.503	518	748	1.0	1.0	7.037	A
3 - High Street (N)	88	22	300	516	0.170	88	259	0.2	0.2	8.407	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
1 - Calcutt Street (B4040)	729	182	60	1002	0.728	729	328	2.6	2.6	13.193	B
2 - High Street (S)	518	130	41	1030	0.503	518	748	1.0	1.0	7.037	A
3 - High Street (N)	88	22	300	516	0.170	88	259	0.2	0.2	8.407	A

D7 - 2031 | Forecast + PD + CD | 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 1 and 2 have 95% 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	High Street / Calcutt Street	Mini-roundabout		1, 2, 3	15.23	C

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		9	2 - High Street (S)	15.23	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2031	Forecast + PD + CD	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Calcutt Street (B4040)		FLAT	✓	577	100.000
2 - High Street (S)		FLAT	✓	810	100.000
3 - High Street (N)		FLAT	✓	64	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Calcutt Street (B4040)	2 - High Street (S)	3 - High Street (N)
From	1 - Calcutt Street (B4040)	0	523	54
	2 - High Street (S)	428	0	382
	3 - High Street (N)	23	41	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - Calcutt Street (B4040)	2 - High Street (S)	3 - High Street (N)
From	1 - Calcutt Street (B4040)	0	7	2
	2 - High Street (S)	7	0	3
	3 - High Street (N)	0	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)
1 - Calcutt Street (B4040)	0.59	9.13	1.5	A	577	577
2 - High Street (S)	0.82	20.03	4.4	C	810	810
3 - High Street (N)	0.15	9.83	0.2	A	64	64

Main Results for each time segment

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
1 - Calcutt Street (B4040)	577	144	41	971	0.594	571	442	0.0	1.4	8.880	A
2 - High Street (S)	810	202	53	989	0.819	794	558	0.0	4.1	17.239	C
3 - High Street (N)	64	16	419	436	0.147	63	428	0.0	0.2	9.652	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
1 - Calcutt Street (B4040)	577	144	41	971	0.594	577	451	1.4	1.4	9.131	A
2 - High Street (S)	810	202	54	989	0.819	809	564	4.1	4.3	19.819	C
3 - High Street (N)	64	16	428	431	0.149	64	436	0.2	0.2	9.819	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
1 - Calcutt Street (B4040)	577	144	41	971	0.594	577	451	1.4	1.5	9.134	A
2 - High Street (S)	810	202	54	989	0.819	810	564	4.3	4.4	19.972	C
3 - High Street (N)	64	16	428	430	0.149	64	436	0.2	0.2	9.824	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
1 - Calcutt Street (B4040)	577	144	41	971	0.594	577	451	1.5	1.5	9.134	A
2 - High Street (S)	810	202	54	989	0.819	810	564	4.4	4.4	20.029	C
3 - High Street (N)	64	16	428	430	0.149	64	436	0.2	0.2	9.825	A

D8 - 2031 | Forecast + PD + CD | 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 1 and 2 have 93% 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	High Street / Calcutt Street	Mini-roundabout		1, 2, 3	12.18	B

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		16	1 - Calcutt Street (B4040)	12.18	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031	Forecast + PD + CD	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Calcutt Street (B4040)		FLAT	✓	776	100.000
2 - High Street (S)		FLAT	✓	542	100.000
3 - High Street (N)		FLAT	✓	88	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Calcutt Street (B4040)	2 - High Street (S)	3 - High Street (N)
From	1 - Calcutt Street (B4040)	0	735	41
	2 - High Street (S)	317	0	225
	3 - High Street (N)	28	60	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - Calcutt Street (B4040)	2 - High Street (S)	3 - High Street (N)
From	1 - Calcutt Street (B4040)	0	2	3
	2 - High Street (S)	3	0	0
	3 - High Street (N)	0	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)
1 - Calcutt Street (B4040)	0.77	15.92	3.4	C	776	776
2 - High Street (S)	0.53	7.39	1.1	A	542	542
3 - High Street (N)	0.17	8.61	0.2	A	88	88

Main Results for each time segment

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
1 - Calcutt Street (B4040)	776	194	59	1002	0.775	763	342	0.0	3.2	14.401	B
2 - High Street (S)	542	135	40	1030	0.526	538	782	0.0	1.1	7.252	A
3 - High Street (N)	88	22	314	508	0.173	87	264	0.0	0.2	8.550	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
1 - Calcutt Street (B4040)	776	194	60	1002	0.775	776	345	3.2	3.3	15.842	C
2 - High Street (S)	542	135	41	1029	0.527	542	795	1.1	1.1	7.386	A
3 - High Street (N)	88	22	317	506	0.174	88	266	0.2	0.2	8.610	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
1 - Calcutt Street (B4040)	776	194	60	1002	0.775	776	345	3.3	3.4	15.892	C
2 - High Street (S)	542	135	41	1029	0.527	542	795	1.1	1.1	7.386	A
3 - High Street (N)	88	22	317	506	0.174	88	266	0.2	0.2	8.610	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
1 - Calcutt Street (B4040)	776	194	60	1002	0.775	776	345	3.4	3.4	15.917	C
2 - High Street (S)	542	135	41	1029	0.527	542	795	1.1	1.1	7.386	A
3 - High Street (N)	88	22	317	506	0.174	88	266	0.2	0.2	8.610	A

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