

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	164	41	501		996	0.165	164	212	0.2	0.2
	2 - A3102 Sandridge Common (E)	582	146	103		1519	0.384	582	562	0.6	0.6
	3 - Internal Link W	635	159	78	110.10	1736	0.366	635	608	0.6	0.6
2 - Blackmore Rd	1 - Blackmore Rd (S)	215	54	442		1233	0.174	215	257	0.2	0.2
	2 - A3102 Sandridge Common (W)	565	141	161		1222	0.462	565	496	0.8	0.9
	3 - Internal Link E	609	152	89		1758	0.347	609	636	0.5	0.5

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	134	33	410		1050	0.128	134	174	0.2	0.1
	2 - A3102 Sandridge Common (E)	476	119	85		1594	0.298	476	460	0.6	0.4
	3 - Internal Link W	520	130	64	89.90	1761	0.295	520	497	0.6	0.4
2 - Blackmore Rd	1 - Blackmore Rd (S)	175	44	362		1282	0.137	176	210	0.2	0.2
	2 - A3102 Sandridge Common (W)	461	115	131		1245	0.370	462	406	0.9	0.6
	3 - Internal Link E	498	125	73		1766	0.282	499	521	0.5	0.4

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	112	28	343		1089	0.103	112	145	0.1	0.1
	2 - A3102 Sandridge Common (E)	398	100	71		1639	0.243	399	385	0.4	0.3
	3 - Internal Link W	435	109	54	75.29	1777	0.245	435	416	0.4	0.3
2 - Blackmore Rd	1 - Blackmore Rd (S)	147	37	303		1318	0.111	147	176	0.2	0.1
	2 - A3102 Sandridge Common (W)	386	97	110		1262	0.306	387	339	0.6	0.4
	3 - Internal Link E	417	104	61		1772	0.235	417	436	0.4	0.3

D5 - 2031 | Base + CD + D | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Church Lane	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 84% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	2 - Blackmore Rd	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 86% of the total flow for the roundabout for one or more time segments]
Warning	Pedestrian Crossing	1 - Church Lane - 3 - Internal Link W - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Church Lane	Mini-roundabout		1, 2, 3	3.53	A
2	Blackmore Rd	Mini-roundabout		1, 2, 3	3.96	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		3.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031	Base + CD + D	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Church Lane	3 - Internal Link W	2	3	Queue limited	Normal	0	100.00	4.00
2 - Blackmore Rd	3 - Internal Link E	1	3	Queue limited	Normal	0	100.00	4.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Church Lane	1 - Church Lane (N)		ONE HOUR	✓	200	100.000
	2 - A3102 Sandridge Common (E)		ONE HOUR	✓	651	100.000
	3 - Internal Link W	✓				
2 - Blackmore Rd	1 - Blackmore Rd (S)		ONE HOUR	✓	179	100.000
	2 - A3102 Sandridge Common (W)		ONE HOUR	✓	403	100.000
	3 - Internal Link E	✓				

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Church Lane	1 - Church Lane (N)		
	2 - A3102 Sandridge Common (E)		
	3 - Internal Link W	[ONEHOUR]	0.00
2 - Blackmore Rd	1 - Blackmore Rd (S)		
	2 - A3102 Sandridge Common (W)		
	3 - Internal Link E		

Origin-Destination Data

Demand (Veh/hr)

1 - Church Lane

From	To			
		1 - Church Lane (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
From	1 - Church Lane (N)	0	88	112
	2 - A3102 Sandridge Common (E)	44	0	607
	3 - Internal Link W	59	431	0

Demand (Veh/hr)

2 - Blackmore Rd

From	To			
		1 - Blackmore Rd (S)	2 - A3102 Sandridge Common (W)	3 - Internal Link E
From	1 - Blackmore Rd (S)	0	61	118
	2 - A3102 Sandridge Common (W)	30	0	373
	3 - Internal Link E	131	587	0

Vehicle Mix

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

Heavy Vehicle %

1 - Church Lane

From	To			
		1 - Church Lane (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
From	1 - Church Lane (N)	0	2	3
	2 - A3102 Sandridge Common (E)	0	0	0.74
	3 - Internal Link W	2	1	0

Heavy Vehicle %

2 - Blackmore Rd

From	To			
		1 - Blackmore Rd (S)	2 - A3102 Sandridge Common (W)	3 - Internal Link E
From	1 - Blackmore Rd (S)	0	2	0.93
	2 - A3102 Sandridge Common (W)	0	0	1
	3 - Internal Link E	2	0.93	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Church Lane	1 - Church Lane (N)	0.22	4.60	0.3	A	184	275
	2 - A3102 Sandridge Common (E)	0.42	3.68	0.7	A	597	896
	3 - Internal Link W	0.30	2.88	0.4	A	450	675
2 - Blackmore Rd	1 - Blackmore Rd (S)	0.18	4.01	0.2	A	164	246
	2 - A3102 Sandridge Common (W)	0.36	4.58	0.6	A	370	555
	3 - Internal Link E	0.44	3.61	0.8	A	659	989

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	151	38	323		1094	0.138	150	77	0.0	0.2
	2 - A3102 Sandridge Common (E)	490	123	84		1716	0.286	489	389	0.0	0.4
	3 - Internal Link W	368	92	33	0.00	1800	0.205	367	539	0.0	0.3
2 - Blackmore Rd	1 - Blackmore Rd (S)	135	34	440		1220	0.110	134	121	0.0	0.1
	2 - A3102 Sandridge Common (W)	303	76	89		1261	0.241	302	485	0.0	0.3
	3 - Internal Link E	539	135	22		1795	0.300	538	368	0.0	0.4

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	180	45	388		1055	0.170	180	93	0.2	0.2
	2 - A3102 Sandridge Common (E)	585	146	101		1707	0.343	585	467	0.4	0.5
	3 - Internal Link W	441	110	40	0.00	1796	0.246	441	646	0.3	0.3
2 - Blackmore Rd	1 - Blackmore Rd (S)	161	40	527		1167	0.138	161	145	0.1	0.2
	2 - A3102 Sandridge Common (W)	362	91	106		1248	0.290	362	582	0.3	0.4
	3 - Internal Link E	646	161	27		1792	0.360	645	441	0.4	0.6

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	220	55	474		1004	0.219	220	113	0.2	0.3
	2 - A3102 Sandridge Common (E)	717	179	123		1694	0.423	716	571	0.5	0.7
	3 - Internal Link W	540	135	48	0.00	1792	0.301	539	791	0.3	0.4
2 - Blackmore Rd	1 - Blackmore Rd (S)	197	49	646		1096	0.180	197	177	0.2	0.2
	2 - A3102 Sandridge Common (W)	444	111	130		1229	0.361	443	713	0.4	0.6
	3 - Internal Link E	790	198	33		1789	0.442	790	540	0.6	0.8

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	220	55	475		1003	0.220	220	114	0.3	0.3
	2 - A3102 Sandridge Common (E)	717	179	123		1694	0.423	717	572	0.7	0.7
	3 - Internal Link W	541	135	48	0.00	1792	0.302	541	792	0.4	0.4
2 - Blackmore Rd	1 - Blackmore Rd (S)	197	49	647		1095	0.180	197	177	0.2	0.2
	2 - A3102 Sandridge Common (W)	444	111	130		1229	0.361	444	714	0.6	0.6
	3 - Internal Link E	791	198	33		1789	0.442	791	541	0.8	0.8

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	180	45	389		1054	0.171	180	93	0.3	0.2
	2 - A3102 Sandridge Common (E)	585	146	101		1707	0.343	586	468	0.7	0.5
	3 - Internal Link W	442	111	40	0.00	1796	0.246	443	647	0.4	0.3
2 - Blackmore Rd	1 - Blackmore Rd (S)	161	40	530		1165	0.138	161	145	0.2	0.2
	2 - A3102 Sandridge Common (W)	362	91	106		1247	0.290	363	585	0.6	0.4
	3 - Internal Link E	647	162	27		1792	0.361	648	442	0.8	0.6

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	151	38	326		1092	0.138	151	78	0.2	0.2
	2 - A3102 Sandridge Common (E)	490	123	84		1716	0.286	491	392	0.5	0.4
	3 - Internal Link W	370	93	33	0.00	1799	0.206	370	542	0.3	0.3
2 - Blackmore Rd	1 - Blackmore Rd (S)	135	34	443		1217	0.111	135	122	0.2	0.1
	2 - A3102 Sandridge Common (W)	303	76	89		1261	0.241	304	489	0.4	0.3
	3 - Internal Link E	542	135	23		1795	0.302	542	370	0.6	0.4

D6 - 2031 | Base + CD + D | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Church Lane	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 88% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	2 - Blackmore Rd	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 85% of the total flow for the roundabout for one or more time segments]
Warning	Pedestrian Crossing	1 - Church Lane - 3 - Internal Link W - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Church Lane	Mini-roundabout		1, 2, 3	3.40	A
2	Blackmore Rd	Mini-roundabout		1, 2, 3	4.38	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		3.89	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	Base + CD + D	PM	ONE HOUR	16:30	18:00	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Church Lane	3 - Internal Link W	2	3	Queue limited	Normal	0	100.00	4.00
2 - Blackmore Rd	3 - Internal Link E	1	3	Queue limited	Normal	0	100.00	4.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Church Lane	1 - Church Lane (N)		ONE HOUR	✓	149	100.000
	2 - A3102 Sandridge Common (E)		ONE HOUR	✓	552	100.000
	3 - Internal Link W	✓				
2 - Blackmore Rd	1 - Blackmore Rd (S)		ONE HOUR	✓	195	100.000
	2 - A3102 Sandridge Common (W)		ONE HOUR	✓	554	100.000
	3 - Internal Link E	✓				

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Church Lane	1 - Church Lane (N)		
	2 - A3102 Sandridge Common (E)		
	3 - Internal Link W	[ONEHOUR]	0.00
2 - Blackmore Rd	1 - Blackmore Rd (S)		
	2 - A3102 Sandridge Common (W)		
	3 - Internal Link E		

Origin-Destination Data

Demand (Veh/hr)

1 - Church Lane

From	To			
		1 - Church Lane (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
From	1 - Church Lane (N)	0	55	94
	2 - A3102 Sandridge Common (E)	71	0	481
	3 - Internal Link W	122	498	0

Demand (Veh/hr)

2 - Blackmore Rd

From	To			
		1 - Blackmore Rd (S)	2 - A3102 Sandridge Common (W)	3 - Internal Link E
From	1 - Blackmore Rd (S)	0	49	146
	2 - A3102 Sandridge Common (W)	81	0	473
	3 - Internal Link E	152	423	0

Vehicle Mix

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

Heavy Vehicle %

1 - Church Lane

From	To			
		1 - Church Lane (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
From	1 - Church Lane (N)	0	0	3
	2 - A3102 Sandridge Common (E)	0	0	1
	3 - Internal Link W	0	0.23	0

Heavy Vehicle %

2 - Blackmore Rd

From	To			
		1 - Blackmore Rd (S)	2 - A3102 Sandridge Common (W)	3 - Internal Link E
From	1 - Blackmore Rd (S)	0	0	0
	2 - A3102 Sandridge Common (W)	0	0	0
	3 - Internal Link E	2	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Church Lane	1 - Church Lane (N)	0.17	4.47	0.2	A	137	205
	2 - A3102 Sandridge Common (E)	0.36	3.29	0.6	A	507	760
	3 - Internal Link W	0.38	3.22	0.6	A	567	850
2 - Blackmore Rd	1 - Blackmore Rd (S)	0.18	3.59	0.2	A	179	268
	2 - A3102 Sandridge Common (W)	0.50	5.88	1.0	A	508	763
	3 - Internal Link E	0.36	3.21	0.6	A	527	791

Main Results for each time segment

16:30 - 16:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	112	28	371		1073	0.105	112	144	0.0	0.1
	2 - A3102 Sandridge Common (E)	416	104	70		1719	0.242	414	412	0.0	0.3
	3 - Internal Link W	463	116	53	0.00	1809	0.256	462	431	0.0	0.3
2 - Blackmore Rd	1 - Blackmore Rd (S)	147	37	316		1309	0.112	146	174	0.0	0.1
	2 - A3102 Sandridge Common (W)	417	104	110		1262	0.330	415	353	0.0	0.5
	3 - Internal Link E	431	108	61		1768	0.244	430	464	0.0	0.3

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	134	33	445		1029	0.130	134	173	0.1	0.1
	2 - A3102 Sandridge Common (E)	496	124	84		1711	0.290	496	495	0.3	0.4
	3 - Internal Link W	555	139	64	0.00	1804	0.308	554	517	0.3	0.4
2 - Blackmore Rd	1 - Blackmore Rd (S)	175	44	380		1270	0.138	175	209	0.1	0.2
	2 - A3102 Sandridge Common (W)	498	125	131		1245	0.400	497	424	0.5	0.7
	3 - Internal Link E	516	129	73		1762	0.293	516	556	0.3	0.4

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	164	41	545		970	0.169	164	212	0.1	0.2
	2 - A3102 Sandridge Common (E)	608	152	103		1700	0.357	607	605	0.4	0.6
	3 - Internal Link W	679	170	78	0.00	1796	0.378	678	632	0.4	0.6
2 - Blackmore Rd	1 - Blackmore Rd (S)	215	54	465		1218	0.176	214	256	0.2	0.2
	2 - A3102 Sandridge Common (W)	610	152	161		1222	0.499	609	519	0.7	1.0
	3 - Internal Link E	632	158	89		1754	0.360	632	680	0.4	0.6

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	164	41	546		969	0.169	164	212	0.2	0.2
	2 - A3102 Sandridge Common (E)	608	152	103		1700	0.357	608	607	0.6	0.6
	3 - Internal Link W	680	170	78	0.00	1796	0.379	680	633	0.6	0.6
2 - Blackmore Rd	1 - Blackmore Rd (S)	215	54	466		1217	0.176	215	256	0.2	0.2
	2 - A3102 Sandridge Common (W)	610	152	161		1222	0.499	610	520	1.0	1.0
	3 - Internal Link E	633	158	89		1754	0.361	633	682	0.6	0.6

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	134	33	448		1028	0.130	134	174	0.2	0.2
	2 - A3102 Sandridge Common (E)	496	124	85		1711	0.290	497	497	0.6	0.4
	3 - Internal Link W	557	139	64	0.00	1804	0.309	557	518	0.6	0.4
2 - Blackmore Rd	1 - Blackmore Rd (S)	175	44	381		1269	0.138	176	210	0.2	0.2
	2 - A3102 Sandridge Common (W)	498	125	131		1245	0.400	499	425	1.0	0.7
	3 - Internal Link E	517	129	73		1762	0.294	518	558	0.6	0.4

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	112	28	375		1071	0.105	112	145	0.2	0.1
	2 - A3102 Sandridge Common (E)	416	104	71		1718	0.242	416	416	0.4	0.3
	3 - Internal Link W	466	116	53	0.00	1809	0.258	466	433	0.4	0.3
2 - Blackmore Rd	1 - Blackmore Rd (S)	147	37	319		1307	0.112	147	176	0.2	0.1
	2 - A3102 Sandridge Common (W)	417	104	110		1262	0.331	418	356	0.7	0.5
	3 - Internal Link E	433	108	61		1768	0.245	434	467	0.4	0.3

D7 - 2031 | Base + CD + D Vision | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Church Lane	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 84% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	2 - Blackmore Rd	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 86% of the total flow for the roundabout for one or more time segments]
Warning	Pedestrian Crossing	1 - Church Lane - 3 - Internal Link W - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Church Lane	Mini-roundabout		1, 2, 3	3.51	A
2	Blackmore Rd	Mini-roundabout		1, 2, 3	3.95	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		3.73	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031	Base + CD + D Vision	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Church Lane	3 - Internal Link W	2	3	Queue limited	Normal	0	100.00	4.00
2 - Blackmore Rd	3 - Internal Link E	1	3	Queue limited	Normal	0	100.00	4.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Church Lane	1 - Church Lane (N)		ONE HOUR	✓	200	100.000
	2 - A3102 Sandridge Common (E)		ONE HOUR	✓	646	100.000
	3 - Internal Link W	✓				
2 - Blackmore Rd	1 - Blackmore Rd (S)		ONE HOUR	✓	179	100.000
	2 - A3102 Sandridge Common (W)		ONE HOUR	✓	401	100.000
	3 - Internal Link E	✓				

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Church Lane	1 - Church Lane (N)		
	2 - A3102 Sandridge Common (E)		
	3 - Internal Link W	[ONEHOUR]	0.00
2 - Blackmore Rd	1 - Blackmore Rd (S)		
	2 - A3102 Sandridge Common (W)		
	3 - Internal Link E		

Origin-Destination Data

Demand (Veh/hr)

1 - Church Lane

From	To			
		1 - Church Lane (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
From	1 - Church Lane (N)	0	88	112
	2 - A3102 Sandridge Common (E)	44	0	602
	3 - Internal Link W	59	429	0

Demand (Veh/hr)

2 - Blackmore Rd

From	To			
		1 - Blackmore Rd (S)	2 - A3102 Sandridge Common (W)	3 - Internal Link E
From	1 - Blackmore Rd (S)	0	61	118
	2 - A3102 Sandridge Common (W)	30	0	371
	3 - Internal Link E	131	583	0

Vehicle Mix

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

Heavy Vehicle %

1 - Church Lane

From	To			
		1 - Church Lane (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
From	1 - Church Lane (N)	0	2	3
	2 - A3102 Sandridge Common (E)	0	0	0.74
	3 - Internal Link W	2	1	0

Heavy Vehicle %

2 - Blackmore Rd

From	To			
		1 - Blackmore Rd (S)	2 - A3102 Sandridge Common (W)	3 - Internal Link E
From	1 - Blackmore Rd (S)	0	2	0.93
	2 - A3102 Sandridge Common (W)	0	0	1
	3 - Internal Link E	2	0.93	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Church Lane	1 - Church Lane (N)	0.22	4.59	0.3	A	184	275
	2 - A3102 Sandridge Common (E)	0.42	3.66	0.7	A	593	889
	3 - Internal Link W	0.30	2.87	0.4	A	448	673
2 - Blackmore Rd	1 - Blackmore Rd (S)	0.18	4.00	0.2	A	164	246
	2 - A3102 Sandridge Common (W)	0.36	4.57	0.6	A	368	552
	3 - Internal Link E	0.44	3.59	0.8	A	655	982

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	151	38	321		1095	0.138	150	77	0.0	0.2
	2 - A3102 Sandridge Common (E)	486	122	84		1716	0.283	485	387	0.0	0.4
	3 - Internal Link W	367	92	33	0.00	1800	0.204	366	536	0.0	0.3
2 - Blackmore Rd	1 - Blackmore Rd (S)	135	34	436		1222	0.110	134	120	0.0	0.1
	2 - A3102 Sandridge Common (W)	302	75	89		1261	0.239	301	482	0.0	0.3
	3 - Internal Link E	536	134	22		1795	0.298	534	367	0.0	0.4

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	180	45	386		1056	0.170	180	93	0.2	0.2
	2 - A3102 Sandridge Common (E)	581	145	101		1707	0.340	580	465	0.4	0.5
	3 - Internal Link W	439	110	40	0.00	1796	0.245	439	641	0.3	0.3
2 - Blackmore Rd	1 - Blackmore Rd (S)	161	40	523		1169	0.138	161	144	0.1	0.2
	2 - A3102 Sandridge Common (W)	360	90	106		1248	0.289	360	578	0.3	0.4
	3 - Internal Link E	641	160	27		1792	0.358	641	439	0.4	0.6

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	220	55	472		1005	0.219	220	113	0.2	0.3
	2 - A3102 Sandridge Common (E)	711	178	123		1694	0.420	710	569	0.5	0.7
	3 - Internal Link W	538	134	48	0.00	1792	0.300	537	785	0.3	0.4
2 - Blackmore Rd	1 - Blackmore Rd (S)	197	49	640		1099	0.179	197	177	0.2	0.2
	2 - A3102 Sandridge Common (W)	442	110	130		1229	0.359	441	707	0.4	0.6
	3 - Internal Link E	785	196	33		1789	0.439	784	538	0.6	0.8

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	220	55	473		1004	0.219	220	114	0.3	0.3
	2 - A3102 Sandridge Common (E)	711	178	123		1694	0.420	711	570	0.7	0.7
	3 - Internal Link W	538	135	48	0.00	1792	0.301	538	786	0.4	0.4
2 - Blackmore Rd	1 - Blackmore Rd (S)	197	49	642		1098	0.180	197	177	0.2	0.2
	2 - A3102 Sandridge Common (W)	442	110	130		1229	0.359	442	709	0.6	0.6
	3 - Internal Link E	786	196	33		1789	0.439	786	538	0.8	0.8

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	180	45	387		1055	0.170	180	93	0.3	0.2
	2 - A3102 Sandridge Common (E)	581	145	101		1707	0.340	582	467	0.7	0.5
	3 - Internal Link W	440	110	40	0.00	1796	0.245	441	643	0.4	0.3
2 - Blackmore Rd	1 - Blackmore Rd (S)	161	40	525		1168	0.138	161	145	0.2	0.2
	2 - A3102 Sandridge Common (W)	360	90	106		1247	0.289	361	580	0.6	0.4
	3 - Internal Link E	643	161	27		1792	0.359	643	440	0.8	0.6

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	151	38	324		1093	0.138	151	78	0.2	0.2
	2 - A3102 Sandridge Common (E)	486	122	84		1716	0.283	487	391	0.5	0.4
	3 - Internal Link W	369	92	33	0.00	1799	0.205	369	538	0.3	0.3
2 - Blackmore Rd	1 - Blackmore Rd (S)	135	34	440		1220	0.111	135	121	0.2	0.1
	2 - A3102 Sandridge Common (W)	302	75	89		1261	0.239	302	486	0.4	0.3
	3 - Internal Link E	538	134	23		1795	0.300	538	369	0.6	0.4

D8 - 2031 | Base + CD + D Vision | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Church Lane	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 88% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	2 - Blackmore Rd	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 85% of the total flow for the roundabout for one or more time segments]
Warning	Pedestrian Crossing	1 - Church Lane - 3 - Internal Link W - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Church Lane	Mini-roundabout		1, 2, 3	3.39	A
2	Blackmore Rd	Mini-roundabout		1, 2, 3	4.35	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		3.87	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031	Base + CD + D Vision	PM	ONE HOUR	16:30	18:00	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Church Lane	3 - Internal Link W	2	3	Queue limited	Normal	0	100.00	4.00
2 - Blackmore Rd	3 - Internal Link E	1	3	Queue limited	Normal	0	100.00	4.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Church Lane	1 - Church Lane (N)		ONE HOUR	✓	149	100.000
	2 - A3102 Sandridge Common (E)		ONE HOUR	✓	551	100.000
	3 - Internal Link W	✓				
2 - Blackmore Rd	1 - Blackmore Rd (S)		ONE HOUR	✓	195	100.000
	2 - A3102 Sandridge Common (W)		ONE HOUR	✓	550	100.000
	3 - Internal Link E	✓				

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Church Lane	1 - Church Lane (N)		
	2 - A3102 Sandridge Common (E)		
	3 - Internal Link W	[ONEHOUR]	0.00
2 - Blackmore Rd	1 - Blackmore Rd (S)		
	2 - A3102 Sandridge Common (W)		
	3 - Internal Link E		

Origin-Destination Data

Demand (Veh/hr)

1 - Church Lane

From	To			
		1 - Church Lane (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
From	1 - Church Lane (N)	0	55	94
	2 - A3102 Sandridge Common (E)	71	0	480
	3 - Internal Link W	122	493	0

Demand (Veh/hr)

2 - Blackmore Rd

From	To			
		1 - Blackmore Rd (S)	2 - A3102 Sandridge Common (W)	3 - Internal Link E
From	1 - Blackmore Rd (S)	0	49	146
	2 - A3102 Sandridge Common (W)	81	0	469
	3 - Internal Link E	152	422	0

Vehicle Mix

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

Heavy Vehicle %

1 - Church Lane

From	To			
		1 - Church Lane (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
From	1 - Church Lane (N)	0	0	3
	2 - A3102 Sandridge Common (E)	0	0	1
	3 - Internal Link W	0	0.23	0

Heavy Vehicle %

2 - Blackmore Rd

From	To			
		1 - Blackmore Rd (S)	2 - A3102 Sandridge Common (W)	3 - Internal Link E
From	1 - Blackmore Rd (S)	0	0	0
	2 - A3102 Sandridge Common (W)	0	0	0
	3 - Internal Link E	2	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Church Lane	1 - Church Lane (N)	0.17	4.45	0.2	A	137	205
	2 - A3102 Sandridge Common (E)	0.36	3.29	0.6	A	506	758
	3 - Internal Link W	0.38	3.21	0.6	A	563	844
2 - Blackmore Rd	1 - Blackmore Rd (S)	0.18	3.59	0.2	A	179	268
	2 - A3102 Sandridge Common (W)	0.50	5.84	1.0	A	505	757
	3 - Internal Link E	0.36	3.21	0.6	A	526	790

Main Results for each time segment

16:30 - 16:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	112	28	368		1075	0.104	112	144	0.0	0.1
	2 - A3102 Sandridge Common (E)	415	104	70		1719	0.241	414	409	0.0	0.3
	3 - Internal Link W	460	115	53	0.00	1809	0.254	459	431	0.0	0.3
2 - Blackmore Rd	1 - Blackmore Rd (S)	147	37	316		1309	0.112	146	174	0.0	0.1
	2 - A3102 Sandridge Common (W)	414	104	110		1262	0.328	412	352	0.0	0.5
	3 - Internal Link E	431	108	61		1768	0.244	429	461	0.0	0.3

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	134	33	442		1031	0.130	134	173	0.1	0.1
	2 - A3102 Sandridge Common (E)	495	124	84		1711	0.290	495	491	0.3	0.4
	3 - Internal Link W	551	138	64	0.00	1804	0.306	551	516	0.3	0.4
2 - Blackmore Rd	1 - Blackmore Rd (S)	175	44	379		1271	0.138	175	209	0.1	0.2
	2 - A3102 Sandridge Common (W)	494	124	131		1245	0.397	494	423	0.5	0.7
	3 - Internal Link E	516	129	73		1762	0.293	515	552	0.3	0.4

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	164	41	540		973	0.169	164	212	0.1	0.2
	2 - A3102 Sandridge Common (E)	607	152	103		1700	0.357	606	601	0.4	0.6
	3 - Internal Link W	675	169	78	0.00	1796	0.376	674	631	0.4	0.6
2 - Blackmore Rd	1 - Blackmore Rd (S)	215	54	464		1219	0.176	214	256	0.2	0.2
	2 - A3102 Sandridge Common (W)	606	151	161		1222	0.495	604	518	0.7	1.0
	3 - Internal Link E	631	158	89		1754	0.360	631	676	0.4	0.6

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	164	41	542		972	0.169	164	212	0.2	0.2
	2 - A3102 Sandridge Common (E)	607	152	103		1700	0.357	607	602	0.6	0.6
	3 - Internal Link W	676	169	78	0.00	1796	0.376	676	632	0.6	0.6
2 - Blackmore Rd	1 - Blackmore Rd (S)	215	54	465		1218	0.176	215	256	0.2	0.2
	2 - A3102 Sandridge Common (W)	606	151	161		1222	0.496	606	518	1.0	1.0
	3 - Internal Link E	632	158	89		1754	0.360	632	677	0.6	0.6

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	134	33	444		1030	0.130	134	174	0.2	0.2
	2 - A3102 Sandridge Common (E)	495	124	85		1711	0.290	496	493	0.6	0.4
	3 - Internal Link W	553	138	64	0.00	1804	0.307	554	517	0.6	0.4
2 - Blackmore Rd	1 - Blackmore Rd (S)	175	44	380		1270	0.138	176	210	0.2	0.2
	2 - A3102 Sandridge Common (W)	494	124	131		1245	0.397	496	424	1.0	0.7
	3 - Internal Link E	517	129	73		1762	0.293	517	554	0.6	0.4

17:45 - 18:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)
1 - Church Lane	1 - Church Lane (N)	112	28	371		1073	0.105	112	145	0.2	0.1
	2 - A3102 Sandridge Common (E)	415	104	71		1718	0.241	415	413	0.4	0.3
	3 - Internal Link W	463	116	53	0.00	1809	0.256	463	433	0.4	0.3
2 - Blackmore Rd	1 - Blackmore Rd (S)	147	37	318		1308	0.112	147	176	0.2	0.1
	2 - A3102 Sandridge Common (W)	414	104	110		1262	0.328	415	355	0.7	0.5
	3 - Internal Link E	432	108	61		1768	0.245	433	464	0.4	0.3

Junctions 11		
ARCADY 11 - Roundabout Module		
Version: 11.1.0.2307		
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Filename: Import of A3102 Sandridge Rd_Forest Rd_Club Access new.j11

Path: T:\Projects\12000 Series Project Numbers\12069\TB Land at Blackmore Farm, Melksham\Tech\Junction Assessments\Arcady\2026 Assessments

Report generation date: 05/02/2026 15:03:01

-
- »D1 - 2031 | Base | AM
 - »D2 - 2031 | Base | PM
 - »D3 - 2031 | Base + CD | AM
 - »D4 - 2031 | Base + CD | PM
 - »D5 - 2031 | Base + CD + D | AM
 - »D6 - 2031 | Base + CD + D | PM
 - »D7 - 2031 | Base + CD + D Vision | AM
 - »D8 - 2031 | Base + CD + D Vision | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2031 - Base						
1 - Forest Road - 1 - Forest Rd (N)	0.2	6.08	0.18	0.2	7.37	0.16
1 - Forest Road - 2 - A3102 Sandridge Common (E)	1.6	9.89	0.62	0.7	6.48	0.42
1 - Forest Road - 3 - Internal Link W	0.4	4.25	0.28	1.1	6.27	0.52
2 - Club/School - 1 - A3102 Lowbourne (SW)	0.6	6.32	0.37	1.9	10.89	0.65
2 - Club/School - 2 - School/Club Access	0.1	4.24	0.09	0.1	4.96	0.05
2 - Club/School - 3 - Internal Link E	1.2	6.79	0.56	0.6	4.79	0.37
2031 - Base + CD						
1 - Forest Road - 1 - Forest Rd (N)	0.3	7.28	0.20	0.2	8.64	0.19
1 - Forest Road - 2 - A3102 Sandridge Common (E)	4.1	19.75	0.81	1.1	7.98	0.53
1 - Forest Road - 3 - Internal Link W	0.7	5.15	0.41	1.6	7.82	0.62
2 - Club/School - 1 - A3102 Lowbourne (SW)	1.2	8.57	0.54	3.3	16.61	0.77
2 - Club/School - 2 - School/Club Access	0.1	4.72	0.10	0.1	5.43	0.05
2 - Club/School - 3 - Internal Link E	2.4	10.37	0.71	0.9	5.56	0.46
2031 - Base + CD + D						
1 - Forest Road - 1 - Forest Rd (N)	0.3	7.46	0.21	0.2	9.26	0.20
1 - Forest Road - 2 - A3102 Sandridge Common (E)	5.7	26.26	0.86	1.3	8.46	0.56
1 - Forest Road - 3 - Internal Link W	0.7	5.29	0.43	1.8	8.65	0.65
2 - Club/School - 1 - A3102 Lowbourne (SW)	1.3	8.98	0.56	4.3	20.78	0.82
2 - Club/School - 2 - School/Club Access	0.1	4.79	0.10	0.1	5.65	0.06
2 - Club/School - 3 - Internal Link E	2.9	11.96	0.75	0.9	5.79	0.48
2031 - Base + CD + D Vision						
1 - Forest Road - 1 - Forest Rd (N)	0.3	7.44	0.21	0.2	9.18	0.20
1 - Forest Road - 2 - A3102 Sandridge Common (E)	5.5	25.51	0.86	1.3	8.42	0.56
1 - Forest Road - 3 - Internal Link W	0.7	5.27	0.42	1.8	8.54	0.65
2 - Club/School - 1 - A3102 Lowbourne (SW)	1.2	8.93	0.56	4.2	20.16	0.82
2 - Club/School - 2 - School/Club Access	0.1	4.79	0.10	0.1	5.62	0.06
2 - Club/School - 3 - Internal Link E	2.8	11.80	0.75	0.9	5.77	0.48

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

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

File summary

File Description

Title	A3102 Sandridge Rd / Blackmore Rd / Church Lane
Location	
Site number	
Date	17/10/2022
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	al
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	-Hour	perHour

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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2031	Base	PM	ONE HOUR	16:30	18:00	15	✓
D3	2031	Base + CD	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Base + CD	PM	ONE HOUR	16:30	18:00	15	✓
D5	2031	Base + CD + D	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	Base + CD + D	PM	ONE HOUR	16:30	18:00	15	✓
D7	2031	Base + CD + D Vision	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031	Base + CD + D Vision	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

D1 - 2031 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Forest Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 88% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	2 - Club/School	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 3 have 91% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Forest Road	Mini-roundabout		1, 2, 3	7.65	A
2	Club/School	Mini-roundabout		1, 2, 3	6.44	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.04	A

Arms

Arms

Junction	Arm	Name	Description
1 - Forest Road	1	Forest Rd (N)	
	2	A3102 Sandridge Common (E)	
	3	Internal Link W	
2 - Club/School	1	A3102 Lowbourne (SW)	
	2	School/Club Access	
	3	Internal Link E	

Mini Roundabout Geometry

Junction	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 - Forest Road	1 - Forest Rd (N)	3.50	3.50	5.60	1.2	11.50	6.50	0.0	
	2 - A3102 Sandridge Common (E)	3.00	3.00	4.50	6.8	14.10	12.30	0.0	
	3 - Internal Link W	5.90	5.90	6.40	0.1	11.10	8.00	0.0	✓
2 - Club/School	1 - A3102 Lowbourne (SW)	2.90	2.90	4.60	2.9	12.90	9.10	0.0	
	2 - School/Club Access	3.50	3.50	5.60	15.5	10.40	7.50	0.0	✓
	3 - Internal Link E	6.00	6.00	6.60	0.1	15.20	13.80	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1 - Forest Road	1 - Forest Rd (N)	0.621	905
	2 - A3102 Sandridge Common (E)	0.630	1026
	3 - Internal Link W	0.591	1224
2 - Club/School	1 - A3102 Lowbourne (SW)	0.610	965
	2 - School/Club Access	0.554	1101
	3 - Internal Link E	0.608	1228

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Forest Road	3 - Internal Link W	2	3	Queue limited	Normal	0	100.00	4.00
2 - Club/School	3 - Internal Link E	1	3	Queue limited	Normal	0	100.00	4.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Forest Road	1 - Forest Rd (N)		ONE HOUR	✓	115	100.000
	2 - A3102 Sandridge Common (E)		ONE HOUR	✓	541	100.000
	3 - Internal Link W	✓				
2 - Club/School	1 - A3102 Lowbourne (SW)		ONE HOUR	✓	301	100.000
	2 - School/Club Access		ONE HOUR	✓	80	100.000
	3 - Internal Link E	✓				

Origin-Destination Data

Demand (Veh/hr)

1 - Forest Road

	To			
		1 - Forest Rd (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
From	1 - Forest Rd (N)	0	33	82
	2 - A3102 Sandridge Common (E)	23	0	518
	3 - Internal Link W	38	261	0

Demand (Veh/hr)

2 - Club/School

	To			
		1 - A3102 Lowbourne (SW)	2 - School/Club Access	3 - Internal Link E
From	1 - A3102 Lowbourne (SW)	0	41	260
	2 - School/Club Access	41	0	39
	3 - Internal Link E	542	58	0

Vehicle Mix

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

Heavy Vehicle %

1 - Forest Road

	To			
		1 - Forest Rd (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
From	1 - Forest Rd (N)	0	0	1
	2 - A3102 Sandridge Common (E)	5	0	0.81
	3 - Internal Link W	14	1	0

Heavy Vehicle %

2 - Club/School

	To			
		1 - A3102 Lowbourne (SW)	2 - School/Club Access	3 - Internal Link E
From	1 - A3102 Lowbourne (SW)	0	0	3
	2 - School/Club Access	0	0	0
	3 - Internal Link E	0.96	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Forest Road	1 - Forest Rd (N)	0.18	6.08	0.2	A	106	158
	2 - A3102 Sandridge Common (E)	0.62	9.89	1.6	A	496	745
	3 - Internal Link W	0.28	4.25	0.4	A	274	411
2 - Club/School	1 - A3102 Lowbourne (SW)	0.37	6.32	0.6	A	276	414
	2 - School/Club Access	0.09	4.24	0.1	A	73	110
	3 - Internal Link E	0.56	6.79	1.2	A	550	825

Main Results for each time segment

07:45 - 08:00

Junction	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)	Unsign level serv
1 - Forest Road	1 - Forest Rd (N)	87	22	195	776	0.112	86	46	0.0	0.1	5.214	A
	2 - A3102 Sandridge Common (E)	407	102	61	978	0.417	404	219	0.0	0.7	6.252	A
	3 - Internal Link W	224	56	17	1181	0.190	223	449	0.0	0.2	3.755	A
2 - Club/School	1 - A3102 Lowbourne (SW)	227	57	43	913	0.248	225	434	0.0	0.3	5.224	A
	2 - School/Club Access	60	15	195	990	0.061	60	74	0.0	0.1	3.871	A
	3 - Internal Link E	449	112	31	1199	0.374	446	224	0.0	0.6	4.770	A

08:00 - 08:15

Junction	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)	Unsign level serv
1 - Forest Road	1 - Forest Rd (N)	103	26	234	751	0.138	103	55	0.1	0.2	5.551	A
	2 - A3102 Sandridge Common (E)	486	122	74	970	0.501	485	264	0.7	1.0	7.409	A
	3 - Internal Link W	268	67	21	1178	0.228	268	538	0.2	0.3	3.953	A
2 - Club/School	1 - A3102 Lowbourne (SW)	271	68	52	908	0.298	270	522	0.3	0.4	5.641	A
	2 - School/Club Access	72	18	233	968	0.074	72	89	0.1	0.1	4.019	A
	3 - Internal Link E	538	135	37	1195	0.450	537	268	0.6	0.8	5.466	A

08:15 - 08:30

Junction	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)	Unsign level serv
1 - Forest Road	1 - Forest Rd (N)	127	32	286	719	0.176	126	67	0.2	0.2	6.075	A
	2 - A3102 Sandridge Common (E)	596	149	90	959	0.621	593	323	1.0	1.6	9.760	A
	3 - Internal Link W	329	82	25	1176	0.279	328	658	0.3	0.4	4.245	A
2 - Club/School	1 - A3102 Lowbourne (SW)	331	83	63	901	0.368	331	638	0.4	0.6	6.305	A
	2 - School/Club Access	88	22	286	938	0.094	88	109	0.1	0.1	4.237	A
	3 - Internal Link E	658	165	45	1190	0.553	657	329	0.8	1.2	6.726	A

08:30 - 08:45

Junction	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)	Unsign level serv
1 - Forest Road	1 - Forest Rd (N)	127	32	287	718	0.176	127	67	0.2	0.2	6.083	A
	2 - A3102 Sandridge Common (E)	596	149	90	959	0.621	596	324	1.6	1.6	9.889	A
	3 - Internal Link W	329	82	25	1176	0.280	329	661	0.4	0.4	4.252	A
2 - Club/School	1 - A3102 Lowbourne (SW)	331	83	64	901	0.368	331	642	0.6	0.6	6.320	A
	2 - School/Club Access	88	22	286	937	0.094	88	109	0.1	0.1	4.238	A
	3 - Internal Link E	661	165	45	1190	0.555	660	329	1.2	1.2	6.794	A

08:45 - 09:00

Junction	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)	Unsign level serv
1 - Forest Road	1 - Forest Rd (N)	103	26	235	751	0.138	104	55	0.2	0.2	5.566	A
	2 - A3102 Sandridge Common (E)	486	122	74	970	0.502	489	265	1.6	1.0	7.522	A
	3 - Internal Link W	269	67	21	1178	0.229	270	542	0.4	0.3	3.964	A
2 - Club/School	1 - A3102 Lowbourne (SW)	271	68	53	908	0.298	271	528	0.6	0.4	5.663	A
	2 - School/Club Access	72	18	234	967	0.074	72	89	0.1	0.1	4.023	A
	3 - Internal Link E	542	135	37	1195	0.453	543	269	1.2	0.8	5.537	A

09:00 - 09:15

Junction	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)	Unsign level serv
1 - Forest Road	1 - Forest Rd (N)	87	22	197	775	0.112	87	46	0.2	0.1	5.236	A
	2 - A3102 Sandridge Common (E)	407	102	62	977	0.417	408	222	1.0	0.7	6.341	A
	3 - Internal Link W	225	56	17	1180	0.191	226	453	0.3	0.2	3.773	A
2 - Club/School	1 - A3102 Lowbourne (SW)	227	57	44	913	0.248	227	441	0.4	0.3	5.252	A
	2 - School/Club Access	60	15	196	989	0.061	60	75	0.1	0.1	3.876	A
	3 - Internal Link E	453	113	31	1199	0.378	454	225	0.8	0.6	4.840	A

D2 - 2031 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Forest Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 91% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	2 - Club/School	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 3 have 96% 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	Forest Road	Mini-roundabout		1, 2, 3	6.44	A
2	Club/School	Mini-roundabout		1, 2, 3	8.21	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.32	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031	Base	PM	ONE HOUR	16:30	18:00	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Forest Road	3 - Internal Link W	2	3	Queue limited	Normal	0	100.00	4.00
2 - Club/School	3 - Internal Link E	1	3	Queue limited	Normal	0	100.00	4.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Forest Road	1 - Forest Rd (N)		ONE HOUR	✓	87	100.000
	2 - A3102 Sandridge Common (E)		ONE HOUR	✓	372	100.000
	3 - Internal Link W	✓				
2 - Club/School	1 - A3102 Lowbourne (SW)		ONE HOUR	✓	565	100.000
	2 - School/Club Access		ONE HOUR	✓	35	100.000
	3 - Internal Link E	✓				

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Forest Rd (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
1 - Forest Road	From			
	1 - Forest Rd (N)	0	18	69
	2 - A3102 Sandridge Common (E)	33	0	339
	3 - Internal Link W	96	469	0

Demand (Veh/hr)

2 - Club/School

	To			
		1 - A3102 Lowbourn (SW)	2 - School/Club Access	3 - Internal Link E
From	1 - A3102 Lowbourn (SW)	0	17	548
	2 - School/Club Access	18	0	17
	3 - Internal Link E	396	11	0

Vehicle Mix

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

Heavy Vehicle %

1 - Forest Road

	To			
		1 - Forest Rd (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
From	1 - Forest Rd (N)	0	0	0
	2 - A3102 Sandridge Common (E)	0	0	2
	3 - Internal Link W	2	0.22	0

Heavy Vehicle %

2 - Club/School

	To			
		1 - A3102 Lowbourn (SW)	2 - School/Club Access	3 - Internal Link E
From	1 - A3102 Lowbourn (SW)	0	0	0.57
	2 - School/Club Access	0	0	0
	3 - Internal Link E	1	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Forest Road	1 - Forest Rd (N)	0.16	7.37	0.2	A	80	120
	2 - A3102 Sandridge Common (E)	0.42	6.48	0.7	A	341	512
	3 - Internal Link W	0.52	6.27	1.1	A	518	777
2 - Club/School	1 - A3102 Lowbourn (SW)	0.65	10.89	1.9	B	518	778
	2 - School/Club Access	0.05	4.96	0.1	A	32	48
	3 - Internal Link E	0.37	4.79	0.6	A	374	561

Main Results for each time segment

16:30 - 16:45

Junction	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)	Unsign level serv
1 - Forest Road	1 - Forest Rd (N)	65	16	349	688	0.095	65	96	0.0	0.1	5.772	A
	2 - A3102 Sandridge Common (E)	280	70	52	980	0.286	278	362	0.0	0.4	5.120	A
	3 - Internal Link W	422	106	25	1203	0.351	420	305	0.0	0.5	4.586	A
2 - Club/School	1 - A3102 Lowbourne (SW)	425	106	8	955	0.446	422	309	0.0	0.8	6.725	A
	2 - School/Club Access	26	7	409	873	0.030	26	21	0.0	0.0	4.252	A
	3 - Internal Link E	305	76	13	1204	0.254	304	422	0.0	0.3	3.993	A

16:45 - 17:00

Junction	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)	Unsign level serv
1 - Forest Road	1 - Forest Rd (N)	78	20	420	644	0.121	78	116	0.1	0.1	6.360	A
	2 - A3102 Sandridge Common (E)	334	84	62	974	0.344	334	436	0.4	0.5	5.628	A
	3 - Internal Link W	507	127	30	1200	0.422	506	366	0.5	0.7	5.179	A
2 - Club/School	1 - A3102 Lowbourne (SW)	508	127	10	954	0.533	507	372	0.8	1.1	8.031	A
	2 - School/Club Access	31	8	491	827	0.038	31	25	0.0	0.0	4.523	A
	3 - Internal Link E	366	92	16	1203	0.305	366	507	0.3	0.4	4.300	A

17:00 - 17:15

Junction	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)	Unsign level serv
1 - Forest Road	1 - Forest Rd (N)	96	24	513	586	0.163	96	141	0.1	0.2	7.337	
	2 - A3102 Sandridge Common (E)	410	102	76	965	0.424	409	533	0.5	0.7	6.463	
	3 - Internal Link W	619	155	36	1196	0.518	618	448	0.7	1.1	6.205	
2 - Club/School	1 - A3102 Lowbourne (SW)	622	156	12	952	0.653	619	455	1.1	1.8	10.719	
	2 - School/Club Access	39	10	601	766	0.050	38	31	0.0	0.1	4.946	
	3 - Internal Link E	448	112	20	1201	0.373	448	619	0.4	0.6	4.777	

17:15 - 17:30

Junction	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)	Unsign level serv
1 - Forest Road	1 - Forest Rd (N)	96	24	516	584	0.164	96	142	0.2	0.2	7.373	
	2 - A3102 Sandridge Common (E)	410	102	76	965	0.425	410	536	0.7	0.7	6.482	
	3 - Internal Link W	622	155	36	1196	0.520	622	449	1.1	1.1	6.267	
2 - Club/School	1 - A3102 Lowbourne (SW)	622	156	12	952	0.653	622	457	1.8	1.9	10.892	
	2 - School/Club Access	39	10	603	765	0.050	39	31	0.1	0.1	4.956	
	3 - Internal Link E	449	112	20	1200	0.374	449	622	0.6	0.6	4.791	

17:30 - 17:45

Junction	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)	Unsign level serv
1 - Forest Road	1 - Forest Rd (N)	78	20	425	641	0.122	78	117	0.2	0.1	6.403	A
	2 - A3102 Sandridge Common (E)	334	84	62	973	0.344	335	441	0.7	0.5	5.647	A
	3 - Internal Link W	511	128	30	1200	0.425	512	368	1.1	0.7	5.242	A
2 - Club/School	1 - A3102 Lowbourne (SW)	508	127	10	953	0.533	511	375	1.9	1.2	8.180	A
	2 - School/Club Access	31	8	495	825	0.038	32	25	0.1	0.0	4.537	A
	3 - Internal Link E	368	92	16	1203	0.306	368	511	0.6	0.4	4.317	A

17:45 - 18:00

Junction	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)	Unsign level serv
1 - Forest Road	1 - Forest Rd (N)	65	16	355	684	0.096	66	98	0.1	0.1	5.820	A
	2 - A3102 Sandridge Common (E)	280	70	52	980	0.286	281	368	0.5	0.4	5.154	A
	3 - Internal Link W	427	107	25	1203	0.355	427	308	0.7	0.6	4.646	A
2 - Club/School	1 - A3102 Lowbourne (SW)	425	106	8	954	0.446	427	313	1.2	0.8	6.838	A
	2 - School/Club Access	26	7	414	870	0.030	26	21	0.0	0.0	4.265	A
	3 - Internal Link E	308	77	14	1204	0.256	308	427	0.4	0.3	4.018	A

D3 - 2031 | Base + CD | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Forest Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	2 - Club/School	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 3 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	Forest Road	Mini-roundabout		1, 2, 3	13.49	B
2	Club/School	Mini-roundabout		1, 2, 3	9.40	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.43	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Base + CD	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Forest Road	3 - Internal Link W	2	3	Queue limited	Normal	0	100.00	4.00
2 - Club/School	3 - Internal Link E	1	3	Queue limited	Normal	0	100.00	4.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Forest Road	1 - Forest Rd (N)		ONE HOUR	✓	115	100.000
	2 - A3102 Sandridge Common (E)		ONE HOUR	✓	710	100.000
	3 - Internal Link W	✓				
2 - Club/School	1 - A3102 Lowbourn (SW)		ONE HOUR	✓	444	100.000
	2 - School/Club Access		ONE HOUR	✓	80	100.000
	3 - Internal Link E	✓				

Origin-Destination Data

Demand (Veh/hr)

1 - Forest Road

From	To		
	1 - Forest Rd (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
1 - Forest Rd (N)	0	33	82
2 - A3102 Sandridge Common (E)	23	0	687
3 - Internal Link W	38	404	0

Demand (Veh/hr)

2 - Club/School

	To			
		1 - A3102 Lowbourne (SW)	2 - School/Club Access	3 - Internal Link E
From	1 - A3102 Lowbourne (SW)	0	41	403
	2 - School/Club Access	41	0	39
	3 - Internal Link E	711	58	0

Vehicle Mix

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

Heavy Vehicle %

1 - Forest Road

	To			
		1 - Forest Rd (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
From	1 - Forest Rd (N)	0	0	1
	2 - A3102 Sandridge Common (E)	5	0	0.63
	3 - Internal Link W	14	0.79	0

Heavy Vehicle %

2 - Club/School

	To			
		1 - A3102 Lowbourne (SW)	2 - School/Club Access	3 - Internal Link E
From	1 - A3102 Lowbourne (SW)	0	0	2
	2 - School/Club Access	0	0	0
	3 - Internal Link E	0.76	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Forest Road	1 - Forest Rd (N)	0.20	7.28	0.3	A	106	158
	2 - A3102 Sandridge Common (E)	0.81	19.75	4.1	C	652	977
	3 - Internal Link W	0.41	5.15	0.7	A	405	608
2 - Club/School	1 - A3102 Lowbourne (SW)	0.54	8.57	1.2	A	407	611
	2 - School/Club Access	0.10	4.72	0.1	A	73	110
	3 - Internal Link E	0.71	10.37	2.4	B	705	1057

Main Results for each time segment

07:45 - 08:00

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	87	22	301	711	0.122	86	45	0.0	0.1	5.758	A
	2 - A3102 Sandridge Common (E)	535	134	61	980	0.546	530	325	0.0	1.2	7.922	A
	3 - Internal Link W	331	83	17	1191	0.278	329	574	0.0	0.4	4.169	A
2 - Club/School	1 - A3102 Lowbourne (SW)	334	84	43	921	0.363	332	558	0.0	0.6	6.090	A
	2 - School/Club Access	60	15	301	931	0.065	60	74	0.0	0.1	4.134	A
	3 - Internal Link E	574	143	31	1201	0.478	570	331	0.0	0.9	5.680	A

08:00 - 08:15

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	103	26	362	673	0.154	103	55	0.1	0.2	6.321	
	2 - A3102 Sandridge Common (E)	638	160	74	972	0.657	636	392	1.2	1.9	10.615	
	3 - Internal Link W	397	99	21	1189	0.334	396	689	0.4	0.5	4.538	
2 - Club/School	1 - A3102 Lowbourne (SW)	399	100	52	916	0.436	398	672	0.6	0.8	6.947	
	2 - School/Club Access	72	18	362	896	0.080	72	89	0.1	0.1	4.365	
	3 - Internal Link E	689	172	37	1197	0.575	687	397	0.9	1.3	7.031	

08:15 - 08:30

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	127	32	443	622	0.203	126	67	0.2	0.3	7.250	
	2 - A3102 Sandridge Common (E)	782	195	90	961	0.813	773	479	1.9	3.9	18.353	
	3 - Internal Link W	485	121	25	1186	0.409	485	838	0.5	0.7	5.126	
2 - Club/School	1 - A3102 Lowbourne (SW)	489	122	63	909	0.538	487	817	0.8	1.1	8.506	
	2 - School/Club Access	88	22	442	851	0.104	88	108	0.1	0.1	4.720	
	3 - Internal Link E	838	210	45	1192	0.703	835	485	1.3	2.3	9.960	

08:30 - 08:45

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	127	32	445	621	0.204	127	67	0.3	0.3	7.277	
	2 - A3102 Sandridge Common (E)	782	195	90	961	0.813	781	481	3.9	4.1	19.746	
	3 - Internal Link W	487	122	25	1186	0.410	487	846	0.7	0.7	5.147	
2 - Club/School	1 - A3102 Lowbourne (SW)	489	122	64	908	0.538	489	827	1.1	1.2	8.575	
	2 - School/Club Access	88	22	444	850	0.104	88	109	0.1	0.1	4.724	
	3 - Internal Link E	846	211	45	1192	0.710	846	487	2.3	2.4	10.365	

08:45 - 09:00

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	103	26	365	671	0.154	104	55	0.3	0.2	6.353	
	2 - A3102 Sandridge Common (E)	638	160	74	972	0.657	647	395	4.1	2.0	11.356	
	3 - Internal Link W	399	100	21	1189	0.336	400	700	0.7	0.5	4.567	
2 - Club/School	1 - A3102 Lowbourne (SW)	399	100	53	915	0.436	401	687	1.2	0.8	7.019	
	2 - School/Club Access	72	18	364	895	0.080	72	90	0.1	0.1	4.373	
	3 - Internal Link E	700	175	37	1197	0.585	704	399	2.4	1.4	7.352	

09:00 - 09:15

Junction	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)	Unsign level serv
1 - Forest Road	1 - Forest Rd (N)	87	22	305	708	0.122	87	46	0.2	0.1	5.799	A
	2 - A3102 Sandridge Common (E)	535	134	62	979	0.546	538	330	2.0	1.2	8.203	A
	3 - Internal Link W	334	83	17	1191	0.280	334	582	0.5	0.4	4.204	A
2 - Club/School	1 - A3102 Lowbourne (SW)	334	84	44	920	0.363	335	571	0.8	0.6	6.162	A
	2 - School/Club Access	60	15	304	929	0.065	60	75	0.1	0.1	4.144	A
	3 - Internal Link E	582	145	31	1201	0.485	584	334	1.4	1.0	5.856	A

D4 - 2031 | Base + CD | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Forest Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 92% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	2 - Club/School	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 3 have 97% 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	Forest Road	Mini-roundabout		1, 2, 3	7.94	A
2	Club/School	Mini-roundabout		1, 2, 3	11.66	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		9.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Base + CD	PM	ONE HOUR	16:30	18:00	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Forest Road	3 - Internal Link W	2	3	Queue limited	Normal	0	100.00	4.00
2 - Club/School	3 - Internal Link E	1	3	Queue limited	Normal	0	100.00	4.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Forest Road	1 - Forest Rd (N)		ONE HOUR	✓	87	100.000
	2 - A3102 Sandridge Common (E)		ONE HOUR	✓	469	100.000
	3 - Internal Link W	✓				
2 - Club/School	1 - A3102 Lowbourn (SW)		ONE HOUR	✓	670	100.000
	2 - School/Club Access		ONE HOUR	✓	35	100.000
	3 - Internal Link E	✓				

Origin-Destination Data

Demand (Veh/hr)

1 - Forest Road

From	To			
		1 - Forest Rd (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
1 - Forest Rd (N)		0	18	69
2 - A3102 Sandridge Common (E)		33	0	436
3 - Internal Link W		96	574	0

Demand (Veh/hr)

2 - Club/School

	To			
		1 - A3102 Lowbourne (SW)	2 - School/Club Access	3 - Internal Link E
From	1 - A3102 Lowbourne (SW)	0	17	653
	2 - School/Club Access	18	0	17
	3 - Internal Link E	494	11	0

Vehicle Mix

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

Heavy Vehicle %

1 - Forest Road

	To			
		1 - Forest Rd (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
From	1 - Forest Rd (N)	0	0	0
	2 - A3102 Sandridge Common (E)	0	0	1
	3 - Internal Link W	2	0.19	0

Heavy Vehicle %

2 - Club/School

	To			
		1 - A3102 Lowbourne (SW)	2 - School/Club Access	3 - Internal Link E
From	1 - A3102 Lowbourne (SW)	0	0	0.50
	2 - School/Club Access	0	0	0
	3 - Internal Link E	1	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Forest Road	1 - Forest Rd (N)	0.19	8.64	0.2	A	80	120
	2 - A3102 Sandridge Common (E)	0.53	7.98	1.1	A	430	646
	3 - Internal Link W	0.62	7.82	1.6	A	614	921
2 - Club/School	1 - A3102 Lowbourne (SW)	0.77	16.61	3.3	C	615	922
	2 - School/Club Access	0.05	5.43	0.1	A	32	48
	3 - Internal Link E	0.46	5.56	0.9	A	463	694

Main Results for each time segment

16:30 - 16:45

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	65	16	426	640	0.102	65	96	0.0	0.1	6.259	A
	2 - A3102 Sandridge Common (E)	353	88	52	983	0.359	351	440	0.0	0.6	5.680	A
	3 - Internal Link W	500	125	25	1204	0.415	497	378	0.0	0.7	5.073	A
2 - Club/School	1 - A3102 Lowbourne (SW)	504	126	8	955	0.528	500	381	0.0	1.1	7.835	A
	2 - School/Club Access	26	7	487	830	0.032	26	21	0.0	0.0	4.481	A
	3 - Internal Link E	378	94	13	1207	0.313	376	500	0.0	0.5	4.322	A

16:45 - 17:00

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	78	20	513	586	0.133	78	115	0.1	0.2	7.086	
	2 - A3102 Sandridge Common (E)	422	105	62	976	0.432	421	529	0.6	0.8	6.473	
	3 - Internal Link W	600	150	30	1201	0.500	599	453	0.7	1.0	5.968	
2 - Club/School	1 - A3102 Lowbourne (SW)	602	151	10	954	0.631	600	459	1.1	1.7	10.098	
	2 - School/Club Access	31	8	585	775	0.041	31	25	0.0	0.0	4.839	
	3 - Internal Link E	453	113	16	1205	0.376	453	600	0.5	0.6	4.775	

17:00 - 17:15

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	96	24	625	516	0.186	95	141	0.2	0.2	8.548	
	2 - A3102 Sandridge Common (E)	516	129	76	968	0.534	515	645	0.8	1.1	7.926	
	3 - Internal Link W	732	183	36	1197	0.611	730	554	1.0	1.5	7.660	
2 - Club/School	1 - A3102 Lowbourne (SW)	738	184	12	953	0.774	732	561	1.7	3.2	15.831	
	2 - School/Club Access	39	10	713	704	0.055	38	31	0.0	0.1	5.409	
	3 - Internal Link E	554	139	20	1203	0.461	553	732	0.6	0.8	5.533	

17:15 - 17:30

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	96	24	632	512	0.187	96	142	0.2	0.2	8.643	
	2 - A3102 Sandridge Common (E)	516	129	76	967	0.534	516	651	1.1	1.1	7.980	
	3 - Internal Link W	737	184	36	1197	0.616	737	556	1.5	1.6	7.820	
2 - Club/School	1 - A3102 Lowbourne (SW)	738	184	12	953	0.774	737	564	3.2	3.3	16.606	
	2 - School/Club Access	39	10	719	701	0.055	39	31	0.1	0.1	5.435	
	3 - Internal Link E	556	139	20	1203	0.462	556	737	0.8	0.9	5.562	

17:30 - 17:45

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	78	20	523	580	0.135	78	117	0.2	0.2	7.184	
	2 - A3102 Sandridge Common (E)	422	105	62	976	0.432	423	539	1.1	0.8	6.528	
	3 - Internal Link W	608	152	30	1201	0.507	611	456	1.6	1.0	6.117	
2 - Club/School	1 - A3102 Lowbourne (SW)	602	151	10	954	0.631	608	463	3.3	1.8	10.591	
	2 - School/Club Access	31	8	593	771	0.041	32	25	0.1	0.0	4.871	
	3 - Internal Link E	456	114	16	1205	0.378	457	608	0.9	0.6	4.813	

17:45 - 18:00

Junction	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)	Unsign level serv
1 - Forest Road	1 - Forest Rd (N)	65	16	435	634	0.103	66	98	0.2	0.1	6.333	A
	2 - A3102 Sandridge Common (E)	353	88	52	982	0.359	354	449	0.8	0.6	5.738	A
	3 - Internal Link W	507	127	25	1204	0.421	508	381	1.0	0.7	5.184	A
2 - Club/School	1 - A3102 Lowbourne (SW)	504	126	8	955	0.528	507	387	1.8	1.1	8.077	A
	2 - School/Club Access	26	7	494	826	0.032	26	21	0.0	0.0	4.502	A
	3 - Internal Link E	381	95	14	1207	0.316	382	507	0.6	0.5	4.366	A

D5 - 2031 | Base + CD + D | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Forest Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 91% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	2 - Club/School	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 3 have 94% 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	Forest Road	Mini-roundabout		1, 2, 3	17.33	C
2	Club/School	Mini-roundabout		1, 2, 3	10.52	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		13.89	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031	Base + CD + D	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Forest Road	3 - Internal Link W	2	3	Queue limited	Normal	0	100.00	4.00
2 - Club/School	3 - Internal Link E	1	3	Queue limited	Normal	0	100.00	4.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Forest Road	1 - Forest Rd (N)		ONE HOUR	✓	115	100.000
	2 - A3102 Sandridge Common (E)		ONE HOUR	✓	754	100.000
	3 - Internal Link W	✓				
2 - Club/School	1 - A3102 Lowbourne (SW)		ONE HOUR	✓	462	100.000
	2 - School/Club Access		ONE HOUR	✓	80	100.000
	3 - Internal Link E	✓				

Origin-Destination Data

Demand (Veh/hr)

1 - Forest Road	From	To		
		1 - Forest Rd (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
		1 - Forest Rd (N)	0	33
		2 - A3102 Sandridge Common (E)	23	0
		3 - Internal Link W	38	422

Demand (Veh/hr)

2 - Club/School

	To			
		1 - A3102 Lowbourne (SW)	2 - School/Club Access	3 - Internal Link E
From	1 - A3102 Lowbourne (SW)	0	41	421
	2 - School/Club Access	41	0	39
	3 - Internal Link E	755	58	0

Vehicle Mix

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

Heavy Vehicle %

1 - Forest Road

	To			
		1 - Forest Rd (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
From	1 - Forest Rd (N)	0	0	1
	2 - A3102 Sandridge Common (E)	5	0	0.59
	3 - Internal Link W	14	0.76	0

Heavy Vehicle %

2 - Club/School

	To			
		1 - A3102 Lowbourne (SW)	2 - School/Club Access	3 - Internal Link E
From	1 - A3102 Lowbourne (SW)	0	0	2
	2 - School/Club Access	0	0	0
	3 - Internal Link E	0.72	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Forest Road	1 - Forest Rd (N)	0.21	7.46	0.3	A	106	158
	2 - A3102 Sandridge Common (E)	0.86	26.26	5.7	D	692	1038
	3 - Internal Link W	0.43	5.29	0.7	A	422	633
2 - Club/School	1 - A3102 Lowbourne (SW)	0.56	8.98	1.3	A	424	636
	2 - School/Club Access	0.10	4.79	0.1	A	73	110
	3 - Internal Link E	0.75	11.96	2.9	B	745	1118

Main Results for each time segment

07:45 - 08:00

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	87	22	314	702	0.123	86	45	0.0	0.1	5.835	A
	2 - A3102 Sandridge Common (E)	568	142	61	980	0.579	562	339	0.0	1.3	8.511	A
	3 - Internal Link W	344	86	17	1192	0.289	342	606	0.0	0.4	4.231	A
2 - Club/School	1 - A3102 Lowbourne (SW)	348	87	43	922	0.377	345	590	0.0	0.6	6.224	A
	2 - School/Club Access	60	15	315	923	0.065	60	74	0.0	0.1	4.170	A
	3 - Internal Link E	606	152	31	1201	0.505	602	344	0.0	1.0	5.973	A

08:00 - 08:15

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	103	26	378	663	0.156	103	55	0.1	0.2	6.433	
	2 - A3102 Sandridge Common (E)	678	169	74	972	0.697	674	408	1.3	2.2	11.938	
	3 - Internal Link W	413	103	21	1190	0.347	412	727	0.4	0.5	4.627	
2 - Club/School	1 - A3102 Lowbourne (SW)	415	104	52	916	0.453	414	710	0.6	0.8	7.159	
	2 - School/Club Access	72	18	378	888	0.081	72	89	0.1	0.1	4.413	
	3 - Internal Link E	727	182	37	1198	0.607	725	413	1.0	1.5	7.589	

08:15 - 08:30

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	127	32	462	610	0.207	126	67	0.2	0.3	7.431	
	2 - A3102 Sandridge Common (E)	830	208	90	962	0.863	818	499	2.2	5.3	23.146	
	3 - Internal Link W	505	126	25	1187	0.425	504	883	0.5	0.7	5.264	
2 - Club/School	1 - A3102 Lowbourne (SW)	509	127	63	910	0.559	507	860	0.8	1.2	8.898	
	2 - School/Club Access	88	22	462	840	0.105	88	108	0.1	0.1	4.788	
	3 - Internal Link E	883	221	45	1193	0.740	878	505	1.5	2.7	11.272	

08:30 - 08:45

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	127	32	465	609	0.208	127	67	0.3	0.3	7.461	
	2 - A3102 Sandridge Common (E)	830	208	90	962	0.863	829	501	5.3	5.7	26.257	
	3 - Internal Link W	506	127	25	1187	0.427	506	894	0.7	0.7	5.290	
2 - Club/School	1 - A3102 Lowbourne (SW)	509	127	64	909	0.559	509	874	1.2	1.3	8.984	
	2 - School/Club Access	88	22	463	839	0.105	88	109	0.1	0.1	4.793	
	3 - Internal Link E	894	223	45	1193	0.749	893	506	2.7	2.9	11.963	

08:45 - 09:00

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	103	26	382	661	0.157	104	55	0.3	0.2	6.466	
	2 - A3102 Sandridge Common (E)	678	169	74	972	0.697	691	411	5.7	2.4	13.366	
	3 - Internal Link W	415	104	21	1189	0.349	416	744	0.7	0.5	4.660	
2 - Club/School	1 - A3102 Lowbourne (SW)	415	104	53	915	0.454	417	732	1.3	0.8	7.246	
	2 - School/Club Access	72	18	380	886	0.081	72	90	0.1	0.1	4.423	
	3 - Internal Link E	744	186	37	1197	0.621	749	415	2.9	1.7	8.109	

09:00 - 09:15

Junction	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)	Unsign level serv
1 - Forest Road	1 - Forest Rd (N)	87	22	319	699	0.124	87	46	0.2	0.1	5.877	A
	2 - A3102 Sandridge Common (E)	568	142	62	980	0.579	572	344	2.4	1.4	8.904	A
	3 - Internal Link W	347	87	17	1192	0.291	348	616	0.5	0.4	4.269	A
2 - Club/School	1 - A3102 Lowbourne (SW)	348	87	44	921	0.378	349	605	0.8	0.6	6.301	A
	2 - School/Club Access	60	15	318	921	0.065	60	75	0.1	0.1	4.180	A
	3 - Internal Link E	616	154	31	1201	0.513	618	347	1.7	1.1	6.203	A

D6 - 2031 | Base + CD + D | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Forest Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 93% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	2 - Club/School	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 3 have 97% 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	Forest Road	Mini-roundabout		1, 2, 3	8.62	A
2	Club/School	Mini-roundabout		1, 2, 3	14.13	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.36	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	Base + CD + D	PM	ONE HOUR	16:30	18:00	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Forest Road	3 - Internal Link W	2	3	Queue limited	Normal	0	100.00	4.00
2 - Club/School	3 - Internal Link E	1	3	Queue limited	Normal	0	100.00	4.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Forest Road	1 - Forest Rd (N)		ONE HOUR	✓	87	100.000
	2 - A3102 Sandridge Common (E)		ONE HOUR	✓	493	100.000
	3 - Internal Link W	✓				
2 - Club/School	1 - A3102 Lowbourn (SW)		ONE HOUR	✓	711	100.000
	2 - School/Club Access		ONE HOUR	✓	35	100.000
	3 - Internal Link E	✓				

Origin-Destination Data

Demand (Veh/hr)

1 - Forest Road

From	To			
		1 - Forest Rd (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
1 - Forest Road	1 - Forest Rd (N)	0	18	69
	2 - A3102 Sandridge Common (E)	33	0	460
	3 - Internal Link W	96	615	0

Demand (Veh/hr)

2 - Club/School

	To			
		1 - A3102 Lowbourn (SW)	2 - School/Club Access	3 - Internal Link E
From	1 - A3102 Lowbourn (SW)	0	17	694
	2 - School/Club Access	18	0	17
	3 - Internal Link E	517	11	0

Vehicle Mix

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

Heavy Vehicle %

1 - Forest Road

	To			
		1 - Forest Rd (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
From	1 - Forest Rd (N)	0	0	0
	2 - A3102 Sandridge Common (E)	0	0	1
	3 - Internal Link W	2	0.18	0

Heavy Vehicle %

2 - Club/School

	To			
		1 - A3102 Lowbourn (SW)	2 - School/Club Access	3 - Internal Link E
From	1 - A3102 Lowbourn (SW)	0	0	0.47
	2 - School/Club Access	0	0	0
	3 - Internal Link E	1	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Forest Road	1 - Forest Rd (N)	0.20	9.26	0.2	A	80	120
	2 - A3102 Sandridge Common (E)	0.56	8.46	1.3	A	452	679
	3 - Internal Link W	0.65	8.65	1.8	A	652	977
2 - Club/School	1 - A3102 Lowbourn (SW)	0.82	20.78	4.3	C	652	979
	2 - School/Club Access	0.06	5.65	0.1	A	32	48
	3 - Internal Link E	0.48	5.79	0.9	A	485	727

Main Results for each time segment

16:30 - 16:45

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	65	16	456	622	0.105	65	96	0.0	0.1	6.463	A
	2 - A3102 Sandridge Common (E)	371	93	52	983	0.378	369	470	0.0	0.6	5.838	A
	3 - Internal Link W	530	133	25	1204	0.440	527	396	0.0	0.8	5.292	A
2 - Club/School	1 - A3102 Lowbourne (SW)	535	134	8	955	0.560	530	399	0.0	1.2	8.372	A
	2 - School/Club Access	26	7	518	813	0.032	26	21	0.0	0.0	4.576	A
	3 - Internal Link E	396	99	13	1208	0.328	394	530	0.0	0.5	4.413	A

16:45 - 17:00

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	78	20	549	563	0.139	78	115	0.1	0.2	7.414	
	2 - A3102 Sandridge Common (E)	443	111	62	977	0.454	442	566	0.6	0.8	6.726	
	3 - Internal Link W	636	159	30	1202	0.530	635	475	0.8	1.1	6.340	
2 - Club/School	1 - A3102 Lowbourne (SW)	639	160	10	954	0.670	636	480	1.2	2.0	11.212	
	2 - School/Club Access	31	8	621	755	0.042	31	25	0.0	0.0	4.973	
	3 - Internal Link E	475	119	16	1206	0.394	474	636	0.5	0.6	4.914	

17:00 - 17:15

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	96	24	668	490	0.196	95	140	0.2	0.2	9.119	
	2 - A3102 Sandridge Common (E)	543	136	76	968	0.561	541	687	0.8	1.3	8.397	
	3 - Internal Link W	774	194	36	1198	0.647	772	581	1.1	1.8	8.397	
2 - Club/School	1 - A3102 Lowbourne (SW)	783	196	12	953	0.821	774	587	2.0	4.1	19.216	
	2 - School/Club Access	39	10	756	680	0.057	38	31	0.0	0.1	5.608	
	3 - Internal Link E	581	145	20	1204	0.482	579	774	0.6	0.9	5.756	

17:15 - 17:30

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	96	24	676	484	0.198	96	142	0.2	0.2	9.261	
	2 - A3102 Sandridge Common (E)	543	136	76	968	0.561	543	696	1.3	1.3	8.465	
	3 - Internal Link W	782	196	36	1198	0.653	782	582	1.8	1.8	8.649	
2 - Club/School	1 - A3102 Lowbourne (SW)	783	196	12	953	0.821	782	590	4.1	4.3	20.777	
	2 - School/Club Access	39	10	763	676	0.057	39	31	0.1	0.1	5.646	
	3 - Internal Link E	582	146	20	1204	0.484	582	782	0.9	0.9	5.793	

17:30 - 17:45

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	78	20	563	555	0.141	79	118	0.2	0.2	7.557	
	2 - A3102 Sandridge Common (E)	443	111	62	976	0.454	445	579	1.3	0.8	6.793	
	3 - Internal Link W	648	162	30	1201	0.539	651	477	1.8	1.2	6.569	
2 - Club/School	1 - A3102 Lowbourne (SW)	639	160	10	954	0.670	648	485	4.3	2.1	12.072	
	2 - School/Club Access	31	8	633	749	0.042	32	25	0.1	0.0	5.020	
	3 - Internal Link E	477	119	16	1206	0.396	478	648	0.9	0.7	4.957	

17:45 - 18:00

Junction	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)	Unsign level serv
1 - Forest Road	1 - Forest Rd (N)	65	16	467	615	0.107	66	98	0.2	0.1	6.560	A
	2 - A3102 Sandridge Common (E)	371	93	52	983	0.378	372	481	0.8	0.6	5.903	A
	3 - Internal Link W	538	135	25	1204	0.447	540	399	1.2	0.8	5.432	A
2 - Club/School	1 - A3102 Lowbourn (SW)	535	134	8	955	0.560	538	405	2.1	1.3	8.699	A
	2 - School/Club Access	26	7	526	808	0.033	26	21	0.0	0.0	4.603	A
	3 - Internal Link E	399	100	14	1207	0.331	400	538	0.7	0.5	4.462	A

D7 - 2031 | Base + CD + D Vision | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Forest Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 91% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	2 - Club/School	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 3 have 94% 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	Forest Road	Mini-roundabout		1, 2, 3	16.89	C
2	Club/School	Mini-roundabout		1, 2, 3	10.40	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		13.62	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031	Base + CD + D Vision	AM	ONE HOUR	07:45	09:15	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Forest Road	3 - Internal Link W	2	3	Queue limited	Normal	0	100.00	4.00
2 - Club/School	3 - Internal Link E	1	3	Queue limited	Normal	0	100.00	4.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Forest Road	1 - Forest Rd (N)		ONE HOUR	✓	115	100.000
	2 - A3102 Sandridge Common (E)		ONE HOUR	✓	750	100.000
	3 - Internal Link W	✓				
2 - Club/School	1 - A3102 Lowbourn (SW)		ONE HOUR	✓	460	100.000
	2 - School/Club Access		ONE HOUR	✓	80	100.000
	3 - Internal Link E	✓				

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Forest Rd (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
1 - Forest Road	From			
	1 - Forest Rd (N)	0	33	82
	2 - A3102 Sandridge Common (E)	23	0	727
	3 - Internal Link W	38	420	0

Demand (Veh/hr)

2 - Club/School

	To			
		1 - A3102 Lowbourne (SW)	2 - School/Club Access	3 - Internal Link E
From	1 - A3102 Lowbourne (SW)	0	41	419
	2 - School/Club Access	41	0	39
	3 - Internal Link E	751	58	0

Vehicle Mix

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

Heavy Vehicle %

1 - Forest Road

	To			
		1 - Forest Rd (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
From	1 - Forest Rd (N)	0	0	1
	2 - A3102 Sandridge Common (E)	5	0	0.59
	3 - Internal Link W	14	0.76	0

Heavy Vehicle %

2 - Club/School

	To			
		1 - A3102 Lowbourne (SW)	2 - School/Club Access	3 - Internal Link E
From	1 - A3102 Lowbourne (SW)	0	0	2
	2 - School/Club Access	0	0	0
	3 - Internal Link E	0.72	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Forest Road	1 - Forest Rd (N)	0.21	7.44	0.3	A	106	158
	2 - A3102 Sandridge Common (E)	0.86	25.51	5.5	D	688	1032
	3 - Internal Link W	0.42	5.27	0.7	A	420	630
2 - Club/School	1 - A3102 Lowbourne (SW)	0.56	8.93	1.2	A	422	633
	2 - School/Club Access	0.10	4.79	0.1	A	73	110
	3 - Internal Link E	0.75	11.80	2.8	B	741	1112

Main Results for each time segment

07:45 - 08:00

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	87	22	313	703	0.123	86	45	0.0	0.1	5.826	A
	2 - A3102 Sandridge Common (E)	565	141	61	980	0.576	559	337	0.0	1.3	8.453	A
	3 - Internal Link W	343	86	17	1192	0.287	341	604	0.0	0.4	4.223	A
2 - Club/School	1 - A3102 Lowbourne (SW)	346	87	43	922	0.376	344	587	0.0	0.6	6.208	A
	2 - School/Club Access	60	15	313	924	0.065	60	74	0.0	0.1	4.166	A
	3 - Internal Link E	603	151	31	1201	0.502	599	343	0.0	1.0	5.944	A

08:00 - 08:15

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	103	26	376	664	0.156	103	55	0.1	0.2	6.420	
	2 - A3102 Sandridge Common (E)	674	169	74	972	0.693	671	406	1.3	2.2	11.804	
	3 - Internal Link W	411	103	21	1190	0.345	410	724	0.4	0.5	4.617	
2 - Club/School	1 - A3102 Lowbourne (SW)	414	103	52	916	0.451	413	707	0.6	0.8	7.136	
	2 - School/Club Access	72	18	376	889	0.081	72	89	0.1	0.1	4.408	
	3 - Internal Link E	724	181	37	1198	0.604	722	411	1.0	1.5	7.536	

08:15 - 08:30

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	127	32	460	612	0.207	126	67	0.2	0.3	7.410	
	2 - A3102 Sandridge Common (E)	826	206	90	962	0.858	814	497	2.2	5.2	22.625	
	3 - Internal Link W	503	126	25	1187	0.424	502	879	0.5	0.7	5.248	
2 - Club/School	1 - A3102 Lowbourne (SW)	506	127	63	910	0.557	505	857	0.8	1.2	8.851	
	2 - School/Club Access	88	22	460	841	0.105	88	108	0.1	0.1	4.780	
	3 - Internal Link E	879	220	45	1193	0.737	874	503	1.5	2.7	11.136	

08:30 - 08:45

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	127	32	462	610	0.207	127	67	0.3	0.3	7.439	
	2 - A3102 Sandridge Common (E)	826	206	90	962	0.859	824	499	5.2	5.5	25.506	
	3 - Internal Link W	504	126	25	1187	0.425	504	889	0.7	0.7	5.273	
2 - Club/School	1 - A3102 Lowbourne (SW)	506	127	64	909	0.557	506	870	1.2	1.2	8.935	
	2 - School/Club Access	88	22	461	840	0.105	88	109	0.1	0.1	4.785	
	3 - Internal Link E	889	222	45	1193	0.746	889	504	2.7	2.8	11.799	

08:45 - 09:00

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	103	26	380	662	0.156	104	55	0.3	0.2	6.453	
	2 - A3102 Sandridge Common (E)	674	169	74	972	0.694	687	409	5.5	2.4	13.145	
	3 - Internal Link W	413	103	21	1189	0.348	414	740	0.7	0.5	4.649	
2 - Club/School	1 - A3102 Lowbourne (SW)	414	103	53	915	0.452	415	728	1.2	0.8	7.219	
	2 - School/Club Access	72	18	378	887	0.081	72	90	0.1	0.1	4.418	
	3 - Internal Link E	740	185	37	1197	0.618	745	413	2.8	1.7	8.029	

09:00 - 09:15

Junction	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)	Unsign level serv
1 - Forest Road	1 - Forest Rd (N)	87	22	317	700	0.124	87	46	0.2	0.1	5.870	A
	2 - A3102 Sandridge Common (E)	565	141	62	980	0.576	569	342	2.4	1.4	8.833	A
	3 - Internal Link W	346	86	17	1192	0.290	346	613	0.5	0.4	4.262	A
2 - Club/School	1 - A3102 Lowbourne (SW)	346	87	44	921	0.376	347	602	0.8	0.6	6.286	A
	2 - School/Club Access	60	15	316	922	0.065	60	75	0.1	0.1	4.178	A
	3 - Internal Link E	613	153	31	1201	0.510	615	346	1.7	1.1	6.169	A

D8 - 2031 | Base + CD + D Vision | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Forest Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 93% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	2 - Club/School	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 3 have 97% 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	Forest Road	Mini-roundabout		1, 2, 3	8.54	A
2	Club/School	Mini-roundabout		1, 2, 3	13.76	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.14	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031	Base + CD + D Vision	PM	ONE HOUR	16:30	18:00	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Forest Road	3 - Internal Link W	2	3	Queue limited	Normal	0	100.00	4.00
2 - Club/School	3 - Internal Link E	1	3	Queue limited	Normal	0	100.00	4.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Forest Road	1 - Forest Rd (N)		ONE HOUR	✓	87	100.000
	2 - A3102 Sandridge Common (E)		ONE HOUR	✓	491	100.000
	3 - Internal Link W	✓				
2 - Club/School	1 - A3102 Lowbourn (SW)		ONE HOUR	✓	706	100.000
	2 - School/Club Access		ONE HOUR	✓	35	100.000
	3 - Internal Link E	✓				

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Forest Rd (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
1 - Forest Road	From			
	1 - Forest Rd (N)	0	18	69
	2 - A3102 Sandridge Common (E)	33	0	458
	3 - Internal Link W	96	610	0

Demand (Veh/hr)

2 - Club/School

	To			
		1 - A3102 Lowbourne (SW)	2 - School/Club Access	3 - Internal Link E
From	1 - A3102 Lowbourne (SW)	0	17	689
	2 - School/Club Access	18	0	17
	3 - Internal Link E	516	11	0

Vehicle Mix

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

Heavy Vehicle %

1 - Forest Road

	To			
		1 - Forest Rd (N)	2 - A3102 Sandridge Common (E)	3 - Internal Link W
From	1 - Forest Rd (N)	0	0	0
	2 - A3102 Sandridge Common (E)	0	0	1
	3 - Internal Link W	2	0.18	0

Heavy Vehicle %

2 - Club/School

	To			
		1 - A3102 Lowbourne (SW)	2 - School/Club Access	3 - Internal Link E
From	1 - A3102 Lowbourne (SW)	0	0	0.47
	2 - School/Club Access	0	0	0
	3 - Internal Link E	1	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Forest Road	1 - Forest Rd (N)	0.20	9.18	0.2	A	80	120
	2 - A3102 Sandridge Common (E)	0.56	8.42	1.3	A	451	676
	3 - Internal Link W	0.65	8.54	1.8	A	647	971
2 - Club/School	1 - A3102 Lowbourne (SW)	0.82	20.16	4.2	C	648	972
	2 - School/Club Access	0.06	5.62	0.1	A	32	48
	3 - Internal Link E	0.48	5.77	0.9	A	483	725

Main Results for each time segment

16:30 - 16:45

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	65	16	452	624	0.105	65	96	0.0	0.1	6.436	A
	2 - A3102 Sandridge Common (E)	370	92	52	983	0.376	367	466	0.0	0.6	5.824	A
	3 - Internal Link W	527	132	25	1204	0.437	524	394	0.0	0.8	5.265	A
2 - Club/School	1 - A3102 Lowbourne (SW)	532	133	8	955	0.556	527	398	0.0	1.2	8.303	A
	2 - School/Club Access	26	7	514	815	0.032	26	21	0.0	0.0	4.564	A
	3 - Internal Link E	394	99	13	1208	0.326	392	527	0.0	0.5	4.409	A

16:45 - 17:00

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	78	20	545	566	0.138	78	115	0.1	0.2	7.373	
	2 - A3102 Sandridge Common (E)	441	110	62	977	0.452	441	561	0.6	0.8	6.703	
	3 - Internal Link W	632	158	30	1201	0.526	631	473	0.8	1.1	6.293	
2 - Club/School	1 - A3102 Lowbourne (SW)	635	159	10	954	0.665	632	478	1.2	1.9	11.063	
	2 - School/Club Access	31	8	617	758	0.042	31	25	0.0	0.0	4.956	
	3 - Internal Link E	473	118	16	1206	0.392	472	632	0.5	0.6	4.902	

17:00 - 17:15

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	96	24	662	493	0.194	95	140	0.2	0.2	9.046	
	2 - A3102 Sandridge Common (E)	541	135	76	968	0.558	539	682	0.8	1.2	8.354	
	3 - Internal Link W	769	192	36	1198	0.642	767	578	1.1	1.8	8.300	
2 - Club/School	1 - A3102 Lowbourne (SW)	777	194	12	953	0.816	769	585	1.9	4.0	18.734	
	2 - School/Club Access	39	10	751	683	0.056	38	31	0.0	0.1	5.584	
	3 - Internal Link E	578	145	20	1204	0.481	577	769	0.6	0.9	5.736	

17:15 - 17:30

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	96	24	671	488	0.196	96	142	0.2	0.2	9.181	
	2 - A3102 Sandridge Common (E)	541	135	76	968	0.559	541	691	1.2	1.3	8.421	
	3 - Internal Link W	777	194	36	1198	0.649	776	580	1.8	1.8	8.539	
2 - Club/School	1 - A3102 Lowbourne (SW)	777	194	12	953	0.816	777	588	4.0	4.2	20.160	
	2 - School/Club Access	39	10	758	679	0.057	39	31	0.1	0.1	5.619	
	3 - Internal Link E	580	145	20	1204	0.482	580	777	0.9	0.9	5.772	

17:30 - 17:45

Junction	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)	Unsig level serv
1 - Forest Road	1 - Forest Rd (N)	78	20	558	558	0.140	79	118	0.2	0.2	7.509	
	2 - A3102 Sandridge Common (E)	441	110	62	976	0.452	443	574	1.3	0.8	6.772	
	3 - Internal Link W	643	161	30	1201	0.535	646	476	1.8	1.2	6.506	
2 - Club/School	1 - A3102 Lowbourne (SW)	635	159	10	954	0.665	643	483	4.2	2.1	11.862	
	2 - School/Club Access	31	8	628	752	0.042	32	25	0.1	0.0	5.001	
	3 - Internal Link E	476	119	16	1206	0.394	477	643	0.9	0.7	4.943	

17:45 - 18:00

Junction	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)	Unsign level serv
1 - Forest Road	1 - Forest Rd (N)	65	16	463	617	0.106	66	98	0.2	0.1	6.532	A
	2 - A3102 Sandridge Common (E)	370	92	52	983	0.376	371	477	0.8	0.6	5.890	A
	3 - Internal Link W	535	134	25	1204	0.444	536	398	1.2	0.8	5.400	A
2 - Club/School	1 - A3102 Lowbourne (SW)	532	133	8	955	0.556	535	404	2.1	1.3	8.618	A
	2 - School/Club Access	26	7	522	811	0.033	26	21	0.0	0.0	4.592	A
	3 - Internal Link E	398	99	14	1207	0.329	398	535	0.7	0.5	4.452	A



Junctions 11						
ARCADY 11 - Roundabout Module						
Version: 11.1.1.2424						
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Filename: Import of Eastern Way Roundabout - Four Arm No Right Turn.j11

Path: T:\Projects\12000 Series Project Numbers\12069\TB Land at Blackmore Farm, Melksham\Tech\Junction Assessments\Arcady\2026 Assessments

Report generation date: 06/05/2026 12:44:28

»D5 - 2031 | Base + CD + D | AM

»D6 - 2031 | Base + CD + D | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2031 - Base + CD + D						
1 - Sandridge Common E	2.0	7.50	0.66	2.2	7.84	0.69
2 - Eastern Way	1.4	6.84	0.57	1.1	6.06	0.52
3 - Sandridge Common W	0.9	4.96	0.46	0.6	4.12	0.38
4 - Site Access	0.1	4.97	0.11	0.0	3.95	0.03

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

File summary

File Description

Title	
Location	
Site number	
Date	07/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\londonhotdesk
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031	Base	AM	ONE HOUR	07:45	09:15	15	
D2	2031	Base	PM	ONE HOUR	16:30	18:00	15	
D3	2031	Base + CD	AM	ONE HOUR	07:45	09:15	15	
D4	2031	Base + CD	PM	ONE HOUR	16:30	18:00	15	
D5	2031	Base + CD + D	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	Base + CD + D	PM	ONE HOUR	16:30	18:00	15	✓
D7	2031	Base + CD + D Vision	AM	ONE HOUR	07:45	09:15	15	
D8	2031	Base + CD + D Vision	PM	ONE HOUR	16:30	18:00	15	

Analysis Set Details

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

D5 - 2031 | Base + CD + D | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	6.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.54	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Sandridge Common E		
2	Eastern Way		
3	Sandridge Common W		
4	Site Access		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Sandridge Common E	3.65	7.00	7.5	21.0	41.5	13.5		
2 - Eastern Way	3.65	5.90	8.0	28.0	41.5	12.0		
3 - Sandridge Common W	3.65	6.80	12.0	33.0	41.5	15.0		
4 - Site Access	3.10	6.80	10.0	24.0	41.5	13.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Sandridge Common E	0.639	1615
2 - Eastern Way	0.637	1577
3 - Sandridge Common W	0.668	1741
4 - Site Access	0.628	1548

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031	Base + CD + D	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandridge Common E		ONE HOUR	✓	877	100.000
2 - Eastern Way		ONE HOUR	✓	652	100.000
3 - Sandridge Common W		ONE HOUR	✓	569	100.000
4 - Site Access		ONE HOUR	✓	84	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	4 - Site Access
From	1 - Sandridge Common E	24	445	403	5
	2 - Eastern Way	474	0	169	9
	3 - Sandridge Common W	391	167	1	10
	4 - Site Access	28	27	29	0

Proportions

	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
From	1 - Sandridge Common E	0.03	0.51	0.46
	2 - Eastern Way	0.73	0.00	0.26
	3 - Sandridge Common W	0.69	0.29	0.00
	4 - Site Access	0.33	0.32	0.35

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	4 - Site Access
From	1 - Sandridge Common E	0	4	1	0
	2 - Eastern Way	2	0	1	0
	3 - Sandridge Common W	1	3	0	0
	4 - Site Access	0	0	0	0

Average PCU Per Veh

	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
From	1 - Sandridge Common E	1.000	1.040	1.010
	2 - Eastern Way	1.020	1.000	1.010
	3 - Sandridge Common W	1.010	1.030	1.000
	4 - Site Access	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Sandridge Common E	660	660
	2 - Eastern Way	491	491
	3 - Sandridge Common W	428	428
	4 - Site Access	63	63
08:00-08:15	1 - Sandridge Common E	788	788
	2 - Eastern Way	586	586
	3 - Sandridge Common W	512	512
	4 - Site Access	76	76
08:15-08:30	1 - Sandridge Common E	966	966
	2 - Eastern Way	718	718
	3 - Sandridge Common W	626	626
	4 - Site Access	92	92
08:30-08:45	1 - Sandridge Common E	966	966
	2 - Eastern Way	718	718
	3 - Sandridge Common W	626	626
	4 - Site Access	92	92
08:45-09:00	1 - Sandridge Common E	788	788
	2 - Eastern Way	586	586
	3 - Sandridge Common W	512	512
	4 - Site Access	76	76
09:00-09:15	1 - Sandridge Common E	660	660
	2 - Eastern Way	491	491
	3 - Sandridge Common W	428	428
	4 - Site Access	63	63

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandridge Common E	0.66	7.50	2.0	A	805	1207
2 - Eastern Way	0.57	6.84	1.4	A	598	897
3 - Sandridge Common W	0.46	4.96	0.9	A	522	783
4 - Site Access	0.11	4.97	0.1	A	77	116

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	660	165	168	1507	0.438	657	687	0.0	0.8	4.324	A
2 - Eastern Way	491	123	346	1356	0.362	489	479	0.0	0.6	4.209	A
3 - Sandridge Common W	428	107	384	1484	0.289	427	451	0.0	0.4	3.453	A
4 - Site Access	63	16	792	1050	0.060	63	18	0.0	0.1	3.646	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	788	197	201	1486	0.531	787	823	0.8	1.1	5.266	A
2 - Eastern Way	586	147	415	1313	0.447	585	574	0.6	0.8	5.027	A
3 - Sandridge Common W	512	128	460	1434	0.357	511	540	0.4	0.6	3.959	A
4 - Site Access	76	19	949	952	0.079	75	22	0.1	0.1	4.106	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	966	241	246	1457	0.663	962	1007	1.1	2.0	7.402	A
2 - Eastern Way	718	179	507	1254	0.573	716	701	0.8	1.3	6.776	A
3 - Sandridge Common W	626	157	562	1365	0.459	625	661	0.6	0.9	4.932	A
4 - Site Access	92	23	1161	819	0.113	92	26	0.1	0.1	4.952	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	966	241	247	1457	0.663	966	1010	2.0	2.0	7.503	A
2 - Eastern Way	718	179	509	1253	0.573	718	703	1.3	1.4	6.843	A
3 - Sandridge Common W	626	157	564	1364	0.459	626	663	0.9	0.9	4.955	A
4 - Site Access	92	23	1164	817	0.113	92	26	0.1	0.1	4.966	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	788	197	202	1486	0.531	792	827	2.0	1.2	5.342	A
2 - Eastern Way	586	147	417	1311	0.447	588	576	1.4	0.8	5.078	A
3 - Sandridge Common W	512	128	462	1432	0.357	513	543	0.9	0.6	3.981	A
4 - Site Access	76	19	953	950	0.080	76	22	0.1	0.1	4.121	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	660	165	169	1507	0.438	662	692	1.2	0.8	4.373	A
2 - Eastern Way	491	123	349	1355	0.362	492	482	0.8	0.6	4.249	A
3 - Sandridge Common W	428	107	386	1483	0.289	429	454	0.6	0.4	3.473	A
4 - Site Access	63	16	797	1047	0.060	63	18	0.1	0.1	3.660	A

D6 - 2031 | Base + CD + D | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	6.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.40	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	Base + CD + D	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandridge Common E		ONE HOUR	✓	946	100.000
2 - Eastern Way		ONE HOUR	✓	583	100.000
3 - Sandridge Common W		ONE HOUR	✓	478	100.000
4 - Site Access		ONE HOUR	✓	29	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	4 - Site Access
	1 - Sandridge Common E	25	480	427	14
	2 - Eastern Way	397	1	160	25
	3 - Sandridge Common W	322	129	0	27
	4 - Site Access	6	11	12	0

Proportions

	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
From	1 - Sandridge Common E	0.03	0.51	0.45
	2 - Eastern Way	0.68	0.00	0.27
	3 - Sandridge Common W	0.67	0.27	0.00
	4 - Site Access	0.21	0.38	0.41

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	4 - Site Access
From	1 - Sandridge Common E	0	2	1	0
	2 - Eastern Way	1	0	1	0
	3 - Sandridge Common W	0	0	0	0
	4 - Site Access	0	0	0	0

Average PCU Per Veh

	To				
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	
From	1 - Sandridge Common E	1.000	1.020	1.010	
	2 - Eastern Way	1.010	1.000	1.010	
	3 - Sandridge Common W	1.000	1.000	1.000	
	4 - Site Access	1.000	1.000	1.000	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	1 - Sandridge Common E	712	712
	2 - Eastern Way	439	439
	3 - Sandridge Common W	360	360
	4 - Site Access	22	22
16:45-17:00	1 - Sandridge Common E	850	850
	2 - Eastern Way	524	524
	3 - Sandridge Common W	430	430
	4 - Site Access	26	26
17:00-17:15	1 - Sandridge Common E	1042	1042
	2 - Eastern Way	642	642
	3 - Sandridge Common W	526	526
	4 - Site Access	32	32
17:15-17:30	1 - Sandridge Common E	1042	1042
	2 - Eastern Way	642	642
	3 - Sandridge Common W	526	526
	4 - Site Access	32	32
17:30-17:45	1 - Sandridge Common E	850	850
	2 - Eastern Way	524	524
	3 - Sandridge Common W	430	430
	4 - Site Access	26	26
17:45-18:00	1 - Sandridge Common E	712	712
	2 - Eastern Way	439	439
	3 - Sandridge Common W	360	360
	4 - Site Access	22	22

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandridge Common E	0.69	7.84	2.2	A	868	1302
2 - Eastern Way	0.52	6.06	1.1	A	535	802
3 - Sandridge Common W	0.38	4.12	0.6	A	439	658
4 - Site Access	0.03	3.95	0.0	A	27	40

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	712	178	115	1541	0.462	709	562	0.0	0.9	4.371	A
2 - Eastern Way	439	110	358	1349	0.325	437	465	0.0	0.5	3.978	A
3 - Sandridge Common W	360	90	346	1509	0.238	359	449	0.0	0.3	3.126	A
4 - Site Access	22	5	655	1136	0.019	22	49	0.0	0.0	3.229	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	850	213	137	1527	0.557	849	673	0.9	1.3	5.375	A
2 - Eastern Way	524	131	429	1304	0.402	523	557	0.5	0.7	4.652	A
3 - Sandridge Common W	430	107	415	1464	0.294	429	538	0.3	0.4	3.478	A
4 - Site Access	26	7	785	1055	0.025	26	59	0.0	0.0	3.497	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	1042	260	168	1507	0.691	1038	824	1.3	2.2	7.721	A
2 - Eastern Way	642	160	524	1243	0.516	640	682	0.7	1.1	6.016	A
3 - Sandridge Common W	526	132	507	1402	0.375	526	657	0.4	0.6	4.105	A
4 - Site Access	32	8	960	945	0.034	32	73	0.0	0.0	3.943	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	1042	260	168	1507	0.691	1041	826	2.2	2.2	7.841	A
2 - Eastern Way	642	160	526	1242	0.517	642	684	1.1	1.1	6.058	A
3 - Sandridge Common W	526	132	509	1401	0.376	526	659	0.6	0.6	4.115	A
4 - Site Access	32	8	962	944	0.034	32	73	0.0	0.0	3.948	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	850	213	138	1527	0.557	854	676	2.2	1.3	5.464	A
2 - Eastern Way	524	131	432	1302	0.403	526	560	1.1	0.7	4.690	A
3 - Sandridge Common W	430	107	417	1462	0.294	430	541	0.6	0.4	3.490	A
4 - Site Access	26	7	788	1053	0.025	26	59	0.0	0.0	3.503	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	712	178	115	1541	0.462	714	565	1.3	0.9	4.426	A
2 - Eastern Way	439	110	361	1347	0.326	440	468	0.7	0.5	4.010	A
3 - Sandridge Common W	360	90	348	1508	0.239	360	452	0.4	0.3	3.137	A
4 - Site Access	22	5	659	1134	0.019	22	50	0.0	0.0	3.236	A

Junctions 11						
ARCADY 11 - Roundabout Module						
Version: 11.1.1.2424						
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Filename: Import of Eastern Way Roundabout - Four Arm.j11

Path: T:\Projects\12000 Series Project Numbers\12069\TB Land at Blackmore Farm, Melksham\Tech\Junction Assessments\Arcady\2026 Assessments

Report generation date: 06/05/2026 12:32:20

- »D1 - 2031 | Base | AM
- »D2 - 2031 | Base | PM
- »D3 - 2031 | Base + CD | AM
- »D4 - 2031 | Base + CD | PM
- »D5 - 2031 | Base + CD + D | AM
- »D6 - 2031 | Base + CD + D | PM
- »D7 - 2031 | Base + CD + D Vision | AM
- »D8 - 2031 | Base + CD + D Vision | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2031 - Base						
1 - Sandridge Common E	0.6	4.03	0.38	0.9	4.57	0.48
2 - Eastern Way	0.6	4.05	0.36	0.6	4.26	0.37
3 - Sandridge Common W	0.4	3.35	0.28	0.3	3.13	0.23
4 - Site Access	0.0	0.00	0.00	0.0	0.00	0.00
2031 - Base + CD						
1 - Sandridge Common E	1.5	6.29	0.59	1.9	6.90	0.65
2 - Eastern Way	1.2	6.19	0.55	0.9	5.55	0.49
3 - Sandridge Common W	0.8	4.68	0.44	0.5	3.78	0.34
4 - Site Access	0.1	4.74	0.11	0.0	3.71	0.03
2031 - Base + CD + D						
1 - Sandridge Common E	1.8	7.13	0.64	2.1	7.43	0.67
2 - Eastern Way	1.3	6.63	0.57	1.0	5.89	0.51
3 - Sandridge Common W	0.8	4.84	0.45	0.6	4.03	0.37
4 - Site Access	0.1	4.85	0.11	0.0	3.88	0.03
2031 - Base + CD + D Vision						
1 - Sandridge Common E	1.8	7.04	0.64	2.1	7.39	0.67
2 - Eastern Way	1.3	6.59	0.56	1.0	5.87	0.51
3 - Sandridge Common W	0.8	4.82	0.45	0.6	4.00	0.37
4 - Site Access	0.1	4.84	0.11	0.0	3.86	0.03

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

File summary

File Description

Title	
Location	
Site number	
Date	07/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\londonhotdesk
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2031	Base	PM	ONE HOUR	16:30	18:00	15	✓
D3	2031	Base + CD	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Base + CD	PM	ONE HOUR	16:30	18:00	15	✓
D5	2031	Base + CD + D	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	Base + CD + D	PM	ONE HOUR	16:30	18:00	15	✓
D7	2031	Base + CD + D Vision	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031	Base + CD + D Vision	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

D1 - 2031 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	3.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.85	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Sandridge Common E		
2	Eastern Way		
3	Sandridge Common W		
4	Site Access		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Sandridge Common E	3.65	7.00	7.5	21.0	41.5	13.5		
2 - Eastern Way	3.65	5.90	8.0	28.0	41.5	12.0		
3 - Sandridge Common W	3.65	6.80	12.0	33.0	41.5	15.0		
4 - Site Access	3.10	6.80	10.0	24.0	41.5	13.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Sandridge Common E	0.639	1615
2 - Eastern Way	0.637	1577
3 - Sandridge Common W	0.668	1741
4 - Site Access	0.628	1548

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandridge Common E		ONE HOUR	✓	527	100.000
2 - Eastern Way		ONE HOUR	✓	460	100.000
3 - Sandridge Common W		ONE HOUR	✓	386	100.000
4 - Site Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	4 - Site Access
From	1 - Sandridge Common E	0	307	220	0
	2 - Eastern Way	305	0	155	0
	3 - Sandridge Common W	241	144	1	0
	4 - Site Access	0	0	0	0

Proportions

	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
From	1 - Sandridge Common E	0.00	0.58	0.42
	2 - Eastern Way	0.66	0.00	0.34
	3 - Sandridge Common W	0.62	0.37	0.00
	4 - Site Access	0.25	0.25	0.25

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	4 - Site Access
From	1 - Sandridge Common E	0	6	2	0
	2 - Eastern Way	4	0	1	0
	3 - Sandridge Common W	1	3	0	0
	4 - Site Access	0	0	0	0

Average PCU Per Veh

	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
From	1 - Sandridge Common E	1.000	1.060	1.020
	2 - Eastern Way	1.040	1.000	1.010
	3 - Sandridge Common W	1.010	1.030	1.000
	4 - Site Access	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Sandridge Common E	397	397
	2 - Eastern Way	346	346
	3 - Sandridge Common W	291	291
	4 - Site Access	0	0
08:00-08:15	1 - Sandridge Common E	474	474
	2 - Eastern Way	414	414
	3 - Sandridge Common W	347	347
	4 - Site Access	0	0
08:15-08:30	1 - Sandridge Common E	580	580
	2 - Eastern Way	506	506
	3 - Sandridge Common W	425	425
	4 - Site Access	0	0
08:30-08:45	1 - Sandridge Common E	580	580
	2 - Eastern Way	506	506
	3 - Sandridge Common W	425	425
	4 - Site Access	0	0
08:45-09:00	1 - Sandridge Common E	474	474
	2 - Eastern Way	414	414
	3 - Sandridge Common W	347	347
	4 - Site Access	0	0
09:00-09:15	1 - Sandridge Common E	397	397
	2 - Eastern Way	346	346
	3 - Sandridge Common W	291	291
	4 - Site Access	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandridge Common E	0.38	4.03	0.6	A	484	725
2 - Eastern Way	0.36	4.05	0.6	A	422	633
3 - Sandridge Common W	0.28	3.35	0.4	A	354	531
4 - Site Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	397	99	109	1545	0.257	395	410	0.0	0.4	3.261	A
2 - Eastern Way	346	87	166	1471	0.235	345	338	0.0	0.3	3.289	A
3 - Sandridge Common W	291	73	229	1588	0.183	290	282	0.0	0.2	2.820	A
4 - Site Access	0	0	518	1222	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	474	118	130	1531	0.309	473	490	0.4	0.5	3.546	A
2 - Eastern Way	414	103	198	1450	0.285	413	405	0.3	0.4	3.574	A
3 - Sandridge Common W	347	87	274	1558	0.223	347	338	0.2	0.3	3.024	A
4 - Site Access	0	0	621	1158	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	580	145	159	1513	0.384	580	600	0.5	0.6	4.024	A
2 - Eastern Way	506	127	243	1422	0.356	506	496	0.4	0.6	4.043	A
3 - Sandridge Common W	425	106	335	1517	0.280	425	413	0.3	0.4	3.354	A
4 - Site Access	0	0	760	1071	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	580	145	160	1513	0.384	580	601	0.6	0.6	4.026	A
2 - Eastern Way	506	127	243	1422	0.356	506	497	0.6	0.6	4.049	A
3 - Sandridge Common W	425	106	336	1516	0.280	425	414	0.4	0.4	3.355	A
4 - Site Access	0	0	761	1070	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	474	118	131	1531	0.309	474	492	0.6	0.5	3.554	A
2 - Eastern Way	414	103	199	1450	0.285	414	406	0.6	0.4	3.579	A
3 - Sandridge Common W	347	87	275	1557	0.223	347	339	0.4	0.3	3.030	A
4 - Site Access	0	0	622	1157	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	397	99	109	1545	0.257	397	411	0.5	0.4	3.274	A
2 - Eastern Way	346	87	167	1471	0.235	347	340	0.4	0.3	3.300	A
3 - Sandridge Common W	291	73	230	1587	0.183	291	283	0.3	0.2	2.827	A
4 - Site Access	0	0	521	1221	0.000	0	0	0.0	0.0	0.000	A

D2 - 2031 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	4.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.15	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031	Base	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandridge Common E		ONE HOUR	✓	665	100.000
2 - Eastern Way		ONE HOUR	✓	459	100.000
3 - Sandridge Common W		ONE HOUR	✓	317	100.000
4 - Site Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	4 - Site Access
	1 - Sandridge Common E	1	354	310	0
	2 - Eastern Way	317	1	141	0
	3 - Sandridge Common W	201	116	0	0
	4 - Site Access	0	0	0	0

Proportions

	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
From	1 - Sandridge Common E	0.00	0.53	0.47
	2 - Eastern Way	0.69	0.00	0.31
	3 - Sandridge Common W	0.63	0.37	0.00
	4 - Site Access	0.25	0.25	0.25

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	4 - Site Access
From	1 - Sandridge Common E	0	2	1	0
	2 - Eastern Way	1	0	1	0
	3 - Sandridge Common W	1	0	0	0
	4 - Site Access	0	0	0	0

Average PCU Per Veh

	To				
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	
From	1 - Sandridge Common E	1.000	1.020	1.010	
	2 - Eastern Way	1.010	1.000	1.010	
	3 - Sandridge Common W	1.010	1.000	1.000	
	4 - Site Access	1.000	1.000	1.000	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	1 - Sandridge Common E	501	501
	2 - Eastern Way	346	346
	3 - Sandridge Common W	239	239
	4 - Site Access	0	0
16:45-17:00	1 - Sandridge Common E	598	598
	2 - Eastern Way	413	413
	3 - Sandridge Common W	285	285
	4 - Site Access	0	0
17:00-17:15	1 - Sandridge Common E	732	732
	2 - Eastern Way	505	505
	3 - Sandridge Common W	349	349
	4 - Site Access	0	0
17:15-17:30	1 - Sandridge Common E	732	732
	2 - Eastern Way	505	505
	3 - Sandridge Common W	349	349
	4 - Site Access	0	0
17:30-17:45	1 - Sandridge Common E	598	598
	2 - Eastern Way	413	413
	3 - Sandridge Common W	285	285
	4 - Site Access	0	0
17:45-18:00	1 - Sandridge Common E	501	501
	2 - Eastern Way	346	346
	3 - Sandridge Common W	239	239
	4 - Site Access	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandridge Common E	0.48	4.57	0.9	A	610	915
2 - Eastern Way	0.37	4.26	0.6	A	421	632
3 - Sandridge Common W	0.23	3.13	0.3	A	291	436
4 - Site Access	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	501	125	88	1558	0.321	499	389	0.0	0.5	3.443	A
2 - Eastern Way	346	86	233	1428	0.242	344	353	0.0	0.3	3.349	A
3 - Sandridge Common W	239	60	239	1581	0.151	238	338	0.0	0.2	2.696	A
4 - Site Access	0	0	477	1248	0.000	0	0	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	598	149	105	1547	0.386	597	466	0.5	0.6	3.844	A
2 - Eastern Way	413	103	279	1399	0.295	412	423	0.3	0.4	3.682	A
3 - Sandridge Common W	285	71	286	1549	0.184	285	405	0.2	0.2	2.864	A
4 - Site Access	0	0	571	1189	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	732	183	129	1532	0.478	731	571	0.6	0.9	4.555	A
2 - Eastern Way	505	126	342	1359	0.372	505	518	0.4	0.6	4.252	A
3 - Sandridge Common W	349	87	351	1506	0.232	349	496	0.2	0.3	3.129	A
4 - Site Access	0	0	699	1109	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	732	183	129	1532	0.478	732	571	0.9	0.9	4.568	A
2 - Eastern Way	505	126	342	1359	0.372	505	519	0.6	0.6	4.260	A
3 - Sandridge Common W	349	87	351	1506	0.232	349	497	0.3	0.3	3.130	A
4 - Site Access	0	0	700	1108	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	598	149	105	1547	0.386	599	467	0.9	0.6	3.858	A
2 - Eastern Way	413	103	280	1398	0.295	413	424	0.6	0.4	3.692	A
3 - Sandridge Common W	285	71	287	1549	0.184	285	406	0.3	0.2	2.867	A
4 - Site Access	0	0	573	1188	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	501	125	88	1558	0.321	501	391	0.6	0.5	3.459	A
2 - Eastern Way	346	86	234	1427	0.242	346	355	0.4	0.3	3.365	A
3 - Sandridge Common W	239	60	240	1580	0.151	239	340	0.2	0.2	2.703	A
4 - Site Access	0	0	479	1247	0.000	0	0	0.0	0.0	0.000	A

D3 - 2031 | Base + CD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	5.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.76	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Base + CD	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandridge Common E		ONE HOUR	✓	787	100.000
2 - Eastern Way		ONE HOUR	✓	644	100.000
3 - Sandridge Common W		ONE HOUR	✓	551	100.000
4 - Site Access		ONE HOUR	✓	84	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	4 - Site Access
From	1 - Sandridge Common E	0	423	359	5
	2 - Eastern Way	466	0	169	9
	3 - Sandridge Common W	373	167	1	10
	4 - Site Access	28	27	29	0

Proportions

	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
From	1 - Sandridge Common E	0.00	0.54	0.46
	2 - Eastern Way	0.72	0.00	0.26
	3 - Sandridge Common W	0.68	0.30	0.00
	4 - Site Access	0.33	0.32	0.35

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	4 - Site Access
From	1 - Sandridge Common E	0	5	1	0
	2 - Eastern Way	2	0	1	0
	3 - Sandridge Common W	1	3	0	0
	4 - Site Access	0	0	0	0

Average PCU Per Veh

	To				
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	
From	1 - Sandridge Common E	1.000	1.050	1.010	
	2 - Eastern Way	1.020	1.000	1.010	
	3 - Sandridge Common W	1.010	1.030	1.000	
	4 - Site Access	1.000	1.000	1.000	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Sandridge Common E	592	592
	2 - Eastern Way	485	485
	3 - Sandridge Common W	415	415
	4 - Site Access	63	63
08:00-08:15	1 - Sandridge Common E	707	707
	2 - Eastern Way	579	579
	3 - Sandridge Common W	495	495
	4 - Site Access	76	76
08:15-08:30	1 - Sandridge Common E	867	867
	2 - Eastern Way	709	709
	3 - Sandridge Common W	607	607
	4 - Site Access	92	92
08:30-08:45	1 - Sandridge Common E	867	867
	2 - Eastern Way	709	709
	3 - Sandridge Common W	607	607
	4 - Site Access	92	92
08:45-09:00	1 - Sandridge Common E	707	707
	2 - Eastern Way	579	579
	3 - Sandridge Common W	495	495
	4 - Site Access	76	76
09:00-09:15	1 - Sandridge Common E	592	592
	2 - Eastern Way	485	485
	3 - Sandridge Common W	415	415
	4 - Site Access	63	63

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandridge Common E	0.59	6.29	1.5	A	722	1083
2 - Eastern Way	0.55	6.19	1.2	A	591	886
3 - Sandridge Common W	0.44	4.68	0.8	A	506	758
4 - Site Access	0.11	4.74	0.1	A	77	116

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	592	148	168	1507	0.393	590	650	0.0	0.7	4.035	A
2 - Eastern Way	485	121	295	1389	0.349	483	463	0.0	0.5	4.031	A
3 - Sandridge Common W	415	104	360	1500	0.276	413	418	0.0	0.4	3.360	A
4 - Site Access	63	16	755	1074	0.059	63	18	0.0	0.1	3.561	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	707	177	201	1486	0.476	706	778	0.7	0.9	4.754	A
2 - Eastern Way	579	145	354	1352	0.428	578	554	0.5	0.8	4.729	A
3 - Sandridge Common W	495	124	431	1453	0.341	495	501	0.4	0.5	3.815	A
4 - Site Access	76	19	904	980	0.077	75	22	0.1	0.1	3.979	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	867	217	246	1457	0.595	864	953	0.9	1.5	6.236	A
2 - Eastern Way	709	177	433	1301	0.545	707	678	0.8	1.2	6.146	A
3 - Sandridge Common W	607	152	527	1389	0.437	606	613	0.5	0.8	4.665	A
4 - Site Access	92	23	1106	853	0.108	92	26	0.1	0.1	4.729	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	867	217	247	1457	0.595	866	955	1.5	1.5	6.285	A
2 - Eastern Way	709	177	434	1301	0.545	709	679	1.2	1.2	6.189	A
3 - Sandridge Common W	607	152	528	1388	0.437	607	614	0.8	0.8	4.681	A
4 - Site Access	92	23	1109	852	0.109	92	26	0.1	0.1	4.740	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	707	177	202	1486	0.476	710	781	1.5	0.9	4.798	A
2 - Eastern Way	579	145	355	1351	0.429	581	556	1.2	0.8	4.766	A
3 - Sandridge Common W	495	124	433	1452	0.341	496	503	0.8	0.5	3.831	A
4 - Site Access	76	19	908	978	0.077	76	22	0.1	0.1	3.991	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	592	148	169	1507	0.393	594	654	0.9	0.7	4.069	A
2 - Eastern Way	485	121	297	1388	0.349	486	465	0.8	0.6	4.063	A
3 - Sandridge Common W	415	104	362	1499	0.277	415	421	0.5	0.4	3.378	A
4 - Site Access	63	16	759	1071	0.059	63	18	0.1	0.1	3.571	A

D4 - 2031 | Base + CD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	5.74	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Base + CD	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandridge Common E		ONE HOUR	✓	888	100.000
2 - Eastern Way		ONE HOUR	✓	563	100.000
3 - Sandridge Common W		ONE HOUR	✓	437	100.000
4 - Site Access		ONE HOUR	✓	29	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	4 - Site Access
	1 - Sandridge Common E	1	469	404	14
	2 - Eastern Way	377	1	160	25
	3 - Sandridge Common W	281	129	0	27
	4 - Site Access	6	11	12	0

Proportions

	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
From	1 - Sandridge Common E	0.00	0.53	0.45
	2 - Eastern Way	0.67	0.00	0.28
	3 - Sandridge Common W	0.64	0.30	0.00
	4 - Site Access	0.21	0.38	0.41

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	4 - Site Access
From	1 - Sandridge Common E	0	2	1	0
	2 - Eastern Way	1	0	1	0
	3 - Sandridge Common W	0	0	0	0
	4 - Site Access	0	0	0	0

Average PCU Per Veh

	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
From	1 - Sandridge Common E	1.000	1.020	1.010
	2 - Eastern Way	1.010	1.000	1.010
	3 - Sandridge Common W	1.000	1.000	1.000
	4 - Site Access	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	1 - Sandridge Common E	669	669
	2 - Eastern Way	424	424
	3 - Sandridge Common W	329	329
	4 - Site Access	22	22
16:45-17:00	1 - Sandridge Common E	798	798
	2 - Eastern Way	506	506
	3 - Sandridge Common W	393	393
	4 - Site Access	26	26
17:00-17:15	1 - Sandridge Common E	978	978
	2 - Eastern Way	620	620
	3 - Sandridge Common W	481	481
	4 - Site Access	32	32
17:15-17:30	1 - Sandridge Common E	978	978
	2 - Eastern Way	620	620
	3 - Sandridge Common W	481	481
	4 - Site Access	32	32
17:30-17:45	1 - Sandridge Common E	798	798
	2 - Eastern Way	506	506
	3 - Sandridge Common W	393	393
	4 - Site Access	26	26
17:45-18:00	1 - Sandridge Common E	669	669
	2 - Eastern Way	424	424
	3 - Sandridge Common W	329	329
	4 - Site Access	22	22

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandridge Common E	0.65	6.90	1.9	A	815	1222
2 - Eastern Way	0.49	5.55	0.9	A	517	775
3 - Sandridge Common W	0.34	3.78	0.5	A	401	601
4 - Site Access	0.03	3.71	0.0	A	27	40

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	669	167	115	1541	0.434	665	499	0.0	0.8	4.159	A
2 - Eastern Way	424	106	323	1371	0.309	422	457	0.0	0.4	3.823	A
3 - Sandridge Common W	329	82	313	1531	0.215	328	432	0.0	0.3	2.988	A
4 - Site Access	22	5	592	1176	0.019	22	49	0.0	0.0	3.117	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	798	200	137	1527	0.523	797	597	0.8	1.1	4.998	A
2 - Eastern Way	506	127	387	1330	0.380	505	548	0.4	0.6	4.401	A
3 - Sandridge Common W	393	98	375	1490	0.264	393	517	0.3	0.4	3.280	A
4 - Site Access	26	7	709	1103	0.024	26	59	0.0	0.0	3.342	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	978	244	168	1507	0.649	975	731	1.1	1.8	6.827	A
2 - Eastern Way	620	155	473	1275	0.486	619	670	0.6	0.9	5.521	A
3 - Sandridge Common W	481	120	459	1434	0.336	481	632	0.4	0.5	3.774	A
4 - Site Access	32	8	867	1003	0.032	32	73	0.0	0.0	3.705	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	978	244	168	1507	0.649	978	732	1.8	1.9	6.901	A
2 - Eastern Way	620	155	475	1275	0.486	620	672	0.9	0.9	5.550	A
3 - Sandridge Common W	481	120	460	1433	0.336	481	634	0.5	0.5	3.780	A
4 - Site Access	32	8	869	1002	0.032	32	73	0.0	0.0	3.708	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	798	200	138	1527	0.523	801	599	1.9	1.1	5.059	A
2 - Eastern Way	506	127	389	1329	0.381	507	550	0.9	0.6	4.431	A
3 - Sandridge Common W	393	98	377	1489	0.264	393	520	0.5	0.4	3.289	A
4 - Site Access	26	7	711	1102	0.024	26	59	0.0	0.0	3.349	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	669	167	115	1541	0.434	670	501	1.1	0.8	4.201	A
2 - Eastern Way	424	106	325	1370	0.309	425	460	0.6	0.5	3.847	A
3 - Sandridge Common W	329	82	315	1530	0.215	329	434	0.4	0.3	3.000	A
4 - Site Access	22	5	595	1174	0.019	22	50	0.0	0.0	3.125	A

D5 - 2031 | Base + CD + D | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	6.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.29	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031	Base + CD + D	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandridge Common E		ONE HOUR	✓	853	100.000
2 - Eastern Way		ONE HOUR	✓	652	100.000
3 - Sandridge Common W		ONE HOUR	✓	569	100.000
4 - Site Access		ONE HOUR	✓	84	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	4 - Site Access
	1 - Sandridge Common E	0	445	403	5
	2 - Eastern Way	474	0	169	9
	3 - Sandridge Common W	391	167	1	10
	4 - Site Access	28	27	29	0

Proportions

	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
From	1 - Sandridge Common E	0.00	0.52	0.47
	2 - Eastern Way	0.73	0.00	0.26
	3 - Sandridge Common W	0.69	0.29	0.00
	4 - Site Access	0.33	0.32	0.35

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	4 - Site Access
From	1 - Sandridge Common E	0	4	1	0
	2 - Eastern Way	2	0	1	0
	3 - Sandridge Common W	1	3	0	0
	4 - Site Access	0	0	0	0

Average PCU Per Veh

	To				
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	
From	1 - Sandridge Common E	1.000	1.040	1.010	
	2 - Eastern Way	1.020	1.000	1.010	
	3 - Sandridge Common W	1.010	1.030	1.000	
	4 - Site Access	1.000	1.000	1.000	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Sandridge Common E	642	642
	2 - Eastern Way	491	491
	3 - Sandridge Common W	428	428
	4 - Site Access	63	63
08:00-08:15	1 - Sandridge Common E	767	767
	2 - Eastern Way	586	586
	3 - Sandridge Common W	512	512
	4 - Site Access	76	76
08:15-08:30	1 - Sandridge Common E	939	939
	2 - Eastern Way	718	718
	3 - Sandridge Common W	626	626
	4 - Site Access	92	92
08:30-08:45	1 - Sandridge Common E	939	939
	2 - Eastern Way	718	718
	3 - Sandridge Common W	626	626
	4 - Site Access	92	92
08:45-09:00	1 - Sandridge Common E	767	767
	2 - Eastern Way	586	586
	3 - Sandridge Common W	512	512
	4 - Site Access	76	76
09:00-09:15	1 - Sandridge Common E	642	642
	2 - Eastern Way	491	491
	3 - Sandridge Common W	428	428
	4 - Site Access	63	63

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandridge Common E	0.64	7.13	1.8	A	783	1174
2 - Eastern Way	0.57	6.63	1.3	A	598	897
3 - Sandridge Common W	0.45	4.84	0.8	A	522	783
4 - Site Access	0.11	4.85	0.1	A	77	116

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	642	161	168	1507	0.426	639	669	0.0	0.8	4.238	A
2 - Eastern Way	491	123	328	1368	0.359	489	479	0.0	0.6	4.154	A
3 - Sandridge Common W	428	107	366	1496	0.286	427	451	0.0	0.4	3.414	A
4 - Site Access	63	16	774	1062	0.060	63	18	0.0	0.1	3.605	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	767	192	201	1486	0.516	766	802	0.8	1.1	5.114	A
2 - Eastern Way	586	147	393	1326	0.442	585	574	0.6	0.8	4.934	A
3 - Sandridge Common W	512	128	438	1448	0.353	511	540	0.4	0.6	3.898	A
4 - Site Access	76	19	927	966	0.078	75	22	0.1	0.1	4.044	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	939	235	246	1457	0.644	936	981	1.1	1.8	7.043	A
2 - Eastern Way	718	179	481	1271	0.565	716	702	0.8	1.3	6.577	A
3 - Sandridge Common W	626	157	536	1383	0.453	625	661	0.6	0.8	4.820	A
4 - Site Access	92	23	1135	835	0.111	92	26	0.1	0.1	4.843	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	939	235	247	1457	0.645	939	983	1.8	1.8	7.125	A
2 - Eastern Way	718	179	482	1270	0.565	718	704	1.3	1.3	6.634	A
3 - Sandridge Common W	626	157	537	1382	0.453	626	663	0.8	0.8	4.839	A
4 - Site Access	92	23	1137	834	0.111	92	26	0.1	0.1	4.855	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	767	192	202	1486	0.516	770	805	1.8	1.1	5.177	A
2 - Eastern Way	586	147	395	1325	0.442	588	576	1.3	0.8	4.983	A
3 - Sandridge Common W	512	128	440	1447	0.354	513	543	0.8	0.6	3.920	A
4 - Site Access	76	19	931	963	0.078	76	22	0.1	0.1	4.058	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	642	161	169	1507	0.426	644	673	1.1	0.8	4.284	A
2 - Eastern Way	491	123	330	1366	0.359	492	482	0.8	0.6	4.192	A
3 - Sandridge Common W	428	107	368	1495	0.287	429	454	0.6	0.4	3.431	A
4 - Site Access	63	16	779	1059	0.060	63	18	0.1	0.1	3.618	A

D6 - 2031 | Base + CD + D | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	6.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.13	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	Base + CD + D	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandridge Common E		ONE HOUR	✓	922	100.000
2 - Eastern Way		ONE HOUR	✓	583	100.000
3 - Sandridge Common W		ONE HOUR	✓	478	100.000
4 - Site Access		ONE HOUR	✓	29	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	4 - Site Access
	1 - Sandridge Common E	1	480	427	14
	2 - Eastern Way	397	1	160	25
	3 - Sandridge Common W	322	129	0	27
	4 - Site Access	6	11	12	0

Proportions

	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
From	1 - Sandridge Common E	0.00	0.52	0.46
	2 - Eastern Way	0.68	0.00	0.27
	3 - Sandridge Common W	0.67	0.27	0.00
	4 - Site Access	0.21	0.38	0.41

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	4 - Site Access
From	1 - Sandridge Common E	0	2	1	0
	2 - Eastern Way	1	0	1	0
	3 - Sandridge Common W	0	0	0	0
	4 - Site Access	0	0	0	0

Average PCU Per Veh

	To				
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	
From	1 - Sandridge Common E	1.000	1.020	1.010	
	2 - Eastern Way	1.010	1.000	1.010	
	3 - Sandridge Common W	1.000	1.000	1.000	
	4 - Site Access	1.000	1.000	1.000	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	1 - Sandridge Common E	694	694
	2 - Eastern Way	439	439
	3 - Sandridge Common W	360	360
	4 - Site Access	22	22
16:45-17:00	1 - Sandridge Common E	829	829
	2 - Eastern Way	524	524
	3 - Sandridge Common W	430	430
	4 - Site Access	26	26
17:00-17:15	1 - Sandridge Common E	1015	1015
	2 - Eastern Way	642	642
	3 - Sandridge Common W	526	526
	4 - Site Access	32	32
17:15-17:30	1 - Sandridge Common E	1015	1015
	2 - Eastern Way	642	642
	3 - Sandridge Common W	526	526
	4 - Site Access	32	32
17:30-17:45	1 - Sandridge Common E	829	829
	2 - Eastern Way	524	524
	3 - Sandridge Common W	430	430
	4 - Site Access	26	26
17:45-18:00	1 - Sandridge Common E	694	694
	2 - Eastern Way	439	439
	3 - Sandridge Common W	360	360
	4 - Site Access	22	22

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandridge Common E	0.67	7.43	2.1	A	846	1269
2 - Eastern Way	0.51	5.89	1.0	A	535	802
3 - Sandridge Common W	0.37	4.03	0.6	A	439	658
4 - Site Access	0.03	3.88	0.0	A	27	40

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	694	174	115	1541	0.450	691	544	0.0	0.8	4.281	A
2 - Eastern Way	439	110	340	1360	0.323	437	465	0.0	0.5	3.929	A
3 - Sandridge Common W	360	90	328	1521	0.237	359	449	0.0	0.3	3.093	A
4 - Site Access	22	5	637	1148	0.019	22	49	0.0	0.0	3.197	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	829	207	137	1527	0.543	827	652	0.8	1.2	5.214	A
2 - Eastern Way	524	131	407	1317	0.398	523	557	0.5	0.7	4.574	A
3 - Sandridge Common W	430	107	393	1478	0.291	429	538	0.3	0.4	3.433	A
4 - Site Access	26	7	763	1069	0.024	26	59	0.0	0.0	3.452	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	1015	254	168	1507	0.674	1012	798	1.2	2.0	7.325	A
2 - Eastern Way	642	160	498	1260	0.510	640	682	0.7	1.0	5.856	A
3 - Sandridge Common W	526	132	481	1419	0.371	526	658	0.4	0.6	4.024	A
4 - Site Access	32	8	934	961	0.033	32	73	0.0	0.0	3.873	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	1015	254	168	1507	0.674	1015	799	2.0	2.1	7.428	A
2 - Eastern Way	642	160	500	1258	0.510	642	684	1.0	1.0	5.893	A
3 - Sandridge Common W	526	132	482	1419	0.371	526	659	0.6	0.6	4.034	A
4 - Site Access	32	8	936	960	0.033	32	73	0.0	0.0	3.877	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	829	207	138	1527	0.543	832	654	2.1	1.2	5.288	A
2 - Eastern Way	524	131	410	1316	0.398	526	560	1.0	0.7	4.607	A
3 - Sandridge Common W	430	107	395	1477	0.291	430	540	0.6	0.4	3.444	A
4 - Site Access	26	7	766	1067	0.024	26	59	0.0	0.0	3.460	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	694	174	115	1541	0.450	696	547	1.2	0.8	4.332	A
2 - Eastern Way	439	110	343	1359	0.323	440	468	0.7	0.5	3.959	A
3 - Sandridge Common W	360	90	330	1520	0.237	360	452	0.4	0.3	3.104	A
4 - Site Access	22	5	641	1145	0.019	22	50	0.0	0.0	3.205	A

D7 - 2031 | Base + CD + D Vision | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	6.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.23	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031	Base + CD + D Vision	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandridge Common E		ONE HOUR	✓	847	100.000
2 - Eastern Way		ONE HOUR	✓	651	100.000
3 - Sandridge Common W		ONE HOUR	✓	567	100.000
4 - Site Access		ONE HOUR	✓	84	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	4 - Site Access
	1 - Sandridge Common E	0	443	399	5
	2 - Eastern Way	473	0	169	9
	3 - Sandridge Common W	389	167	1	10
	4 - Site Access	28	27	29	0

Proportions

	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
From	1 - Sandridge Common E	0.00	0.52	0.47
	2 - Eastern Way	0.73	0.00	0.26
	3 - Sandridge Common W	0.69	0.29	0.00
	4 - Site Access	0.33	0.32	0.35

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	4 - Site Access
From	1 - Sandridge Common E	0	4	1	0
	2 - Eastern Way	2	0	1	0
	3 - Sandridge Common W	1	3	0	0
	4 - Site Access	0	0	0	0

Average PCU Per Veh

	To				
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	
From	1 - Sandridge Common E	1.000	1.040	1.010	
	2 - Eastern Way	1.020	1.000	1.010	
	3 - Sandridge Common W	1.010	1.030	1.000	
	4 - Site Access	1.000	1.000	1.000	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Sandridge Common E	638	638
	2 - Eastern Way	490	490
	3 - Sandridge Common W	427	427
	4 - Site Access	63	63
08:00-08:15	1 - Sandridge Common E	761	761
	2 - Eastern Way	585	585
	3 - Sandridge Common W	510	510
	4 - Site Access	76	76
08:15-08:30	1 - Sandridge Common E	933	933
	2 - Eastern Way	717	717
	3 - Sandridge Common W	624	624
	4 - Site Access	92	92
08:30-08:45	1 - Sandridge Common E	933	933
	2 - Eastern Way	717	717
	3 - Sandridge Common W	624	624
	4 - Site Access	92	92
08:45-09:00	1 - Sandridge Common E	761	761
	2 - Eastern Way	585	585
	3 - Sandridge Common W	510	510
	4 - Site Access	76	76
09:00-09:15	1 - Sandridge Common E	638	638
	2 - Eastern Way	490	490
	3 - Sandridge Common W	427	427
	4 - Site Access	63	63

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandridge Common E	0.64	7.04	1.8	A	777	1166
2 - Eastern Way	0.56	6.59	1.3	A	597	896
3 - Sandridge Common W	0.45	4.82	0.8	A	520	780
4 - Site Access	0.11	4.84	0.1	A	77	116

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	638	159	168	1507	0.423	635	667	0.0	0.7	4.216	A
2 - Eastern Way	490	123	325	1370	0.358	488	477	0.0	0.6	4.143	A
3 - Sandridge Common W	427	107	365	1497	0.285	425	448	0.0	0.4	3.408	A
4 - Site Access	63	16	772	1063	0.059	63	18	0.0	0.1	3.600	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	761	190	201	1486	0.512	760	799	0.7	1.1	5.076	A
2 - Eastern Way	585	146	390	1329	0.440	584	572	0.6	0.8	4.912	A
3 - Sandridge Common W	510	127	437	1449	0.352	509	537	0.4	0.5	3.889	A
4 - Site Access	76	19	925	967	0.078	75	22	0.1	0.1	4.036	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	933	233	246	1457	0.640	930	978	1.1	1.8	6.958	A
2 - Eastern Way	717	179	476	1273	0.563	715	699	0.8	1.3	6.531	A
3 - Sandridge Common W	624	156	535	1384	0.451	623	656	0.5	0.8	4.802	A
4 - Site Access	92	23	1132	837	0.110	92	26	0.1	0.1	4.829	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	933	233	247	1457	0.640	932	980	1.8	1.8	7.036	A
2 - Eastern Way	717	179	478	1273	0.563	717	701	1.3	1.3	6.587	A
3 - Sandridge Common W	624	156	536	1383	0.452	624	658	0.8	0.8	4.821	A
4 - Site Access	92	23	1134	836	0.111	92	26	0.1	0.1	4.841	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	761	190	202	1486	0.513	764	802	1.8	1.1	5.137	A
2 - Eastern Way	585	146	392	1327	0.441	587	575	1.3	0.8	4.961	A
3 - Sandridge Common W	510	127	439	1447	0.352	511	539	0.8	0.6	3.910	A
4 - Site Access	76	19	928	965	0.078	76	22	0.1	0.1	4.050	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	638	159	169	1507	0.423	639	671	1.1	0.8	4.260	A
2 - Eastern Way	490	123	327	1368	0.358	491	480	0.8	0.6	4.180	A
3 - Sandridge Common W	427	107	367	1495	0.285	427	451	0.6	0.4	3.427	A
4 - Site Access	63	16	777	1060	0.060	63	18	0.1	0.1	3.610	A

D8 - 2031 | Base + CD + D Vision | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	6.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.10	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031	Base + CD + D Vision	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandridge Common E		ONE HOUR	✓	920	100.000
2 - Eastern Way		ONE HOUR	✓	581	100.000
3 - Sandridge Common W		ONE HOUR	✓	473	100.000
4 - Site Access		ONE HOUR	✓	29	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	4 - Site Access
	1 - Sandridge Common E	1	479	426	14
	2 - Eastern Way	395	1	160	25
	3 - Sandridge Common W	317	129	0	27
	4 - Site Access	6	11	12	0

Proportions

	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
From	1 - Sandridge Common E	0.00	0.52	0.46
	2 - Eastern Way	0.68	0.00	0.28
	3 - Sandridge Common W	0.67	0.27	0.00
	4 - Site Access	0.21	0.38	0.41

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	4 - Site Access
From	1 - Sandridge Common E	0	2	1	0
	2 - Eastern Way	1	0	1	0
	3 - Sandridge Common W	0	0	0	0
	4 - Site Access	0	0	0	0

Average PCU Per Veh

	To				
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W	
From	1 - Sandridge Common E	1.000	1.020	1.010	
	2 - Eastern Way	1.010	1.000	1.010	
	3 - Sandridge Common W	1.000	1.000	1.000	
	4 - Site Access	1.000	1.000	1.000	

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	1 - Sandridge Common E	693	693
	2 - Eastern Way	437	437
	3 - Sandridge Common W	356	356
	4 - Site Access	22	22
16:45-17:00	1 - Sandridge Common E	827	827
	2 - Eastern Way	522	522
	3 - Sandridge Common W	425	425
	4 - Site Access	26	26
17:00-17:15	1 - Sandridge Common E	1013	1013
	2 - Eastern Way	640	640
	3 - Sandridge Common W	521	521
	4 - Site Access	32	32
17:15-17:30	1 - Sandridge Common E	1013	1013
	2 - Eastern Way	640	640
	3 - Sandridge Common W	521	521
	4 - Site Access	32	32
17:30-17:45	1 - Sandridge Common E	827	827
	2 - Eastern Way	522	522
	3 - Sandridge Common W	425	425
	4 - Site Access	26	26
17:45-18:00	1 - Sandridge Common E	693	693
	2 - Eastern Way	437	437
	3 - Sandridge Common W	356	356
	4 - Site Access	22	22

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandridge Common E	0.67	7.39	2.1	A	844	1266
2 - Eastern Way	0.51	5.87	1.0	A	533	800
3 - Sandridge Common W	0.37	4.00	0.6	A	434	651
4 - Site Access	0.03	3.86	0.0	A	27	40

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	693	173	115	1541	0.449	689	539	0.0	0.8	4.273	A
2 - Eastern Way	437	109	339	1361	0.321	436	465	0.0	0.5	3.921	A
3 - Sandridge Common W	356	89	327	1522	0.234	355	448	0.0	0.3	3.081	A
4 - Site Access	22	5	632	1151	0.019	22	49	0.0	0.0	3.187	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	827	207	137	1527	0.542	826	646	0.8	1.2	5.201	A
2 - Eastern Way	522	131	407	1318	0.396	522	556	0.5	0.7	4.560	A
3 - Sandridge Common W	425	106	391	1479	0.287	425	537	0.3	0.4	3.414	A
4 - Site Access	26	7	757	1073	0.024	26	59	0.0	0.0	3.439	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	1013	253	168	1507	0.672	1010	790	1.2	2.0	7.296	A
2 - Eastern Way	640	160	497	1260	0.508	638	681	0.7	1.0	5.828	A
3 - Sandridge Common W	521	130	479	1421	0.367	520	656	0.4	0.6	3.997	A
4 - Site Access	32	8	926	966	0.033	32	73	0.0	0.0	3.853	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	1013	253	168	1507	0.672	1013	792	2.0	2.1	7.393	A
2 - Eastern Way	640	160	499	1259	0.508	640	683	1.0	1.0	5.866	A
3 - Sandridge Common W	521	130	480	1420	0.367	521	658	0.6	0.6	4.003	A
4 - Site Access	32	8	928	965	0.033	32	73	0.0	0.0	3.857	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	827	207	138	1527	0.542	830	648	2.1	1.2	5.275	A
2 - Eastern Way	522	131	409	1316	0.397	524	559	1.0	0.7	4.595	A
3 - Sandridge Common W	425	106	393	1478	0.288	426	540	0.6	0.4	3.425	A
4 - Site Access	26	7	759	1071	0.024	26	59	0.0	0.0	3.444	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	693	173	115	1541	0.450	694	542	1.2	0.8	4.324	A
2 - Eastern Way	437	109	342	1359	0.322	438	468	0.7	0.5	3.949	A
3 - Sandridge Common W	356	89	329	1521	0.234	356	451	0.4	0.3	3.094	A
4 - Site Access	22	5	636	1149	0.019	22	50	0.0	0.0	3.193	A

Junctions 11		
ARCADY 11 - Roundabout Module		
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Filename: Import of Eastern Way Roundabout.j11

Path: T:\Projects\12000 Series Project Numbers\12069\ITB Land at Blackmore Farm, Melksham\Tech\Junction Assessments\Arcady\2025 Assessments

Report generation date: 03/12/2025 16:13:10

- »D1 - 2031 | Base | AM
- »D2 - 2031 | Base | PM
- »D3 - 2031 | Base + CD | AM
- »D4 - 2031 | Base + CD | PM
- »D5 - 2031 | Base + CD + D | AM
- »D6 - 2031 | Base + CD + D | PM
- »D7 - 2031 | Base + CD + D Vision | AM
- »D8 - 2031 | Base + CD + D Vision | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2031 - Base						
1 - Sandridge Common E	0.7	4.18	0.39	1.0	4.77	0.49
2 - Eastern Way	0.6	4.45	0.38	0.7	4.69	0.39
3 - Sandridge Common W	0.5	4.38	0.34	0.4	4.01	0.28
2031 - Base + CD						
1 - Sandridge Common E	1.4	6.01	0.58	1.8	6.74	0.64
2 - Eastern Way	1.3	6.57	0.55	0.9	5.60	0.47
3 - Sandridge Common W	1.0	6.18	0.49	0.6	4.64	0.36
2031 - Base + CD + D						
1 - Sandridge Common E	1.7	6.77	0.63	2.0	7.24	0.66
2 - Eastern Way	1.4	7.05	0.57	1.0	5.94	0.49
3 - Sandridge Common W	1.0	6.45	0.51	0.7	5.02	0.40
2031 - Base + CD + D Vision						
1 - Sandridge Common E	1.7	6.71	0.63	2.0	7.20	0.66
2 - Eastern Way	1.4	7.02	0.57	1.0	5.91	0.49
3 - Sandridge Common W	1.0	6.43	0.51	0.7	4.99	0.40

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

File summary

File Description

Title	
Location	
Site number	
Date	07/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\londonhotdesk
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2031	Base	PM	ONE HOUR	16:30	18:00	15	✓
D3	2031	Base + CD	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Base + CD	PM	ONE HOUR	16:30	18:00	15	✓
D5	2031	Base + CD + D	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	Base + CD + D	PM	ONE HOUR	16:30	18:00	15	✓
D7	2031	Base + CD + D Vision	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031	Base + CD + D Vision	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

D1 - 2031 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.32	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Sandridge Common E		
2	Eastern Way		
3	Sandridge Common W		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Sandridge Common E	3.50	6.90	6.5	19.0	43.3	2.5		
2 - Eastern Way	3.70	6.00	6.9	11.1	41.5	13.1		
3 - Sandridge Common W	3.80	5.90	6.0	24.6	42.2	31.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Sandridge Common E	0.637	1580
2 - Eastern Way	0.602	1487
3 - Sandridge Common W	0.590	1460

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandridge Common E		ONE HOUR	✓	527	100.000
2 - Eastern Way		ONE HOUR	✓	460	100.000
3 - Sandridge Common W		ONE HOUR	✓	386	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	0	307	220
	2 - Eastern Way	305	0	155
	3 - Sandridge Common W	241	144	1

Proportions

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	0.00	0.58	0.42
	2 - Eastern Way	0.66	0.00	0.34
	3 - Sandridge Common W	0.62	0.37	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	0	6	2
	2 - Eastern Way	4	0	1
	3 - Sandridge Common W	1	3	0

Average PCU Per Veh

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	1.000	1.060	1.020
	2 - Eastern Way	1.040	1.000	1.010
	3 - Sandridge Common W	1.010	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Sandridge Common E	397	397
	2 - Eastern Way	346	346
	3 - Sandridge Common W	291	291
08:00-08:15	1 - Sandridge Common E	474	474
	2 - Eastern Way	414	414
	3 - Sandridge Common W	347	347
08:15-08:30	1 - Sandridge Common E	580	580
	2 - Eastern Way	506	506
	3 - Sandridge Common W	425	425
08:30-08:45	1 - Sandridge Common E	580	580
	2 - Eastern Way	506	506
	3 - Sandridge Common W	425	425
08:45-09:00	1 - Sandridge Common E	474	474
	2 - Eastern Way	414	414
	3 - Sandridge Common W	347	347
09:00-09:15	1 - Sandridge Common E	397	397
	2 - Eastern Way	346	346
	3 - Sandridge Common W	291	291

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandridge Common E	0.39	4.18	0.7	A	484	725
2 - Eastern Way	0.38	4.45	0.6	A	422	633
3 - Sandridge Common W	0.34	4.38	0.5	A	354	531

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	397	99	109	1511	0.263	395	409	0.0	0.4	3.360	A
2 - Eastern Way	346	87	166	1387	0.250	345	338	0.0	0.3	3.553	A
3 - Sandridge Common W	291	73	229	1325	0.219	289	282	0.0	0.3	3.535	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	474	118	130	1497	0.316	473	490	0.4	0.5	3.664	A
2 - Eastern Way	414	103	198	1367	0.302	413	405	0.3	0.4	3.883	A
3 - Sandridge Common W	347	87	274	1298	0.267	347	338	0.3	0.4	3.849	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	580	145	159	1479	0.392	579	600	0.5	0.7	4.172	A
2 - Eastern Way	506	127	243	1340	0.378	506	496	0.4	0.6	4.437	A
3 - Sandridge Common W	425	106	335	1262	0.337	424	413	0.4	0.5	4.371	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	580	145	160	1479	0.392	580	601	0.7	0.7	4.179	A
2 - Eastern Way	506	127	243	1340	0.378	506	497	0.6	0.6	4.445	A
3 - Sandridge Common W	425	106	336	1261	0.337	425	414	0.5	0.5	4.377	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	474	118	131	1497	0.316	475	492	0.7	0.5	3.676	A
2 - Eastern Way	414	103	199	1367	0.303	414	406	0.6	0.4	3.895	A
3 - Sandridge Common W	347	87	275	1298	0.267	348	339	0.5	0.4	3.857	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	397	99	109	1511	0.263	397	412	0.5	0.4	3.375	A
2 - Eastern Way	346	87	167	1386	0.250	347	340	0.4	0.3	3.568	A
3 - Sandridge Common W	291	73	230	1324	0.219	291	283	0.4	0.3	3.545	A

D2 - 2031 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.58	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031	Base	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandridge Common E		ONE HOUR	✓	665	100.000
2 - Eastern Way		ONE HOUR	✓	459	100.000
3 - Sandridge Common W		ONE HOUR	✓	317	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	1	354	310
	2 - Eastern Way	317	1	141
	3 - Sandridge Common W	201	116	0

Proportions

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	0.00	0.53	0.47
	2 - Eastern Way	0.69	0.00	0.31
	3 - Sandridge Common W	0.63	0.37	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	0	2	1
	2 - Eastern Way	1	0	1
	3 - Sandridge Common W	1	0	0

Average PCU Per Veh

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	1.000	1.020	1.010
	2 - Eastern Way	1.010	1.000	1.010
	3 - Sandridge Common W	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	1 - Sandridge Common E	501	501
	2 - Eastern Way	346	346
	3 - Sandridge Common W	239	239
16:45-17:00	1 - Sandridge Common E	598	598
	2 - Eastern Way	413	413
	3 - Sandridge Common W	285	285
17:00-17:15	1 - Sandridge Common E	732	732
	2 - Eastern Way	505	505
	3 - Sandridge Common W	349	349
17:15-17:30	1 - Sandridge Common E	732	732
	2 - Eastern Way	505	505
	3 - Sandridge Common W	349	349
17:30-17:45	1 - Sandridge Common E	598	598
	2 - Eastern Way	413	413
	3 - Sandridge Common W	285	285
17:45-18:00	1 - Sandridge Common E	501	501
	2 - Eastern Way	346	346
	3 - Sandridge Common W	239	239

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandridge Common E	0.49	4.77	1.0	A	610	915
2 - Eastern Way	0.39	4.69	0.7	A	421	632
3 - Sandridge Common W	0.28	4.01	0.4	A	291	436

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	501	125	88	1524	0.328	499	389	0.0	0.5	3.558	A
2 - Eastern Way	346	86	233	1346	0.257	344	353	0.0	0.3	3.623	A
3 - Sandridge Common W	239	60	239	1319	0.181	238	338	0.0	0.2	3.348	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	598	149	105	1513	0.395	597	466	0.5	0.7	3.987	A
2 - Eastern Way	413	103	279	1319	0.313	412	423	0.3	0.5	4.009	A
3 - Sandridge Common W	285	71	286	1291	0.221	285	405	0.2	0.3	3.601	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	732	183	129	1498	0.489	731	571	0.7	1.0	4.755	A
2 - Eastern Way	505	126	342	1281	0.395	505	518	0.5	0.7	4.678	A
3 - Sandridge Common W	349	87	351	1253	0.279	349	496	0.3	0.4	4.005	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	732	183	129	1498	0.489	732	571	1.0	1.0	4.771	A
2 - Eastern Way	505	126	342	1281	0.395	505	519	0.7	0.7	4.689	A
3 - Sandridge Common W	349	87	351	1252	0.279	349	497	0.4	0.4	4.009	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	598	149	105	1513	0.395	599	467	1.0	0.7	4.003	A
2 - Eastern Way	413	103	280	1318	0.313	413	424	0.7	0.5	4.023	A
3 - Sandridge Common W	285	71	287	1290	0.221	285	406	0.4	0.3	3.608	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	501	125	88	1524	0.328	501	391	0.7	0.5	3.575	A
2 - Eastern Way	346	86	234	1346	0.257	346	355	0.5	0.4	3.641	A
3 - Sandridge Common W	239	60	240	1318	0.181	239	340	0.3	0.2	3.360	A

D3 - 2031 | Base + 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	untitled	Standard Roundabout		1, 2, 3	6.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.24	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Base + CD	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandridge Common E		ONE HOUR	✓	779	100.000
2 - Eastern Way		ONE HOUR	✓	629	100.000
3 - Sandridge Common W		ONE HOUR	✓	513	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	0	423	356
	2 - Eastern Way	466	0	163
	3 - Sandridge Common W	363	149	1

Proportions

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	0.00	0.54	0.46
	2 - Eastern Way	0.74	0.00	0.26
	3 - Sandridge Common W	0.71	0.29	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	0	5	1
	2 - Eastern Way	2	0	1
	3 - Sandridge Common W	1	3	0

Average PCU Per Veh

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	1.000	1.050	1.010
	2 - Eastern Way	1.020	1.000	1.010
	3 - Sandridge Common W	1.010	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Sandridge Common E	586	586
	2 - Eastern Way	474	474
	3 - Sandridge Common W	386	386
08:00-08:15	1 - Sandridge Common E	700	700
	2 - Eastern Way	565	565
	3 - Sandridge Common W	461	461
08:15-08:30	1 - Sandridge Common E	858	858
	2 - Eastern Way	693	693
	3 - Sandridge Common W	565	565
08:30-08:45	1 - Sandridge Common E	858	858
	2 - Eastern Way	693	693
	3 - Sandridge Common W	565	565
08:45-09:00	1 - Sandridge Common E	700	700
	2 - Eastern Way	565	565
	3 - Sandridge Common W	461	461
09:00-09:15	1 - Sandridge Common E	586	586
	2 - Eastern Way	474	474
	3 - Sandridge Common W	386	386

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandridge Common E	0.58	6.01	1.4	A	715	1072
2 - Eastern Way	0.55	6.57	1.3	A	577	866
3 - Sandridge Common W	0.49	6.18	1.0	A	471	706

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	586	147	112	1509	0.389	584	621	0.0	0.7	4.003	A
2 - Eastern Way	474	118	268	1326	0.357	471	429	0.0	0.6	4.276	A
3 - Sandridge Common W	386	97	349	1254	0.308	384	390	0.0	0.4	4.198	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	700	175	135	1494	0.469	699	744	0.7	0.9	4.663	A
2 - Eastern Way	565	141	320	1294	0.437	565	513	0.6	0.8	5.016	A
3 - Sandridge Common W	461	115	418	1213	0.380	461	467	0.4	0.6	4.856	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	858	214	165	1475	0.581	856	910	0.9	1.4	5.973	A
2 - Eastern Way	693	173	392	1251	0.554	691	628	0.8	1.2	6.519	A
3 - Sandridge Common W	565	141	512	1158	0.488	563	571	0.6	1.0	6.141	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	858	214	165	1475	0.581	858	913	1.4	1.4	6.013	A
2 - Eastern Way	693	173	393	1250	0.554	692	630	1.2	1.3	6.567	A
3 - Sandridge Common W	565	141	513	1157	0.488	565	572	1.0	1.0	6.175	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	700	175	135	1494	0.469	702	748	1.4	0.9	4.702	A
2 - Eastern Way	565	141	322	1293	0.437	567	516	1.3	0.8	5.060	A
3 - Sandridge Common W	461	115	420	1212	0.381	463	469	1.0	0.6	4.891	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	586	147	113	1508	0.389	588	625	0.9	0.7	4.038	A
2 - Eastern Way	474	118	269	1325	0.357	474	431	0.8	0.6	4.312	A
3 - Sandridge Common W	386	97	352	1252	0.308	387	392	0.6	0.5	4.228	A

D4 - 2031 | Base + 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	untitled	Standard Roundabout		1, 2, 3	5.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.94	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Base + CD	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandridge Common E		ONE HOUR	✓	865	100.000
2 - Eastern Way		ONE HOUR	✓	522	100.000
3 - Sandridge Common W		ONE HOUR	✓	398	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	1	469	395
	2 - Eastern Way	377	1	144
	3 - Sandridge Common W	277	121	0

Proportions

	To			
From		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	0.00	0.54	0.46
	2 - Eastern Way	0.72	0.00	0.28
	3 - Sandridge Common W	0.70	0.30	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	0	2	1
	2 - Eastern Way	1	0	1
	3 - Sandridge Common W	0	0	0

Average PCU Per Veh

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	1.000	1.020	1.010
	2 - Eastern Way	1.010	1.000	1.010
	3 - Sandridge Common W	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	1 - Sandridge Common E	651	651
	2 - Eastern Way	393	393
	3 - Sandridge Common W	300	300
16:45-17:00	1 - Sandridge Common E	778	778
	2 - Eastern Way	469	469
	3 - Sandridge Common W	358	358
17:00-17:15	1 - Sandridge Common E	952	952
	2 - Eastern Way	575	575
	3 - Sandridge Common W	438	438
17:15-17:30	1 - Sandridge Common E	952	952
	2 - Eastern Way	575	575
	3 - Sandridge Common W	438	438
17:30-17:45	1 - Sandridge Common E	778	778
	2 - Eastern Way	469	469
	3 - Sandridge Common W	358	358
17:45-18:00	1 - Sandridge Common E	651	651
	2 - Eastern Way	393	393
	3 - Sandridge Common W	300	300

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandridge Common E	0.64	6.74	1.8	A	794	1191
2 - Eastern Way	0.47	5.60	0.9	A	479	718
3 - Sandridge Common W	0.36	4.64	0.6	A	365	548

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	651	163	91	1522	0.428	648	491	0.0	0.8	4.169	A
2 - Eastern Way	393	98	297	1308	0.300	391	443	0.0	0.4	3.958	A
3 - Sandridge Common W	300	75	284	1292	0.232	298	404	0.0	0.3	3.618	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	778	194	110	1510	0.515	776	588	0.8	1.1	4.971	A
2 - Eastern Way	469	117	355	1273	0.369	469	531	0.4	0.6	4.521	A
3 - Sandridge Common W	358	89	340	1259	0.284	357	484	0.3	0.4	3.991	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	952	238	134	1495	0.637	950	720	1.1	1.7	6.672	A
2 - Eastern Way	575	144	435	1225	0.469	574	649	0.6	0.9	5.570	A
3 - Sandridge Common W	438	110	416	1214	0.361	438	592	0.4	0.6	4.633	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	952	238	134	1495	0.637	952	721	1.7	1.8	6.737	A
2 - Eastern Way	575	144	436	1224	0.469	575	651	0.9	0.9	5.596	A
3 - Sandridge Common W	438	110	417	1213	0.361	438	593	0.6	0.6	4.643	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	778	194	110	1510	0.515	780	590	1.8	1.1	5.027	A
2 - Eastern Way	469	117	357	1272	0.369	470	533	0.9	0.6	4.545	A
3 - Sandridge Common W	358	89	342	1258	0.284	358	486	0.6	0.4	4.004	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	651	163	92	1522	0.428	653	494	1.1	0.8	4.213	A
2 - Eastern Way	393	98	299	1307	0.301	394	446	0.6	0.4	3.983	A
3 - Sandridge Common W	300	75	286	1291	0.232	300	407	0.4	0.3	3.636	A

D5 - 2031 | Base + CD + D | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.77	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031	Base + CD + D	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandridge Common E		ONE HOUR	✓	845	100.000
2 - Eastern Way		ONE HOUR	✓	637	100.000
3 - Sandridge Common W		ONE HOUR	✓	531	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	0	445	400
	2 - Eastern Way	474	0	163
	3 - Sandridge Common W	381	149	1

Proportions

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	0.00	0.53	0.47
	2 - Eastern Way	0.74	0.00	0.26
	3 - Sandridge Common W	0.72	0.28	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	0	4	1
	2 - Eastern Way	2	0	1
	3 - Sandridge Common W	1	3	0

Average PCU Per Veh

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	1.000	1.040	1.010
	2 - Eastern Way	1.020	1.000	1.010
	3 - Sandridge Common W	1.010	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Sandridge Common E	636	636
	2 - Eastern Way	480	480
	3 - Sandridge Common W	400	400
08:00-08:15	1 - Sandridge Common E	760	760
	2 - Eastern Way	573	573
	3 - Sandridge Common W	477	477
08:15-08:30	1 - Sandridge Common E	930	930
	2 - Eastern Way	701	701
	3 - Sandridge Common W	585	585
08:30-08:45	1 - Sandridge Common E	930	930
	2 - Eastern Way	701	701
	3 - Sandridge Common W	585	585
08:45-09:00	1 - Sandridge Common E	760	760
	2 - Eastern Way	573	573
	3 - Sandridge Common W	477	477
09:00-09:15	1 - Sandridge Common E	636	636
	2 - Eastern Way	480	480
	3 - Sandridge Common W	400	400

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandridge Common E	0.63	6.77	1.7	A	775	1163
2 - Eastern Way	0.57	7.05	1.4	A	585	877
3 - Sandridge Common W	0.51	6.45	1.0	A	487	731

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	636	159	112	1509	0.422	633	641	0.0	0.7	4.203	A
2 - Eastern Way	480	120	300	1306	0.367	477	445	0.0	0.6	4.408	A
3 - Sandridge Common W	400	100	355	1250	0.320	398	423	0.0	0.5	4.280	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	760	190	135	1494	0.508	758	767	0.7	1.0	5.008	A
2 - Eastern Way	573	143	360	1270	0.451	572	533	0.6	0.8	5.236	A
3 - Sandridge Common W	477	119	425	1209	0.395	477	506	0.5	0.7	4.989	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	930	233	165	1475	0.631	928	939	1.0	1.7	6.708	A
2 - Eastern Way	701	175	440	1222	0.574	699	652	0.8	1.3	6.982	A
3 - Sandridge Common W	585	146	520	1153	0.507	583	619	0.7	1.0	6.404	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	930	233	165	1475	0.631	930	941	1.7	1.7	6.775	A
2 - Eastern Way	701	175	441	1221	0.574	701	654	1.3	1.4	7.047	A
3 - Sandridge Common W	585	146	522	1152	0.508	585	621	1.0	1.0	6.446	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	760	190	135	1494	0.508	762	771	1.7	1.1	5.062	A
2 - Eastern Way	573	143	362	1269	0.451	575	536	1.4	0.8	5.292	A
3 - Sandridge Common W	477	119	428	1207	0.395	479	509	1.0	0.7	5.028	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	636	159	113	1508	0.422	637	645	1.1	0.8	4.246	A
2 - Eastern Way	480	120	302	1305	0.368	481	448	0.8	0.6	4.449	A
3 - Sandridge Common W	400	100	358	1249	0.320	401	425	0.7	0.5	4.315	A

D6 - 2031 | Base + CD + D | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.34	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	Base + CD + D	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandridge Common E		ONE HOUR	✓	899	100.000
2 - Eastern Way		ONE HOUR	✓	542	100.000
3 - Sandridge Common W		ONE HOUR	✓	439	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	1	480	418
	2 - Eastern Way	397	1	144
	3 - Sandridge Common W	318	121	0

Proportions

	To			
From		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	0.00	0.53	0.46
	2 - Eastern Way	0.73	0.00	0.27
	3 - Sandridge Common W	0.72	0.28	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	0	2	1
	2 - Eastern Way	1	0	1
	3 - Sandridge Common W	0	0	0

Average PCU Per Veh

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	1.000	1.020	1.010
	2 - Eastern Way	1.010	1.000	1.010
	3 - Sandridge Common W	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	1 - Sandridge Common E	677	677
	2 - Eastern Way	408	408
	3 - Sandridge Common W	331	331
16:45-17:00	1 - Sandridge Common E	808	808
	2 - Eastern Way	487	487
	3 - Sandridge Common W	395	395
17:00-17:15	1 - Sandridge Common E	990	990
	2 - Eastern Way	597	597
	3 - Sandridge Common W	483	483
17:15-17:30	1 - Sandridge Common E	990	990
	2 - Eastern Way	597	597
	3 - Sandridge Common W	483	483
17:30-17:45	1 - Sandridge Common E	808	808
	2 - Eastern Way	487	487
	3 - Sandridge Common W	395	395
17:45-18:00	1 - Sandridge Common E	677	677
	2 - Eastern Way	408	408
	3 - Sandridge Common W	331	331

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandridge Common E	0.66	7.24	2.0	A	825	1237
2 - Eastern Way	0.49	5.94	1.0	A	497	746
3 - Sandridge Common W	0.40	5.02	0.7	A	403	604

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	677	169	91	1522	0.445	674	537	0.0	0.8	4.292	A
2 - Eastern Way	408	102	314	1298	0.314	406	451	0.0	0.5	4.070	A
3 - Sandridge Common W	331	83	299	1283	0.258	329	421	0.0	0.3	3.768	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	808	202	110	1510	0.535	807	643	0.8	1.2	5.183	A
2 - Eastern Way	487	122	376	1260	0.387	487	540	0.5	0.6	4.694	A
3 - Sandridge Common W	395	99	358	1248	0.316	394	504	0.3	0.5	4.213	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	990	247	134	1495	0.662	987	787	1.2	1.9	7.149	A
2 - Eastern Way	597	149	460	1210	0.493	595	661	0.6	1.0	5.903	A
3 - Sandridge Common W	483	121	438	1201	0.402	483	617	0.5	0.7	5.007	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	990	247	134	1495	0.662	990	788	1.9	2.0	7.236	A
2 - Eastern Way	597	149	461	1209	0.494	597	663	1.0	1.0	5.936	A
3 - Sandridge Common W	483	121	439	1200	0.403	483	619	0.7	0.7	5.020	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	808	202	110	1510	0.535	811	645	2.0	1.2	5.254	A
2 - Eastern Way	487	122	378	1259	0.387	489	543	1.0	0.6	4.726	A
3 - Sandridge Common W	395	99	360	1247	0.316	395	507	0.7	0.5	4.229	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	677	169	92	1522	0.445	678	540	1.2	0.8	4.342	A
2 - Eastern Way	408	102	316	1296	0.315	409	454	0.6	0.5	4.098	A
3 - Sandridge Common W	331	83	301	1282	0.258	331	424	0.5	0.3	3.785	A

D7 - 2031 | Base + CD + D Vision | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.73	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031	Base + CD + D Vision	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandridge Common E		ONE HOUR	✓	840	100.000
2 - Eastern Way		ONE HOUR	✓	637	100.000
3 - Sandridge Common W		ONE HOUR	✓	530	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	0	443	397
	2 - Eastern Way	474	0	163
	3 - Sandridge Common W	380	149	1

Proportions

	To			
From		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	0.00	0.53	0.47
	2 - Eastern Way	0.74	0.00	0.26
	3 - Sandridge Common W	0.72	0.28	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	0	4	1
	2 - Eastern Way	2	0	1
	3 - Sandridge Common W	1	3	0

Average PCU Per Veh

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	1.000	1.040	1.010
	2 - Eastern Way	1.020	1.000	1.010
	3 - Sandridge Common W	1.010	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Sandridge Common E	632	632
	2 - Eastern Way	480	480
	3 - Sandridge Common W	399	399
08:00-08:15	1 - Sandridge Common E	755	755
	2 - Eastern Way	573	573
	3 - Sandridge Common W	476	476
08:15-08:30	1 - Sandridge Common E	925	925
	2 - Eastern Way	701	701
	3 - Sandridge Common W	584	584
08:30-08:45	1 - Sandridge Common E	925	925
	2 - Eastern Way	701	701
	3 - Sandridge Common W	584	584
08:45-09:00	1 - Sandridge Common E	755	755
	2 - Eastern Way	573	573
	3 - Sandridge Common W	476	476
09:00-09:15	1 - Sandridge Common E	632	632
	2 - Eastern Way	480	480
	3 - Sandridge Common W	399	399

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandridge Common E	0.63	6.71	1.7	A	771	1156
2 - Eastern Way	0.57	7.02	1.4	A	585	877
3 - Sandridge Common W	0.51	6.43	1.0	A	486	730

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	632	158	112	1509	0.419	629	640	0.0	0.7	4.186	A
2 - Eastern Way	480	120	298	1307	0.367	477	444	0.0	0.6	4.400	A
3 - Sandridge Common W	399	100	355	1250	0.319	397	420	0.0	0.5	4.276	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	755	189	135	1494	0.505	754	766	0.7	1.0	4.977	A
2 - Eastern Way	573	143	357	1272	0.450	572	531	0.6	0.8	5.224	A
3 - Sandridge Common W	476	119	425	1209	0.394	476	504	0.5	0.7	4.983	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	925	231	165	1475	0.627	922	938	1.0	1.7	6.644	A
2 - Eastern Way	701	175	437	1224	0.573	699	650	0.8	1.3	6.955	A
3 - Sandridge Common W	584	146	520	1153	0.506	582	616	0.7	1.0	6.391	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	925	231	165	1475	0.627	925	940	1.7	1.7	6.707	A
2 - Eastern Way	701	175	438	1223	0.573	701	652	1.3	1.4	7.020	A
3 - Sandridge Common W	584	146	522	1152	0.507	584	618	1.0	1.0	6.434	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	755	189	135	1494	0.505	758	770	1.7	1.1	5.031	A
2 - Eastern Way	573	143	359	1271	0.451	575	534	1.4	0.8	5.279	A
3 - Sandridge Common W	476	119	428	1207	0.395	478	506	1.0	0.7	5.022	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	632	158	113	1508	0.419	634	644	1.1	0.7	4.227	A
2 - Eastern Way	480	120	300	1306	0.367	481	447	0.8	0.6	4.442	A
3 - Sandridge Common W	399	100	358	1249	0.320	400	423	0.7	0.5	4.311	A

D8 - 2031 | Base + CD + D Vision | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.31	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031	Base + CD + D Vision	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Sandridge Common E		ONE HOUR	✓	897	100.000
2 - Eastern Way		ONE HOUR	✓	540	100.000
3 - Sandridge Common W		ONE HOUR	✓	436	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	1	479	417
	2 - Eastern Way	395	1	144
	3 - Sandridge Common W	315	121	0

Proportions

	To			
From		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	0.00	0.53	0.46
	2 - Eastern Way	0.73	0.00	0.27
	3 - Sandridge Common W	0.72	0.28	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	0	2	1
	2 - Eastern Way	1	0	1
	3 - Sandridge Common W	0	0	0

Average PCU Per Veh

From	To			
		1 - Sandridge Common E	2 - Eastern Way	3 - Sandridge Common W
	1 - Sandridge Common E	1.000	1.020	1.010
	2 - Eastern Way	1.010	1.000	1.010
	3 - Sandridge Common W	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	1 - Sandridge Common E	675	675
	2 - Eastern Way	407	407
	3 - Sandridge Common W	328	328
16:45-17:00	1 - Sandridge Common E	806	806
	2 - Eastern Way	485	485
	3 - Sandridge Common W	392	392
17:00-17:15	1 - Sandridge Common E	988	988
	2 - Eastern Way	595	595
	3 - Sandridge Common W	480	480
17:15-17:30	1 - Sandridge Common E	988	988
	2 - Eastern Way	595	595
	3 - Sandridge Common W	480	480
17:30-17:45	1 - Sandridge Common E	806	806
	2 - Eastern Way	485	485
	3 - Sandridge Common W	392	392
17:45-18:00	1 - Sandridge Common E	675	675
	2 - Eastern Way	407	407
	3 - Sandridge Common W	328	328

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Sandridge Common E	0.66	7.20	2.0	A	823	1235
2 - Eastern Way	0.49	5.91	1.0	A	496	743
3 - Sandridge Common W	0.40	4.99	0.7	A	400	600

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	675	169	91	1522	0.444	672	533	0.0	0.8	4.284	A
2 - Eastern Way	407	102	313	1298	0.313	405	450	0.0	0.5	4.061	A
3 - Sandridge Common W	328	82	298	1284	0.256	327	420	0.0	0.3	3.756	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	806	202	110	1510	0.534	805	638	0.8	1.1	5.170	A
2 - Eastern Way	485	121	375	1261	0.385	485	539	0.5	0.6	4.680	A
3 - Sandridge Common W	392	98	356	1249	0.314	392	504	0.3	0.5	4.195	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	988	247	134	1495	0.661	984	781	1.1	1.9	7.118	A
2 - Eastern Way	595	149	459	1211	0.491	593	660	0.6	1.0	5.875	A
3 - Sandridge Common W	480	120	436	1202	0.399	479	616	0.5	0.7	4.974	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	988	247	134	1495	0.661	988	783	1.9	2.0	7.204	A
2 - Eastern Way	595	149	460	1210	0.491	595	662	1.0	1.0	5.909	A
3 - Sandridge Common W	480	120	437	1202	0.399	480	618	0.7	0.7	4.988	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	806	202	110	1510	0.534	809	641	2.0	1.2	5.240	A
2 - Eastern Way	485	121	377	1260	0.385	487	542	1.0	0.6	4.713	A
3 - Sandridge Common W	392	98	358	1248	0.314	393	506	0.7	0.5	4.212	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Sandridge Common E	675	169	92	1522	0.444	677	536	1.2	0.8	4.333	A
2 - Eastern Way	407	102	315	1297	0.313	407	453	0.6	0.5	4.091	A
3 - Sandridge Common W	328	82	299	1283	0.256	329	423	0.5	0.3	3.776	A

Junctions 11						
PICADY 11 - Priority Intersection Module						
Version: 11.1.1.2424						
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Filename: Import of Phase 1 site access ghost island.j11

Path: T:\Projects\12000 Series Project Numbers\12069\TB Land at Blackmore Farm, Melksham\Tech\Junction Assessments\Picady\2026 Assessments

Report generation date: 09/02/2026 11:27:02

- »D1 - 2031 | Base + CD + D | AM
- »D2 - 2031 | Base + CD + D | PM
- »D3 - 2031 | Base + CD + D Vision | AM
- »D4 - 2031 | Base + CD + D Vision | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2031 - Base + CD + D						
Stream B-AC	1.7	19.48	0.63	1.0	15.21	0.50
Stream C-AB	1.0	11.70	0.49	0.4	8.68	0.27
2031 - Base + CD + D Vision						
Stream B-AC	1.6	19.16	0.63	1.0	15.10	0.49
Stream C-AB	1.0	11.61	0.49	0.4	8.66	0.27

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

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

File summary

File Description

Title	Phase 1 Ghost Island
Location	
Site number	
Date	20/11/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031	Base + CD + D	AM	ONE HOUR	00:00	01:30	15	✓
D2	2031	Base + CD + D	PM	ONE HOUR	00:00	01:30	15	✓
D3	2031	Base + CD + D Vision	AM	ONE HOUR	00:00	01:30	15	✓
D4	2031	Base + CD + D Vision	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

D1 - 2031 | Base + CD + D | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way	5.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.29	A

Arms

Arms

Arm	Name	Description	Arm type
A	Sandridge Common E		Major
B	Site Access		Minor
C	Sandridge Common W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Sandridge Common W	7.01		✓	3.00	226.1	✓	6.00

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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	4.22	66	55

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	590	0.103	0.260	0.163	0.371
B-C	739	0.108	0.274	-	-
C-B	766	0.284	0.284	-	-

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 segment length (min)	Run automatically
D1	2031	Base + CD + D	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common E		ONE HOUR	✓	536	100.000
B - Site Access		ONE HOUR	✓	286	100.000
C - Sandridge Common W		ONE HOUR	✓	819	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sandridge Common E	B - Site Access	C - Sandridge Common W
From	A - Sandridge Common E	0	30	506
	B - Site Access	31	0	255
	C - Sandridge Common W	552	267	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Sandridge Common E	B - Site Access	C - Sandridge Common W
From	A - Sandridge Common E	0	0	1
	B - Site Access	0	0	0
	C - Sandridge Common W	0	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-AC	0.63	19.48	1.7	C	262	394
C-AB	0.49	11.70	1.0	B	247	370
C-A					505	757
A-B					28	41
A-C					464	696

Main Results for each time segment

00:00 - 00:15

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-AC	215	54	0.00	579	0.372	213	0.0	0.6	9.772	A
C-AB	201	50	0.00	651	0.309	199	0.0	0.4	7.940	A
C-A	415	104	0.00			415				
A-B	23	6	0.00			23				
A-C	381	95	0.00			381				

00:15 - 00:30

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-AC	257	64	0.00	548	0.469	256	0.6	0.9	12.292	B
C-AB	241	60	0.00	630	0.382	240	0.4	0.6	9.220	A
C-A	496	124	0.00			496				
A-B	27	7	0.00			27				
A-C	455	114	0.00			455				

00:30 - 00:45

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-AC	315	79	0.00	499	0.631	312	0.9	1.6	18.894	C
C-AB	298	75	0.00	606	0.492	297	0.6	1.0	11.599	B
C-A	604	151	0.00			604				
A-B	33	8	0.00			33				
A-C	557	139	0.00			557				

00:45 - 01:00

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-AC	315	79	0.00	499	0.631	315	1.6	1.7	19.477	C
C-AB	298	75	0.00	606	0.492	298	1.0	1.0	11.700	B
C-A	604	151	0.00			604				
A-B	33	8	0.00			33				
A-C	557	139	0.00			557				

01:00 - 01:15

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-AC	257	64	0.00	547	0.470	260	1.7	0.9	12.660	B
C-AB	241	60	0.00	630	0.382	242	1.0	0.6	9.315	A
C-A	496	124	0.00			496				
A-B	27	7	0.00			27				
A-C	455	114	0.00			455				

01:15 - 01:30

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-AC	215	54	0.00	579	0.372	217	0.9	0.6	9.970	A
C-AB	201	50	0.00	651	0.309	202	0.6	0.5	8.028	A
C-A	415	104	0.00			415				
A-B	23	6	0.00			23				
A-C	381	95	0.00			381				

D2 - 2031 | Base + CD + D | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - Site Access	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way	2.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.94	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031	Base + CD + D	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common E		ONE HOUR	✓	642	100.000
B - Site Access		ONE HOUR	✓	211	100.000
C - Sandridge Common W		ONE HOUR	✓	641	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Sandridge Common E	B - Site Access	C - Sandridge Common W
	A - Sandridge Common E	0	29	613
	B - Site Access	34	0	177
	C - Sandridge Common W	504	137	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - Sandridge Common E	B - Site Access	C - Sandridge Common W
	A - Sandridge Common E	0	0	0
	B - Site Access	0	0	0
	C - Sandridge Common W	0	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-AC	0.50	15.21	1.0	C	194	290
C-AB	0.27	8.68	0.4	A	126	189
C-A					462	694
A-B					27	40
A-C					562	844

Main Results for each time segment

00:00 - 00:15

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-AC	159	40	0.00	552	0.288	157	0.0	0.4	9.094	A
C-AB	103	26	0.00	629	0.164	102	0.0	0.2	6.825	A
C-A	379	95	0.00			379				
A-B	22	5	0.00			22				
A-C	461	115	0.00			461				

00:15 - 00:30

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-AC	190	47	0.00	518	0.366	189	0.4	0.6	10.917	B
C-AB	123	31	0.00	602	0.204	123	0.2	0.3	7.503	A
C-A	453	113	0.00			453				
A-B	26	7	0.00			26				
A-C	551	138	0.00			551				

00:30 - 00:45

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-AC	232	58	0.00	469	0.495	231	0.6	1.0	15.016	C
C-AB	151	38	0.00	566	0.267	150	0.3	0.4	8.658	A
C-A	555	139	0.00			555				
A-B	32	8	0.00			32				
A-C	675	169	0.00			675				

00:45 - 01:00

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-AC	232	58	0.00	469	0.495	232	1.0	1.0	15.205	C
C-AB	151	38	0.00	566	0.267	151	0.4	0.4	8.675	A
C-A	555	139	0.00			555				
A-B	32	8	0.00			32				
A-C	675	169	0.00			675				

01:00 - 01:15

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-AC	190	47	0.00	518	0.366	191	1.0	0.6	11.069	B
C-AB	123	31	0.00	602	0.204	124	0.4	0.3	7.525	A
C-A	453	113	0.00			453				
A-B	26	7	0.00			26				
A-C	551	138	0.00			551				

01:15 - 01:30

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-AC	159	40	0.00	551	0.288	160	0.6	0.4	9.204	A
C-AB	103	26	0.00	629	0.164	103	0.3	0.2	6.850	A
C-A	379	95	0.00			379				
A-B	22	5	0.00			22				
A-C	461	115	0.00			461				

D3 - 2031 | Base + CD + D Vision | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way	5.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.26	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Base + CD + D Vision	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common E		ONE HOUR	✓	528	100.000
B - Site Access		ONE HOUR	✓	286	100.000
C - Sandridge Common W		ONE HOUR	✓	816	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Sandridge Common E	B - Site Access	C - Sandridge Common W
	A - Sandridge Common E	0	30	498
	B - Site Access	31	0	255
	C - Sandridge Common W	549	267	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - Sandridge Common E	B - Site Access	C - Sandridge Common W
	A - Sandridge Common E	0	0	1
	B - Site Access	0	0	0
	C - Sandridge Common W	0	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-AC	0.63	19.16	1.6	C	262	394
C-AB	0.49	11.61	1.0	B	247	370
C-A					502	753
A-B					28	41
A-C					457	685

Main Results for each time segment

00:00 - 00:15

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-AC	215	54	0.00	581	0.371	213	0.0	0.6	9.724	A
C-AB	201	50	0.00	653	0.308	199	0.0	0.4	7.910	A
C-A	413	103	0.00			413				
A-B	23	6	0.00			23				
A-C	375	94	0.00			375				

00:15 - 00:30

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-AC	257	64	0.00	550	0.468	256	0.6	0.9	12.198	B
C-AB	241	60	0.00	632	0.381	240	0.4	0.6	9.171	A
C-A	493	123	0.00			493				
A-B	27	7	0.00			27				
A-C	448	112	0.00			448				

00:30 - 00:45

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-AC	315	79	0.00	502	0.627	312	0.9	1.6	18.611	C
C-AB	298	75	0.00	608	0.490	297	0.6	1.0	11.511	B
C-A	600	150	0.00			600				
A-B	33	8	0.00			33				
A-C	548	137	0.00			548				

00:45 - 01:00

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-AC	315	79	0.00	502	0.627	315	1.6	1.6	19.158	C
C-AB	298	75	0.00	608	0.490	298	1.0	1.0	11.609	B
C-A	600	150	0.00			600				
A-B	33	8	0.00			33				
A-C	548	137	0.00			548				

01:00 - 01:15

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-AC	257	64	0.00	550	0.468	260	1.6	0.9	12.551	B
C-AB	241	60	0.00	632	0.381	242	1.0	0.6	9.266	A
C-A	493	123	0.00			493				
A-B	27	7	0.00			27				
A-C	448	112	0.00			448				

01:15 - 01:30

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-AC	215	54	0.00	581	0.371	217	0.9	0.6	9.917	A
C-AB	201	50	0.00	653	0.308	202	0.6	0.5	7.996	A
C-A	413	103	0.00			413				
A-B	23	6	0.00			23				
A-C	375	94	0.00			375				

D4 - 2031 | Base + CD + D Vision | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix	1 - Site Access	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way	2.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Base + CD + D Vision	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common E		ONE HOUR	✓	639	100.000
B - Site Access		ONE HOUR	✓	211	100.000
C - Sandridge Common W		ONE HOUR	✓	633	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Sandridge Common E	B - Site Access	C - Sandridge Common W
	A - Sandridge Common E	0	29	610
	B - Site Access	34	0	177
	C - Sandridge Common W	496	137	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - Sandridge Common E	B - Site Access	C - Sandridge Common W
	A - Sandridge Common E	0	0	0
	B - Site Access	0	0	0
	C - Sandridge Common W	0	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-AC	0.49	15.10	1.0	C	194	290
C-AB	0.27	8.66	0.4	A	126	189
C-A					455	683
A-B					27	40
A-C					560	840

Main Results for each time segment

00:00 - 00:15

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-AC	159	40	0.00	553	0.287	157	0.0	0.4	9.071	A
C-AB	103	26	0.00	630	0.164	102	0.0	0.2	6.816	A
C-A	373	93	0.00			373				
A-B	22	5	0.00			22				
A-C	459	115	0.00			459				

00:15 - 00:30

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-AC	190	47	0.00	519	0.365	189	0.4	0.6	10.876	B
C-AB	123	31	0.00	603	0.204	123	0.2	0.3	7.491	A
C-A	446	111	0.00			446				
A-B	26	7	0.00			26				
A-C	548	137	0.00			548				

00:30 - 00:45

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-AC	232	58	0.00	471	0.494	231	0.6	0.9	14.911	B
C-AB	151	38	0.00	567	0.266	150	0.3	0.4	8.639	A
C-A	546	137	0.00			546				
A-B	32	8	0.00			32				
A-C	672	168	0.00			672				

00:45 - 01:00

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-AC	232	58	0.00	471	0.494	232	0.9	1.0	15.096	C
C-AB	151	38	0.00	567	0.266	151	0.4	0.4	8.656	A
C-A	546	137	0.00			546				
A-B	32	8	0.00			32				
A-C	672	168	0.00			672				

01:00 - 01:15

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-AC	190	47	0.00	519	0.365	191	1.0	0.6	11.023	B
C-AB	123	31	0.00	603	0.204	124	0.4	0.3	7.510	A
C-A	446	111	0.00			446				
A-B	26	7	0.00			26				
A-C	548	137	0.00			548				

01:15 - 01:30

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-AC	159	40	0.00	552	0.288	160	0.6	0.4	9.181	A
C-AB	103	26	0.00	630	0.164	103	0.3	0.2	6.844	A
C-A	373	93	0.00			373				
A-B	22	5	0.00			22				
A-C	459	115	0.00			459				

Junctions 11						
PICADY 11 - Priority Intersection Module						
Version: 11.1.0.2307						
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Filename: Import of Sandridge Common - New Road 2026.j11

Path: T:\Projects\12000 Series Project Numbers\12069\TB Land at Blackmore Farm, Melksham\Tech\Junction Assessments\Picady\2026 Assessments

Report generation date: 05/02/2026 14:07:25

- »D1 - 2031 | Base | AM
- »D2 - 2031 | Base | PM
- »D3 - 2031 | Base + CD | AM
- »D4 - 2031 | Base + CD | PM
- »D5 - 2031 | Base + CD + D | AM
- »D6 - 2031 | Base + CD + D | PM
- »D7 - 2026 | Observed | AM
- »D8 - 2026 | Observed | PM
- »D9 - 2031 | Base + CD + D VISION | AM
- »D10 - 2031 | Base + CD + D VISION | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2031 - Base						
Stream B-AC	0.2	16.80	0.15	0.5	18.48	0.34
Stream C-AB	0.0	4.70	0.03	0.0	4.28	0.02
2031 - Base + CD						
Stream B-AC	0.6	33.00	0.40	1.0	30.20	0.52
Stream C-AB	0.7	4.48	0.21	0.6	4.14	0.18
2031 - Base + CD + D						
Stream B-AC	0.9	42.90	0.48	1.5	38.64	0.61
Stream C-AB	1.6	4.89	0.32	0.9	4.19	0.23
2026 - Observed						
Stream B-AC	0.2	16.06	0.14	0.5	17.57	0.33
Stream C-AB	0.0	4.73	0.03	0.0	4.32	0.02
2031 - Base + CD + D VISION						
Stream B-AC	0.8	41.70	0.47	1.4	37.45	0.59
Stream C-AB	1.6	4.84	0.31	0.9	4.17	0.22

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

File summary

File Description

Title	
Location	
Site number	
Date	02/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2031	Base	PM	ONE HOUR	16:30	18:00	15	✓
D3	2031	Base + CD	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Base + CD	PM	ONE HOUR	16:30	18:00	15	✓
D5	2031	Base + CD + D	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	Base + CD + D	PM	ONE HOUR	16:30	18:00	15	✓
D7	2026	Observed	AM	ONE HOUR	07:45	09:15	15	✓
D8	2026	Observed	PM	ONE HOUR	16:30	18:00	15	✓
D9	2031	Base + CD + D VISION	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031	Base + CD + D VISION	PM	ONE HOUR	16:30	18:00	15	✓

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2022-2028 AM		1.0231
G2	2022-2028 PM		1.0223
G3	2022-2036 AM		1.0573
G4	2022-2036 PM		1.0546

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

Analysis Set Details

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

D1 - 2031 | Base | AM

Data Errors and Warnings

No errors or warnings

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	Sandridge Common/New Road	T-Junction	Two-way	Two-way	Two-way		0.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.52	A

Arms

Arms

Arm	Name	Description	Arm type
A	Sandridge Common W		Major
B	New Road		Minor
C	Sandridge Common 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 - Sandridge Common E	6.45			121.4	✓	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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - New Road	One lane	2.82	18	14

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	481	0.086	0.217	0.137	0.310
B-C	621	0.093	0.236	-	-
C-B	644	0.245	0.245	-	-

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 segment length (min)	Run automatically
D1	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common W		ONE HOUR	✓	730	100.000
B - New Road		ONE HOUR	✓	35	100.000
C - Sandridge Common E		ONE HOUR	✓	525	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From	A - Sandridge Common W	0	175	555
	B - New Road	32	0	3
	C - Sandridge Common E	516	9	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From	A - Sandridge Common W	0	1	4
	B - New Road	0	0	0
	C - Sandridge Common E	4	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-AC	0.15	16.80	0.2	C	32	48
C-AB	0.03	4.70	0.0	A	20	31
C-A					461	692
A-B					161	241
A-C					509	764

Main Results for each time segment

07:45 - 08:00

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-AC	26	7	0.00	329	0.080	26	0.0	0.1	11.882	B
C-AB	13	3	0.00	780	0.017	13	0.0	0.0	4.693	A
C-A	382	95	0.00			382				
A-B	132	33	0.00			132				
A-C	418	104	0.00			418				

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-AC	31	8	0.00	297	0.106	31	0.1	0.1	13.552	B
C-AB	19	5	0.00	814	0.023	19	0.0	0.0	4.521	A
C-A	453	113	0.00			453				
A-B	157	39	0.00			157				
A-C	499	125	0.00			499				

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-AC	39	10	0.00	253	0.152	38	0.1	0.2	16.767	C
C-AB	29	7	0.00	864	0.034	29	0.0	0.0	4.302	A
C-A	549	137	0.00			549				
A-B	193	48	0.00			193				
A-C	611	153	0.00			611				

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-AC	39	10	0.00	253	0.152	39	0.2	0.2	16.804	C
C-AB	29	7	0.00	864	0.034	29	0.0	0.0	4.310	A
C-A	549	137	0.00			549				
A-B	193	48	0.00			193				
A-C	611	153	0.00			611				

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-AC	31	8	0.00	297	0.106	32	0.2	0.1	13.590	B
C-AB	19	5	0.00	814	0.023	19	0.0	0.0	4.537	A
C-A	453	113	0.00			453				
A-B	157	39	0.00			157				
A-C	499	125	0.00			499				

09:00 - 09:15

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-AC	26	7	0.00	329	0.080	26	0.1	0.1	11.921	B
C-AB	14	3	0.00	780	0.017	14	0.0	0.0	4.702	A
C-A	382	95	0.00			382				
A-B	132	33	0.00			132				
A-C	418	104	0.00			418				

D2 - 2031 | Base | PM

Data Errors and Warnings

No errors or warnings

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	Sandridge Common/New Road	T-Junction	Two-way	Two-way	Two-way		1.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.56	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031	Base	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common W		ONE HOUR	✓	464	100.000
B - New Road		ONE HOUR	✓	93	100.000
C - Sandridge Common E		ONE HOUR	✓	579	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From	A - Sandridge Common W	0	38	426
	B - New Road	84	0	9
	C - Sandridge Common E	572	7	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From	A - Sandridge Common W	0	3	1
	B - New Road	0	0	0
	C - Sandridge Common E	2	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-AC	0.34	18.48	0.5	C	85	128
C-AB	0.02	4.28	0.0	A	16	24
C-A					515	773
A-B					35	52
A-C					391	586

Main Results for each time segment

16:30 - 16:45

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-AC	70	18	0.00	359	0.195	69	0.0	0.2	12.366	B
C-AB	11	3	0.00	852	0.013	11	0.0	0.0	4.276	A
C-A	425	106	0.00			425				
A-B	29	7	0.00			29				
A-C	321	80	0.00			321				

16:45 - 17:00

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-AC	84	21	0.00	333	0.251	83	0.2	0.3	14.377	B
C-AB	15	4	0.00	898	0.016	15	0.0	0.0	4.075	A
C-A	506	126	0.00			506				
A-B	34	9	0.00			34				
A-C	383	96	0.00			383				

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-AC	102	26	0.00	297	0.345	102	0.3	0.5	18.352	C
C-AB	22	6	0.00	963	0.023	22	0.0	0.0	3.824	A
C-A	615	154	0.00			615				
A-B	42	10	0.00			42				
A-C	469	117	0.00			469				

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-AC	102	26	0.00	297	0.345	102	0.5	0.5	18.480	C
C-AB	22	6	0.00	963	0.023	22	0.0	0.0	3.830	A
C-A	615	154	0.00			615				
A-B	42	10	0.00			42				
A-C	469	117	0.00			469				

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-AC	84	21	0.00	333	0.251	84	0.5	0.3	14.501	B
C-AB	15	4	0.00	898	0.016	15	0.0	0.0	4.083	A
C-A	506	126	0.00			506				
A-B	34	9	0.00			34				
A-C	383	96	0.00			383				

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-AC	70	18	0.00	359	0.195	70	0.3	0.2	12.478	B
C-AB	11	3	0.00	852	0.013	11	0.0	0.0	4.280	A
C-A	425	106	0.00			425				
A-B	29	7	0.00			29				
A-C	321	80	0.00			321				

D3 - 2031 | Base + CD | AM

Data Errors and Warnings

No errors or warnings

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	Sandridge Common/New Road	T-Junction	Two-way	Two-way	Two-way		1.43	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Base + CD	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common W		ONE HOUR	✓	1050	100.000
B - New Road		ONE HOUR	✓	65	100.000
C - Sandridge Common E		ONE HOUR	✓	808	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From	A - Sandridge Common W	0	175	875
	B - New Road	32	0	33
	C - Sandridge Common E	774	34	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From	A - Sandridge Common W	0	1	3
	B - New Road	0	0	0
	C - Sandridge Common E	2	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-AC	0.40	33.00	0.6	D	60	89
C-AB	0.21	4.48	0.7	A	136	204
C-A					605	908
A-B					161	241
A-C					803	1204

Main Results for each time segment

07:45 - 08:00

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-AC	49	12	0.00	309	0.159	48	0.0	0.2	13.792	B
C-AB	76	19	0.00	881	0.086	75	0.0	0.2	4.464	A
C-A	533	133	0.00			533				
A-B	132	33	0.00			132				
A-C	659	165	0.00			659				

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-AC	58	15	0.00	258	0.227	58	0.2	0.3	18.008	C
C-AB	117	29	0.00	943	0.125	117	0.2	0.3	4.361	A
C-A	609	152	0.00			609				
A-B	157	39	0.00			157				
A-C	787	197	0.00			787				

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-AC	72	18	0.00	181	0.396	70	0.3	0.6	32.209	D
C-AB	213	53	0.00	1036	0.206	212	0.3	0.7	4.377	A
C-A	676	169	0.00			676				
A-B	193	48	0.00			193				
A-C	963	241	0.00			963				

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-AC	72	18	0.00	180	0.397	71	0.6	0.6	33.004	D
C-AB	215	54	0.00	1037	0.207	215	0.7	0.7	4.398	A
C-A	675	169	0.00			675				
A-B	193	48	0.00			193				
A-C	963	241	0.00			963				

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-AC	58	15	0.00	257	0.227	60	0.6	0.3	18.357	C
C-AB	118	30	0.00	944	0.125	120	0.7	0.3	4.389	A
C-A	608	152	0.00			608				
A-B	157	39	0.00			157				
A-C	787	197	0.00			787				

09:00 - 09:15

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-AC	49	12	0.00	308	0.159	49	0.3	0.2	13.928	B
C-AB	76	19	0.00	882	0.086	77	0.3	0.2	4.484	A
C-A	532	133	0.00			532				
A-B	132	33	0.00			132				
A-C	659	165	0.00			659				

D4 - 2031 | Base + CD | PM

Data Errors and Warnings

No errors or warnings

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	Sandridge Common/New Road	T-Junction	Two-way	Two-way	Two-way		2.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Base + CD	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common W		ONE HOUR	✓	594	100.000
B - New Road		ONE HOUR	✓	116	100.000
C - Sandridge Common E		ONE HOUR	✓	834	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From	A - Sandridge Common W	0	38	556
	B - New Road	84	0	32
	C - Sandridge Common E	794	40	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From	A - Sandridge Common W	0	3	1
	B - New Road	0	0	0
	C - Sandridge Common E	1	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-AC	0.52	30.20	1.0	D	106	160
C-AB	0.18	4.14	0.6	A	135	202
C-A					631	946
A-B					35	52
A-C					510	765

Main Results for each time segment

16:30 - 16:45

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-AC	87	22	0.00	335	0.261	86	0.0	0.3	14.382	B
C-AB	81	20	0.00	952	0.085	80	0.0	0.2	4.127	A
C-A	547	137	0.00			547				
A-B	29	7	0.00			29				
A-C	419	105	0.00			419				

16:45 - 17:00

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-AC	104	26	0.00	298	0.349	104	0.3	0.5	18.406	C
C-AB	120	30	0.00	1021	0.118	120	0.2	0.3	3.996	A
C-A	630	157	0.00			630				
A-B	34	9	0.00			34				
A-C	500	125	0.00			500				

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-AC	128	32	0.00	247	0.518	126	0.5	1.0	29.307	D
C-AB	202	50	0.00	1121	0.180	201	0.3	0.6	3.920	A
C-A	716	179	0.00			716				
A-B	42	10	0.00			42				
A-C	612	153	0.00			612				

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-AC	128	32	0.00	246	0.518	128	1.0	1.0	30.196	D
C-AB	203	51	0.00	1121	0.181	203	0.6	0.6	3.930	A
C-A	715	179	0.00			715				
A-B	42	10	0.00			42				
A-C	612	153	0.00			612				

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-AC	104	26	0.00	298	0.350	106	1.0	0.6	18.936	C
C-AB	121	30	0.00	1022	0.118	122	0.6	0.3	4.012	A
C-A	629	157	0.00			629				
A-B	34	9	0.00			34				
A-C	500	125	0.00			500				

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-AC	87	22	0.00	335	0.261	88	0.6	0.4	14.641	B
C-AB	81	20	0.00	953	0.086	82	0.3	0.2	4.139	A
C-A	546	137	0.00			546				
A-B	29	7	0.00			29				
A-C	419	105	0.00			419				

D5 - 2031 | Base + CD + D | AM

Data Errors and Warnings

No errors or warnings

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	Sandridge Common/New Road	T-Junction	Two-way	Two-way	Two-way		2.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.01	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031	Base + CD + D	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common W		ONE HOUR	✓	1076	100.000
B - New Road		ONE HOUR	✓	70	100.000
C - Sandridge Common E		ONE HOUR	✓	887	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From	A - Sandridge Common W	0	175	901
	B - New Road	32	0	38
	C - Sandridge Common E	840	47	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From	A - Sandridge Common W	0	1	3
	B - New Road	0	0	0
	C - Sandridge Common E	2	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-AC	0.48	42.90	0.9	E	64	96
C-AB	0.32	4.89	1.6	A	216	323
C-A					598	898
A-B					161	241
A-C					827	1240

Main Results for each time segment

07:45 - 08:00

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-AC	53	13	0.00	302	0.174	52	0.0	0.2	14.342	B
C-AB	115	29	0.00	915	0.125	113	0.0	0.3	4.490	A
C-A	553	138	0.00			553				
A-B	132	33	0.00			132				
A-C	678	170	0.00			678				

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-AC	63	16	0.00	247	0.255	62	0.2	0.3	19.456	C
C-AB	183	46	0.00	985	0.185	181	0.3	0.6	4.486	A
C-A	615	154	0.00			615				
A-B	157	39	0.00			157				
A-C	810	202	0.00			810				

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-AC	77	19	0.00	161	0.478	75	0.3	0.8	40.852	E
C-AB	346	86	0.00	1091	0.317	342	0.6	1.6	4.832	A
C-A	631	158	0.00			631				
A-B	193	48	0.00			193				
A-C	992	248	0.00			992				

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-AC	77	19	0.00	160	0.480	77	0.8	0.9	42.903	E
C-AB	349	87	0.00	1094	0.319	349	1.6	1.6	4.891	A
C-A	627	157	0.00			627				
A-B	193	48	0.00			193				
A-C	992	248	0.00			992				

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-AC	63	16	0.00	246	0.256	65	0.9	0.4	20.102	C
C-AB	185	46	0.00	989	0.187	189	1.6	0.6	4.549	A
C-A	612	153	0.00			612				
A-B	157	39	0.00			157				
A-C	810	202	0.00			810				

09:00 - 09:15

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-AC	53	13	0.00	302	0.175	53	0.4	0.2	14.524	B
C-AB	116	29	0.00	917	0.127	117	0.6	0.3	4.524	A
C-A	552	138	0.00			552				
A-B	132	33	0.00			132				
A-C	678	170	0.00			678				

D6 - 2031 | Base + CD + D | PM

Data Errors and Warnings

No errors or warnings

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	Sandridge Common/New Road	T-Junction	Two-way	Two-way	Two-way		3.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.45	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	Base + CD + D	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common W		ONE HOUR	✓	655	100.000
B - New Road		ONE HOUR	✓	129	100.000
C - Sandridge Common E		ONE HOUR	✓	876	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From	A - Sandridge Common W	0	38	617
	B - New Road	84	0	45
	C - Sandridge Common E	829	47	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From	A - Sandridge Common W	0	3	1
	B - New Road	0	0	0
	C - Sandridge Common E	1	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-AC	0.61	38.64	1.5	E	118	178
C-AB	0.23	4.19	0.9	A	172	258
C-A					632	948
A-B					35	52
A-C					566	849

Main Results for each time segment

16:30 - 16:45

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-AC	97	24	0.00	332	0.293	96	0.0	0.4	15.140	C
C-AB	100	25	0.00	963	0.104	100	0.0	0.2	4.167	A
C-A	559	140	0.00			559				
A-B	29	7	0.00			29				
A-C	465	116	0.00			465				

16:45 - 17:00

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-AC	116	29	0.00	292	0.397	115	0.4	0.6	20.249	C
C-AB	152	38	0.00	1036	0.146	151	0.2	0.4	4.073	A
C-A	636	159	0.00			636				
A-B	34	9	0.00			34				
A-C	555	139	0.00			555				

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-AC	142	36	0.00	235	0.605	139	0.6	1.4	36.545	E
C-AB	262	65	0.00	1141	0.229	260	0.4	0.9	4.096	A
C-A	703	176	0.00			703				
A-B	42	10	0.00			42				
A-C	679	170	0.00			679				

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-AC	142	36	0.00	234	0.606	142	1.4	1.5	38.641	E
C-AB	263	66	0.00	1142	0.230	263	0.9	0.9	4.116	A
C-A	701	175	0.00			701				
A-B	42	10	0.00			42				
A-C	679	170	0.00			679				

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-AC	116	29	0.00	291	0.398	119	1.5	0.7	21.235	C
C-AB	153	38	0.00	1037	0.147	155	0.9	0.4	4.100	A
C-A	635	159	0.00			635				
A-B	34	9	0.00			34				
A-C	555	139	0.00			555				

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-AC	97	24	0.00	331	0.293	98	0.7	0.4	15.500	C
C-AB	101	25	0.00	964	0.105	102	0.4	0.2	4.186	A
C-A	558	140	0.00			558				
A-B	29	7	0.00			29				
A-C	465	116	0.00			465				

D7 - 2026 | Observed | AM

Data Errors and Warnings

No errors or warnings

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	Sandridge Common/New Road	T-Junction	Two-way	Two-way	Two-way		0.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.50	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2026	Observed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common W		ONE HOUR	✓	706	100.000
B - New Road		ONE HOUR	✓	34	100.000
C - Sandridge Common E		ONE HOUR	✓	508	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From	A - Sandridge Common W	0	169	537
	B - New Road	31	0	3
	C - Sandridge Common E	499	9	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From	A - Sandridge Common W	0	1	4
	B - New Road	0	0	0
	C - Sandridge Common E	3	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-AC	0.14	16.06	0.2	C	31	47
C-AB	0.03	4.73	0.0	A	20	30
C-A					446	670
A-B					155	233
A-C					493	739

Main Results for each time segment

07:45 - 08:00

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-AC	26	6	0.00	335	0.076	25	0.0	0.1	11.621	B
C-AB	13	3	0.00	776	0.017	13	0.0	0.0	4.718	A
C-A	369	92	0.00			369				
A-B	127	32	0.00			127				
A-C	404	101	0.00			404				

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-AC	31	8	0.00	304	0.101	30	0.1	0.1	13.149	B
C-AB	18	5	0.00	808	0.023	18	0.0	0.0	4.552	A
C-A	438	110	0.00			438				
A-B	152	38	0.00			152				
A-C	483	121	0.00			483				

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-AC	37	9	0.00	262	0.143	37	0.1	0.2	16.032	C
C-AB	28	7	0.00	856	0.032	28	0.0	0.0	4.339	A
C-A	532	133	0.00			532				
A-B	186	47	0.00			186				
A-C	591	148	0.00			591				

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-AC	37	9	0.00	262	0.143	37	0.2	0.2	16.058	C
C-AB	28	7	0.00	856	0.032	28	0.0	0.0	4.344	A
C-A	532	133	0.00			532				
A-B	186	47	0.00			186				
A-C	591	148	0.00			591				

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-AC	31	8	0.00	304	0.101	31	0.2	0.1	13.180	B
C-AB	18	5	0.00	808	0.023	18	0.0	0.0	4.564	A
C-A	438	110	0.00			438				
A-B	152	38	0.00			152				
A-C	483	121	0.00			483				

09:00 - 09:15

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-AC	26	6	0.00	335	0.076	26	0.1	0.1	11.656	B
C-AB	13	3	0.00	776	0.017	13	0.0	0.0	4.727	A
C-A	369	92	0.00			369				
A-B	127	32	0.00			127				
A-C	404	101	0.00			404				

D8 - 2026 | Observed | PM

Data Errors and Warnings

No errors or warnings

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	Sandridge Common/New Road	T-Junction	Two-way	Two-way	Two-way		1.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.48	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2026	Observed	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common W		ONE HOUR	✓	449	100.000
B - New Road		ONE HOUR	✓	90	100.000
C - Sandridge Common E		ONE HOUR	✓	560	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From	A - Sandridge Common W	0	37	412
	B - New Road	81	0	9
	C - Sandridge Common E	553	7	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From	A - Sandridge Common W	0	3	1
	B - New Road	0	0	0
	C - Sandridge Common E	2	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-AC	0.33	17.57	0.5	C	83	124
C-AB	0.02	4.32	0.0	A	15	23
C-A					498	748
A-B					34	51
A-C					378	567

Main Results for each time segment

16:30 - 16:45

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-AC	68	17	0.00	364	0.186	67	0.0	0.2	12.077	B
C-AB	10	3	0.00	845	0.012	10	0.0	0.0	4.314	A
C-A	411	103	0.00			411				
A-B	28	7	0.00			28				
A-C	310	78	0.00			310				

16:45 - 17:00

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-AC	81	20	0.00	339	0.239	81	0.2	0.3	13.917	B
C-AB	14	4	0.00	888	0.016	14	0.0	0.0	4.117	A
C-A	489	122	0.00			489				
A-B	33	8	0.00			33				
A-C	370	93	0.00			370				

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-AC	99	25	0.00	304	0.326	98	0.3	0.5	17.460	C
C-AB	21	5	0.00	951	0.023	21	0.0	0.0	3.871	A
C-A	595	149	0.00			595				
A-B	41	10	0.00			41				
A-C	454	113	0.00			454				

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-AC	99	25	0.00	304	0.326	99	0.5	0.5	17.567	C
C-AB	22	5	0.00	951	0.023	22	0.0	0.0	3.874	A
C-A	595	149	0.00			595				
A-B	41	10	0.00			41				
A-C	454	113	0.00			454				

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-AC	81	20	0.00	339	0.239	82	0.5	0.3	14.024	B
C-AB	14	4	0.00	888	0.016	14	0.0	0.0	4.124	A
C-A	489	122	0.00			489				
A-B	33	8	0.00			33				
A-C	370	93	0.00			370				

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-AC	68	17	0.00	364	0.186	68	0.3	0.2	12.178	B
C-AB	10	3	0.00	845	0.012	10	0.0	0.0	4.320	A
C-A	411	103	0.00			411				
A-B	28	7	0.00			28				
A-C	310	78	0.00			310				

D9 - 2031 | Base + CD + D VISION | AM

Data Errors and Warnings

No errors or warnings

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	Sandridge Common/New Road	T-Junction	Two-way	Two-way	Two-way		1.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.93	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2031	Base + CD + D VISION	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common W		ONE HOUR	✓	1073	100.000
B - New Road		ONE HOUR	✓	69	100.000
C - Sandridge Common E		ONE HOUR	✓	880	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From	A - Sandridge Common W	0	175	898
	B - New Road	32	0	37
	C - Sandridge Common E	834	46	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From	A - Sandridge Common W	0	1	3
	B - New Road	0	0	0
	C - Sandridge Common E	2	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-AC	0.47	41.70	0.8	E	63	95
C-AB	0.31	4.84	1.6	A	208	312
C-A					599	899
A-B					161	241
A-C					824	1236

Main Results for each time segment

07:45 - 08:00

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-AC	52	13	0.00	302	0.172	51	0.0	0.2	14.305	B
C-AB	111	28	0.00	912	0.122	110	0.0	0.3	4.488	A
C-A	551	138	0.00			551				
A-B	132	33	0.00			132				
A-C	676	169	0.00			676				

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-AC	62	16	0.00	247	0.251	62	0.2	0.3	19.330	C
C-AB	177	44	0.00	981	0.180	176	0.3	0.6	4.474	A
C-A	614	154	0.00			614				
A-B	157	39	0.00			157				
A-C	807	202	0.00			807				

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-AC	76	19	0.00	163	0.467	74	0.3	0.8	39.840	E
C-AB	333	83	0.00	1086	0.307	329	0.6	1.5	4.782	A
C-A	636	159	0.00			636				
A-B	193	48	0.00			193				
A-C	989	247	0.00			989				

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-AC	76	19	0.00	162	0.470	76	0.8	0.8	41.703	E
C-AB	337	84	0.00	1089	0.309	336	1.5	1.6	4.840	A
C-A	632	158	0.00			632				
A-B	193	48	0.00			193				
A-C	989	247	0.00			989				

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-AC	62	16	0.00	246	0.252	64	0.8	0.3	19.934	C
C-AB	179	45	0.00	985	0.182	183	1.6	0.6	4.534	A
C-A	612	153	0.00			612				
A-B	157	39	0.00			157				
A-C	807	202	0.00			807				

09:00 - 09:15

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-AC	52	13	0.00	302	0.172	52	0.3	0.2	14.478	B
C-AB	112	28	0.00	913	0.123	114	0.6	0.3	4.519	A
C-A	550	138	0.00			550				
A-B	132	33	0.00			132				
A-C	676	169	0.00			676				

D10 - 2031 | Base + CD + D VISION | PM

Data Errors and Warnings

No errors or warnings

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	Sandridge Common/New Road	T-Junction	Two-way	Two-way	Two-way		3.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.32	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2031	Base + CD + D VISION	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common W		ONE HOUR	✓	648	100.000
B - New Road		ONE HOUR	✓	127	100.000
C - Sandridge Common E		ONE HOUR	✓	873	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From				
	A - Sandridge Common W	0	38	610
	B - New Road	84	0	43
	C - Sandridge Common E	827	46	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From				
	A - Sandridge Common W	0	3	1
	B - New Road	0	0	0
	C - Sandridge Common E	1	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-AC	0.59	37.45	1.4	E	117	175
C-AB	0.22	4.17	0.9	A	167	251
C-A					634	951
A-B					35	52
A-C					560	840

Main Results for each time segment

16:30 - 16:45

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-AC	96	24	0.00	332	0.288	94	0.0	0.4	15.059	C
C-AB	98	24	0.00	963	0.102	97	0.0	0.2	4.156	A
C-A	559	140	0.00			559				
A-B	29	7	0.00			29				
A-C	459	115	0.00			459				

16:45 - 17:00

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-AC	114	29	0.00	292	0.391	113	0.4	0.6	20.031	C
C-AB	148	37	0.00	1035	0.143	147	0.2	0.4	4.055	A
C-A	637	159	0.00			637				
A-B	34	9	0.00			34				
A-C	548	137	0.00			548				

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-AC	140	35	0.00	235	0.594	137	0.6	1.3	35.568	E
C-AB	254	64	0.00	1140	0.223	252	0.4	0.8	4.064	A
C-A	707	177	0.00			707				
A-B	42	10	0.00			42				
A-C	672	168	0.00			672				

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-AC	140	35	0.00	235	0.595	140	1.3	1.4	37.455	E
C-AB	256	64	0.00	1141	0.224	255	0.8	0.9	4.084	A
C-A	706	176	0.00			706				
A-B	42	10	0.00			42				
A-C	672	168	0.00			672				

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-AC	114	29	0.00	292	0.391	117	1.4	0.7	20.947	C
C-AB	149	37	0.00	1037	0.144	151	0.9	0.4	4.081	A
C-A	636	159	0.00			636				
A-B	34	9	0.00			34				
A-C	548	137	0.00			548				

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-AC	96	24	0.00	331	0.289	97	0.7	0.4	15.406	C
C-AB	99	25	0.00	964	0.102	99	0.4	0.2	4.174	A
C-A	558	140	0.00			558				
A-B	29	7	0.00			29				
A-C	459	115	0.00			459				

Junctions 11							
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Filename: Phase 2 simple priority.j11

Path: T:\Projects\12000 Series Project Numbers\12069\TB Land at Blackmore Farm, Melksham\Tech\Junction Assessments\Picady\2026 Assessments

Report generation date: 05/02/2026 13:52:41

- »D1 - 2031 | Base + CD + D | AM
- »D2 - 2031 | Base + CD + D | PM
- »D3 - 2031 | Base + CD + D Vision | AM
- »D4 - 2031 | Base + CD + D Vision | PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2031 - Base + CD + D								
Stream B-AC	0.2	8.30	0.20	A	0.1	8.26	0.11	A
Stream C-AB	0.2	4.40	0.10	A	0.6	5.36	0.23	A
2031 - Base + CD + D Vision								
Stream B-AC	0.2	8.08	0.18	A	0.1	8.10	0.10	A
Stream C-AB	0.2	4.38	0.09	A	0.5	5.19	0.20	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	13/06/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031	Base + CD + D	AM	ONE HOUR	07:45	09:15	15	✓
D2	2031	Base + CD + D	PM	ONE HOUR	16:30	18:00	15	✓
D3	2031	Base + CD + D Vision	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Base + CD + D Vision	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

D1 - 2031 | Base + CD + D | AM

Data Errors and Warnings

No errors or warnings

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	Site Access	T-Junction	Two-way	Two-way	Two-way		0.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.97	A

Arms

Arms

Arm	Name	Description	Arm type
A	Sandridge Common E		Major
B	Site Access		Minor
C	Sandridge Common W		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 - Sandridge Common W	6.90			165.3	✓	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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	4.22	72	74

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	603	0.106	0.267	0.168	0.381
B-C	752	0.111	0.280	-	-
C-B	670	0.249	0.249	-	-

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 segment length (min)	Run automatically
D1	2031	Base + CD + D	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common E		ONE HOUR	✓	464	100.000
B - Site Access		ONE HOUR	✓	96	100.000
C - Sandridge Common W		ONE HOUR	✓	583	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A - Sandridge Common E	B - Site Access	C - Sandridge Common W	
A - Sandridge Common E	0	7	457	
B - Site Access	17	0	79	
C - Sandridge Common W	552	31	0	

Vehicle Mix

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

Heavy Vehicle %

From	To			
	A - Sandridge Common E	B - Site Access	C - Sandridge Common W	
A - Sandridge Common E	0	0	1	
B - Site Access	0	0	0	
C - Sandridge Common W	0	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-AC	0.20	8.30	0.2	A	88	132
C-AB	0.10	4.40	0.2	A	67	100
C-A					468	703
A-B					6	10
A-C					419	629

Main Results for each time segment

07:45 - 08:00

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-AC	72	18	0.00	599	0.121	72	0.0	0.1	6.814	A
C-AB	45	11	0.00	863	0.052	45	0.0	0.1	4.399	A
C-A	394	98	0.00			394				
A-B	5	1	0.00			5				
A-C	344	86	0.00			344				

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-AC	86	22	0.00	575	0.150	86	0.1	0.2	7.368	A
C-AB	62	15	0.00	905	0.068	62	0.1	0.1	4.269	A
C-A	462	116	0.00			462				
A-B	6	2	0.00			6				
A-C	411	103	0.00			411				

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-AC	106	26	0.00	539	0.196	105	0.2	0.2	8.294	A
C-AB	92	23	0.00	966	0.096	92	0.1	0.2	4.119	A
C-A	550	137	0.00			550				
A-B	8	2	0.00			8				
A-C	503	126	0.00			503				

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-AC	106	26	0.00	539	0.196	106	0.2	0.2	8.304	A
C-AB	93	23	0.00	966	0.096	93	0.2	0.2	4.122	A
C-A	549	137	0.00			549				
A-B	8	2	0.00			8				
A-C	503	126	0.00			503				

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-AC	86	22	0.00	575	0.150	87	0.2	0.2	7.382	A
C-AB	62	16	0.00	906	0.069	62	0.2	0.1	4.272	A
C-A	462	116	0.00			462				
A-B	6	2	0.00			6				
A-C	411	103	0.00			411				

09:00 - 09:15

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-AC	72	18	0.00	599	0.121	72	0.2	0.1	6.832	A
C-AB	45	11	0.00	863	0.052	45	0.1	0.1	4.405	A
C-A	394	98	0.00			394				
A-B	5	1	0.00			5				
A-C	344	86	0.00			344				

D2 - 2031 | Base + CD + D | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		1.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.03	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031	Base + CD + D	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common E		ONE HOUR	✓	617	100.000
B - Site Access		ONE HOUR	✓	50	100.000
C - Sandridge Common W		ONE HOUR	✓	538	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Sandridge Common E	B - Site Access	C - Sandridge Common W
	A - Sandridge Common E	0	16	601
	B - Site Access	9	0	41
	C - Sandridge Common W	465	73	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - Sandridge Common E	B - Site Access	C - Sandridge Common W
	A - Sandridge Common E	0	0	0
	B - Site Access	0	0	0
	C - Sandridge Common W	0	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-AC	0.11	8.26	0.1	A	46	69
C-AB	0.23	5.36	0.6	A	143	214
C-A					351	526
A-B					15	22
A-C					551	827

Main Results for each time segment

16:30 - 16:45

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-AC	38	9	0.00	568	0.066	37	0.0	0.1	6.787	A
C-AB	98	25	0.00	796	0.123	97	0.0	0.2	5.148	A
C-A	307	77	0.00			307				
A-B	12	3	0.00			12				
A-C	452	113	0.00			452				

16:45 - 17:00

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-AC	45	11	0.00	536	0.084	45	0.1	0.1	7.328	A
C-AB	133	33	0.00	826	0.162	133	0.2	0.4	5.200	A
C-A	350	88	0.00			350				
A-B	14	4	0.00			14				
A-C	540	135	0.00			540				

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-AC	55	14	0.00	491	0.112	55	0.1	0.1	8.249	A
C-AB	196	49	0.00	870	0.226	195	0.4	0.6	5.345	A
C-A	396	99	0.00			396				
A-B	18	4	0.00			18				
A-C	662	165	0.00			662				

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-AC	55	14	0.00	491	0.112	55	0.1	0.1	8.256	A
C-AB	197	49	0.00	871	0.226	197	0.6	0.6	5.356	A
C-A	396	99	0.00			396				
A-B	18	4	0.00			18				
A-C	662	165	0.00			662				

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-AC	45	11	0.00	536	0.084	45	0.1	0.1	7.336	A
C-AB	134	33	0.00	827	0.162	135	0.6	0.4	5.216	A
C-A	350	87	0.00			350				
A-B	14	4	0.00			14				
A-C	540	135	0.00			540				

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-AC	38	9	0.00	567	0.066	38	0.1	0.1	6.799	A
C-AB	99	25	0.00	797	0.124	99	0.4	0.3	5.171	A
C-A	306	77	0.00			306				
A-B	12	3	0.00			12				
A-C	452	113	0.00			452				

D3 - 2031 | Base + CD + D Vision | AM

Data Errors and Warnings

No errors or warnings

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	Site Access	T-Junction	Two-way	Two-way	Two-way		0.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.87	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Base + CD + D Vision	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common E		ONE HOUR	✓	463	100.000
B - Site Access		ONE HOUR	✓	87	100.000
C - Sandridge Common W		ONE HOUR	✓	580	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sandridge Common E	B - Site Access	C - Sandridge Common W
From	A - Sandridge Common E	0	6	457
	B - Site Access	15	0	72
	C - Sandridge Common W	552	28	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Sandridge Common E	B - Site Access	C - Sandridge Common W
From	A - Sandridge Common E	0	0	1
	B - Site Access	0	0	0
	C - Sandridge Common W	0	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-AC	0.18	8.08	0.2	A	80	120
C-AB	0.09	4.38	0.2	A	60	90
C-A					472	708
A-B					6	8
A-C					419	629

Main Results for each time segment

07:45 - 08:00

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-AC	65	16	0.00	601	0.109	65	0.0	0.1	6.709	A
C-AB	41	10	0.00	863	0.047	40	0.0	0.1	4.374	A
C-A	396	99	0.00			396				
A-B	5	1	0.00			5				
A-C	344	86	0.00			344				

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-AC	78	20	0.00	577	0.136	78	0.1	0.2	7.220	A
C-AB	56	14	0.00	905	0.062	56	0.1	0.1	4.238	A
C-A	466	116	0.00			466				
A-B	5	1	0.00			5				
A-C	411	103	0.00			411				

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-AC	96	24	0.00	541	0.177	96	0.2	0.2	8.068	A
C-AB	83	21	0.00	966	0.086	83	0.1	0.2	4.076	A
C-A	555	139	0.00			555				
A-B	7	2	0.00			7				
A-C	503	126	0.00			503				

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-AC	96	24	0.00	541	0.177	96	0.2	0.2	8.077	A
C-AB	84	21	0.00	967	0.086	84	0.2	0.2	4.080	A
C-A	555	139	0.00			555				
A-B	7	2	0.00			7				
A-C	503	126	0.00			503				

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-AC	78	20	0.00	577	0.136	78	0.2	0.2	7.229	A
C-AB	56	14	0.00	906	0.062	56	0.2	0.1	4.240	A
C-A	465	116	0.00			465				
A-B	5	1	0.00			5				
A-C	411	103	0.00			411				

09:00 - 09:15

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-AC	65	16	0.00	601	0.109	66	0.2	0.1	6.723	A
C-AB	41	10	0.00	863	0.047	41	0.1	0.1	4.379	A
C-A	396	99	0.00			396				
A-B	5	1	0.00			5				
A-C	344	86	0.00			344				

D4 - 2031 | Base + CD + D Vision | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		0.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Base + CD + D Vision	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common E		ONE HOUR	✓	615	100.000
B - Site Access		ONE HOUR	✓	47	100.000
C - Sandridge Common W		ONE HOUR	✓	530	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Sandridge Common E	B - Site Access	C - Sandridge Common W
	A - Sandridge Common E	0	14	601
	B - Site Access	8	0	39
	C - Sandridge Common W	465	65	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - Sandridge Common E	B - Site Access	C - Sandridge Common W
	A - Sandridge Common E	0	0	0
	B - Site Access	0	0	0
	C - Sandridge Common W	0	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-AC	0.10	8.10	0.1	A	43	65
C-AB	0.20	5.19	0.5	A	127	191
C-A					359	539
A-B					13	19
A-C					551	827

Main Results for each time segment

16:30 - 16:45

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-AC	35	9	0.00	571	0.062	35	0.0	0.1	6.710	A
C-AB	87	22	0.00	797	0.110	86	0.0	0.2	5.069	A
C-A	312	78	0.00			312				
A-B	11	3	0.00			11				
A-C	452	113	0.00			452				

16:45 - 17:00

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-AC	42	11	0.00	540	0.078	42	0.1	0.1	7.224	A
C-AB	119	30	0.00	827	0.144	118	0.2	0.3	5.090	A
C-A	358	89	0.00			358				
A-B	13	3	0.00			13				
A-C	540	135	0.00			540				

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-AC	52	13	0.00	496	0.104	52	0.1	0.1	8.092	A
C-AB	175	44	0.00	871	0.201	174	0.3	0.5	5.176	A
C-A	409	102	0.00			409				
A-B	15	4	0.00			15				
A-C	662	165	0.00			662				

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-AC	52	13	0.00	496	0.104	52	0.1	0.1	8.096	A
C-AB	175	44	0.00	871	0.201	175	0.5	0.5	5.185	A
C-A	408	102	0.00			408				
A-B	15	4	0.00			15				
A-C	662	165	0.00			662				

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-AC	42	11	0.00	540	0.078	42	0.1	0.1	7.229	A
C-AB	119	30	0.00	827	0.144	120	0.5	0.3	5.105	A
C-A	357	89	0.00			357				
A-B	13	3	0.00			13				
A-C	540	135	0.00			540				

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-AC	35	9	0.00	571	0.062	35	0.1	0.1	6.722	A
C-AB	88	22	0.00	797	0.110	88	0.3	0.2	5.089	A
C-A	311	78	0.00			311				
A-B	11	3	0.00			11				
A-C	452	113	0.00			452				

Junctions 11						
PICADY 11 - Priority Intersection Module						
Version: 11.1.1.2424						
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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: Import of Sandridge Common - New Road 2026 (Non Right Turn).j11

Path: T:\Projects\12000 Series Project Numbers\12069\TB Land at Blackmore Farm, Melksham\Tech\Junction Assessments\Picady\2026 Assessments

Report generation date: 23/04/2026 10:30:46

- »D1 - 2031 | Base | AM
- »D2 - 2031 | Base | PM
- »D3 - 2031 | Base + CD | AM
- »D4 - 2031 | Base + CD | PM
- »D5 - 2031 | Base + CD + D | AM
- »D6 - 2031 | Base + CD + D | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2031 - Base						
Stream B-AC	0.2	16.80	0.15	0.5	18.48	0.34
Stream C-AB	0.0	4.70	0.03	0.0	4.28	0.02
2031 - Base + CD						
Stream B-AC	0.6	33.00	0.40	1.0	30.20	0.52
Stream C-AB	0.7	4.48	0.21	0.6	4.14	0.18
2031 - Base + CD + D						
Stream B-AC	0.8	38.79	0.45	1.4	35.87	0.59
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00

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

File summary

File Description

Title	
Location	
Site number	
Date	02/12/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2031	Base	PM	ONE HOUR	16:30	18:00	15	✓
D3	2031	Base + CD	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Base + CD	PM	ONE HOUR	16:30	18:00	15	✓
D5	2031	Base + CD + D	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	Base + CD + D	PM	ONE HOUR	16:30	18:00	15	✓
D7	2026	Observed	AM	ONE HOUR	07:45	09:15	15	✓
D8	2026	Observed	PM	ONE HOUR	16:30	18:00	15	✓
D9	2031	Base + CD + D VISION	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031	Base + CD + D VISION	PM	ONE HOUR	16:30	18:00	15	✓

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	2022-2028 AM		1.0231
G2	2022-2028 PM		1.0223
G3	2022-2036 AM		1.0573
G4	2022-2036 PM		1.0546

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

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D1,D2,D3,D4,D5,D6	100.000	100.000

D1 - 2031 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Sandridge Common/New Road	T-Junction	Two-way	Two-way	Two-way	0.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.52	A

Arms

Arms

Arm	Name	Description	Arm type
A	Sandridge Common W		Major
B	New Road		Minor
C	Sandridge Common 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 - Sandridge Common E	6.45			121.4	✓	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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - New Road	One lane	2.82	18	14

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	481	0.086	0.217	0.137	0.310
B-C	621	0.093	0.236	-	-
C-B	644	0.245	0.245	-	-

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 segment length (min)	Run automatically
D1	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common W		ONE HOUR	✓	730	100.000
B - New Road		ONE HOUR	✓	35	100.000
C - Sandridge Common E		ONE HOUR	✓	525	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From				
	A - Sandridge Common W	0	175	555
	B - New Road	32	0	3
	C - Sandridge Common E	516	9	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From				
	A - Sandridge Common W	0	1	4
	B - New Road	0	0	0
	C - Sandridge Common E	4	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-AC	0.15	16.80	0.2	C	32	48
C-AB	0.03	4.70	0.0	A	20	31
C-A					461	692
A-B					161	241
A-C					509	764

Main Results for each time segment

07:45 - 08:00

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-AC	26	7	0.00	329	0.080	26	0.0	0.1	11.882	B
C-AB	13	3	0.00	780	0.017	13	0.0	0.0	4.693	A
C-A	382	95	0.00			382				
A-B	132	33	0.00			132				
A-C	418	104	0.00			418				

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-AC	31	8	0.00	297	0.106	31	0.1	0.1	13.552	B
C-AB	19	5	0.00	814	0.023	19	0.0	0.0	4.521	A
C-A	453	113	0.00			453				
A-B	157	39	0.00			157				
A-C	499	125	0.00			499				

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-AC	39	10	0.00	253	0.152	38	0.1	0.2	16.767	C
C-AB	29	7	0.00	864	0.034	29	0.0	0.0	4.302	A
C-A	549	137	0.00			549				
A-B	193	48	0.00			193				
A-C	611	153	0.00			611				

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-AC	39	10	0.00	253	0.152	39	0.2	0.2	16.804	C
C-AB	29	7	0.00	864	0.034	29	0.0	0.0	4.310	A
C-A	549	137	0.00			549				
A-B	193	48	0.00			193				
A-C	611	153	0.00			611				

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-AC	31	8	0.00	297	0.106	32	0.2	0.1	13.590	B
C-AB	19	5	0.00	814	0.023	19	0.0	0.0	4.537	A
C-A	453	113	0.00			453				
A-B	157	39	0.00			157				
A-C	499	125	0.00			499				

09:00 - 09:15

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-AC	26	7	0.00	329	0.080	26	0.1	0.1	11.921	B
C-AB	14	3	0.00	780	0.017	14	0.0	0.0	4.702	A
C-A	382	95	0.00			382				
A-B	132	33	0.00			132				
A-C	418	104	0.00			418				

D2 - 2031 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Sandridge Common/New Road	T-Junction	Two-way	Two-way	Two-way	1.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.56	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031	Base	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common W		ONE HOUR	✓	464	100.000
B - New Road		ONE HOUR	✓	93	100.000
C - Sandridge Common E		ONE HOUR	✓	579	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From				
	A - Sandridge Common W	0	38	426
	B - New Road	84	0	9
	C - Sandridge Common E	572	7	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From				
	A - Sandridge Common W	0	3	1
	B - New Road	0	0	0
	C - Sandridge Common E	2	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-AC	0.34	18.48	0.5	C	85	128
C-AB	0.02	4.28	0.0	A	16	24
C-A					515	773
A-B					35	52
A-C					391	586

Main Results for each time segment

16:30 - 16:45

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-AC	70	18	0.00	359	0.195	69	0.0	0.2	12.366	B
C-AB	11	3	0.00	852	0.013	11	0.0	0.0	4.276	A
C-A	425	106	0.00			425				
A-B	29	7	0.00			29				
A-C	321	80	0.00			321				

16:45 - 17:00

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-AC	84	21	0.00	333	0.251	83	0.2	0.3	14.377	B
C-AB	15	4	0.00	898	0.016	15	0.0	0.0	4.075	A
C-A	506	126	0.00			506				
A-B	34	9	0.00			34				
A-C	383	96	0.00			383				

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-AC	102	26	0.00	297	0.345	102	0.3	0.5	18.352	C
C-AB	22	6	0.00	963	0.023	22	0.0	0.0	3.824	A
C-A	615	154	0.00			615				
A-B	42	10	0.00			42				
A-C	469	117	0.00			469				

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-AC	102	26	0.00	297	0.345	102	0.5	0.5	18.480	C
C-AB	22	6	0.00	963	0.023	22	0.0	0.0	3.830	A
C-A	615	154	0.00			615				
A-B	42	10	0.00			42				
A-C	469	117	0.00			469				

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-AC	84	21	0.00	333	0.251	84	0.5	0.3	14.501	B
C-AB	15	4	0.00	898	0.016	15	0.0	0.0	4.083	A
C-A	506	126	0.00			506				
A-B	34	9	0.00			34				
A-C	383	96	0.00			383				

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-AC	70	18	0.00	359	0.195	70	0.3	0.2	12.478	B
C-AB	11	3	0.00	852	0.013	11	0.0	0.0	4.280	A
C-A	425	106	0.00			425				
A-B	29	7	0.00			29				
A-C	321	80	0.00			321				

D3 - 2031 | Base + CD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Sandridge Common/New Road	T-Junction	Two-way	Two-way	Two-way	1.43	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Base + CD	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common W		ONE HOUR	✓	1050	100.000
B - New Road		ONE HOUR	✓	65	100.000
C - Sandridge Common E		ONE HOUR	✓	808	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
	From			
	A - Sandridge Common W	0	175	875
	B - New Road	32	0	33
	C - Sandridge Common E	774	34	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
	From			
	A - Sandridge Common W	0	1	3
	B - New Road	0	0	0
	C - Sandridge Common E	2	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-AC	0.40	33.00	0.6	D	60	89
C-AB	0.21	4.48	0.7	A	136	204
C-A					605	908
A-B					161	241
A-C					803	1204

Main Results for each time segment

07:45 - 08:00

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-AC	49	12	0.00	309	0.159	48	0.0	0.2	13.792	B
C-AB	76	19	0.00	881	0.086	75	0.0	0.2	4.464	A
C-A	533	133	0.00			533				
A-B	132	33	0.00			132				
A-C	659	165	0.00			659				

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-AC	58	15	0.00	258	0.227	58	0.2	0.3	18.008	C
C-AB	117	29	0.00	943	0.125	117	0.2	0.3	4.361	A
C-A	609	152	0.00			609				
A-B	157	39	0.00			157				
A-C	787	197	0.00			787				

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-AC	72	18	0.00	181	0.396	70	0.3	0.6	32.209	D
C-AB	213	53	0.00	1036	0.206	212	0.3	0.7	4.377	A
C-A	676	169	0.00			676				
A-B	193	48	0.00			193				
A-C	963	241	0.00			963				

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-AC	72	18	0.00	180	0.397	71	0.6	0.6	33.004	D
C-AB	215	54	0.00	1037	0.207	215	0.7	0.7	4.398	A
C-A	675	169	0.00			675				
A-B	193	48	0.00			193				
A-C	963	241	0.00			963				

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-AC	58	15	0.00	257	0.227	60	0.6	0.3	18.357	C
C-AB	118	30	0.00	944	0.125	120	0.7	0.3	4.389	A
C-A	608	152	0.00			608				
A-B	157	39	0.00			157				
A-C	787	197	0.00			787				

09:00 - 09:15

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-AC	49	12	0.00	308	0.159	49	0.3	0.2	13.928	B
C-AB	76	19	0.00	882	0.086	77	0.3	0.2	4.484	A
C-A	532	133	0.00			532				
A-B	132	33	0.00			132				
A-C	659	165	0.00			659				

D4 - 2031 | Base + CD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Sandridge Common/New Road	T-Junction	Two-way	Two-way	Two-way	2.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Base + CD	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common W		ONE HOUR	✓	594	100.000
B - New Road		ONE HOUR	✓	116	100.000
C - Sandridge Common E		ONE HOUR	✓	834	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From				
	A - Sandridge Common W	0	38	556
	B - New Road	84	0	32
	C - Sandridge Common E	794	40	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From				
	A - Sandridge Common W	0	3	1
	B - New Road	0	0	0
	C - Sandridge Common E	1	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-AC	0.52	30.20	1.0	D	106	160
C-AB	0.18	4.14	0.6	A	135	202
C-A					631	946
A-B					35	52
A-C					510	765

Main Results for each time segment

16:30 - 16:45

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-AC	87	22	0.00	335	0.261	86	0.0	0.3	14.382	B
C-AB	81	20	0.00	952	0.085	80	0.0	0.2	4.127	A
C-A	547	137	0.00			547				
A-B	29	7	0.00			29				
A-C	419	105	0.00			419				

16:45 - 17:00

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-AC	104	26	0.00	298	0.349	104	0.3	0.5	18.406	C
C-AB	120	30	0.00	1021	0.118	120	0.2	0.3	3.996	A
C-A	630	157	0.00			630				
A-B	34	9	0.00			34				
A-C	500	125	0.00			500				

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-AC	128	32	0.00	247	0.518	126	0.5	1.0	29.307	D
C-AB	202	50	0.00	1121	0.180	201	0.3	0.6	3.920	A
C-A	716	179	0.00			716				
A-B	42	10	0.00			42				
A-C	612	153	0.00			612				

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-AC	128	32	0.00	246	0.518	128	1.0	1.0	30.196	D
C-AB	203	51	0.00	1121	0.181	203	0.6	0.6	3.930	A
C-A	715	179	0.00			715				
A-B	42	10	0.00			42				
A-C	612	153	0.00			612				

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-AC	104	26	0.00	298	0.350	106	1.0	0.6	18.936	C
C-AB	121	30	0.00	1022	0.118	122	0.6	0.3	4.012	A
C-A	629	157	0.00			629				
A-B	34	9	0.00			34				
A-C	500	125	0.00			500				

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-AC	87	22	0.00	335	0.261	88	0.6	0.4	14.641	B
C-AB	81	20	0.00	953	0.086	82	0.3	0.2	4.139	A
C-A	546	137	0.00			546				
A-B	29	7	0.00			29				
A-C	419	105	0.00			419				

D5 - 2031 | Base + CD + D | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Sandridge Common/New Road	T-Junction	Two-way	Two-way	Two-way	1.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.29	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031	Base + CD + D	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common W		ONE HOUR	✓	1099	100.000
B - New Road		ONE HOUR	✓	70	100.000
C - Sandridge Common E		ONE HOUR	✓	888	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From	A - Sandridge Common W	0	198	901
	B - New Road	32	0	38
	C - Sandridge Common E	888	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From	A - Sandridge Common W	0	1	3
	B - New Road	0	0	0
	C - Sandridge Common E	2	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-AC	0.45	38.79	0.8	E	64	96
C-AB	0.00	0.00	0.0	A	0	0
C-A					815	1222
A-B					182	273
A-C					827	1240

Main Results for each time segment

07:45 - 08:00

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-AC	53	13	0.00	305	0.173	52	0.0	0.2	14.151	B
C-AB	0	0	0.00	432	0.000	0	0.0	0.0	0.000	A
C-A	669	167	0.00			669				
A-B	149	37	0.00			149				
A-C	678	170	0.00			678				

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-AC	63	16	0.00	252	0.250	62	0.2	0.3	18.948	C
C-AB	0	0	0.00	392	0.000	0	0.0	0.0	0.000	A
C-A	798	200	0.00			798				
A-B	178	44	0.00			178				
A-C	810	202	0.00			810				

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-AC	77	19	0.00	169	0.455	75	0.3	0.8	37.519	E
C-AB	0	0	0.00	337	0.000	0	0.0	0.0	0.000	A
C-A	978	244	0.00			978				
A-B	218	55	0.00			218				
A-C	992	248	0.00			992				

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-AC	77	19	0.00	169	0.455	77	0.8	0.8	38.794	E
C-AB	0	0	0.00	337	0.000	0	0.0	0.0	0.000	A
C-A	978	244	0.00			978				
A-B	218	55	0.00			218				
A-C	992	248	0.00			992				

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-AC	63	16	0.00	252	0.250	65	0.8	0.3	19.412	C
C-AB	0	0	0.00	392	0.000	0	0.0	0.0	0.000	A
C-A	798	200	0.00			798				
A-B	178	44	0.00			178				
A-C	810	202	0.00			810				

09:00 - 09:15

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-AC	53	13	0.00	305	0.173	53	0.3	0.2	14.301	B
C-AB	0	0	0.00	432	0.000	0	0.0	0.0	0.000	A
C-A	669	167	0.00			669				
A-B	149	37	0.00			149				
A-C	678	170	0.00			678				

D6 - 2031 | Base + CD + D | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Sandridge Common/New Road	T-Junction	Two-way	Two-way	Two-way	2.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.72	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	Base + CD + D	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Sandridge Common W		ONE HOUR	✓	679	100.000
B - New Road		ONE HOUR	✓	129	100.000
C - Sandridge Common E		ONE HOUR	✓	875	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From				
	A - Sandridge Common W	0	62	617
	B - New Road	84	0	45
	C - Sandridge Common E	875	0	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Sandridge Common W	B - New Road	C - Sandridge Common E
From				
	A - Sandridge Common W	0	2	1
	B - New Road	0	0	0
	C - Sandridge Common E	1	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-AC	0.59	35.87	1.4	E	118	178
C-AB	0.00	0.00	0.0	A	0	0
C-A					803	1204
A-B					57	85
A-C					566	849

Main Results for each time segment

16:30 - 16:45

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-AC	97	24	0.00	336	0.289	96	0.0	0.4	14.897	B
C-AB	0	0	0.00	515	0.000	0	0.0	0.0	0.000	A
C-A	659	165	0.00			659				
A-B	47	12	0.00			47				
A-C	465	116	0.00			465				

16:45 - 17:00

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-AC	116	29	0.00	297	0.390	115	0.4	0.6	19.683	C
C-AB	0	0	0.00	491	0.000	0	0.0	0.0	0.000	A
C-A	787	197	0.00			787				
A-B	56	14	0.00			56				
A-C	555	139	0.00			555				

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-AC	142	36	0.00	242	0.588	139	0.6	1.3	34.279	D
C-AB	0	0	0.00	457	0.000	0	0.0	0.0	0.000	A
C-A	963	241	0.00			963				
A-B	68	17	0.00			68				
A-C	679	170	0.00			679				

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-AC	142	36	0.00	242	0.588	142	1.3	1.4	35.875	E
C-AB	0	0	0.00	457	0.000	0	0.0	0.0	0.000	A
C-A	963	241	0.00			963				
A-B	68	17	0.00			68				
A-C	679	170	0.00			679				

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-AC	116	29	0.00	297	0.390	119	1.4	0.7	20.490	C
C-AB	0	0	0.00	491	0.000	0	0.0	0.0	0.000	A
C-A	787	197	0.00			787				
A-B	56	14	0.00			56				
A-C	555	139	0.00			555				

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-AC	97	24	0.00	336	0.289	98	0.7	0.4	15.216	C
C-AB	0	0	0.00	515	0.000	0	0.0	0.0	0.000	A
C-A	659	165	0.00			659				
A-B	47	12	0.00			47				
A-C	465	116	0.00			465				

APPENDIX I. Phase 1 Permitted Site Access



