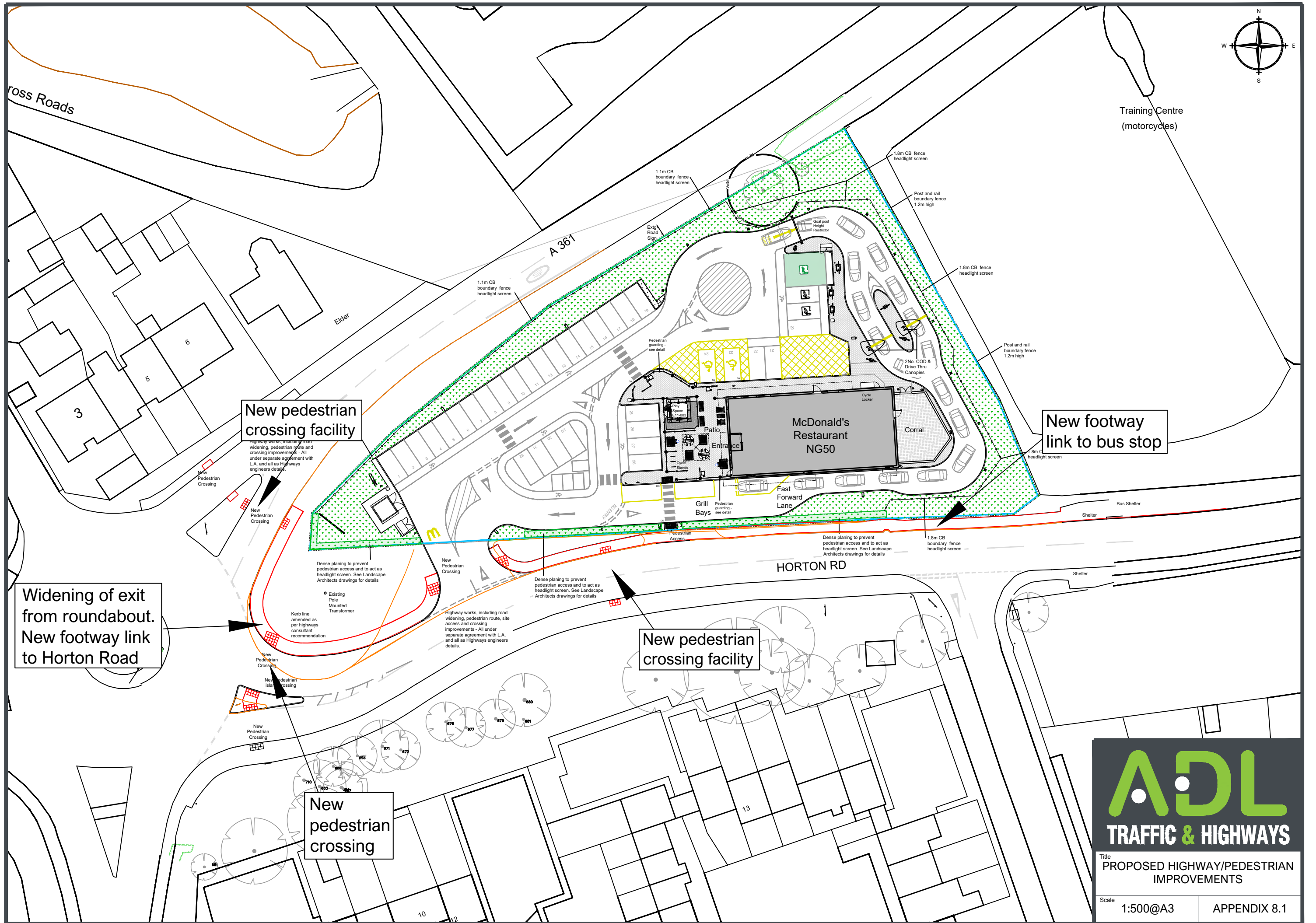


PROPOSED HIGHWAY WORKS

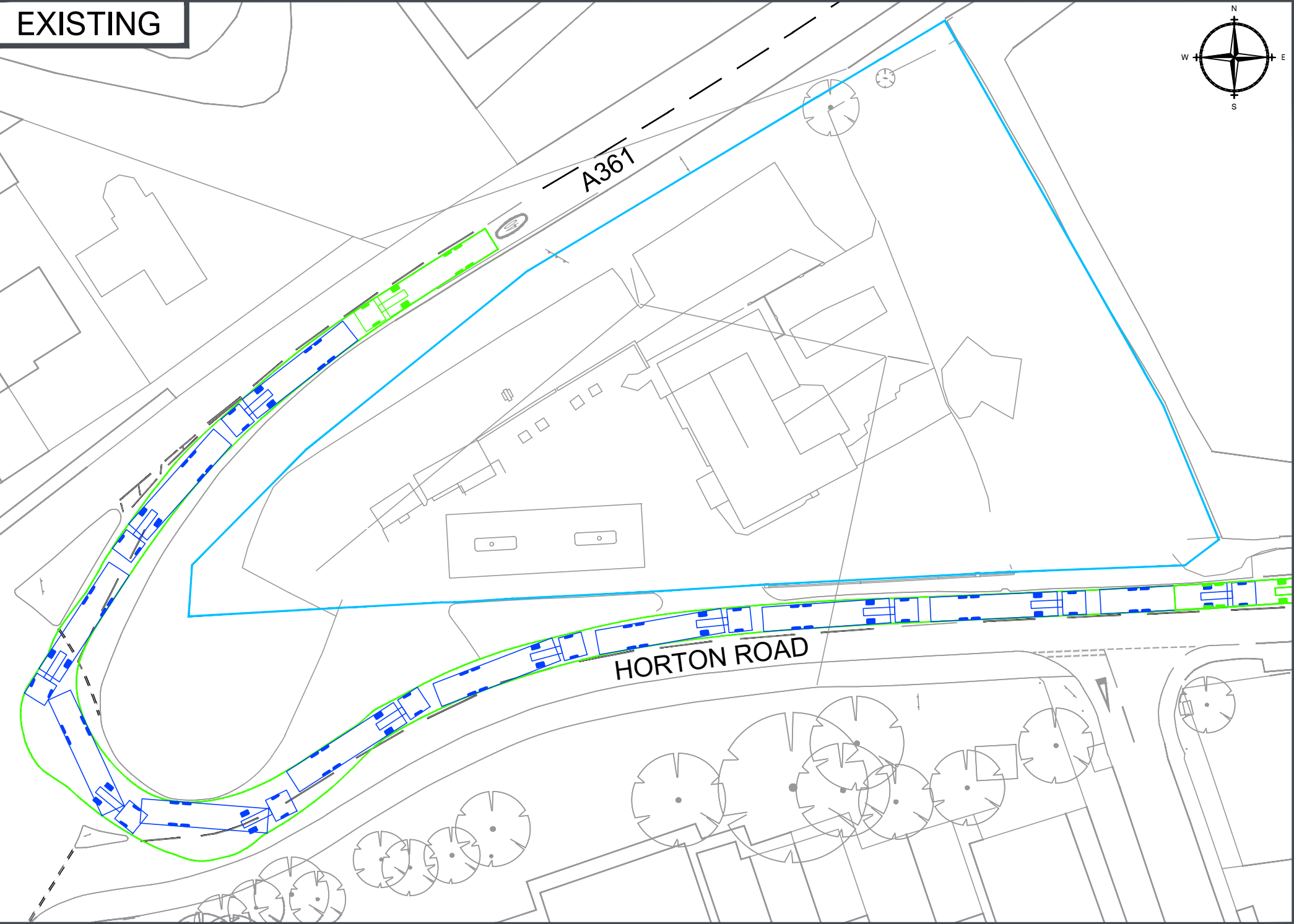
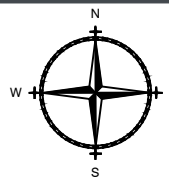
- 8.1 Proposed Highway/Pedestrian Improvements
- 8.2 Proposed Highway/Pedestrian Improvements APH Overlay
- 8.3 TRACK Analysis: Existing and Proposed Layout
- 8.4 PL/2022/00977 Road Widening Overlay



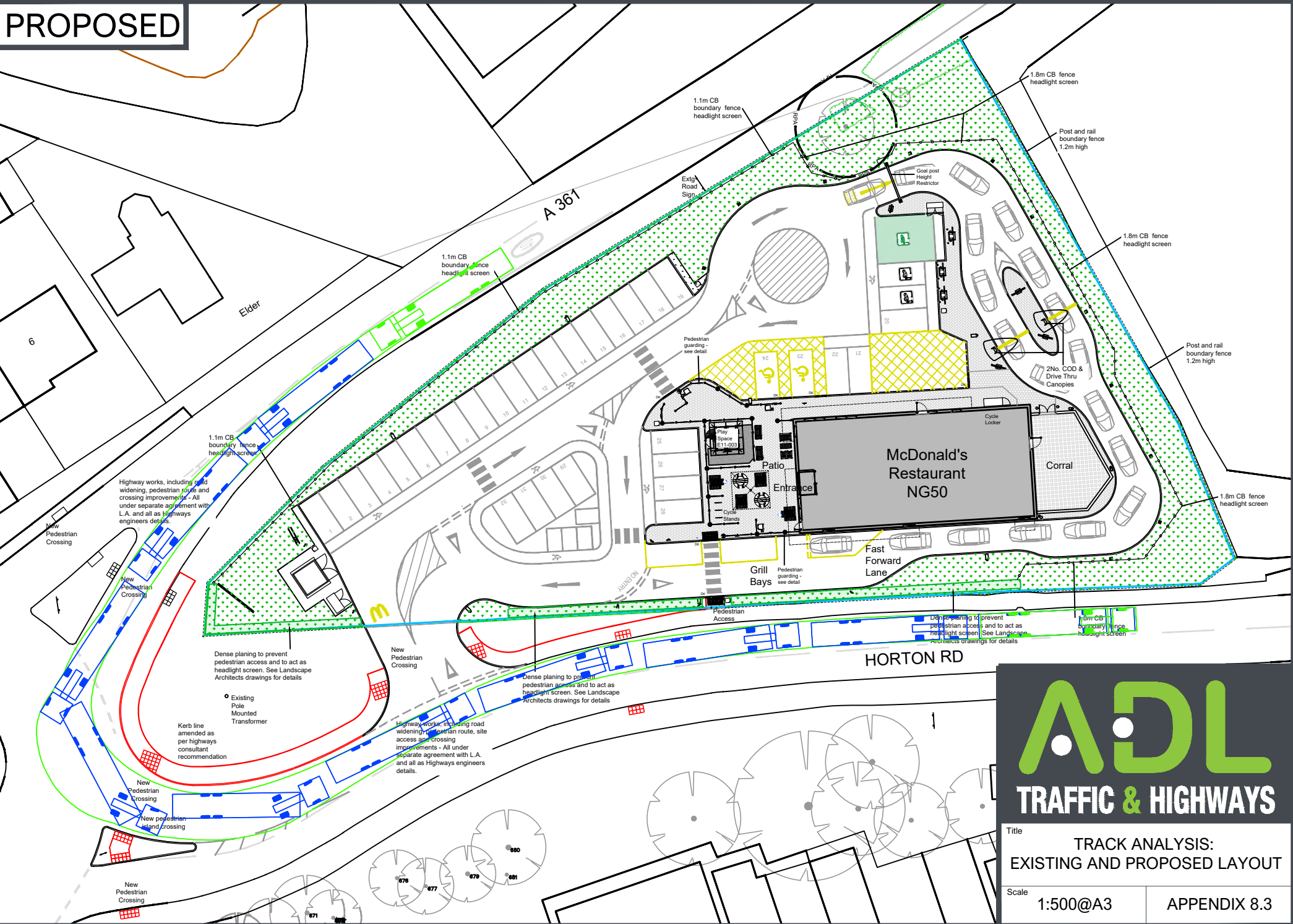


APPENDIX 8.2

EXISTING



PROPOSED



ADL
TRAFFIC & HIGHWAYS

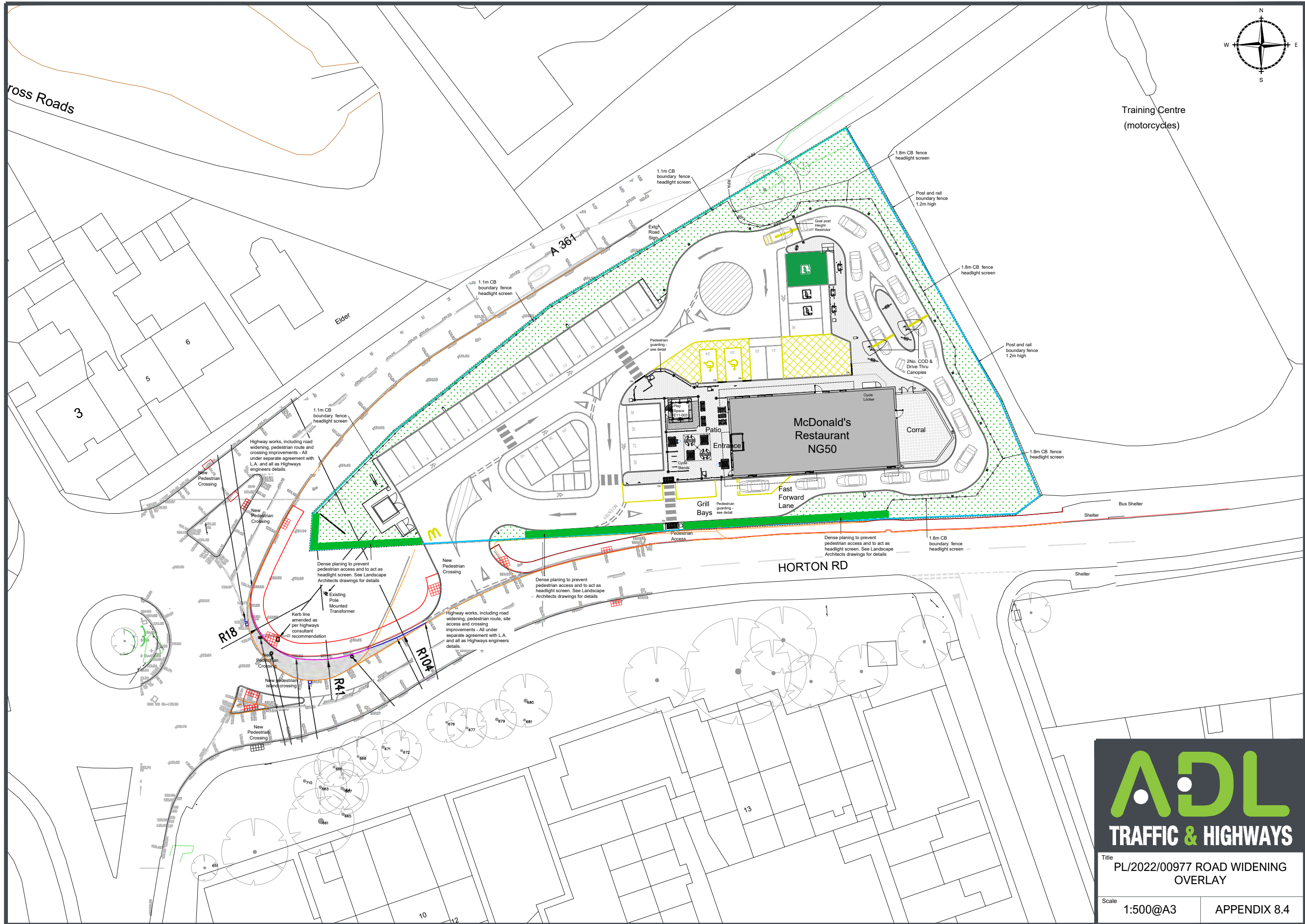
Title

TRACK ANALYSIS:
EXISTING AND PROPOSED LAYOUT

Scale

1:500@A3

APPENDIX 8.3



ADL
TRAFFIC & HIGHWAYS

APPENDIX 8.4

TRACK ANALYSIS

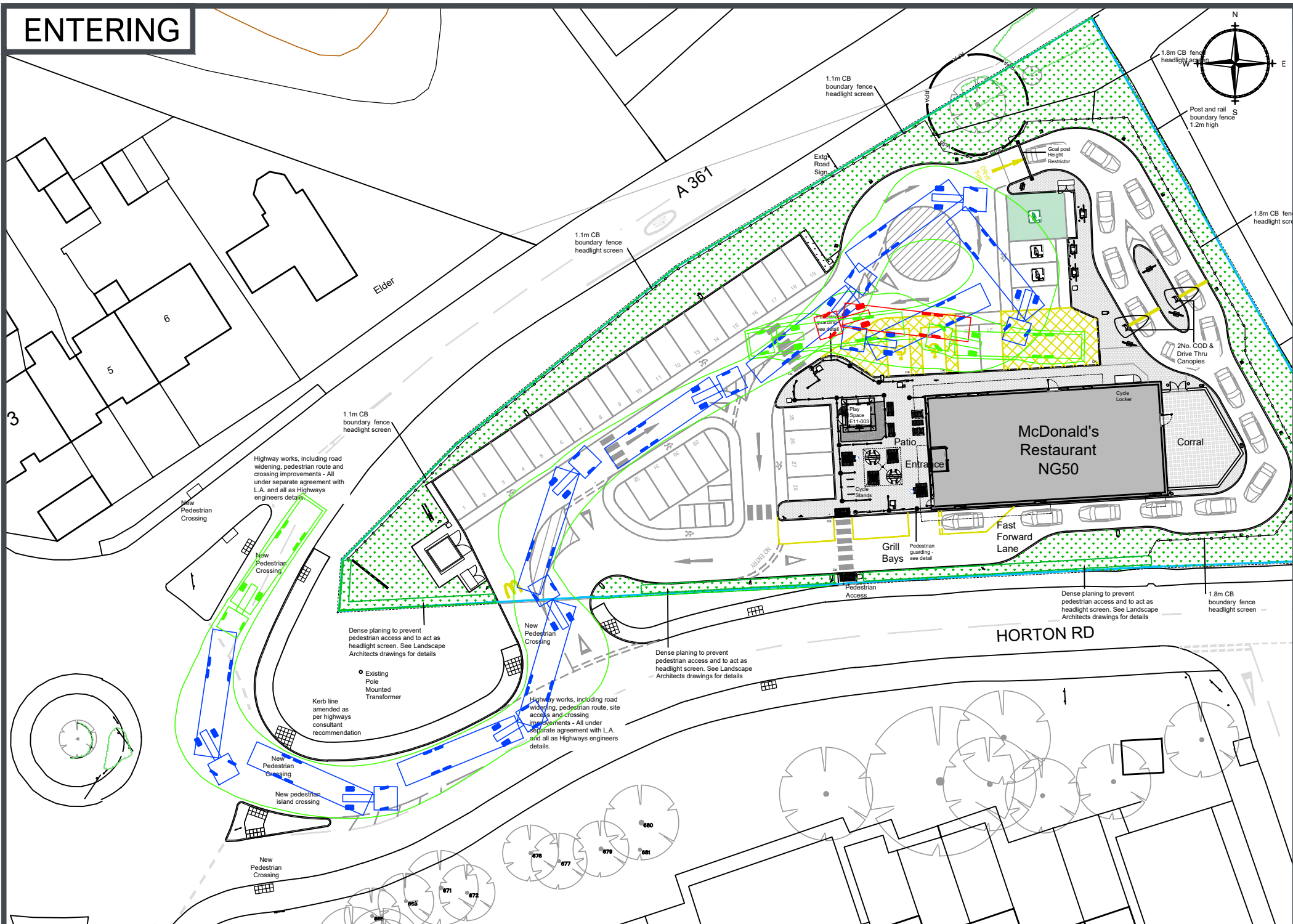
9.1

Delivery Vehicle

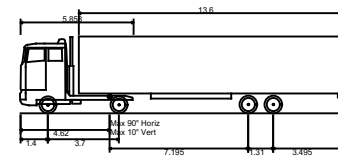
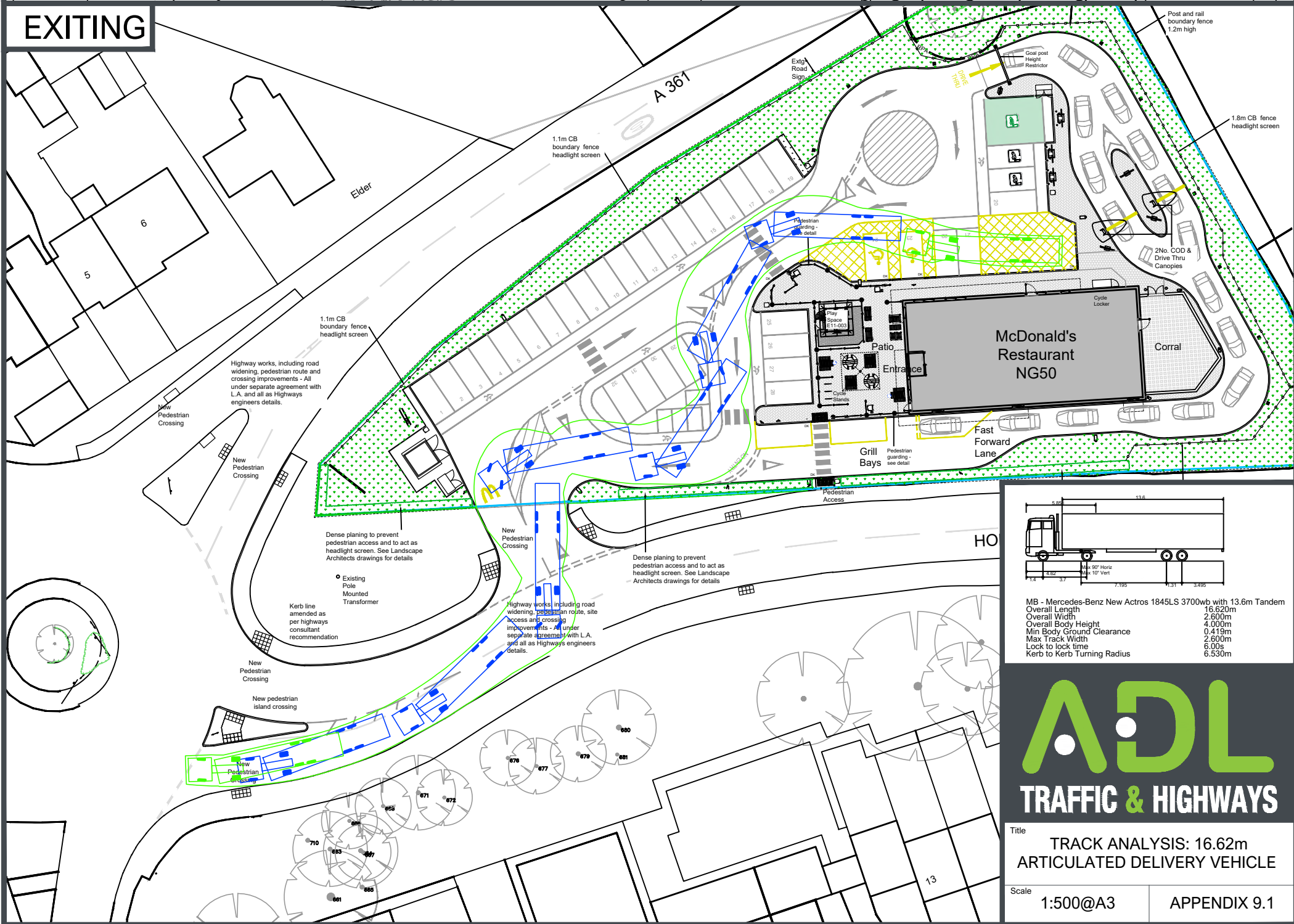
9.2

Drive Thru Lane

ENTERING



EXITING

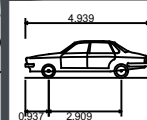
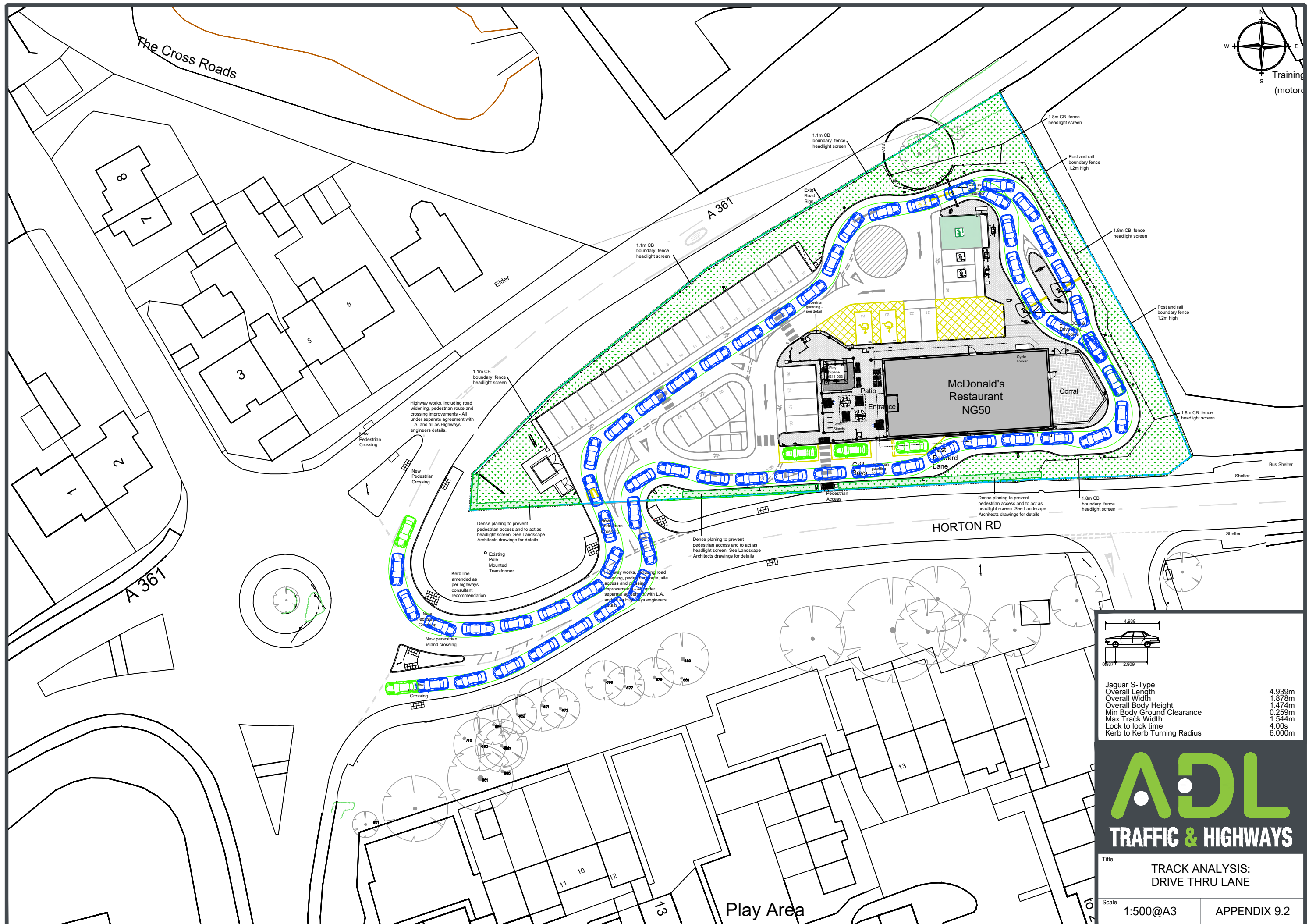


MB - Mercedes-Benz New Actros 1845LS 3700wb with 13.6m Tandem	
Overall Length	16.620m
Overall Width	2.600m
Overall Body Height	4.000m
Min Body Ground Clearance	0.419m
Max Track Width	2.600m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

ADL
TRAFFIC & HIGHWAYS

Title
TRACK ANALYSIS: 16.62m
ARTICULATED DELIVERY VEHICLE

Scale
1:500@A3
APPENDIX 9.1



Jaguar S-Type	4.939m
Overall Length	1.878m
Overall Width	1.474m
Overall Body Height	0.259m
Min Body Ground Clearance	1.544m
Max Track Width	4.00s
Lock to lock time	6.000m
Kerb to Kerb Turning Radius	

ADL
TRAFFIC & HIGHWAYS

Title	TRACK ANALYSIS: DRIVE THRU LANE	
Scale	1:500@A3	APPENDIX 9.2

SUMMARY OF McDONALD'S SURVEY INFORMATION

MCDONALD'S SURVEY DATA :SKELTON CORBY

Traffic flows	Friday			Skelton		Corby		Average: Proposed	
	Time	In	Out	In	Out	In	Out	In	Out
	16:00 - 17:00	101	102	151	154	126	128		
	17:00 - 18:00	107	110	165	165	136	138		
	18:00 - 19:00	85	88	133	133	109	111		
	Total	293	300	449	452	371	376		
	Saturday								
	Time	In	Out	In	Out	In	Out		
	11:00 - 12:00	110	97	82	86	96	92		
	12:00 - 13:00	137	132	125	119	131	126		
13:00 - 14:00	124	136	133	140	129	138			
14:00 - 15:00	121	124	87	86	104	105			
Total	492	489	427	431	460	460			
Pedestrians	Friday			Skelton		Corby		Average: Proposed	
	Time	In	Out	In	Out	In	Out	In	Out
	16:00	9	8	4	6	7	7		
	17:00	5	16	3	6	4	11		
	18:00	9	9	9	8	9	9		
	Total	23	33	16	20	20	27		
	Saturday								
	Time	In	Out	In	Out	In	Out		
	11:00	35	21	10	7	15	9		
	12:00	64	51	7	9	24	20		
13:00	25	42	7	7	11	16			
14:00	11	15	5	8	5	8			
Total	135	129	29	31	55	53			
Parking Spaces occupied (Recorded by beat survey)	Friday			Skelton		Corby		Average: Proposed	
	Time	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied
	16:00	24	25	21	22	25	22		
	16:15	23	21	22	24	24	26		
	16:30	25	26	24	20	23	23		
	16:45	21	24	20	23	23	23		
	17:00	27	24	23	22	23	27		
	17:15	25	20	23	30	27	28		
	17:30	23	23	22	33	24	22		
	17:45	24	22	27	25	22	23		
	18:00	23	30	25	33	24	22		
	18:15	23	27	25	28	22	23		
	18:30	21	27	25	24	22	23		
	18:45	19	25	25	22	22	23		
	19:00	20	25	25	23	23	23		
	Saturday								
	Time	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied		
	11:00	24	21	21	23	23	27		
	11:15	31	23	23	27	27	27		
	11:30	33	21	21	27	27	27		
11:45	33	16	16	25	25	25			
12:00	34	20	20	27	27	27			
12:15	31	23	23	27	27	27			
12:30	33	21	21	27	27	27			
12:45	34	28	28	31	31	31			
13:00	32	25	25	29	29	29			
13:15	31	32	32	32	32	32			
13:30	33	30	30	32	32	32			
13:45	33	30	30	32	32	32			
14:00	34	20	20	27	27	27			
14:15	33	17	17	25	25	25			
14:30	29	21	21	25	25	25			
14:45	31	23	23	27	27	27			
15:00	25	19	19	22	22	22			

Average of all sites

Parking demand

Minimum22

Maximum28

Average24

Average of all sites

Parking demand

Minimum32

Maximum32

Average27

McDonald's survey data: Customer Activity and Trip Type analysis

		Skelton		Corby		Total		Total %	
Customer activity types		Friday	Saturday	Friday	Saturday	Friday	Saturday	Friday	Saturday
1	Drive in, park, use restaurant, drive out	73	112	46	30	119	142	17%	16%
2	Drive in, park, use restaurant, eat in vehicle, drive out	0	8	45	42	45	50	6%	6%
3	Drive in, drive thru, drive out	186	313	213	234	399	547	56%	61%
4	Drive in, use drive thru, park, eat in vehicle, drive out	11	12	23	49	34	61	5%	7%
5/6	Other	19	39	40	26	59	65	8%	7%
7	McDelivery	11	5	46	24	57	29	8%	3%
Total		300	489	413	405	713	894	100%	100%
						Total		Total %	
Customer trips		Friday	Saturday	Friday	Saturday	Friday	Saturday	Friday	Saturday
Additional	Same origin/destination	6	11	14	5	20	16	29%	25%
Existing	Different O/D or Same O/D McDonald's not sole purpose for journey	14	18	35	29	49	47	71%	75%
Total		20	29	49	34	69	63	100%	100%

DRIVE THRU QUEUE ANALYSIS
FRIDAY

Skelton

TIME	QUEUE LENGTHS DRIVE THRU
16:00	5
16:02	4
16:04	10
16:06	10
16:08	3
16:10	0
16:12	4
16:14	4
16:16	2
16:18	2
16:20	3
16:22	1
16:24	3
16:26	3
16:28	6
16:30	6
16:32	9
16:34	6
16:36	8
16:38	7
16:40	8
16:42	4
16:44	4
16:46	5
16:48	4
16:50	2
16:52	2
16:54	3
16:56	3
16:58	1
17:00	3
17:02	4
17:04	5
17:06	6
17:08	7
17:10	6
17:12	4
17:14	7
17:16	8
17:18	10
17:20	12
17:22	8
17:24	5
17:26	3
17:28	4
17:30	2
17:32	4
17:34	4
17:36	1
17:38	4
17:40	2
17:42	4
17:44	3
17:46	4
17:48	5
17:50	10
17:52	6
17:54	8
17:56	6
17:58	3
18:00	4
18:02	2
18:04	6
18:06	3
18:08	2
18:10	3
18:12	3
18:14	6
18:16	4
18:18	2
18:20	2
18:22	4
18:24	4
18:26	4
18:28	6
18:30	4
18:32	4
18:34	1
18:36	2
18:38	1
18:40	3
18:42	3
18:44	5
18:46	1
18:48	4
18:50	5
18:52	4
18:54	2
18:56	0
18:58	0
19:00	0

Corby

TIME	QUEUE LENGTHS DRIVE THRU
16:00	16
16:02	15
16:04	14
16:06	13
16:08	14
16:10	15
16:12	11
16:14	12
16:16	12
16:18	12
16:20	13
16:22	16
16:24	16
16:26	13
16:28	12
16:30	16
16:32	13
16:34	14
16:36	13
16:38	15
16:40	15
16:42	16
16:44	15
16:46	11
16:48	14
16:50	14
16:52	15
16:54	14
16:56	13
16:58	16
17:00	15
17:02	15
17:04	11
17:06	13
17:08	10
17:10	7
17:12	7
17:14	10
17:16	11
17:18	10
17:20	9
17:22	9
17:24	10
17:26	11
17:28	14
17:30	11
17:32	9
17:34	8
17:36	7
17:38	9
17:40	10
17:42	13
17:44	14
17:46	16
17:48	13
17:50	12
17:52	9
17:54	13
17:56	12
17:58	11
18:00	12
18:02	14
18:04	13
18:06	9
18:08	10
18:10	12
18:12	10
18:14	10
18:16	11
18:18	11
18:20	10
18:22	10
18:24	7
18:26	8
18:28	11
18:30	10
18:32	6
18:34	7
18:36	8
18:38	8
18:40	6
18:42	4
18:44	3
18:46	3
18:48	2
18:50	3
18:52	8
18:54	9
18:56	10
18:58	9
19:00	10

Average
11
10
12
12
9
8
8
8
7
7
8
9
10
8
9
11
11
11
12
10
10
8
9
11
10
9
9
10
8
10
9
9
10
6
4
7
6
9
10
9
11
8
11
9
7
8
8
10
6
6
9
7
5
4
5
5
4
2
3
4
6
6
5
5
5
5

Summary

Min	2
Max	12
Average	8

SATURDAY

Skelton

TIME	QUEUE LENGTHS DRIVE THRU
11:00	6
11:02	5
11:04	6
11:06	6
11:08	8
11:10	9
11:12	11
11:14	6
11:16	10
11:18	11
11:20	2
11:22	7
11:24	6
11:26	3
11:28	4
11:30	5
11:32	0
11:34	2
11:36	2
11:38	0
11:40	3
11:42	2
11:44	4
11:46	4
11:48	7
11:50	8
11:52	10
11:54	9
11:56	9
11:58	10
12:00	15
12:02	12
12:04	10
12:06	12
12:08	7
12:10	7
12:12	7
12:14	9
12:16	5
12:18	4
12:20	4
12:22	0
12:24	4
12:26	6
12:28	6
12:30	6
12:32	8
12:34	10
12:36	11
12:38	14
12:40	10
12:42	5
12:44	11
12:46	8
12:48	15
12:50	8
12:52	11
12:54	8
12:56	12
12:58	11
13:00	14
13:02	12
13:04	16
13:06	15
13:08	9
13:10	9
13:12	11
13:14	9
13:16	9
13:18	7
13:20	6
13:22	5
13:24	6
13:26	6
13:28	3
13:30	12
13:32	12
13:34	11
13:36	15
13:38	11
13:40	13
13:42	11
13:44	5
13:46	9
13:48	9
13:50	9
13:52	5
13:54	2
13:56	0
13:58	5
14:00	2
14:02	7
14:04	14
14:06	5
14:08	10
14:10	12
14:12	11
14:14	12
14:16	12
14:18	11
14:20	13
14:22	10
14:24	5
14:26	6
14:28	2
14:30	4
14:32	5
14:34	6
14:36	6
14:38	8
14:40	7
14:42	6
14:44	4
14:46	6
14:48	8
14:50	8
14:52	6
14:54	10
14:56	10
14:58	7
15:00	8

Corby

TIME	QUEUE LENGTHS DRIVE THRU
11:00	8
11:02	7
11:04	8
11:06	7
11:08	6
11:10	2
11:12	4
11:14	4
11:16	2
11:18	2
11:20	8
11:22	10
11:24	7
11:26	3
11:28	4
11:30	2
11:32	2
11:34	4
11:36	2
11:38	4
11:40	6
11:42	4
11:44	2
11:46	2
11:48	6
11:50	6
11:52	10
11:54	8
11:56	8
11:58	8
12:00	6
12:02	6
12:04	4
12:06	10
12:08	12
12:10	8
12:12	11
12:14	11
12:16	10
12:18	7
12:20	6
12:22	2
12:24	3
12:26	8
12:28	12
12:30	14
12:32	14
12:34	15
12:36	15
12:38	15
12:40	12
12:42	12
12:44	12
12:46	9
12:48	5
12:50	4
12:52	5
12:54	5
12:56	6
12:58	6
13:00	8
13:02	9
13:04	12
13:06	13
13:08	12
13:10	16
13:12	13
13:14	14
13:16	14
13:18	15
13:20	16
13:22	14
13:24	15
13:26	13
13:28	15
13:30	13
13:32	8
13:34	9
13:36	11
13:38	12
13:40	12
13:42	12
13:44	10
13:46	5
13:48	6
13:50	5
13:52	4
13:54	3
13:56	3
13:58	6
14:00	6
14:02	8
14:04	8
14:06	8
14:08	8
14:10	7
14:12	8
14:14	7
14:16	10
14:18	8
14:20	8
14:22	5
14:24	4
14:26	5
14:28	5
14:30	2
14:32	0
14:34	1
14:36	3
14:38	4
14:40	3
14:42	3
14:44	3
14:46	1
14:48	1
14:50	3
14:52	4
14:54	6
14:56	7
14:58	6
15:00	6

Summary

Min	1
Max	15
Average	8

DAILY TRAFFIC PROFILE

	Friday				Saturday			
	Total In	DT	Car Park	McDelivery	Total In	DT	Car Park	McDelivery
00:00	7	5	2	0	17	16	1	0
01:00	5	5	0	0	13	13	0	0
02:00	1	0	1	0	5	5	0	0
03:00	5	4	1	0	3	3	0	0
04:00	2	2	0	0	11	11	0	0
05:00	12	12	0	0	7	7	0	0
06:00	34	31	3	0	19	15	4	0
07:00	51	43	6	2	30	21	6	3
08:00	72	51	17	4	52	40	6	6
09:00	74	55	15	4	90	60	20	10
10:00	66	46	15	5	89	70	10	9
11:00	84	50	23	11	96	64	26	6
12:00	110	68	33	9	131	78	43	10
13:00	87	59	20	8	129	85	39	5
14:00	67	38	19	10	104	70	27	7
15:00	115	76	30	9	97	64	25	8
16:00	126	75	37	14	104	63	30	11
17:00	136	89	28	19	127	78	32	17
18:00	109	65	31	13	114	70	29	15
19:00	81	53	16	12	68	45	15	8
20:00	49	32	10	7	46	34	5	7
21:00	49	31	11	7	40	24	10	6
22:00	45	29	10	6	36	24	6	6
23:00	33	26	2	5	25	21	2	2
Total	1418	945	328	145	1454	981	337	136

TRICS DATA: McDONALD'S

11.1	Weekday
11.2	Saturday

Audit Code: ccfc9228-1289-4479-ad06-80dad1e1a988

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: D - FAST FOOD - DRIVE THROUGH

Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 day
	WS	WEST SUSSEX	1 day
03	SOUTH WEST		
	NS	NORTH SOMERSET	1 day
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day
	NN	NORTH NORTHAMPTONSHIRE	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 day
	WO	WORCESTERSHIRE	1 day
08	NORTH WEST		
	MS	MERSEYSIDE	1 day
10	WALES		
	VG	VALE OF GLAMORGAN	1 day

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

Audit Code: ccfc9228-1289-4479-ad06-80dad1e1a988**Primary Filtering Selection:**

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

Parameter:	GFA
Actual Range:	230 to 690 (units:sqm)
Range Selected by User:	123 to 800 (units:sqm)
Parking Spaces Range:	7 - 98

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 24/03/24

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

Selected survey days:

Friday	2 days
Thursday	4 days
Tuesday	2 days
Wednesday	2 days

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

Selected survey types:

Manual count	10
Direction ATC Count	0

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

Selected Locations:

Edge of Town	5 days
Suburban Area (PPS6 Out of Centre)	5 days

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

Selected Location Sub Categories:

Development Zone	1 days
Industrial Zone	2 days
No Sub Category	3 days
Residential Zone	1 days
Retail Zone	3 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	6 days
Servicing vehicles Included	4 days

Audit Code: ccfc9228-1289-4479-ad06-80dad1e1a988

Secondary Filtering Selection:

Use Class:

Not Known

10 surveys

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

Population within 500m Range:

0 - 3855

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	2 surveys
15,001 to 20,000	3 surveys
25,001 to 50,000	3 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	3 surveys
125,001 to 250,000	2 surveys
250,001 to 500,000	2 surveys
50,001 to 75,000	1 surveys
500,001 or More	1 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	4 surveys
1.1 to 1.5	6 surveys

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

Audit Code: ccfc9228-1289-4479-ad06-80dad1e1a988

Petrol filling station:

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

Travel Plan:

No 10 surveys

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

PTAL Rating:

No PTAL Present 10 surveys

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

COVID-19 Restrictions:

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

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

Audit Code: ccfc9228-1289-4479-ad06-80dad1e1a988

1	CA-06-D-02	MCDONALD'S	CAMBRIDGESHIRE
NEWMARKET ROAD CAMBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Gross floor area: 435 sqm Survey date: Tuesday 19/09/2017			
			Survey Type: Manual
2	HC-06-D-03	KFC	HAMPSHIRE
LARCHWOOD AVENUE HAVANT BEDHAMPTON Edge of Town Retail Zone Gross floor area: 315 sqm Survey date: Tuesday 23/05/2023			
			Survey Type: Manual
3	LN-06-D-02	MCDONALD'S	LINCOLNSHIRE
RYHALL ROAD STAMFORD Edge of Town Retail Zone Gross floor area: 490 sqm Survey date: Wednesday 13/10/2021			
			Survey Type: Manual
4	MS-06-D-01	MCDONALD'S	MERSEYSIDE
SAINT HELENS LINKWAY SAINT HELENS Suburban Area (PPS6 Out of Centre) No Sub Category Gross floor area: 463 sqm Survey date: Friday 16/04/2021			
			Survey Type: Manual
5	NN-06-D-01	MCDONALD'S	NORTH NORTHAMPTONSHIRE
LITTLE COLLIERS FIELD CORBY GREAT OAKLEY Edge of Town Development Zone Gross floor area: 690 sqm Survey date: Thursday 16/06/2022			
			Survey Type: Manual
6	NS-06-D-01	KFC	NORTH SOMERSET
MARCHFIELDS WAY WESTON-SUPER-MARE Suburban Area (PPS6 Out of Centre) No Sub Category Gross floor area: 230 sqm Survey date: Thursday 15/09/2022			
			Survey Type: Manual
7	VG-06-D-01	MCDONALD'S	VALE OF GLAMORGAN
CARDIFF ROAD BARRY Edge of Town Industrial Zone Gross floor area: 405 sqm Survey date: Thursday 24/09/2020			
			Survey Type: Manual
8	WM-06-D-04	BIG JOHN'S	WEST MIDLANDS
LANGDON STREET BIRMINGHAM BORDESLEY GREEN			

Audit Code: ccfc9228-1289-4479-ad06-80dad1e1a988

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Gross floor area: 360 sqm

Survey date: Wednesday 19/10/2022

Survey Type: Manual

9	WO-06-D-01	KFC	WORCESTERSHIRE
---	------------	-----	----------------

CLEWS ROAD

REDDITCH

Suburban Area (PPS6 Out of Centre)

No Sub Category

Gross floor area: 436 sqm

Survey date: Friday 02/10/2020

Survey Type: Manual

10	WS-06-D-02	KFC	WEST SUSSEX
----	------------	-----	-------------

ROWAN WAY

BOGNOR REGIS

Edge of Town

Retail Zone

Gross floor area: 330 sqm

Survey date: Thursday 25/05/2023

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AD-06-D-02	22-11-2019	Scotland
FI-06-D-02	22-03-2016	Scotland
KK-06-D-01	04-10-2019	Ireland
LT-06-D-01	21-10-2022	Ireland

Audit Code: ccfc9228-1289-4479-ad06-80dad1e1a988

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	490	0.204	0.000	0.204
06:00-07:00	5	456	4.960	4.258	9.218
07:00-08:00	6	452	10.874	9.694	20.568
08:00-09:00	6	452	12.938	12.532	25.470
09:00-10:00	6	452	13.491	13.269	26.760
10:00-11:00	10	415	9.557	8.979	18.536
11:00-12:00	10	415	11.290	10.279	21.569
12:00-13:00	10	415	14.396	14.348	28.744
13:00-14:00	10	415	15.286	15.311	30.597
14:00-15:00	10	415	11.411	11.892	23.303
15:00-16:00	10	415	13.264	12.783	26.047
16:00-17:00	10	415	13.433	13.818	27.251
17:00-18:00	10	415	15.046	14.974	30.020
18:00-19:00	10	415	16.442	16.562	33.004
19:00-20:00	10	415	12.446	13.409	25.855
20:00-21:00	10	415	11.964	12.253	24.217
21:00-22:00	10	415	9.124	9.389	18.513
22:00-23:00	9	413	7.179	7.825	15.004
23:00-00:00	9	413	3.415	3.953	7.368
Total Rates:			206.720	205.528	412.248

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

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

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Audit Code: ccfc9228-1289-4479-ad06-80dad1e1a988

Parameter Summary:

Trip rate parameter range selected:	123 - 800 (units: sqm)
Survey date date range:	19/09/2017 - 25/05/2023
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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



Audit Code: ec7f85fe-bce0-4522-b7c4-9e9db6387c64

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: D - FAST FOOD - DRIVE THROUGH

Total Vehicles

Selected regions and areas:

03	SOUTH WEST	
	GS	GLOUCESTERSHIRE
	TB	TORBAY
		1 day
		1 day

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

Audit Code: ec7f85fe-bce0-4522-b7c4-9e9db6387c64

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	225 to 447 (units:sqm)
Range Selected by User:	123 to 800 (units:sqm)
Parking Spaces Range:	7 - 98

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 24/03/24

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

Selected survey days:

Saturday	2 days
----------	--------

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Edge of Town	1 days
Suburban Area (PPS6 Out of Centre)	1 days

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

Selected Location Sub Categories:

Out of Town	1 days
Retail Zone	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
-----------------------------	--------



Audit Code: ec7f85fe-bce0-4522-b7c4-9e9db6387c64

Secondary Filtering Selection:

Use Class:

Not Known 2 surveys

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

Population within 500m Range:

100 - 1091

Population within 1 mile:

1,001 to 5,000 1 surveys
20,001 to 25,000 1 surveys

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

Population within 5 miles:

125,001 to 250,000 2 surveys

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

Car ownership within 5 miles:

1.1 to 1.5 2 surveys

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

Audit Code: ec7f85fe-bce0-4522-b7c4-9e9db6387c64

Petrol filling station:

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

Travel Plan:

No 2 surveys

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

PTAL Rating:

No PTAL Present 2 surveys

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

COVID-19 Restrictions:

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

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

Audit Code: ec7f85fe-bce0-4522-b7c4-9e9db6387c64

1	GS-06-D-01	MCDONALD'S	GLOUCESTERSHIRE
BRISTOL ROAD GLOUCESTER HARDWICKE Edge of Town Out of Town Gross floor area: 225 sqm Survey date: Saturday 24/04/2021			
			Survey Type: Unknown
2	TB-06-D-01	MCDONALD'S	TORBAY
HELE ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Retail Zone Gross floor area: 447 sqm Survey date: Saturday 30/03/2019			
			Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BK-06-D-01	12-09-2020	London

Audit Code: ec7f85fe-bce0-4522-b7c4-9e9db6387c64

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	225	19.111	17.778	36.889
07:00-08:00	2	336	21.875	21.280	43.155
08:00-09:00	2	336	25.000	23.363	48.363
09:00-10:00	2	336	32.292	30.060	62.352
10:00-11:00	2	336	27.083	29.464	56.547
11:00-12:00	2	336	27.232	24.256	51.488
12:00-13:00	2	336	37.946	36.905	74.851
13:00-14:00	2	336	34.970	35.119	70.089
14:00-15:00	2	336	32.292	34.673	66.965
15:00-16:00	2	336	28.423	29.911	58.334
16:00-17:00	2	336	30.208	28.869	59.077
17:00-18:00	2	336	32.589	33.036	65.625
18:00-19:00	2	336	33.333	33.631	66.964
19:00-20:00	2	336	28.274	31.845	60.119
20:00-21:00	2	336	24.107	23.363	47.470
21:00-22:00	2	336	20.238	20.238	40.476
22:00-23:00	2	336	16.071	15.327	31.398
23:00-00:00	2	336	13.542	13.393	26.935
Total Rates:			484.586	482.511	967.097

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

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

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Audit Code: ec7f85fe-bce0-4522-b7c4-9e9db6387c64

Parameter Summary:

Trip rate parameter range selected:	123 - 800 (units: sqm)
Survey date date range:	30/03/2019 - 24/04/2021
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

2025 TRAFFIC SURVEYS

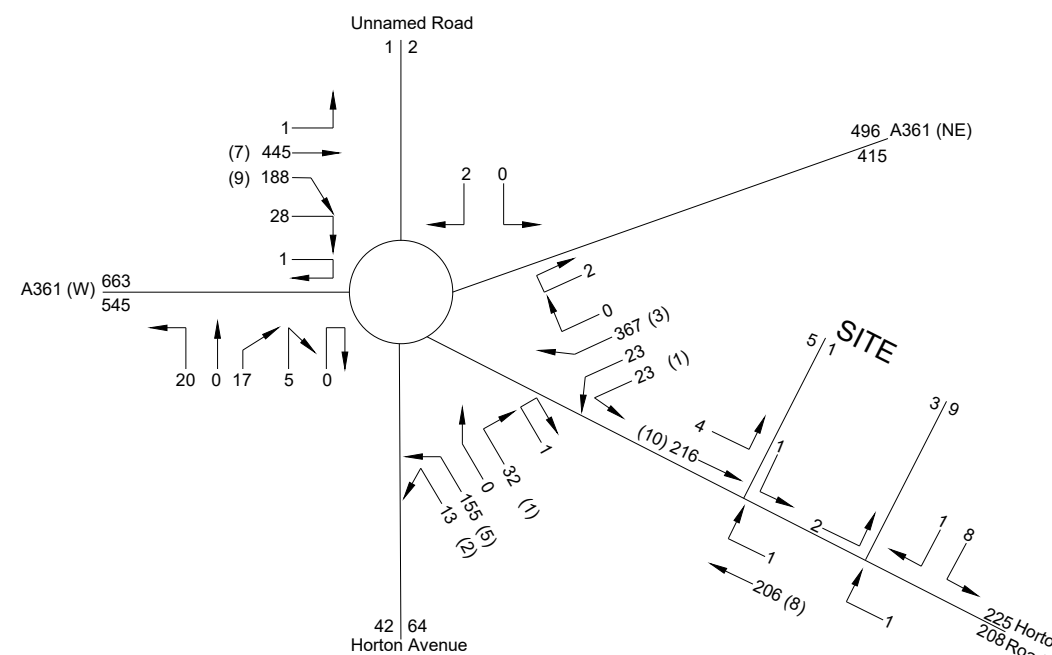
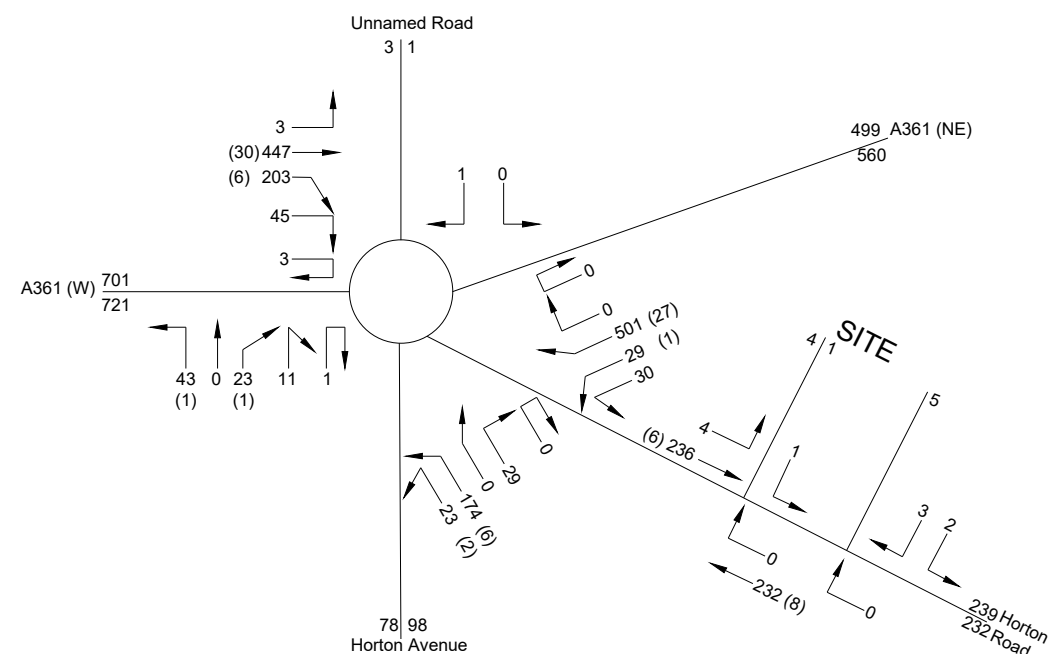
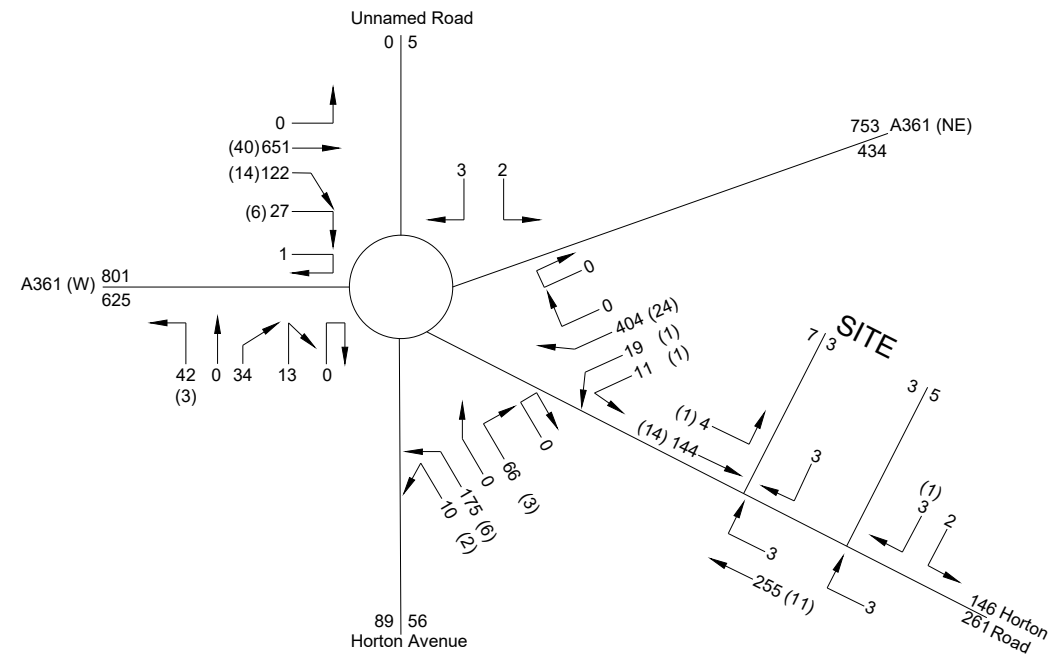
12.1	2025 Survey Flows
12.2	ATC Survey Results

14734		DEVIZES								
SEPTEMBER 2025					Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date						
Site No: 14734001	Horton Road Devizes (East of A361) 51.366146, -1.968206	Channel: Eastbound	Thu 11-Sep-25	Wed 17-Sep-25	50	16473	2512	2353	29.5	25.2
		Channel: Westbound	Thu 11-Sep-25	Wed 17-Sep-25		17054	2597	2436	31.2	26.4

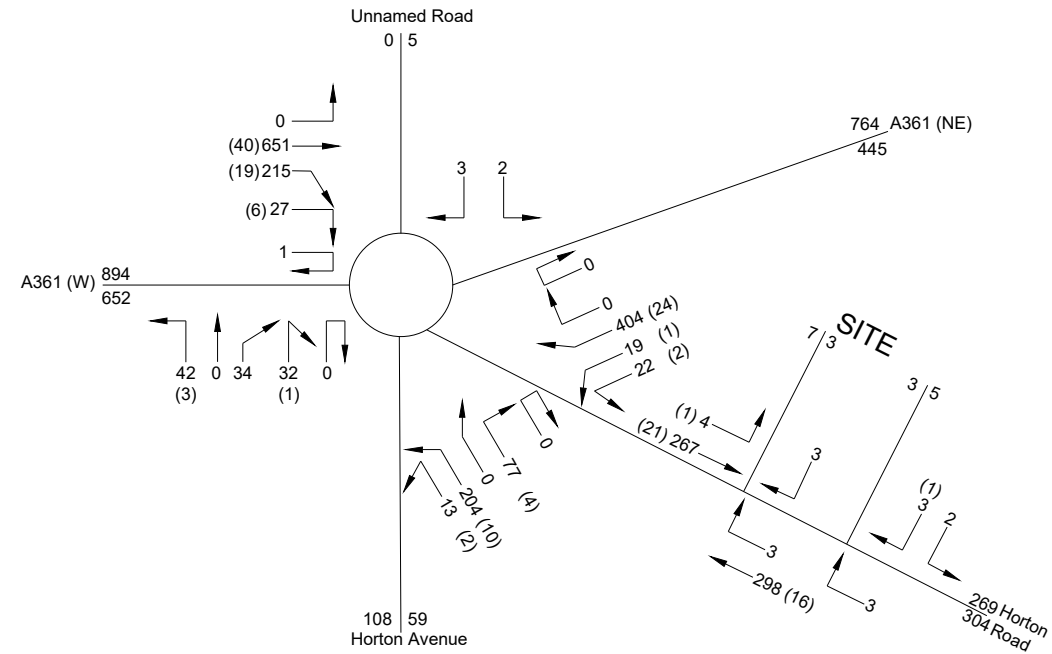
APPENDIX 12.2
ATC SURVEY RESULTS

BASE TRAFFIC FLOWS

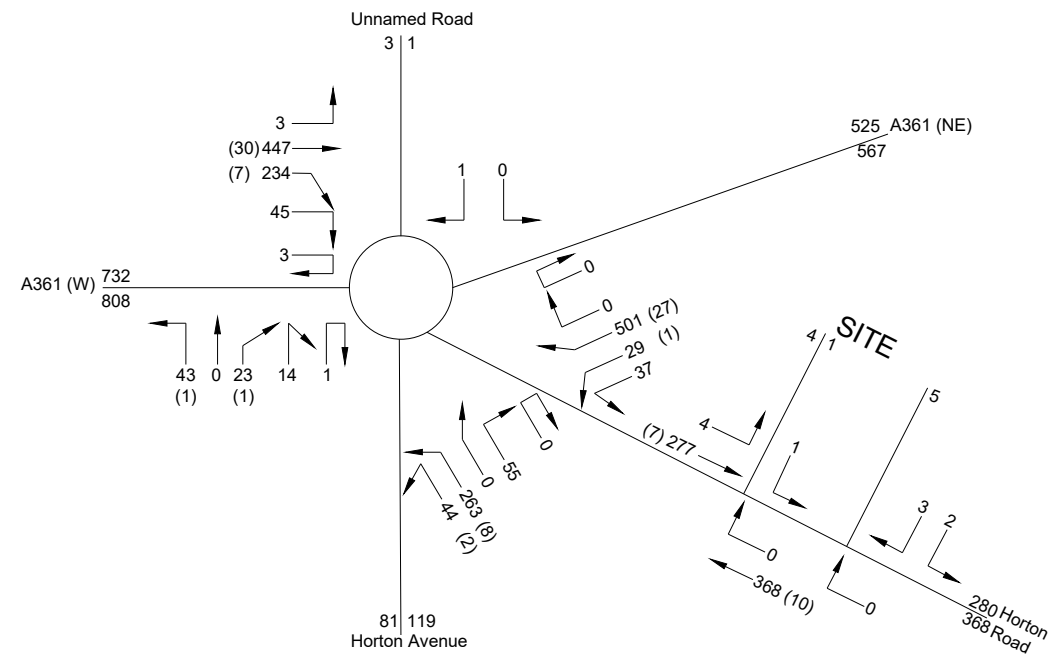
13.1	2027 Base Flows
13.2	2027 Base Flows + Committed Development Flows
13.3	2032 Base Flows
13.4	2032 Base Flows + Committed Development Flows



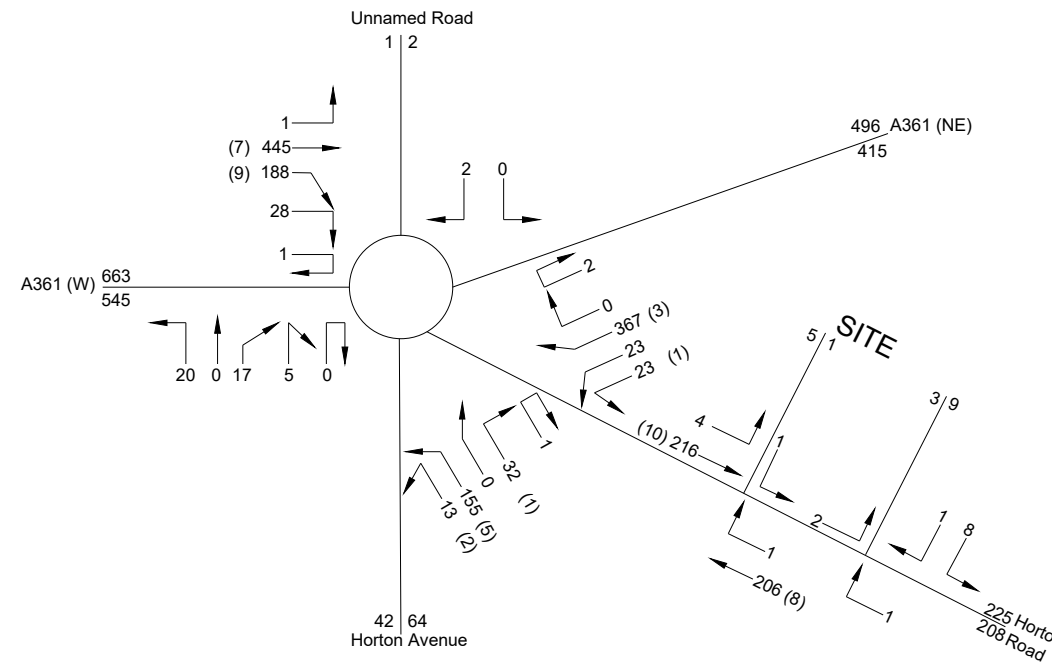
WEEKDAY AM PEAK 07:00 - 08:00 Hour
() = No HGVs



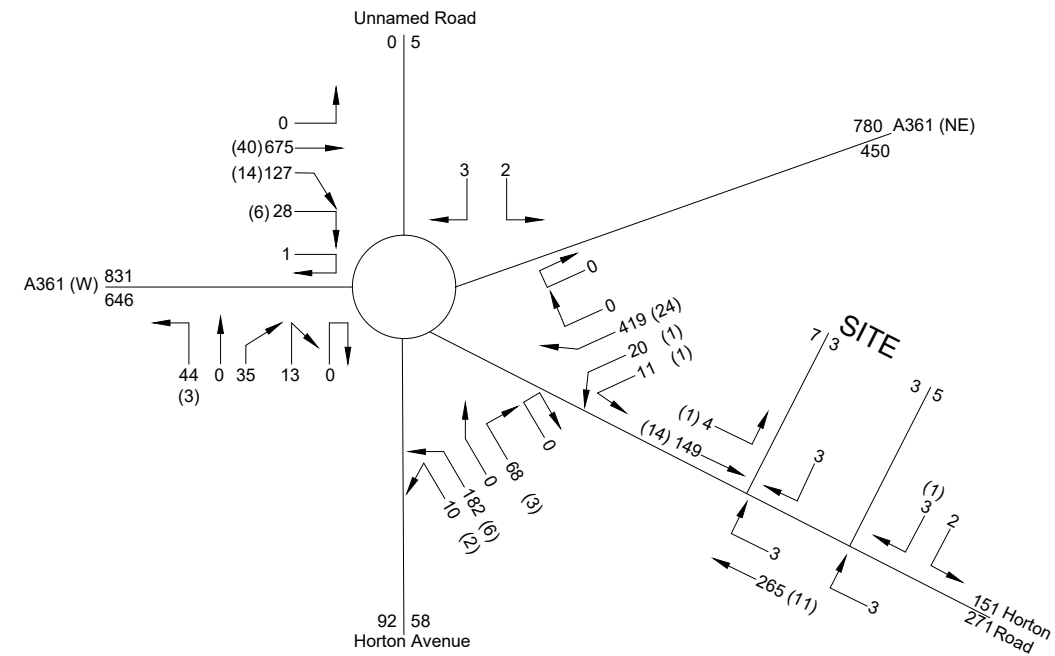
WEEKDAY PM PEAK 15:00 - 16:00 Hour
() = No HGVs



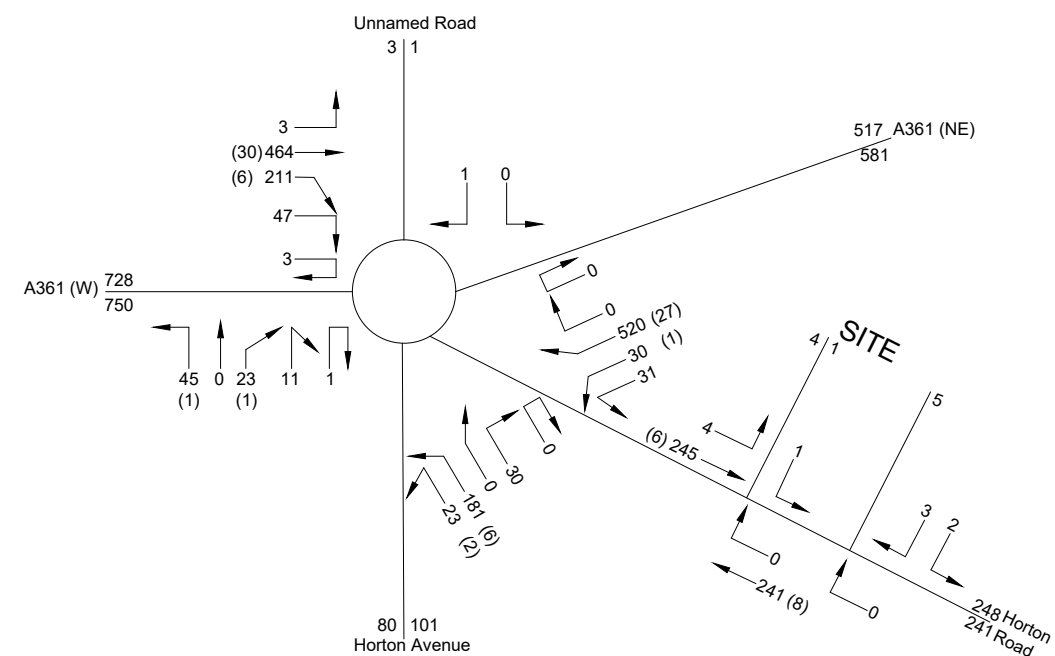
SATURDAY PEAK 13:00 - 14:00 Hour
() = No HGVs



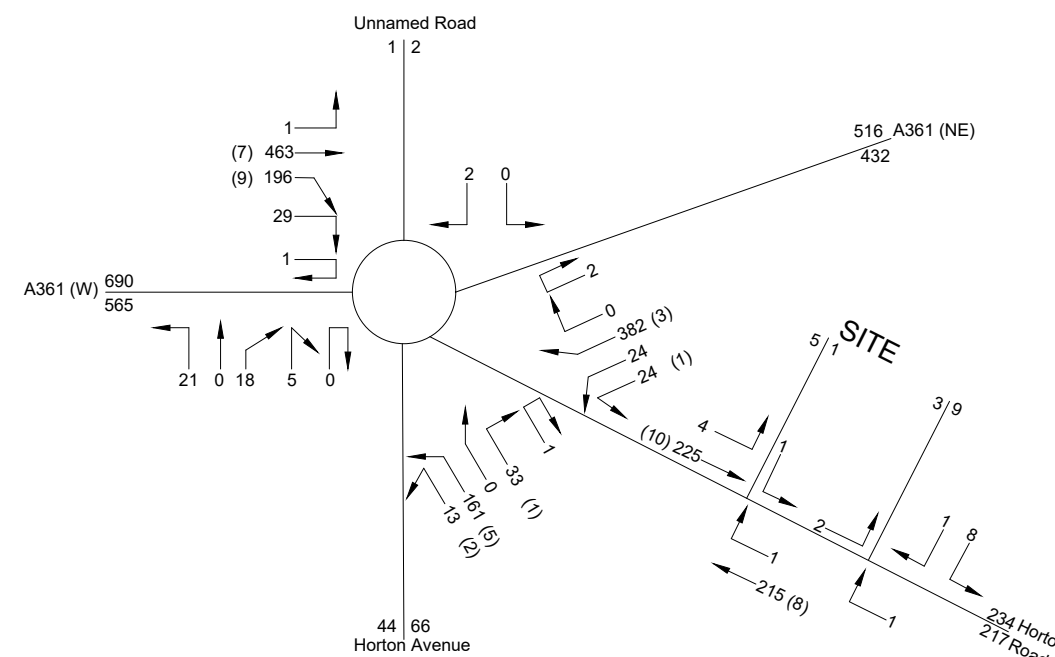
Title	2027 BASE + COMMITTED DEVELOPMENT FLOWS	
Scale	NTS@A3	APPENDIX 13.2



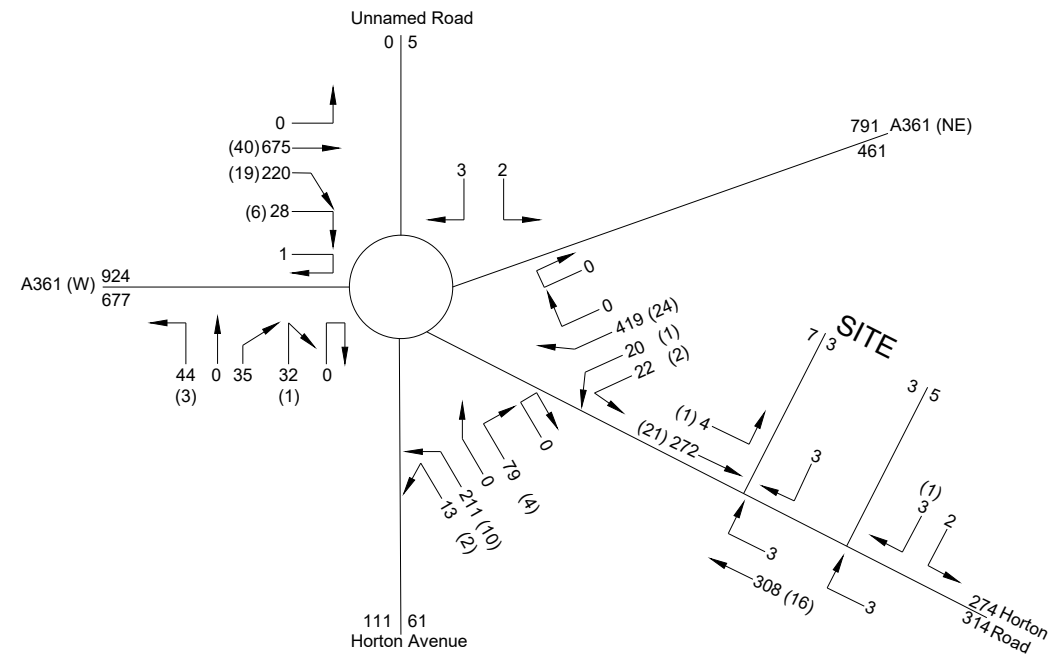
WEEKDAY AM PEAK 07:00 - 08:00 Hour
() = No HGVs
GROWTH FACTOR 2027 - 2032 = 1.0373



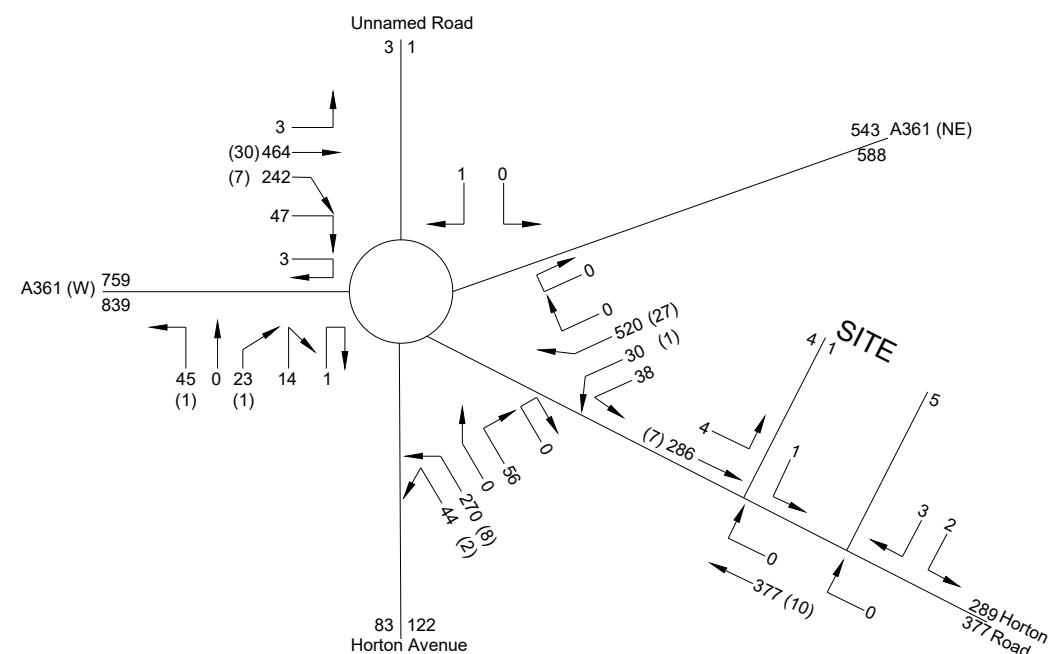
WEEKDAY PM PEAK 15:00 - 16:00 Hour
() = No HGVs
GROWTH FACTOR 2027 - 2032 = 1.0383



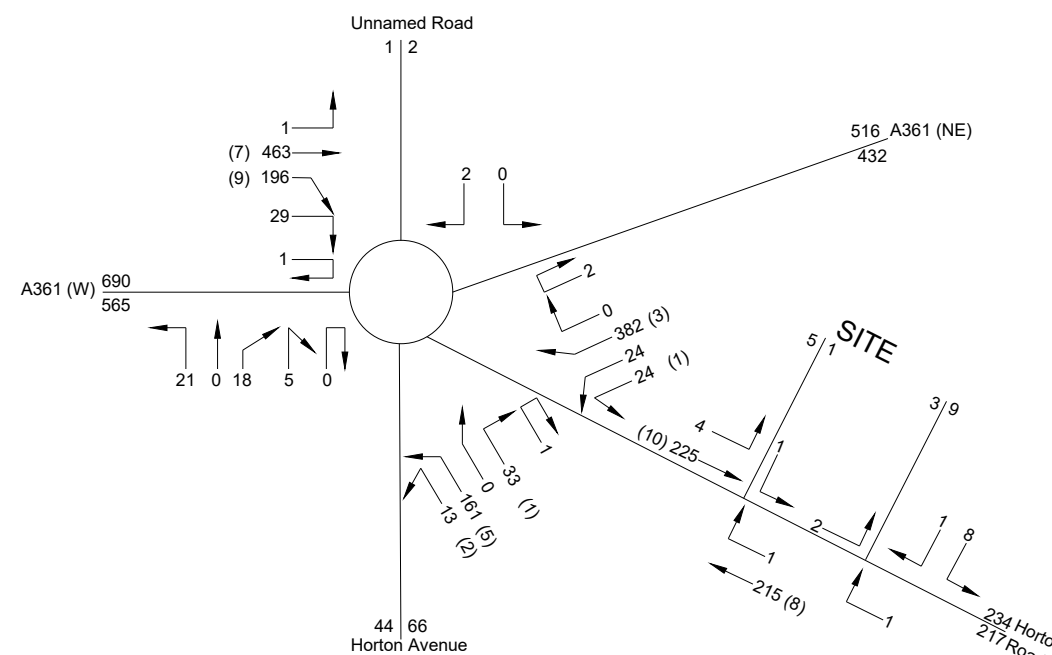
SATURDAY PEAK 13:00 - 14:00 Hour
() = No HGVs
GROWTH FACTOR 2027 - 2032 = 1.0414



WEEKDAY AM PEAK 07:00 - 08:00 Hour
() = No HGVs



WEEKDAY PM PEAK 15:00 - 16:00 Hour
() = No HGVs

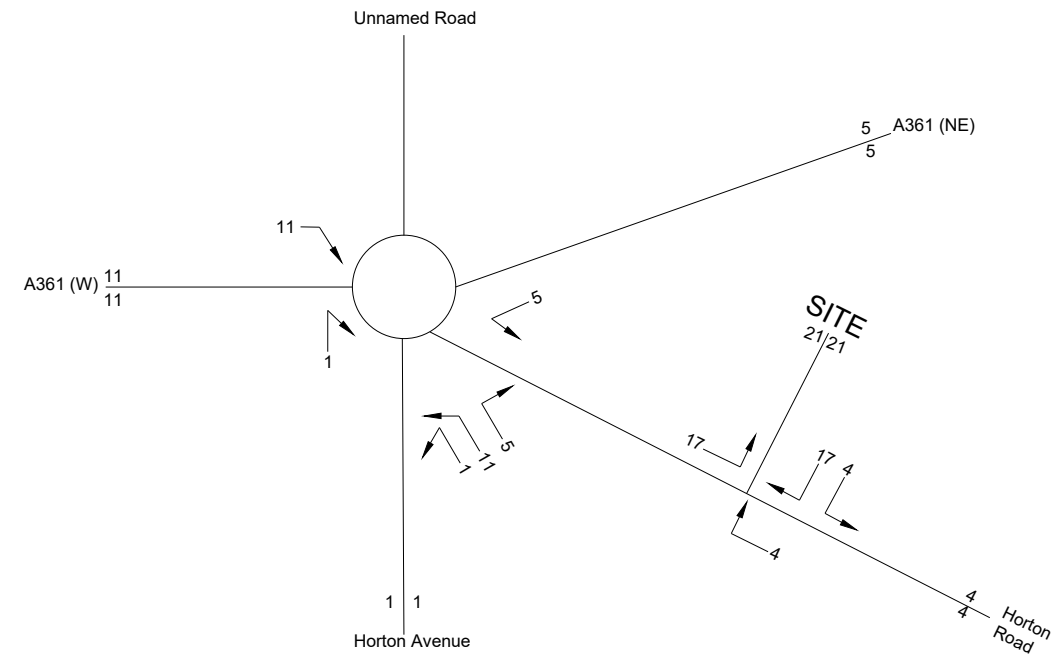


SATURDAY PEAK 13:00 - 14:00 Hour
() = No HGVs

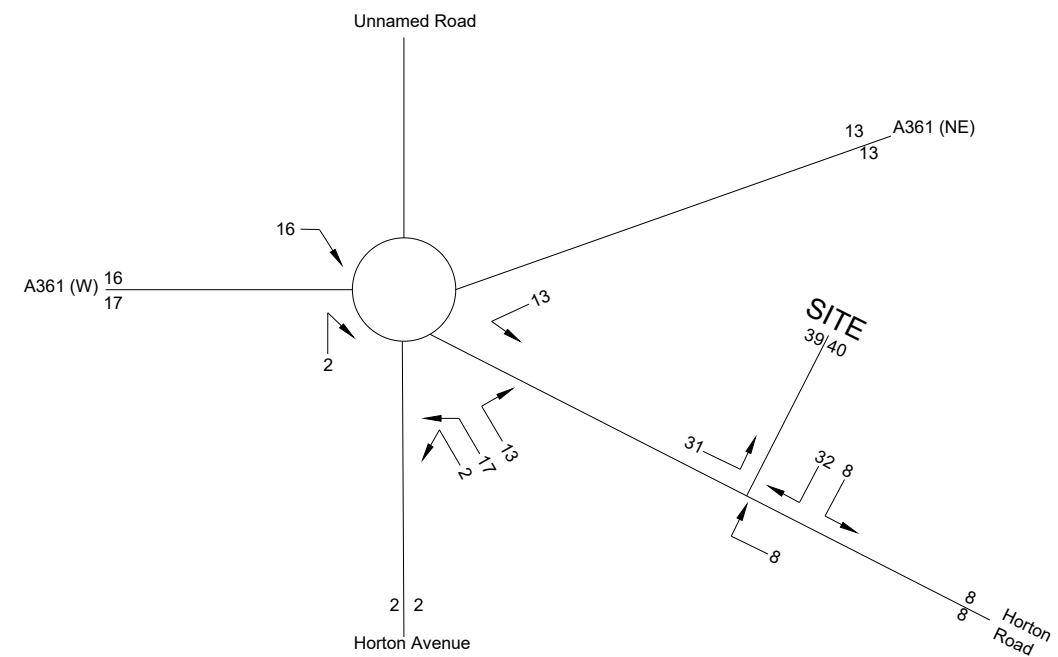
PROPOSED McDONALD'S TRAFFIC

14.1	Additional Trips
14.2	Existing Trips
14.3	Total McDonald's Trips

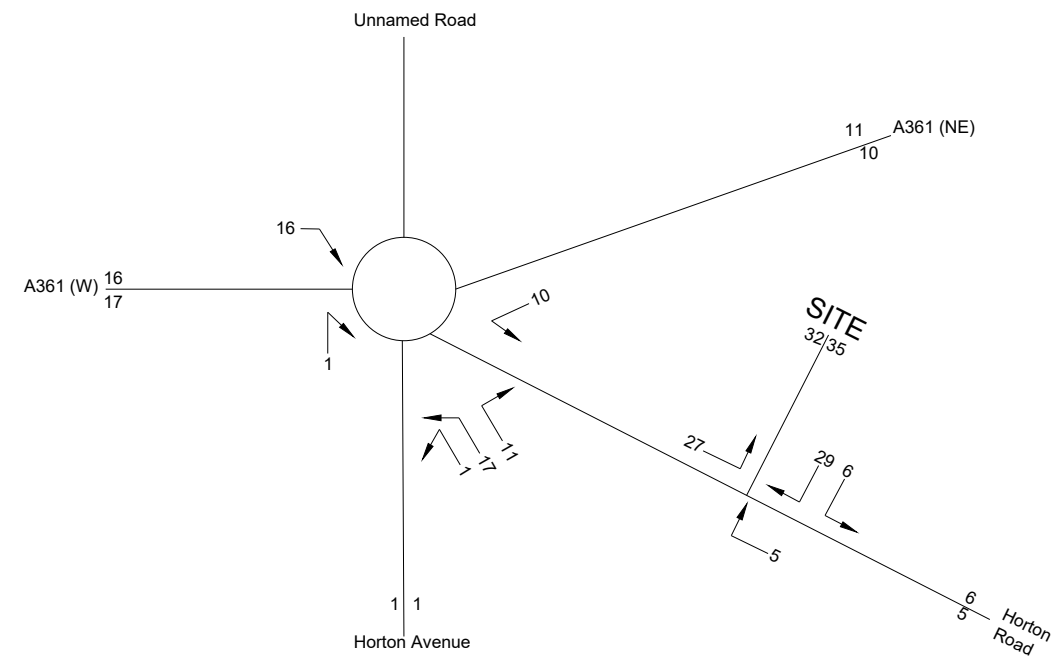
WEEKDAY AM PEAK



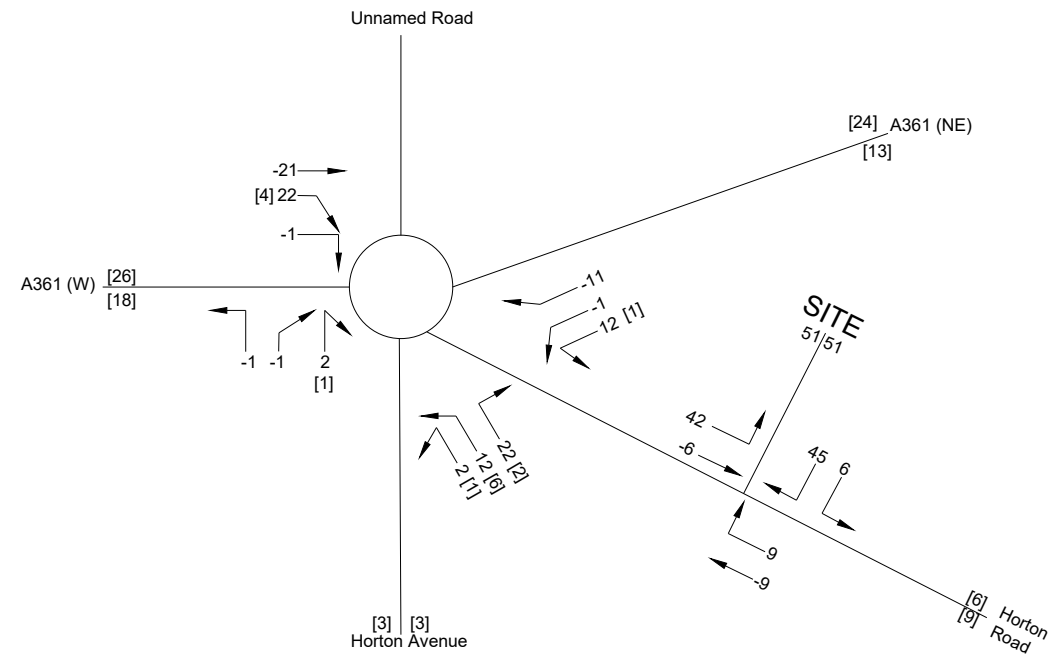
WEEKDAY PM PEAK



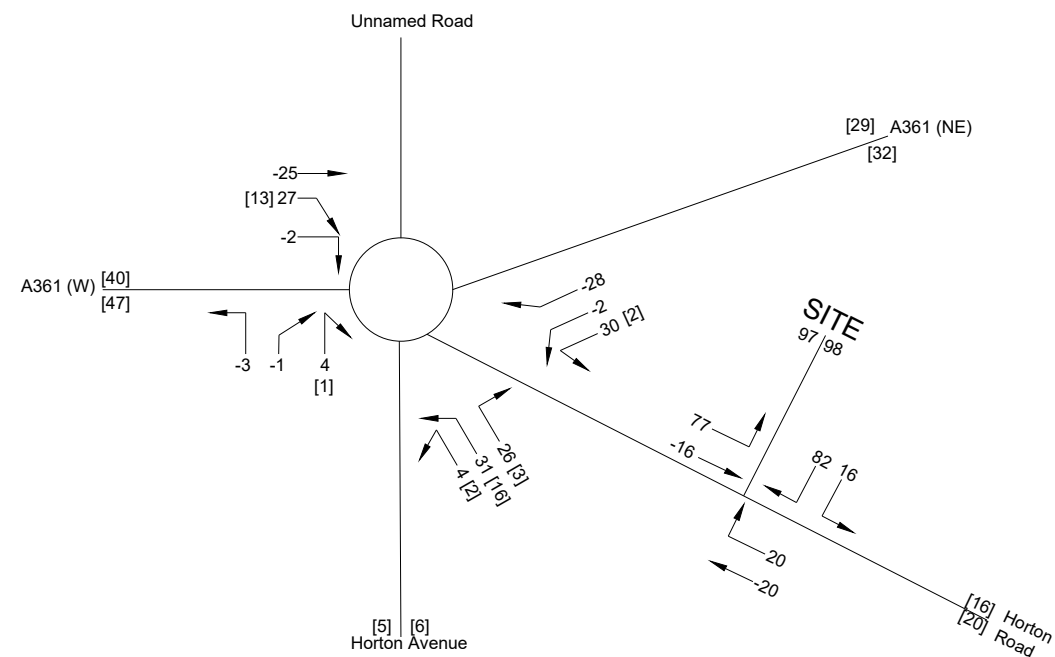
SATURDAY PEAK



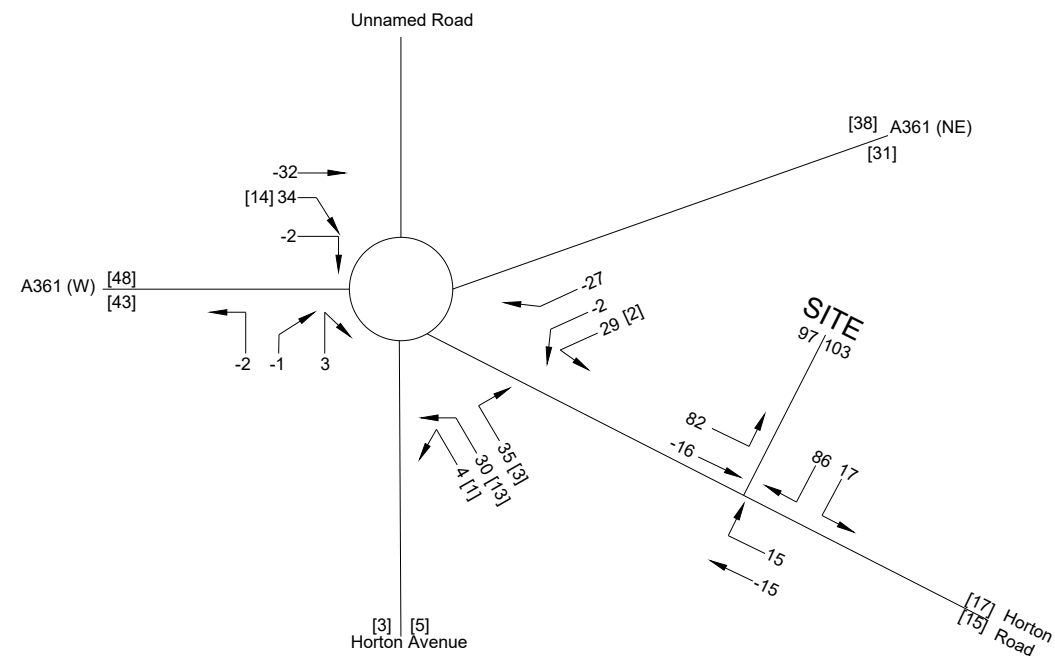
WEEKDAY AM PEAK
 [] = EXISTING MOVEMENT



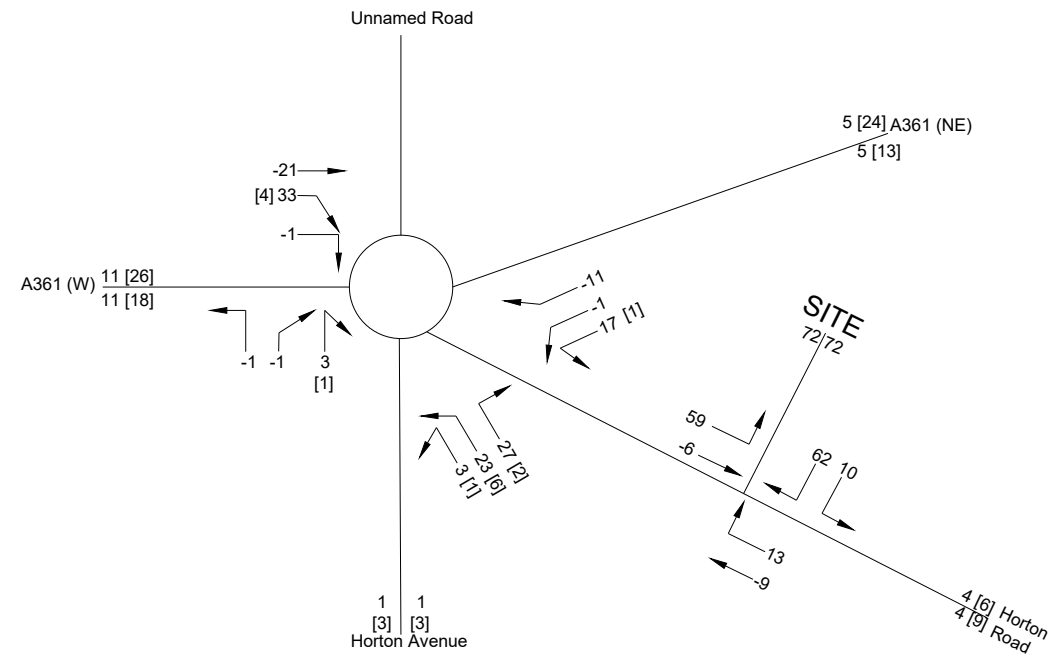
WEEKDAY PM PEAK
 [] = EXISTING MOVEMENT



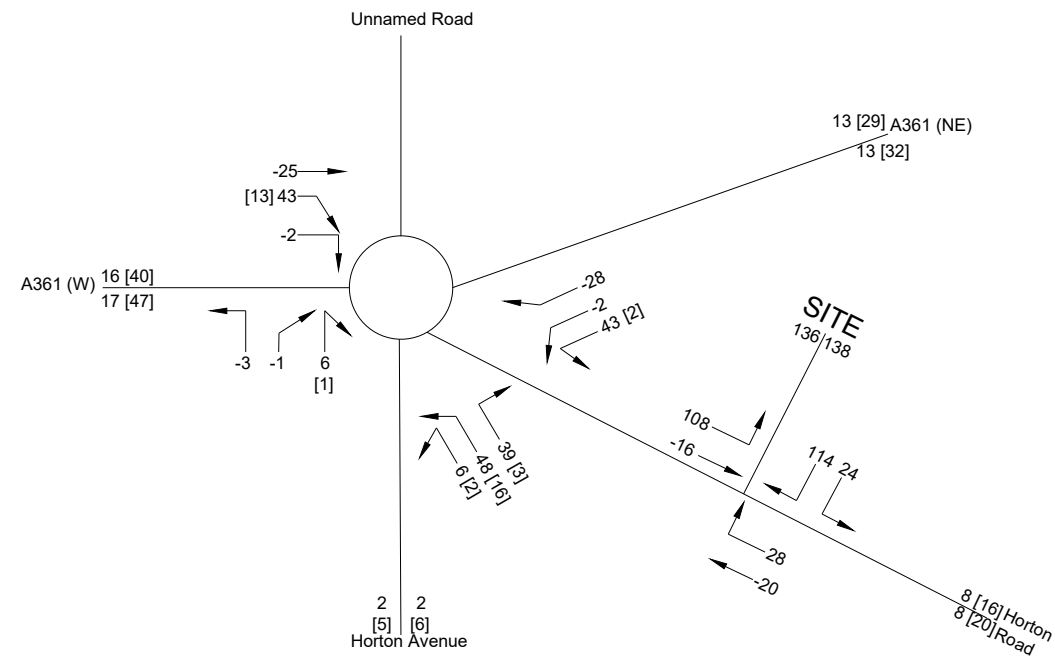
SATURDAY PEAK
 [] = EXISTING MOVEMENT



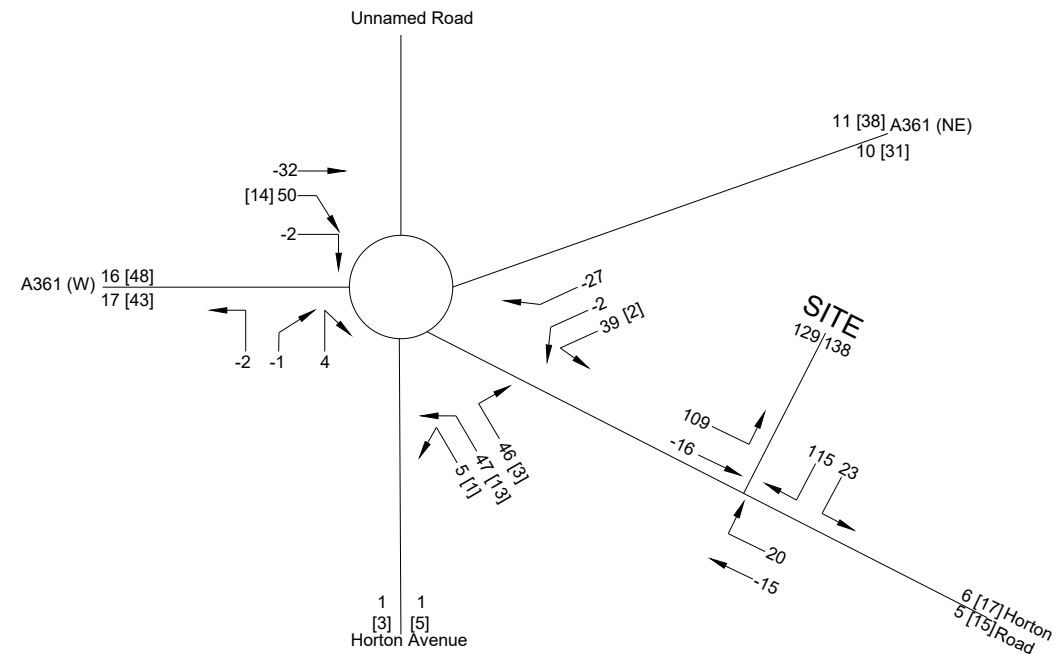
WEEKDAY AM PEAK 07:00 - 08:00 Hour
[] = EXISTING MOVEMENT



WEEKDAY PM PEAK 15:00 - 16:00 Hour
[] = EXISTING MOVEMENT

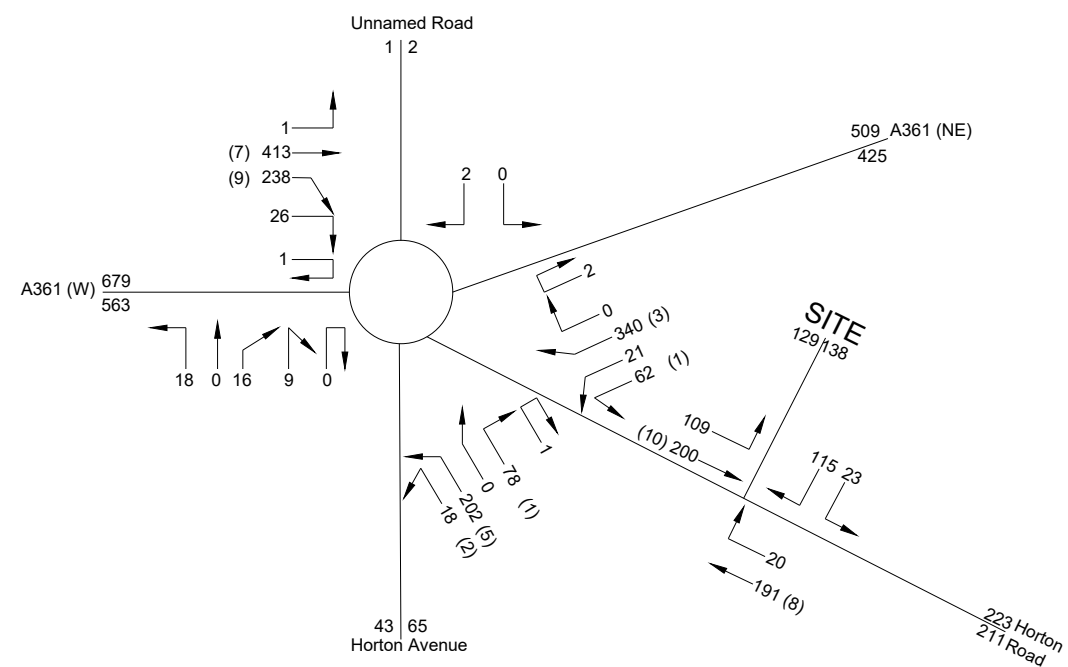
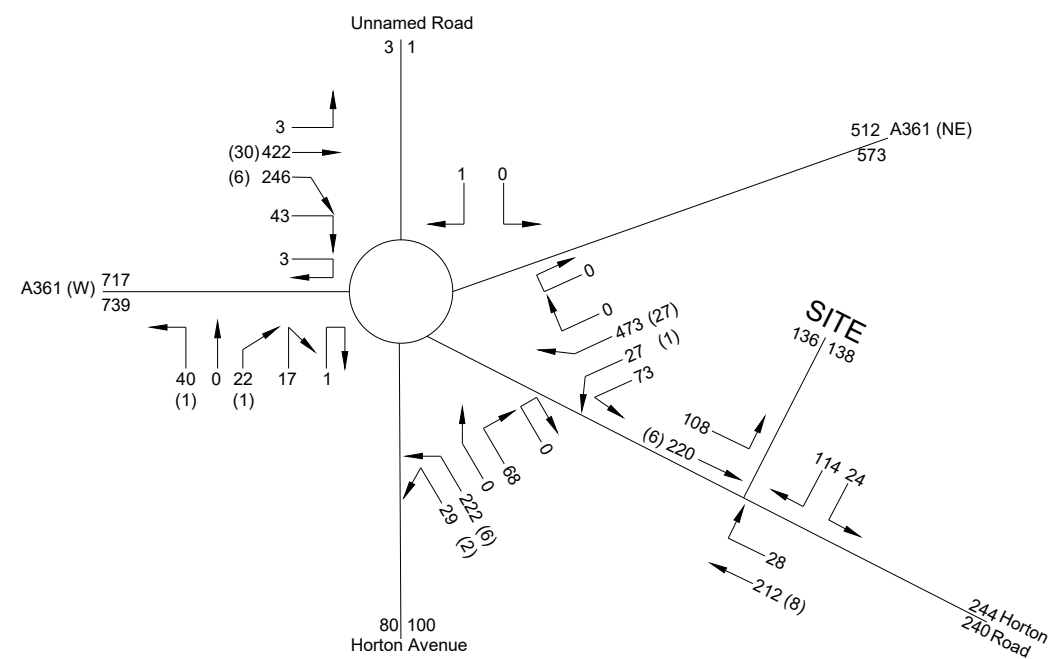
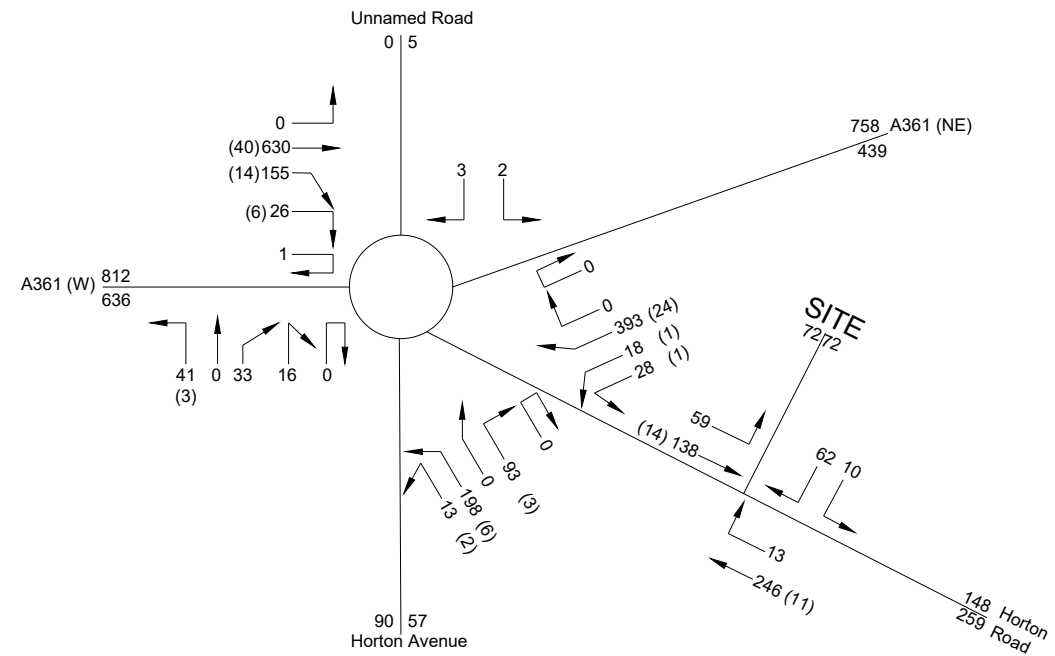


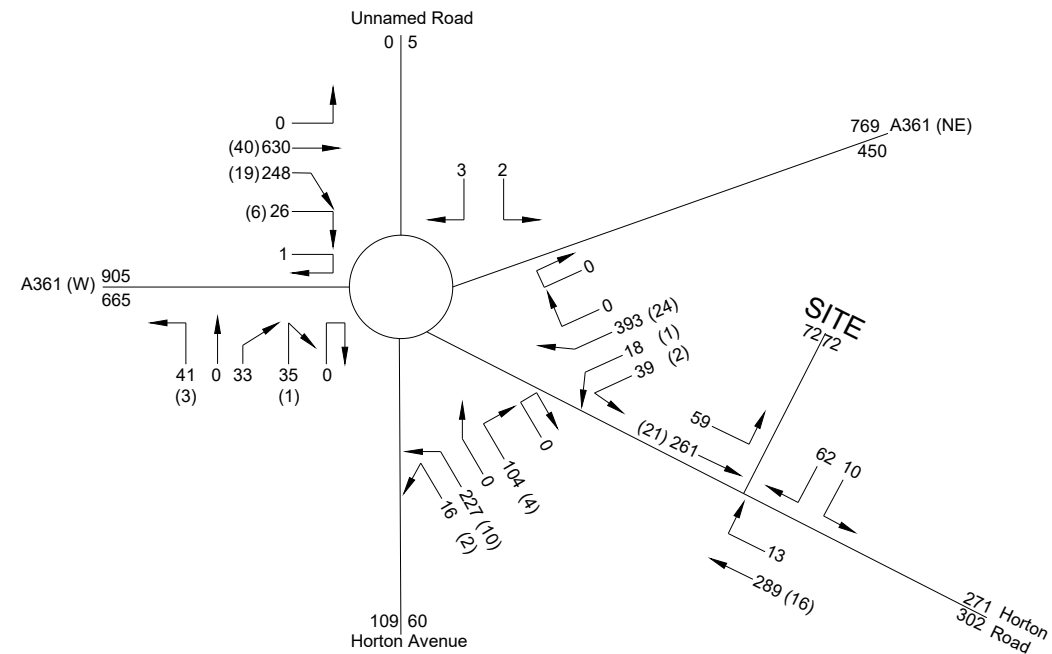
SATURDAY PEAK 13:00 - 14:00 Hour
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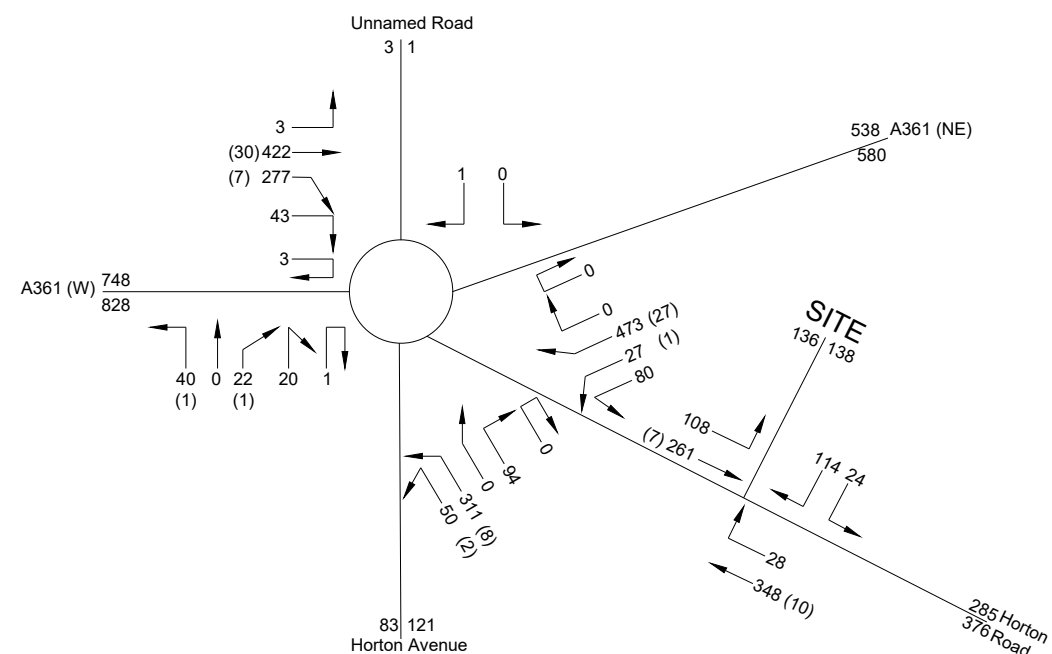
TOTAL TRAFFIC FLOWS

15.1	2027 Base + McDonald's Total Flows
15.2	2027 Base + Committed Development + McDonald's Total Flows
15.3	2032 Base + McDonald's Total Flows
15.4	2032 Base + Committed Development + McDonald's Total Flows

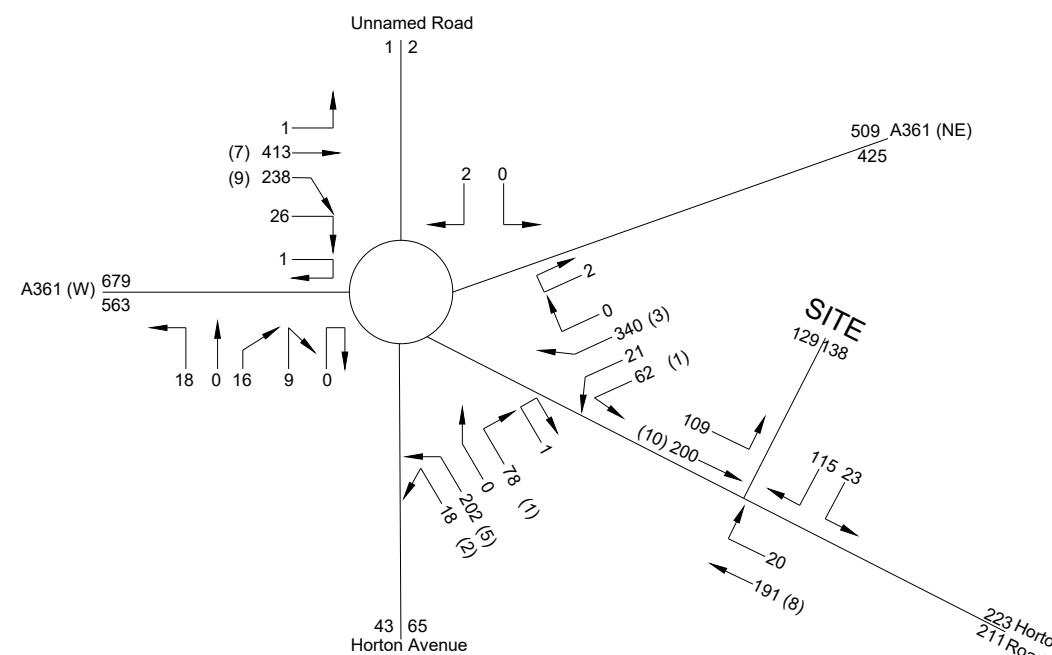




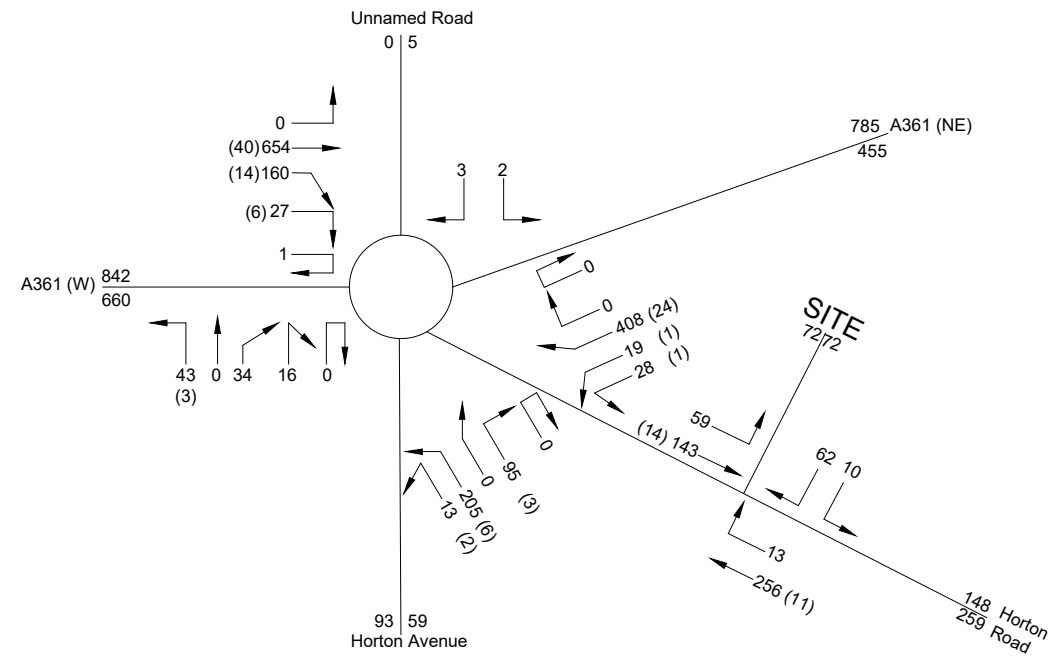
WEEKDAY AM PEAK 07:00 - 08:00 Hour
() = No HGVs



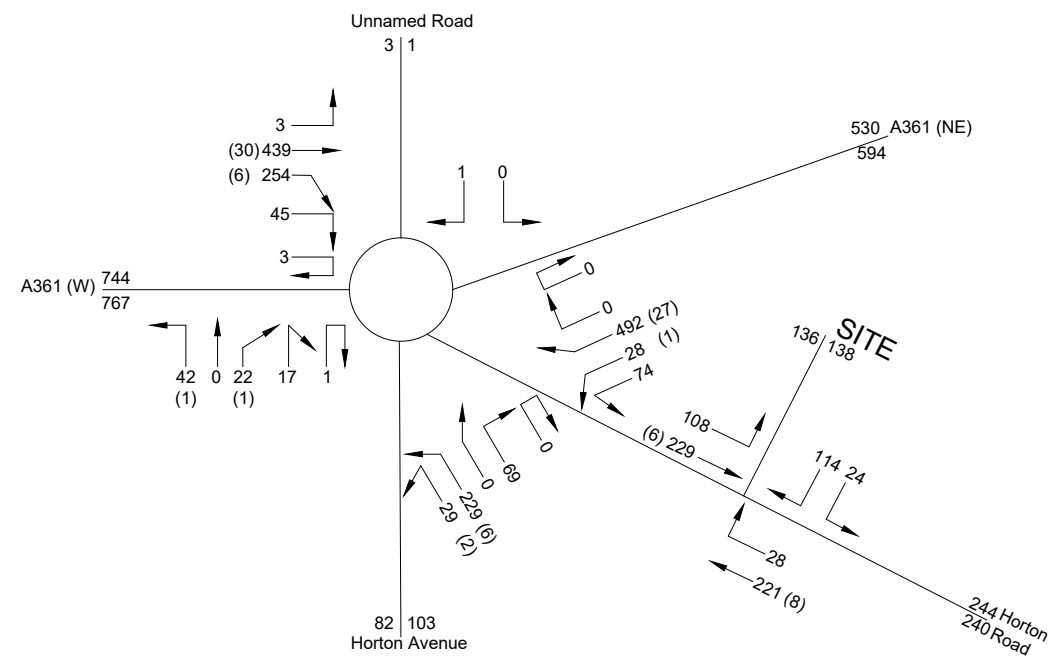
WEEKDAY PM PEAK 15:00 - 16:00 Hour
() = No HGVs



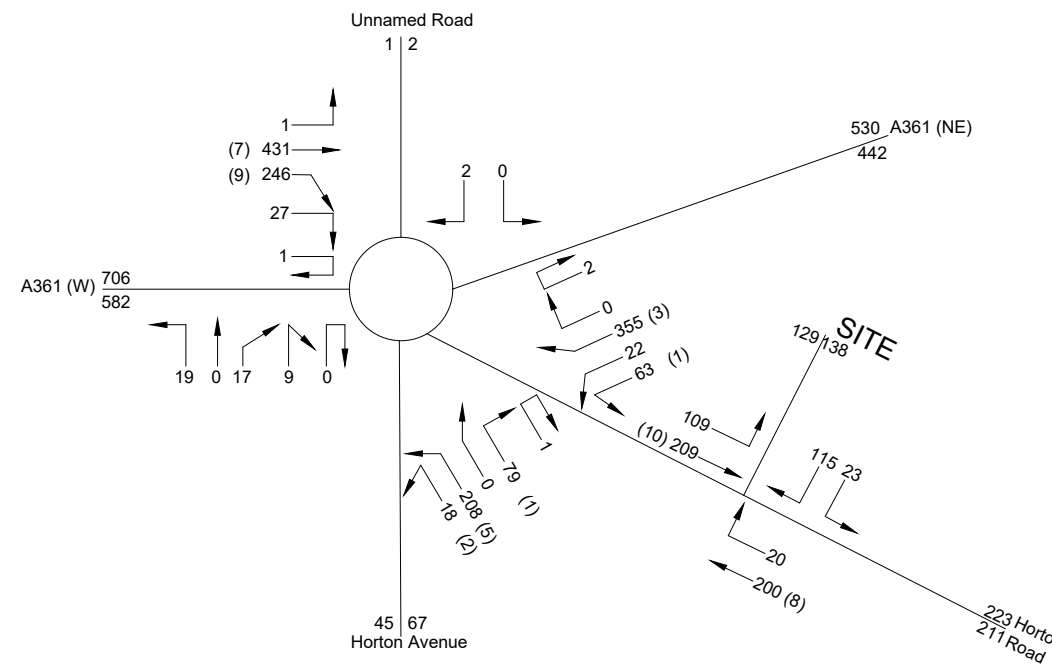
SATURDAY PEAK 13:00 - 14:00 Hour
() = No HGVs



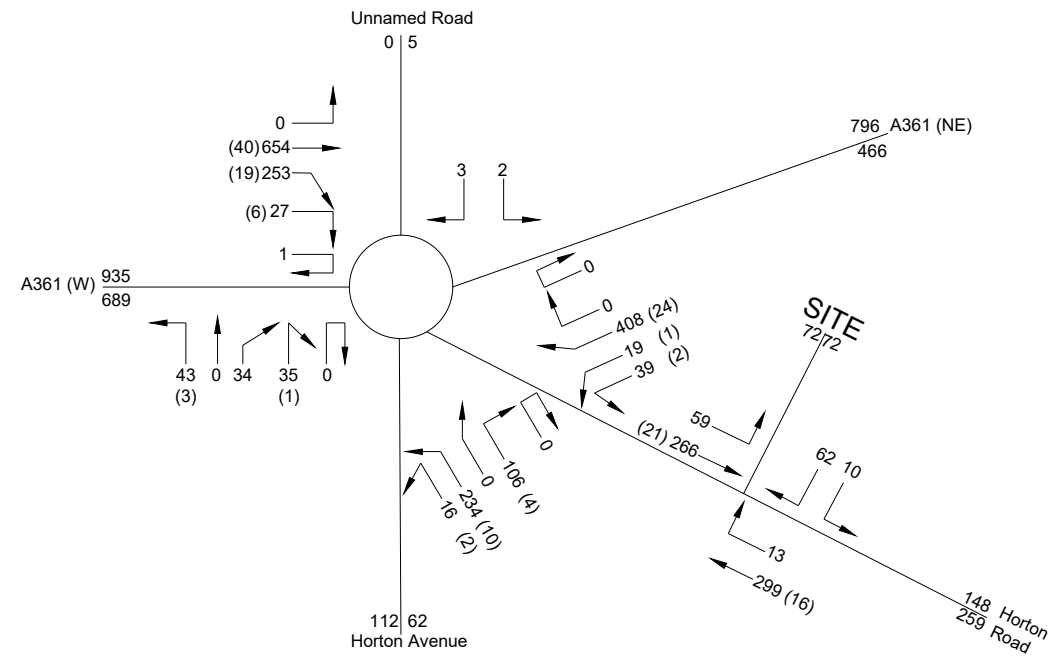
WEEKDAY AM PEAK 07:00 - 08:00 Hour
() = No HGVs



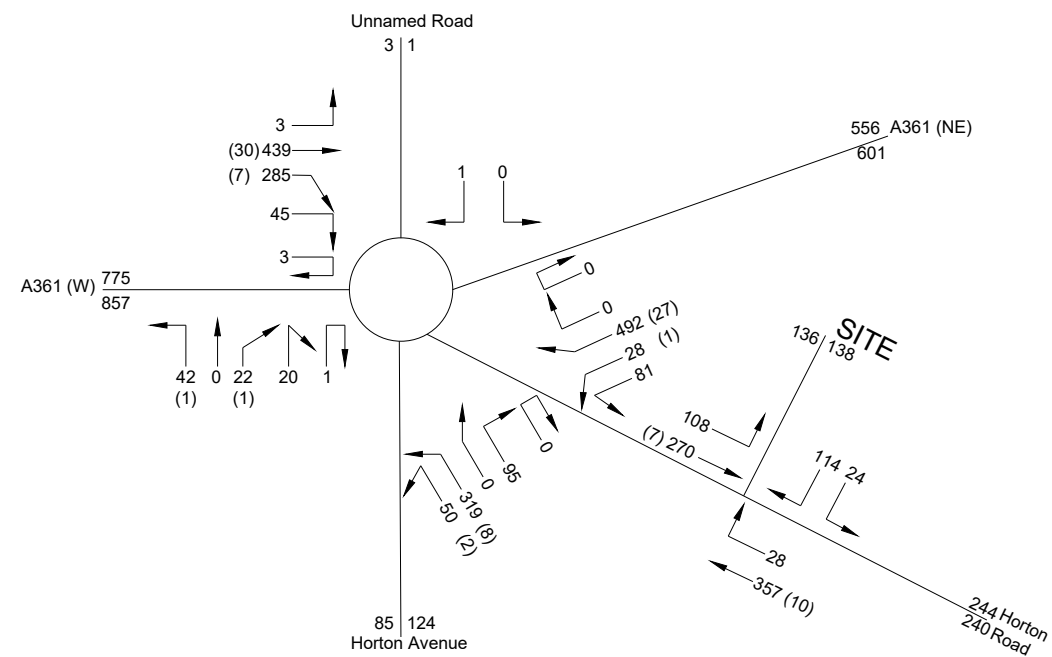
WEEKDAY PM PEAK 15:00 - 16:00 Hour
() = No HGVs



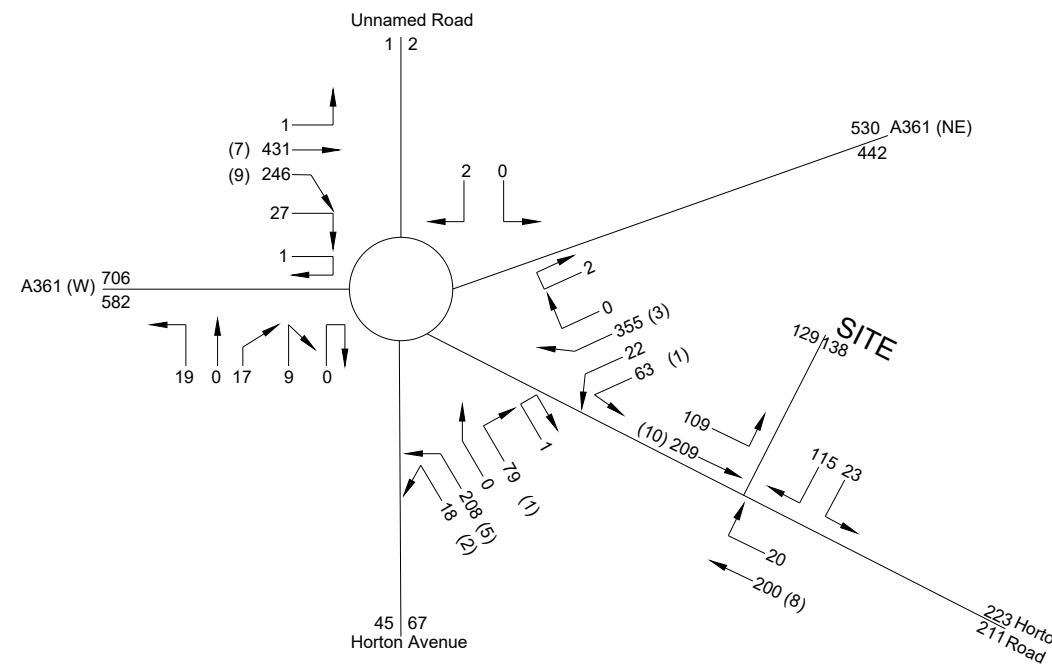
SATURDAY PEAK 13:00 - 14:00 Hour
() = No HGVs



WEEKDAY AM PEAK 07:00 - 08:00 Hour
() = No HGVs



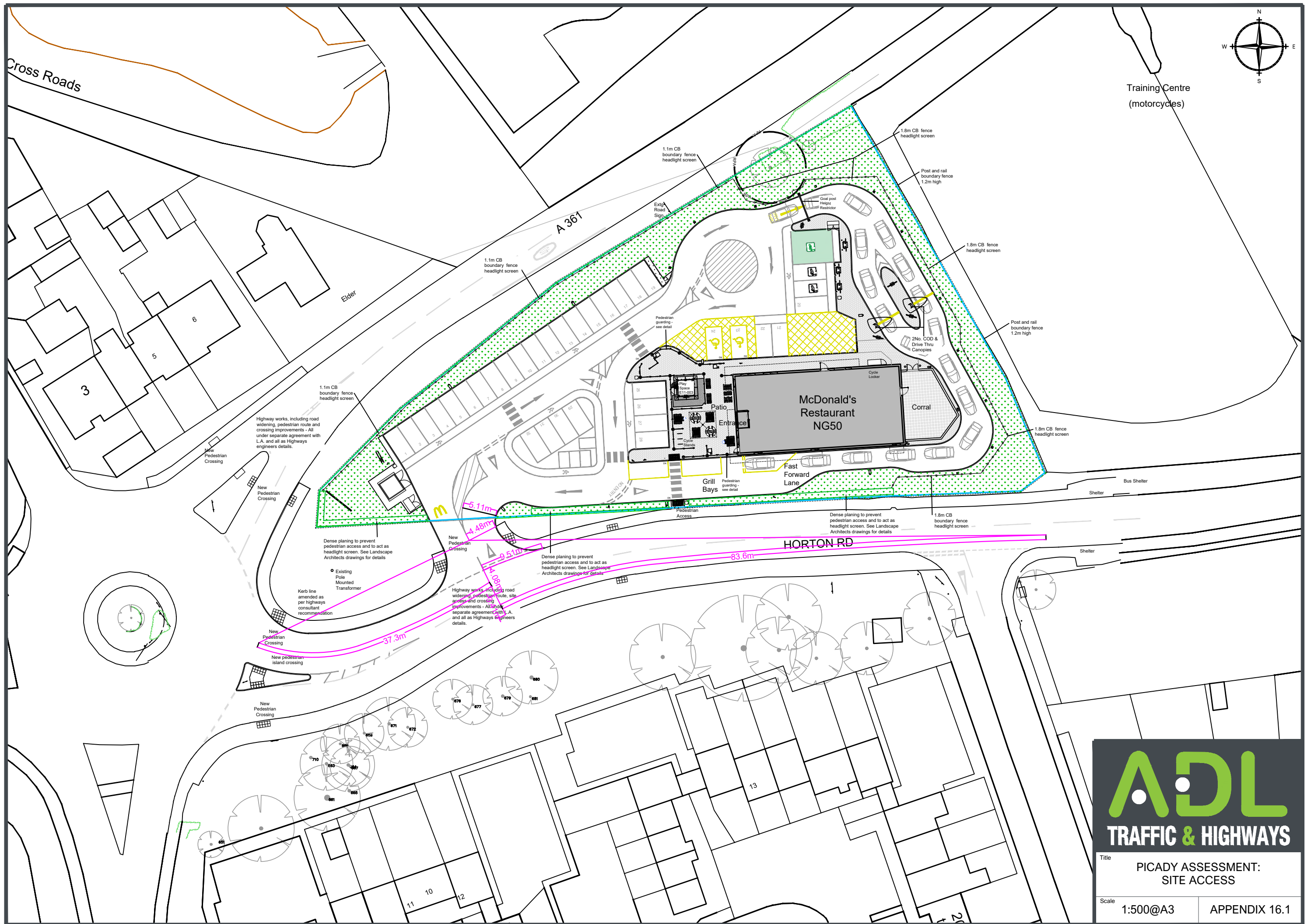
WEEKDAY PM PEAK 15:00 - 16:00 Hour
() = No HGVs



SATURDAY PEAK 13:00 - 14:00 Hour
() = No HGVs

PICADY ASSESSMENT: SITE ACCESS

16.1	Junction Layout
16.2	Output Results



ADL
TRAFFIC & HIGHWAYS

Title
PICADY ASSESSMENT:
SITE ACCESS

Scale
1:500@A3

APPENDIX 16.1

Junctions 11															
PICADY 11 - Priority Intersection Module															
Version: 11.0.0.2177															
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com															
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution															

Filename: Site Access.j11

Path: C:\Users\Peter\ADL Traffic & Highways Engineering Ltd\ADL T&H Engineering Ltd Home - Traffic & Technical\3400-3499
\3485 McD's Cannings Hill Garage, Devizes\2025 Work\Modelling

Report generation date: 27/10/2025 11:00:21

- »2027 | Base + McDonald's Flows | AM
- »2027 | Base + McDonald's Flows | PM
- »2027 | Base + McDonald's Flows | Saturday
- »2027 | Base + McDonald's Flows + Committed Development | AM
- »2027 | Base + McDonald's Flows + Committed Development | PM
- »2027 | Base + McDonald's Flows + Committed Development | Saturday
- »2032 | Base + McDonald's Flows | AM
- »2032 | Base + McDonald's Flows | PM
- »2032 | Base + McDonald's Flows | Saturday
- »2032 | Base + McDonald's Flows + Committed Development | AM
- »2032 | Base + McDonald's Flows + Committed Development | PM
- »2032 | Base + McDonald's Flows + Committed Development | Saturday

Summary of junction performance

	AM					PM					Saturday				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2027 - Base + McDonald's Flows														
Stream B-AC	D1	0.2	7.80	0.14	A	D3	0.4	9.69	0.29	A	D4	0.4	9.39	0.28	A
Stream C-AB		0.0	5.15	0.03	A		0.1	5.54	0.06	A		0.1	5.53	0.05	A
	2027 - Base + McDonald's Flows + Committed Development														
Stream B-AC	D5	0.2	8.62	0.16	A	D6	0.4	10.72	0.31	B	D7	0.4	9.39	0.28	A
Stream C-AB		0.0	5.13	0.03	A		0.1	5.08	0.07	A		0.1	5.53	0.05	A
	2032 - Base + McDonald's Flows														
Stream B-AC	D8	0.2	7.85	0.15	A	D9	0.4	9.80	0.29	A	D10	0.4	9.50	0.29	A
Stream C-AB		0.0	5.12	0.03	A		0.1	5.52	0.07	A		0.1	5.51	0.05	A
	2032 - Base + McDonald's Flows + Committed Development														
Stream B-AC	D11	0.2	8.68	0.16	A	D12	0.5	10.86	0.31	B	D13	0.4	9.50	0.29	A
Stream C-AB		0.0	5.10	0.03	A		0.1	5.05	0.07	A		0.1	5.51	0.05	A

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

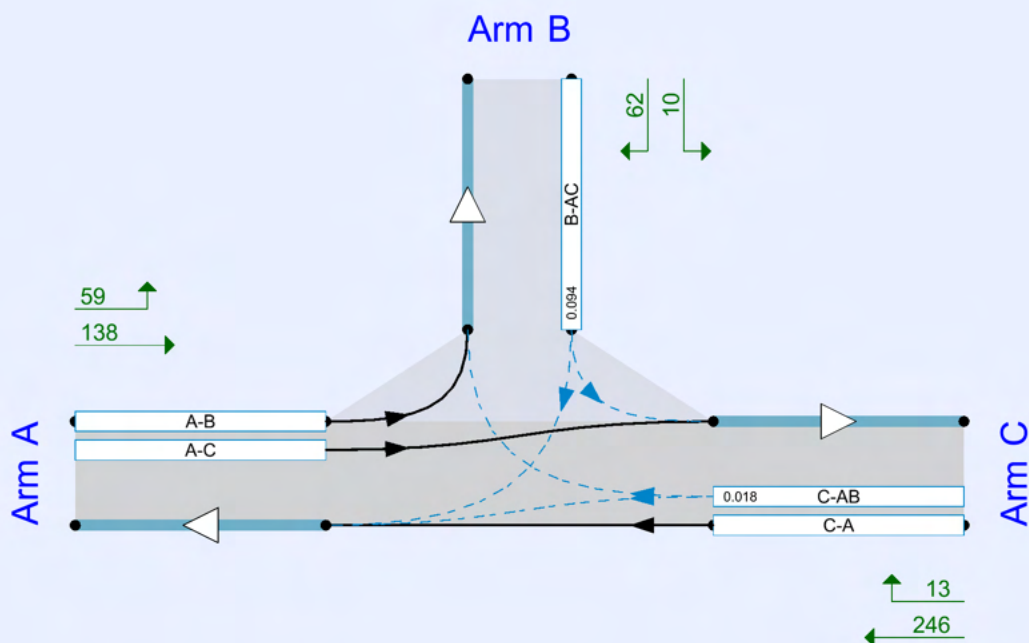
File summary

File Description

Title	
Location	
Site number	
Date	16/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADL\Peter
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



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2027	Base + McDonald's Flows	AM	ONE HOUR	06:45	08:15	15
D3	2027	Base + McDonald's Flows	PM	ONE HOUR	14:45	16:15	15
D4	2027	Base + McDonald's Flows	Saturday	ONE HOUR	12:45	14:15	15
D5	2027	Base + McDonald's Flows + Committed Development	AM	ONE HOUR	06:45	08:15	15
D6	2027	Base + McDonald's Flows + Committed Development	PM	ONE HOUR	14:45	16:15	15
D7	2027	Base + McDonald's Flows + Committed Development	Saturday	ONE HOUR	12:45	14:15	15
D8	2032	Base + McDonald's Flows	AM	ONE HOUR	06:45	08:15	15
D9	2032	Base + McDonald's Flows	PM	ONE HOUR	14:45	16:15	15
D10	2032	Base + McDonald's Flows	Saturday	ONE HOUR	12:45	14:15	15
D11	2032	Base + McDonald's Flows + Committed Development	AM	ONE HOUR	06:45	08:15	15
D12	2032	Base + McDonald's Flows + Committed Development	PM	ONE HOUR	14:45	16:15	15
D13	2032	Base + McDonald's Flows + Committed Development	Saturday	ONE HOUR	12:45	14:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2027 | Base + McDonald's Flows | 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	untitled	T-Junction	Two-way	Two-way	Two-way		1.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.25	A

Arms

Arms

Arm	Name	Description	Arm type
A	Horton Road (NW)		Major
B	Site Access		Minor
C	Horton Road (SE)		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	7.49			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	83	37

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	628	0.107	0.270	0.170	0.386
B-C	777	0.111	0.281	-	-
C-B	632	0.229	0.229	-	-

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)
D1	2027	Base + McDonald's Flows	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	197	100.000
B		✓	72	100.000
C		✓	259	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	59	138
	B	62	0	10
	C	246	13	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	2	10
	B	2	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	7.80	0.2	A
C-AB	0.03	5.15	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	0.00	579	0.094	54	0.1	6.958	A
C-AB	13	0.00	722	0.018	13	0.0	5.144	A
C-A	182	0.00			182			
A-B	44	0.00			44			
A-C	104	0.00			104			

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	566	0.114	65	0.1	7.294	A
C-AB	17	0.00	740	0.023	17	0.0	5.045	A
C-A	216	0.00			216			
A-B	53	0.00			53			
A-C	124	0.00			124			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	0.00	549	0.144	79	0.2	7.794	A
C-AB	22	0.00	765	0.029	22	0.0	4.920	A
C-A	263	0.00			263			
A-B	65	0.00			65			
A-C	152	0.00			152			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	0.00	549	0.144	79	0.2	7.799	A
C-AB	22	0.00	765	0.029	22	0.0	4.926	A
C-A	263	0.00			263			
A-B	65	0.00			65			
A-C	152	0.00			152			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	566	0.114	65	0.1	7.304	A
C-AB	17	0.00	740	0.023	17	0.0	5.058	A
C-A	216	0.00			216			
A-B	53	0.00			53			
A-C	124	0.00			124			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	0.00	579	0.094	54	0.1	6.976	A
C-AB	13	0.00	722	0.018	13	0.0	5.152	A
C-A	182	0.00			182			
A-B	44	0.00			44			
A-C	104	0.00			104			

2027 | Base + McDonald's Flows | 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	untitled	T-Junction	Two-way	Two-way	Two-way		2.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.20	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)
D3	2027	Base + McDonald's Flows	PM	ONE HOUR	14:45	16:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	328	100.000
B		✓	138	100.000
C		✓	240	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	108	220
	B	114	0	24
	C	212	28	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	3
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	9.69	0.4	A
C-AB	0.06	5.54	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	0.00	564	0.184	103	0.2	7.802	A
C-AB	27	0.00	684	0.040	27	0.1	5.531	A
C-A	153	0.00			153			
A-B	81	0.00			81			
A-C	166	0.00			166			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	0.00	547	0.227	124	0.3	8.505	A
C-AB	35	0.00	695	0.050	35	0.1	5.506	A
C-A	181	0.00			181			
A-B	97	0.00			97			
A-C	198	0.00			198			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	0.00	524	0.290	151	0.4	9.663	A
C-AB	46	0.00	711	0.065	46	0.1	5.475	A
C-A	218	0.00			218			
A-B	119	0.00			119			
A-C	242	0.00			242			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	0.00	524	0.290	152	0.4	9.687	A
C-AB	46	0.00	711	0.065	46	0.1	5.483	A
C-A	218	0.00			218			
A-B	119	0.00			119			
A-C	242	0.00			242			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	0.00	547	0.227	124	0.3	8.536	A
C-AB	35	0.00	695	0.050	35	0.1	5.519	A
C-A	181	0.00			181			
A-B	97	0.00			97			
A-C	198	0.00			198			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	0.00	563	0.184	104	0.2	7.842	A
C-AB	28	0.00	684	0.040	28	0.1	5.543	A
C-A	153	0.00			153			
A-B	81	0.00			81			
A-C	166	0.00			166			

2027 | Base + McDonald's Flows | Saturday

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.20	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)
D4	2027	Base + McDonald's Flows	Saturday	ONE HOUR	12:45	14:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	309	100.000
B		✓	138	100.000
C		✓	211	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	109	200
	B	115	0	23
	C	191	20	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	9.39	0.4	A
C-AB	0.05	5.53	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	0.00	571	0.182	103	0.2	7.676	A
C-AB	19	0.00	676	0.028	19	0.0	5.523	A
C-A	140	0.00			140			
A-B	82	0.00			82			
A-C	151	0.00			151			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	0.00	556	0.223	124	0.3	8.324	A
C-AB	24	0.00	686	0.035	24	0.0	5.488	A
C-A	166	0.00			166			
A-B	98	0.00			98			
A-C	180	0.00			180			

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	0.00	535	0.284	152	0.4	9.374	A
C-AB	32	0.00	700	0.045	31	0.1	5.446	A
C-A	201	0.00			201			
A-B	120	0.00			120			
A-C	220	0.00			220			

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	0.00	535	0.284	152	0.4	9.395	A
C-AB	32	0.00	700	0.045	32	0.1	5.452	A
C-A	201	0.00			201			
A-B	120	0.00			120			
A-C	220	0.00			220			

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	0.00	556	0.223	124	0.3	8.352	A
C-AB	24	0.00	686	0.035	24	0.0	5.503	A
C-A	166	0.00			166			
A-B	98	0.00			98			
A-C	180	0.00			180			

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	0.00	571	0.182	104	0.2	7.716	A
C-AB	19	0.00	676	0.028	19	0.0	5.529	A
C-A	140	0.00			140			
A-B	82	0.00			82			
A-C	151	0.00			151			

2027 | Base + McDonald's Flows + Committed Development | 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	untitled	T-Junction	Two-way	Two-way	Two-way		1.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.05	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)
D5	2027	Base + McDonald's Flows + Committed Development	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	320	100.000
B		✓	72	100.000
C		✓	302	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	59	261
	B	62	0	10
	C	289	13	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	2	5
	B	2	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	8.62	0.2	A
C-AB	0.03	5.13	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	0.00	549	0.099	54	0.1	7.390	A
C-AB	14	0.00	725	0.019	14	0.0	5.124	A
C-A	213	0.00			213			
A-B	44	0.00			44			
A-C	196	0.00			196			

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	530	0.122	65	0.1	7.864	A
C-AB	18	0.00	744	0.024	18	0.0	5.020	A
C-A	254	0.00			254			
A-B	53	0.00			53			
A-C	235	0.00			235			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	0.00	504	0.157	79	0.2	8.611	A
C-AB	24	0.00	772	0.032	24	0.0	4.887	A
C-A	308	0.00			308			
A-B	65	0.00			65			
A-C	287	0.00			287			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	0.00	504	0.157	79	0.2	8.618	A
C-AB	24	0.00	772	0.032	24	0.0	4.893	A
C-A	308	0.00			308			
A-B	65	0.00			65			
A-C	287	0.00			287			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	530	0.122	65	0.1	7.875	A
C-AB	18	0.00	744	0.024	18	0.0	5.035	A
C-A	253	0.00			253			
A-B	53	0.00			53			
A-C	235	0.00			235			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	0.00	549	0.099	54	0.1	7.405	A
C-AB	14	0.00	725	0.019	14	0.0	5.133	A
C-A	213	0.00			213			
A-B	44	0.00			44			
A-C	196	0.00			196			

2027 | Base + McDonald's Flows + Committed Development | 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	untitled	T-Junction	Two-way	Two-way	Two-way		1.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.96	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)
D6	2027	Base + McDonald's Flows + Committed Development	PM	ONE HOUR	14:45	16:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	369	100.000
B		✓	138	100.000
C		✓	376	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	108	261
	B	114	0	24
	C	348	28	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.31	10.72	0.4	B
C-AB	0.07	5.08	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	0.00	539	0.193	103	0.2	8.233	A
C-AB	32	0.00	748	0.043	32	0.1	5.066	A
C-A	251	0.00			251			
A-B	81	0.00			81			
A-C	196	0.00			196			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	0.00	518	0.240	124	0.3	9.124	A
C-AB	42	0.00	772	0.055	42	0.1	4.969	A
C-A	296	0.00			296			
A-B	97	0.00			97			
A-C	235	0.00			235			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	0.00	488	0.312	151	0.4	10.687	B
C-AB	59	0.00	807	0.073	59	0.1	4.853	A
C-A	355	0.00			355			
A-B	119	0.00			119			
A-C	287	0.00			287			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	0.00	488	0.312	152	0.4	10.722	B
C-AB	59	0.00	807	0.073	59	0.1	4.856	A
C-A	355	0.00			355			
A-B	119	0.00			119			
A-C	287	0.00			287			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	0.00	518	0.240	125	0.3	9.173	A
C-AB	43	0.00	772	0.055	43	0.1	4.980	A
C-A	296	0.00			296			
A-B	97	0.00			97			
A-C	235	0.00			235			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	0.00	539	0.193	104	0.2	8.281	A
C-AB	33	0.00	748	0.044	33	0.1	5.076	A
C-A	251	0.00			251			
A-B	81	0.00			81			
A-C	196	0.00			196			

2027 | Base + McDonald's Flows + Committed Development | Saturday

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.20	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)
D7	2027	Base + McDonald's Flows + Committed Development	Saturday	ONE HOUR	12:45	14:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	309	100.000
B		✓	138	100.000
C		✓	211	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	109	200
	B	115	0	23
	C	191	20	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	9.39	0.4	A
C-AB	0.05	5.53	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	0.00	571	0.182	103	0.2	7.676	A
C-AB	19	0.00	676	0.028	19	0.0	5.523	A
C-A	140	0.00			140			
A-B	82	0.00			82			
A-C	151	0.00			151			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	0.00	556	0.223	124	0.3	8.324	A
C-AB	24	0.00	686	0.035	24	0.0	5.488	A
C-A	166	0.00			166			
A-B	98	0.00			98			
A-C	180	0.00			180			

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	0.00	535	0.284	152	0.4	9.374	A
C-AB	32	0.00	700	0.045	31	0.1	5.446	A
C-A	201	0.00			201			
A-B	120	0.00			120			
A-C	220	0.00			220			

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	0.00	535	0.284	152	0.4	9.395	A
C-AB	32	0.00	700	0.045	32	0.1	5.452	A
C-A	201	0.00			201			
A-B	120	0.00			120			
A-C	220	0.00			220			

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	0.00	556	0.223	124	0.3	8.352	A
C-AB	24	0.00	686	0.035	24	0.0	5.503	A
C-A	166	0.00			166			
A-B	98	0.00			98			
A-C	180	0.00			180			

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	0.00	571	0.182	104	0.2	7.716	A
C-AB	19	0.00	676	0.028	19	0.0	5.529	A
C-A	140	0.00			140			
A-B	82	0.00			82			
A-C	151	0.00			151			

2032 | Base + McDonald's Flows | 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	untitled	T-Junction	Two-way	Two-way	Two-way		1.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.22	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)
D8	2032	Base + McDonald's Flows	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	202	100.000
B		✓	72	100.000
C		✓	269	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	59	143
	B	62	0	10
	C	256	13	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	2	10
	B	2	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	7.85	0.2	A
C-AB	0.03	5.12	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	0.00	577	0.094	54	0.1	6.991	A
C-AB	13	0.00	726	0.018	13	0.0	5.116	A
C-A	189	0.00			189			
A-B	44	0.00			44			
A-C	108	0.00			108			

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	564	0.115	65	0.1	7.332	A
C-AB	17	0.00	745	0.023	17	0.0	5.013	A
C-A	225	0.00			225			
A-B	53	0.00			53			
A-C	129	0.00			129			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	0.00	546	0.145	79	0.2	7.848	A
C-AB	23	0.00	772	0.029	23	0.0	4.883	A
C-A	274	0.00			274			
A-B	65	0.00			65			
A-C	157	0.00			157			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	0.00	546	0.145	79	0.2	7.853	A
C-AB	23	0.00	772	0.029	23	0.0	4.891	A
C-A	274	0.00			274			
A-B	65	0.00			65			
A-C	157	0.00			157			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	564	0.115	65	0.1	7.340	A
C-AB	17	0.00	745	0.023	17	0.0	5.027	A
C-A	225	0.00			225			
A-B	53	0.00			53			
A-C	129	0.00			129			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	0.00	577	0.094	54	0.1	7.008	A
C-AB	13	0.00	726	0.018	13	0.0	5.123	A
C-A	189	0.00			189			
A-B	44	0.00			44			
A-C	108	0.00			108			

2032 | Base + McDonald's Flows | 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	untitled	T-Junction	Two-way	Two-way	Two-way		2.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.17	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)
D9	2032	Base + McDonald's Flows	PM	ONE HOUR	14:45	16:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	337	100.000
B		✓	138	100.000
C		✓	249	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	108	229
	B	114	0	24
	C	221	28	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	3
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	9.80	0.4	A
C-AB	0.07	5.52	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	0.00	561	0.185	103	0.2	7.851	A
C-AB	28	0.00	687	0.040	28	0.1	5.508	A
C-A	160	0.00			160			
A-B	81	0.00			81			
A-C	172	0.00			172			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	0.00	543	0.228	124	0.3	8.576	A
C-AB	35	0.00	699	0.050	35	0.1	5.480	A
C-A	189	0.00			189			
A-B	97	0.00			97			
A-C	206	0.00			206			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	0.00	519	0.293	151	0.4	9.774	A
C-AB	47	0.00	716	0.065	47	0.1	5.442	A
C-A	227	0.00			227			
A-B	119	0.00			119			
A-C	252	0.00			252			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	0.00	519	0.293	152	0.4	9.799	A
C-AB	47	0.00	716	0.065	47	0.1	5.450	A
C-A	227	0.00			227			
A-B	119	0.00			119			
A-C	252	0.00			252			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	0.00	543	0.228	125	0.3	8.605	A
C-AB	35	0.00	699	0.050	35	0.1	5.493	A
C-A	189	0.00			189			
A-B	97	0.00			97			
A-C	206	0.00			206			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	0.00	561	0.185	104	0.2	7.893	A
C-AB	28	0.00	687	0.041	28	0.1	5.519	A
C-A	160	0.00			160			
A-B	81	0.00			81			
A-C	172	0.00			172			

2032 | Base + McDonald's Flows | Saturday

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.16	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)
D10	2032	Base + McDonald's Flows	Saturday	ONE HOUR	12:45	14:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	318	100.000
B		✓	138	100.000
C		✓	220	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	109	209
	B	115	0	23
	C	200	20	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	9.50	0.4	A
C-AB	0.05	5.51	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	0.00	568	0.183	103	0.2	7.724	A
C-AB	19	0.00	679	0.028	19	0.0	5.500	A
C-A	146	0.00			146			
A-B	82	0.00			82			
A-C	157	0.00			157			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	0.00	553	0.225	124	0.3	8.391	A
C-AB	24	0.00	690	0.035	24	0.0	5.461	A
C-A	173	0.00			173			
A-B	98	0.00			98			
A-C	188	0.00			188			

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	0.00	531	0.286	152	0.4	9.475	A
C-AB	32	0.00	704	0.046	32	0.1	5.414	A
C-A	210	0.00			210			
A-B	120	0.00			120			
A-C	230	0.00			230			

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	0.00	531	0.286	152	0.4	9.500	A
C-AB	32	0.00	704	0.046	32	0.1	5.422	A
C-A	210	0.00			210			
A-B	120	0.00			120			
A-C	230	0.00			230			

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	0.00	552	0.225	124	0.3	8.419	A
C-AB	24	0.00	690	0.035	24	0.0	5.476	A
C-A	173	0.00			173			
A-B	98	0.00			98			
A-C	188	0.00			188			

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	0.00	568	0.183	104	0.2	7.764	A
C-AB	19	0.00	679	0.029	19	0.0	5.507	A
C-A	146	0.00			146			
A-B	82	0.00			82			
A-C	157	0.00			157			

2032 | Base + McDonald's Flows + Committed Development | 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	untitled	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)
D11	2032	Base + McDonald's Flows + Committed Development	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	325	100.000
B		✓	72	100.000
C		✓	312	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	59	266
	B	62	0	10
	C	299	13	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	2	5
	B	2	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	8.68	0.2	A
C-AB	0.03	5.10	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	0.00	547	0.099	54	0.1	7.423	A
C-AB	14	0.00	729	0.019	14	0.0	5.096	A
C-A	221	0.00			221			
A-B	44	0.00			44			
A-C	200	0.00			200			

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	527	0.123	65	0.1	7.909	A
C-AB	18	0.00	749	0.024	18	0.0	4.987	A
C-A	262	0.00			262			
A-B	53	0.00			53			
A-C	239	0.00			239			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	0.00	501	0.158	79	0.2	8.677	A
C-AB	25	0.00	779	0.032	25	0.0	4.849	A
C-A	319	0.00			319			
A-B	65	0.00			65			
A-C	293	0.00			293			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	0.00	501	0.158	79	0.2	8.684	A
C-AB	25	0.00	779	0.032	25	0.0	4.855	A
C-A	319	0.00			319			
A-B	65	0.00			65			
A-C	293	0.00			293			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	527	0.123	65	0.1	7.921	A
C-AB	18	0.00	749	0.024	18	0.0	5.002	A
C-A	262	0.00			262			
A-B	53	0.00			53			
A-C	239	0.00			239			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	0.00	547	0.099	54	0.1	7.439	A
C-AB	14	0.00	729	0.019	14	0.0	5.103	A
C-A	221	0.00			221			
A-B	44	0.00			44			
A-C	200	0.00			200			

2032 | Base + McDonald's Flows + Committed Development | 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	untitled	T-Junction	Two-way	Two-way	Two-way		1.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.94	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)
D12	2032	Base + McDonald's Flows + Committed Development	PM	ONE HOUR	14:45	16:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	378	100.000
B		✓	138	100.000
C		✓	385	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	108	270
	B	114	0	24
	C	357	28	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.31	10.86	0.5	B
C-AB	0.07	5.05	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	0.00	536	0.194	103	0.2	8.287	A
C-AB	33	0.00	751	0.044	33	0.1	5.046	A
C-A	257	0.00			257			
A-B	81	0.00			81			
A-C	203	0.00			203			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	0.00	514	0.241	124	0.3	9.212	A
C-AB	43	0.00	776	0.055	43	0.1	4.949	A
C-A	303	0.00			303			
A-B	97	0.00			97			
A-C	243	0.00			243			

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	0.00	483	0.314	151	0.5	10.824	B
C-AB	60	0.00	813	0.074	60	0.1	4.825	A
C-A	364	0.00			364			
A-B	119	0.00			119			
A-C	297	0.00			297			

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	0.00	483	0.314	152	0.5	10.861	B
C-AB	60	0.00	813	0.074	60	0.1	4.832	A
C-A	364	0.00			364			
A-B	119	0.00			119			
A-C	297	0.00			297			

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	0.00	514	0.241	125	0.3	9.254	A
C-AB	43	0.00	776	0.056	43	0.1	4.959	A
C-A	303	0.00			303			
A-B	97	0.00			97			
A-C	243	0.00			243			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	0.00	536	0.194	104	0.2	8.337	A
C-AB	33	0.00	751	0.044	33	0.1	5.054	A
C-A	257	0.00			257			
A-B	81	0.00			81			
A-C	203	0.00			203			

2032 | Base + McDonald's Flows + Committed Development | Saturday

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	untitled	T-Junction	Two-way	Two-way	Two-way		2.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.16	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)
D13	2032	Base + McDonald's Flows + Committed Development	Saturday	ONE HOUR	12:45	14:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	318	100.000
B		✓	138	100.000
C		✓	220	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	109	209
	B	115	0	23
	C	200	20	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	9.50	0.4	A
C-AB	0.05	5.51	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	0.00	568	0.183	103	0.2	7.724	A
C-AB	19	0.00	679	0.028	19	0.0	5.500	A
C-A	146	0.00			146			
A-B	82	0.00			82			
A-C	157	0.00			157			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	0.00	553	0.225	124	0.3	8.391	A
C-AB	24	0.00	690	0.035	24	0.0	5.461	A
C-A	173	0.00			173			
A-B	98	0.00			98			
A-C	188	0.00			188			

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	0.00	531	0.286	152	0.4	9.475	A
C-AB	32	0.00	704	0.046	32	0.1	5.414	A
C-A	210	0.00			210			
A-B	120	0.00			120			
A-C	230	0.00			230			

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	152	0.00	531	0.286	152	0.4	9.500	A
C-AB	32	0.00	704	0.046	32	0.1	5.422	A
C-A	210	0.00			210			
A-B	120	0.00			120			
A-C	230	0.00			230			

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	124	0.00	552	0.225	124	0.3	8.419	A
C-AB	24	0.00	690	0.035	24	0.0	5.476	A
C-A	173	0.00			173			
A-B	98	0.00			98			
A-C	188	0.00			188			

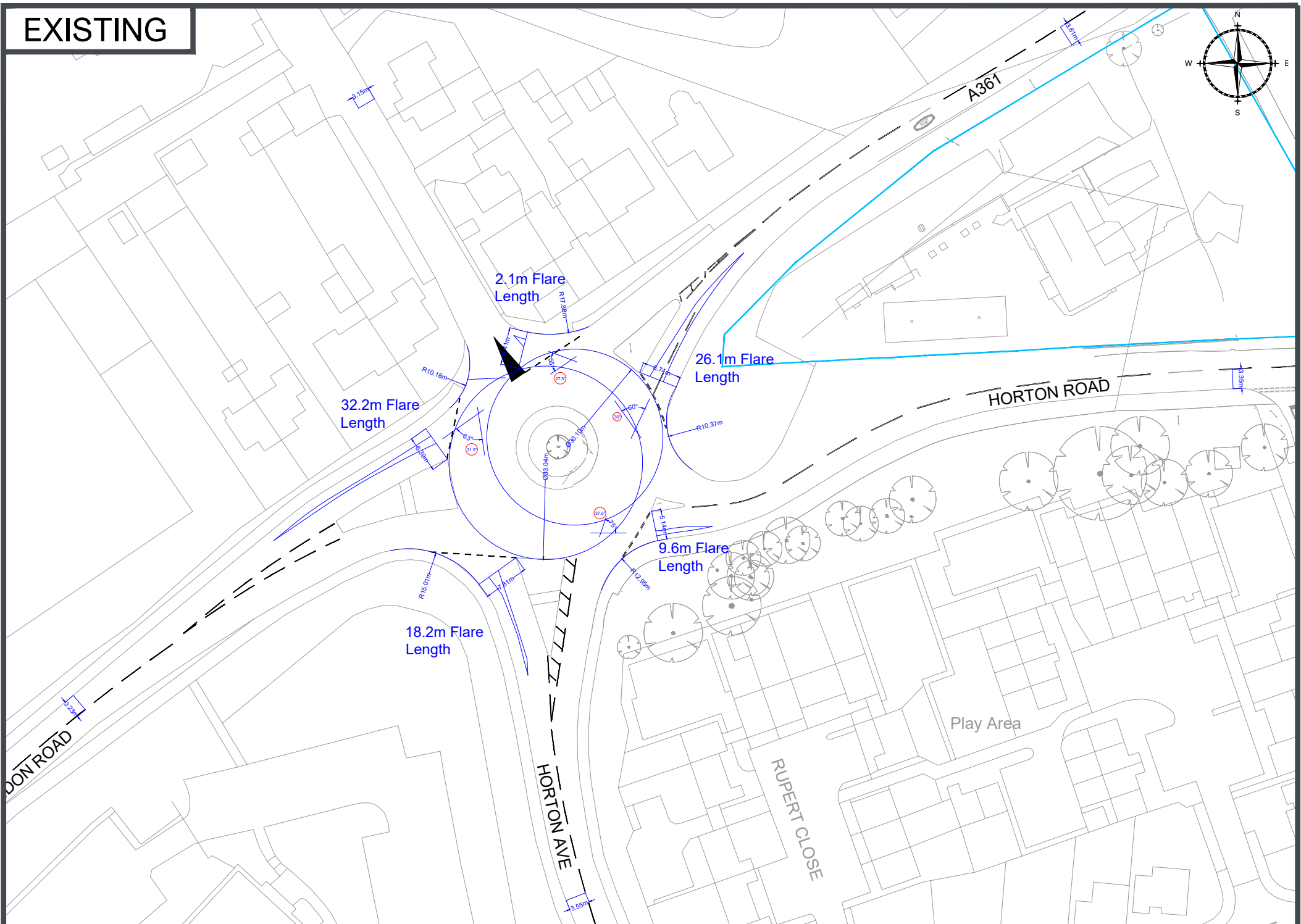
14:00 - 14:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	0.00	568	0.183	104	0.2	7.764	A
C-AB	19	0.00	679	0.029	19	0.0	5.507	A
C-A	146	0.00			146			
A-B	82	0.00			82			
A-C	157	0.00			157			

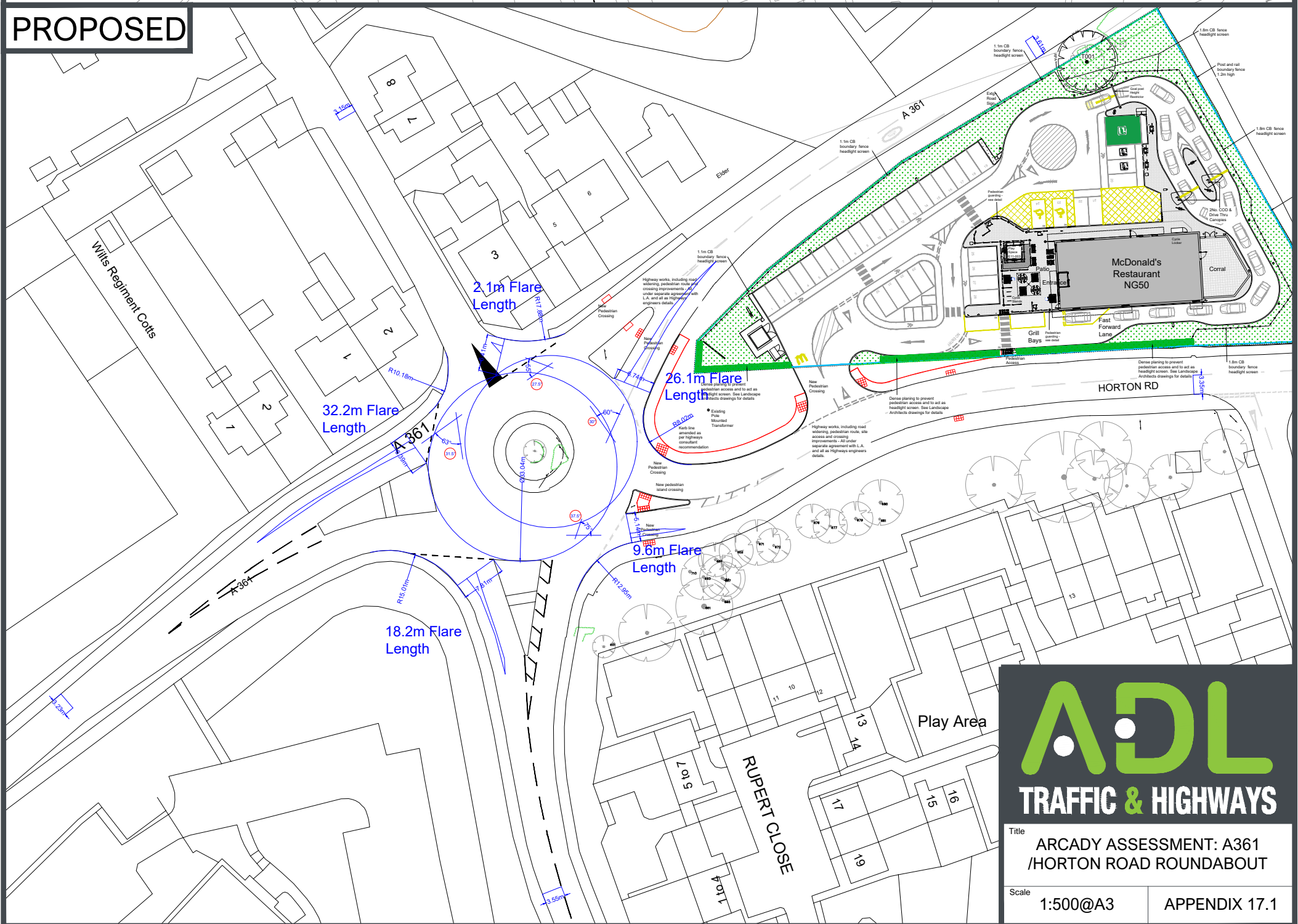
ARCADY ASSESSMENT: A361/HORTON ROAD ROUNDABOUT

17.1	Junction Layout
17.2	Output Results

EXISTING



PROPOSED



ADL
TRAFFIC & HIGHWAYS

Title
ARCADY ASSESSMENT: A361
/HORTON ROAD ROUNDABOUT

Scale
1:500@A3

APPENDIX 17.1

Junctions 11		
ARCADY 11 - Roundabout Module		
Version: 11.0.0.2177		
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Filename: A361 Roundabout.j11

Path: C:\Users\Peter\ADL Traffic & Highways Engineering Ltd\ADL T&H Engineering Ltd Home - Traffic & Technical\3400-3499
\3485 McD's Cannings Hill Garage, Devizes\2025 Work\Modelling\Existing

Report generation date: 27/10/2025 16:10:15

»2027 | Base | AM
 »2027 | Base | PM
 »2027 | Base | Saturday
 »2027 | Base + Committed Development | AM
 »2027 | Base + Committed Development | PM
 »2027 | Base + Committed Development | Saturday
 »2032 | Base | AM
 »2032 | Base | PM
 »2032 | Base | Saturday
 »2032 | Base + Committed Development | AM
 »2032 | Base + Committed Development | PM
 »2032 | Base + Committed Development | Saturday

Summary of junction performance

	AM					PM					Saturday				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2027 - Base														
Arm 1	D1	0.4	5.13	0.27	A	D2	0.4	5.49	0.27	A	D3	0.3	4.63	0.22	A
Arm 2		0.1	2.75	0.07	A		0.1	2.80	0.06	A		0.0	2.44	0.03	A
Arm 3		1.5	5.97	0.58	A		1.0	4.79	0.49	A		0.9	4.42	0.47	A
Arm 4		0.0	6.27	0.01	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm 5		0.5	3.46	0.30	A		0.7	4.06	0.41	A		0.4	3.36	0.30	A
	2027 - Base + Committed Development														
Arm 1	D4	0.5	5.49	0.32	A	D5	0.8	7.03	0.43	A	D6	0.3	4.63	0.22	A
Arm 2		0.1	2.85	0.08	A		0.1	3.02	0.07	A		0.0	2.44	0.03	A
Arm 3		2.0	7.40	0.65	A		1.1	5.14	0.52	A		0.9	4.42	0.47	A
Arm 4		0.0	7.19	0.01	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm 5		0.5	3.77	0.33	A		0.7	4.21	0.42	A		0.4	3.36	0.30	A
	2032 - Base														
Arm 1	D7	0.4	5.28	0.29	A	D8	0.4	5.67	0.28	A	D9	0.3	4.74	0.23	A
Arm 2		0.1	2.80	0.07	A		0.1	2.85	0.06	A		0.0	2.48	0.03	A
Arm 3		1.6	6.31	0.60	A		1.1	4.98	0.51	A		1.0	4.59	0.49	A
Arm 4		0.0	6.50	0.01	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm 5		0.5	3.53	0.31	A		0.7	4.21	0.43	A		0.5	3.44	0.31	A
	2032 - Base + Committed Development														
Arm 1	D10	0.5	5.66	0.33	A	D11	0.8	7.34	0.44	A	D12	0.3	4.74	0.23	A
Arm 2		0.1	2.90	0.09	A		0.1	3.08	0.07	A		0.0	2.48	0.03	A
Arm 3		2.2	7.93	0.68	A		1.2	5.36	0.54	A		1.0	4.59	0.49	A
Arm 4		0.0	7.49	0.01	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm 5		0.5	3.86	0.34	A		0.8	4.36	0.44	A		0.5	3.44	0.31	A

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

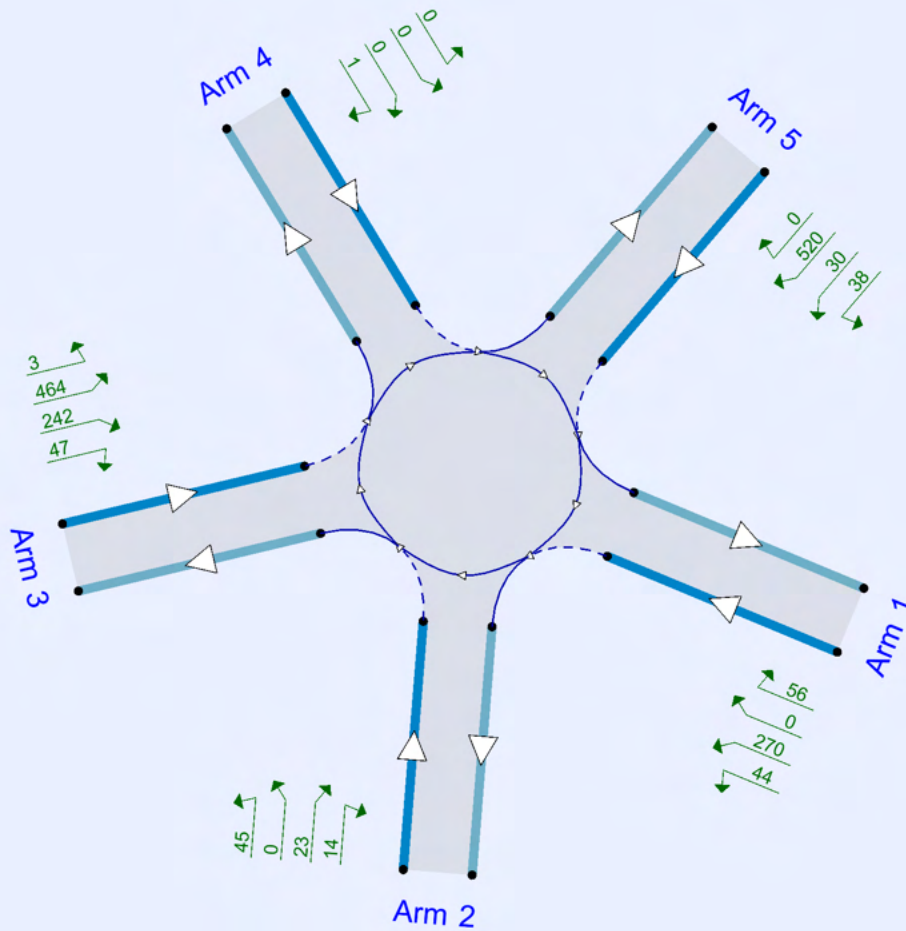
File summary

File Description

Title	
Location	
Site number	
Date	16/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADL\Peter
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



Flows show original traffic demand (PCU/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2027	Base	AM	ONE HOUR	06:45	08:15	15
D2	2027	Base	PM	ONE HOUR	14:45	16:15	15
D3	2027	Base	Saturday	ONE HOUR	12:45	14:15	15
D4	2027	Base + Committed Development	AM	ONE HOUR	06:45	08:15	15
D5	2027	Base + Committed Development	PM	ONE HOUR	14:45	16:15	15
D6	2027	Base + Committed Development	Saturday	ONE HOUR	12:45	14:15	15
D7	2032	Base	AM	ONE HOUR	06:45	08:15	15
D8	2032	Base	PM	ONE HOUR	14:45	16:15	15
D9	2032	Base	Saturday	ONE HOUR	12:45	14:15	15
D10	2032	Base + Committed Development	AM	ONE HOUR	06:45	08:15	15
D11	2032	Base + Committed Development	PM	ONE HOUR	14:45	16:15	15
D12	2032	Base + Committed Development	Saturday	ONE HOUR	12:45	14:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2027 | 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, 5	4.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.97	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Horton Road		
2	Horton Avenue		
3	A361 (SW)		
4	Unnnamed Road		
5	A361 (NE)		

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	3.35	5.14	9.6	13.0	33.0	37.5		
2	3.55	7.81	18.2	15.0	33.0	0.0		
3	3.23	6.39	30.0	10.2	33.0	31.5		
4	3.15	6.41	2.1	17.9	30.1	27.5		
5	3.61	6.74	26.1	10.4	30.1	30.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.553	1283
2	0.737	1973
3	0.619	1606
4	0.541	1123
5	0.643	1698

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)
D1	2027	Base	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	251	100.000
2		✓	89	100.000
3		✓	801	100.000
4		✓	5	100.000
5		✓	434	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	0	10	175	0	66
	2	13	0	42	0	34
	3	122	27	1	0	651
	4	0	0	3	0	2
	5	11	19	404	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		1	2	3	4	5
From	1	0	20	3	0	5
	2	0	0	7	0	0
	3	12	22	0	0	6
	4	0	0	0	0	0
	5	9	5	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.27	5.13	0.4	A
2	0.07	2.75	0.1	A
3	0.58	5.97	1.5	A
4	0.01	6.27	0.0	A
5	0.30	3.46	0.5	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	189	341	1095	0.173	188	0.2	4.130	A
2	67	487	1614	0.042	67	0.0	2.400	A
3	603	85	1554	0.388	600	0.7	4.042	A
4	4	685	753	0.005	4	0.0	4.805	A
5	327	124	1618	0.202	326	0.3	2.950	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	226	408	1058	0.213	225	0.3	4.502	A
2	80	583	1543	0.052	80	0.1	2.538	A
3	720	101	1543	0.467	719	0.9	4.683	A
4	4	821	680	0.007	4	0.0	5.332	A
5	390	149	1603	0.243	390	0.3	3.147	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	276	499	1007	0.274	276	0.4	5.122	A
2	98	714	1447	0.068	98	0.1	2.753	A
3	882	124	1529	0.577	880	1.4	5.933	A
4	6	1004	580	0.009	5	0.0	6.262	A
5	478	182	1581	0.302	477	0.5	3.456	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	276	500	1007	0.274	276	0.4	5.130	A
2	98	715	1446	0.068	98	0.1	2.754	A
3	882	124	1529	0.577	882	1.5	5.971	A
4	6	1006	579	0.010	6	0.0	6.275	A
5	478	183	1581	0.302	478	0.5	3.459	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	226	409	1057	0.213	226	0.3	4.512	A
2	80	584	1542	0.052	80	0.1	2.540	A
3	720	102	1543	0.467	722	0.9	4.720	A
4	4	824	678	0.007	5	0.0	5.346	A
5	390	150	1602	0.244	391	0.3	3.153	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	189	342	1094	0.173	189	0.2	4.144	A
2	67	489	1612	0.042	67	0.0	2.405	A
3	603	85	1553	0.388	604	0.7	4.075	A
4	4	689	751	0.005	4	0.0	4.820	A
5	327	125	1618	0.202	327	0.3	2.957	A

2027 | 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, 5	4.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.53	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)
D2	2027	Base	PM	ONE HOUR	14:45	16:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	226	100.000
2		✓	78	100.000
3		✓	701	100.000
4		✓	1	100.000
5		✓	560	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	0	23	174	0	29
	2	11	1	43	0	23
	3	203	45	3	3	447
	4	0	0	1	0	0
	5	30	29	501	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		1	2	3	4	5
From	1	0	9	4	0	0
	2	0	0	2	0	4
	3	3	0	0	0	7
	4	0	0	0	0	0
	5	0	4	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.27	5.49	0.4	A
2	0.06	2.80	0.1	A
3	0.49	4.79	1.0	A
4	0.00	0.00	0.0	A
5	0.41	4.06	0.7	A

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	170	434	1043	0.163	169	0.2	4.280	A
2	59	530	1582	0.037	59	0.0	2.416	A
3	528	48	1576	0.335	526	0.5	3.599	A
4	0	571	814	0.000	0	0.0	0.000	A
5	422	197	1572	0.268	420	0.4	3.156	A

15:00 - 15:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	203	520	996	0.204	203	0.3	4.719	A
2	70	635	1505	0.047	70	0.0	2.565	A
3	630	57	1570	0.401	629	0.7	4.025	A
4	0	684	753	0.000	0	0.0	0.000	A
5	503	236	1546	0.326	503	0.5	3.485	A

15:15 - 15:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	249	637	931	0.267	248	0.4	5.477	A
2	86	777	1400	0.061	86	0.1	2.800	A
3	772	70	1562	0.494	771	1.0	4.778	A
4	0	838	670	0.000	0	0.0	0.000	A
5	617	289	1512	0.408	616	0.7	4.056	A

15:30 - 15:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	249	637	931	0.267	249	0.4	5.487	A
2	86	778	1399	0.061	86	0.1	2.802	A
3	772	70	1562	0.494	772	1.0	4.793	A
4	0	839	670	0.000	0	0.0	0.000	A
5	617	290	1512	0.408	617	0.7	4.063	A

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	203	521	995	0.204	204	0.3	4.731	A
2	70	637	1504	0.047	70	0.1	2.569	A
3	630	58	1570	0.401	631	0.7	4.043	A
4	0	686	752	0.000	0	0.0	0.000	A
5	503	237	1546	0.326	504	0.5	3.495	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	170	436	1042	0.163	170	0.2	4.294	A
2	59	533	1580	0.037	59	0.0	2.421	A
3	528	48	1576	0.335	528	0.5	3.621	A
4	0	574	813	0.000	0	0.0	0.000	A
5	422	198	1571	0.268	422	0.4	3.171	A

2027 | Base | Saturday

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, 5	4.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.05	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)
D3	2027	Base	Saturday	ONE HOUR	12:45	14:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	201	100.000
2		✓	42	100.000
3		✓	663	100.000
4		✓	2	100.000
5		✓	415	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	1	13	155	0	32
	2	5	0	20	0	17
	3	188	28	1	1	445
	4	0	0	2	0	0
	5	23	23	367	0	2

Vehicle Mix

Heavy Vehicle %

	To					
		1	2	3	4	5
From	1	0	15	3	0	3
	2	0	0	0	0	0
	3	5	0	0	0	2
	4	0	0	0	0	0
	5	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.22	4.63	0.3	A
2	0.03	2.44	0.0	A
3	0.47	4.42	0.9	A
4	0.00	0.00	0.0	A
5	0.30	3.36	0.4	A

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	151	316	1109	0.137	151	0.2	3.894	A
2	32	419	1664	0.019	32	0.0	2.204	A
3	499	43	1580	0.316	497	0.5	3.411	A
4	0	539	832	0.000	0	0.0	0.000	A
5	312	167	1591	0.196	311	0.2	2.844	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	181	378	1074	0.168	181	0.2	4.175	A
2	38	501	1604	0.024	38	0.0	2.298	A
3	596	51	1574	0.379	595	0.6	3.776	A
4	0	646	774	0.000	0	0.0	0.000	A
5	373	200	1570	0.238	373	0.3	3.041	A

13:15 - 13:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	221	463	1027	0.215	221	0.3	4.629	A
2	46	614	1521	0.030	46	0.0	2.441	A
3	730	63	1567	0.466	729	0.9	4.406	A
4	0	791	696	0.000	0	0.0	0.000	A
5	457	245	1541	0.297	456	0.4	3.354	A

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	221	464	1027	0.216	221	0.3	4.632	A
2	46	614	1520	0.030	46	0.0	2.442	A
3	730	63	1567	0.466	730	0.9	4.417	A
4	0	792	695	0.000	0	0.0	0.000	A
5	457	246	1540	0.297	457	0.4	3.358	A

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	181	379	1074	0.168	181	0.2	4.182	A
2	38	502	1603	0.024	38	0.0	2.299	A
3	596	51	1574	0.379	597	0.6	3.788	A
4	0	647	773	0.000	0	0.0	0.000	A
5	373	201	1569	0.238	374	0.3	3.046	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	151	317	1108	0.137	152	0.2	3.904	A
2	32	421	1663	0.019	32	0.0	2.206	A
3	499	43	1579	0.316	500	0.5	3.426	A
4	0	542	830	0.000	0	0.0	0.000	A
5	312	168	1590	0.196	313	0.2	2.848	A

2027 | Base + Committed Development | 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, 5	5.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.87	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)
D4	2027	Base + Committed Development	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	294	100.000
2		✓	108	100.000
3		✓	894	100.000
4		✓	5	100.000
5		✓	445	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	0	13	204	0	77
	2	32	0	42	0	34
	3	215	27	1	0	651
	4	0	0	3	0	2
	5	22	19	404	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		1	2	3	4	5
From	1	0	20	3	0	5
	2	0	0	7	0	0
	3	12	22	0	0	6
	4	0	0	0	0	0
	5	9	5	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.32	5.49	0.5	A
2	0.08	2.85	0.1	A
3	0.65	7.40	2.0	A
4	0.01	7.19	0.0	A
5	0.33	3.77	0.5	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	221	341	1095	0.202	220	0.3	4.282	A
2	81	517	1592	0.051	81	0.1	2.444	A
3	673	107	1540	0.437	670	0.8	4.445	A
4	4	777	703	0.005	4	0.0	5.147	A
5	335	208	1564	0.214	334	0.3	3.101	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	264	408	1058	0.250	264	0.3	4.722	A
2	97	619	1517	0.064	97	0.1	2.601	A
3	804	128	1527	0.526	802	1.2	5.347	A
4	4	931	620	0.007	4	0.0	5.848	A
5	400	250	1538	0.260	400	0.4	3.356	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	324	499	1007	0.321	323	0.5	5.477	A
2	119	758	1415	0.084	119	0.1	2.850	A
3	984	157	1509	0.652	981	2.0	7.313	A
4	6	1138	508	0.011	5	0.0	7.167	A
5	490	305	1502	0.326	489	0.5	3.770	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	324	500	1007	0.322	324	0.5	5.489	A
2	119	759	1414	0.084	119	0.1	2.851	A
3	984	157	1509	0.652	984	2.0	7.399	A
4	6	1142	506	0.011	6	0.0	7.192	A
5	490	306	1501	0.326	490	0.5	3.775	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	264	409	1057	0.250	265	0.3	4.735	A
2	97	620	1516	0.064	97	0.1	2.605	A
3	804	129	1526	0.527	807	1.2	5.417	A
4	4	936	617	0.007	5	0.0	5.876	A
5	400	251	1537	0.260	401	0.4	3.361	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	221	342	1094	0.202	222	0.3	4.300	A
2	81	519	1590	0.051	81	0.1	2.449	A
3	673	108	1539	0.437	675	0.8	4.497	A
4	4	782	700	0.005	4	0.0	5.168	A
5	335	210	1563	0.214	335	0.3	3.110	A

2027 | Base + Committed Development | 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, 5	5.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.13	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)
D5	2027	Base + Committed Development	PM	ONE HOUR	14:45	16:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	362	100.000
2		✓	81	100.000
3		✓	732	100.000
4		✓	1	100.000
5		✓	567	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	0	44	263	0	55
	2	14	1	43	0	23
	3	234	45	3	3	447
	4	0	0	1	0	0
	5	37	29	501	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		1	2	3	4	5
From	1	0	9	4	0	0
	2	0	0	2	0	4
	3	3	0	0	0	7
	4	0	0	0	0	0
	5	0	4	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.43	7.03	0.8	A
2	0.07	3.02	0.1	A
3	0.52	5.14	1.1	A
4	0.00	0.00	0.0	A
5	0.42	4.21	0.7	A

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	273	434	1043	0.261	271	0.4	4.838	A
2	61	616	1519	0.040	61	0.0	2.522	A
3	551	70	1563	0.353	549	0.6	3.726	A
4	0	616	790	0.000	0	0.0	0.000	A
5	427	223	1555	0.274	425	0.4	3.216	A

15:00 - 15:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	325	520	996	0.327	325	0.5	5.573	A
2	73	738	1429	0.051	73	0.1	2.711	A
3	658	84	1554	0.423	657	0.8	4.217	A
4	0	738	724	0.000	0	0.0	0.000	A
5	510	267	1527	0.334	509	0.5	3.574	A

15:15 - 15:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	399	637	931	0.428	397	0.8	6.997	A
2	89	903	1307	0.068	89	0.1	3.019	A
3	806	102	1543	0.522	804	1.1	5.118	A
4	0	903	635	0.000	0	0.0	0.000	A
5	624	326	1488	0.419	623	0.7	4.202	A

15:30 - 15:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	399	637	931	0.428	399	0.8	7.031	A
2	89	905	1306	0.068	89	0.1	3.022	A
3	806	102	1543	0.522	806	1.1	5.139	A
4	0	905	634	0.000	0	0.0	0.000	A
5	624	327	1488	0.420	624	0.7	4.212	A

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	325	521	995	0.327	326	0.5	5.606	A
2	73	741	1427	0.051	73	0.1	2.715	A
3	658	84	1554	0.423	660	0.8	4.240	A
4	0	741	723	0.000	0	0.0	0.000	A
5	510	268	1526	0.334	511	0.5	3.585	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	273	436	1042	0.262	273	0.4	4.870	A
2	61	620	1516	0.040	61	0.0	2.527	A
3	551	70	1563	0.353	552	0.6	3.751	A
4	0	620	788	0.000	0	0.0	0.000	A
5	427	224	1554	0.275	427	0.4	3.232	A

2027 | Base + Committed Development | Saturday

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, 5	4.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.05	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)
D6	2027	Base + Committed Development	Saturday	ONE HOUR	12:45	14:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	201	100.000
2		✓	42	100.000
3		✓	663	100.000
4		✓	2	100.000
5		✓	415	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	1	13	155	0	32
	2	5	0	20	0	17
	3	188	28	1	1	445
	4	0	0	2	0	0
	5	23	23	367	0	2

Vehicle Mix

Heavy Vehicle %

	To					
From		1	2	3	4	5
	1	0	15	3	0	3
	2	0	0	0	0	0
	3	5	0	0	0	2
	4	0	0	0	0	0
	5	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.22	4.63	0.3	A
2	0.03	2.44	0.0	A
3	0.47	4.42	0.9	A
4	0.00	0.00	0.0	A
5	0.30	3.36	0.4	A

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	151	316	1109	0.137	151	0.2	3.894	A
2	32	419	1664	0.019	32	0.0	2.204	A
3	499	43	1580	0.316	497	0.5	3.411	A
4	0	539	832	0.000	0	0.0	0.000	A
5	312	167	1591	0.196	311	0.2	2.844	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	181	378	1074	0.168	181	0.2	4.175	A
2	38	501	1604	0.024	38	0.0	2.298	A
3	596	51	1574	0.379	595	0.6	3.776	A
4	0	646	774	0.000	0	0.0	0.000	A
5	373	200	1570	0.238	373	0.3	3.041	A

13:15 - 13:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	221	463	1027	0.215	221	0.3	4.629	A
2	46	614	1521	0.030	46	0.0	2.441	A
3	730	63	1567	0.466	729	0.9	4.406	A
4	0	791	696	0.000	0	0.0	0.000	A
5	457	245	1541	0.297	456	0.4	3.354	A

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	221	464	1027	0.216	221	0.3	4.632	A
2	46	614	1520	0.030	46	0.0	2.442	A
3	730	63	1567	0.466	730	0.9	4.417	A
4	0	792	695	0.000	0	0.0	0.000	A
5	457	246	1540	0.297	457	0.4	3.358	A

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	181	379	1074	0.168	181	0.2	4.182	A
2	38	502	1603	0.024	38	0.0	2.299	A
3	596	51	1574	0.379	597	0.6	3.788	A
4	0	647	773	0.000	0	0.0	0.000	A
5	373	201	1569	0.238	374	0.3	3.046	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	151	317	1108	0.137	152	0.2	3.904	A
2	32	421	1663	0.019	32	0.0	2.206	A
3	499	43	1579	0.316	500	0.5	3.426	A
4	0	542	830	0.000	0	0.0	0.000	A
5	312	168	1590	0.196	313	0.2	2.848	A

2032 | 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, 5	5.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.19	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)
D7	2032	Base	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	260	100.000
2		✓	92	100.000
3		✓	831	100.000
4		✓	5	100.000
5		✓	450	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	0	10	182	0	68
	2	13	0	44	0	35
	3	127	28	1	0	675
	4	0	0	3	0	2
	5	11	20	419	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		1	2	3	4	5
From	1	0	20	3	0	5
	2	0	0	7	0	0
	3	12	22	0	0	6
	4	0	0	0	0	0
	5	9	5	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.29	5.28	0.4	A
2	0.07	2.80	0.1	A
3	0.60	6.31	1.6	A
4	0.01	6.50	0.0	A
5	0.31	3.53	0.5	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	196	353	1088	0.180	195	0.2	4.191	A
2	69	505	1601	0.043	69	0.0	2.425	A
3	626	87	1552	0.403	623	0.7	4.146	A
4	4	710	739	0.005	4	0.0	4.892	A
5	339	129	1615	0.210	338	0.3	2.984	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	234	423	1049	0.223	233	0.3	4.592	A
2	83	604	1527	0.054	83	0.1	2.571	A
3	747	104	1542	0.485	746	1.0	4.850	A
4	4	850	664	0.007	4	0.0	5.461	A
5	405	154	1599	0.253	404	0.4	3.194	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	286	518	997	0.287	286	0.4	5.267	A
2	101	740	1428	0.071	101	0.1	2.801	A
3	915	128	1527	0.599	913	1.6	6.265	A
4	6	1040	561	0.010	5	0.0	6.482	A
5	495	189	1577	0.314	495	0.5	3.526	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	286	519	996	0.287	286	0.4	5.275	A
2	101	741	1427	0.071	101	0.1	2.802	A
3	915	128	1527	0.599	915	1.6	6.313	A
4	6	1043	559	0.010	6	0.0	6.497	A
5	495	189	1577	0.314	495	0.5	3.529	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	234	424	1049	0.223	234	0.3	4.604	A
2	83	606	1526	0.054	83	0.1	2.575	A
3	747	104	1541	0.485	749	1.0	4.892	A
4	4	854	662	0.007	5	0.0	5.480	A
5	405	155	1599	0.253	405	0.4	3.198	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	196	355	1087	0.180	196	0.2	4.208	A
2	69	507	1599	0.043	69	0.0	2.428	A
3	626	87	1552	0.403	627	0.7	4.183	A
4	4	714	737	0.005	4	0.0	4.911	A
5	339	130	1615	0.210	339	0.3	2.991	A

2032 | 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, 5	4.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.70	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)
D8	2032	Base	PM	ONE HOUR	14:45	16:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	234	100.000
2		✓	80	100.000
3		✓	728	100.000
4		✓	1	100.000
5		✓	581	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	0	23	181	0	30
	2	11	1	45	0	23
	3	211	47	3	3	464
	4	0	0	1	0	0
	5	31	30	520	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		1	2	3	4	5
From	1	0	9	4	0	0
	2	0	0	2	0	4
	3	3	0	0	0	7
	4	0	0	0	0	0
	5	0	4	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.28	5.67	0.4	A
2	0.06	2.85	0.1	A
3	0.51	4.98	1.1	A
4	0.00	0.00	0.0	A
5	0.43	4.21	0.7	A

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	176	451	1034	0.170	175	0.2	4.353	A
2	60	550	1567	0.038	60	0.0	2.442	A
3	548	49	1576	0.348	546	0.6	3.672	A
4	0	592	803	0.000	0	0.0	0.000	A
5	437	205	1567	0.279	436	0.4	3.214	A

15:00 - 15:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	210	540	985	0.214	210	0.3	4.829	A
2	72	659	1487	0.048	72	0.1	2.600	A
3	654	58	1570	0.417	654	0.7	4.133	A
4	0	709	740	0.000	0	0.0	0.000	A
5	522	245	1541	0.339	522	0.5	3.570	A

15:15 - 15:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	258	661	918	0.281	257	0.4	5.660	A
2	88	807	1378	0.064	88	0.1	2.852	A
3	802	71	1562	0.513	800	1.1	4.967	A
4	0	868	654	0.000	0	0.0	0.000	A
5	640	300	1505	0.425	639	0.7	4.195	A

15:30 - 15:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	258	662	917	0.281	258	0.4	5.671	A
2	88	808	1377	0.064	88	0.1	2.854	A
3	802	72	1562	0.513	802	1.1	4.985	A
4	0	870	653	0.000	0	0.0	0.000	A
5	640	301	1505	0.425	640	0.7	4.205	A

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	210	541	984	0.214	211	0.3	4.844	A
2	72	661	1486	0.048	72	0.1	2.603	A
3	654	59	1570	0.417	656	0.8	4.152	A
4	0	712	738	0.000	0	0.0	0.000	A
5	522	246	1540	0.339	523	0.5	3.580	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	176	453	1033	0.171	176	0.2	4.372	A
2	60	553	1565	0.038	60	0.0	2.445	A
3	548	49	1576	0.348	549	0.6	3.695	A
4	0	596	801	0.000	0	0.0	0.000	A
5	437	206	1566	0.279	438	0.4	3.229	A

2032 | Base | Saturday

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, 5	4.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.18	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)
D9	2032	Base	Saturday	ONE HOUR	12:45	14:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	208	100.000
2		✓	44	100.000
3		✓	690	100.000
4		✓	2	100.000
5		✓	432	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	1	13	161	0	33
	2	5	0	21	0	18
	3	196	29	1	1	463
	4	0	0	2	0	0
	5	24	24	382	0	2

Vehicle Mix

Heavy Vehicle %

	To					
From		1	2	3	4	5
	1	0	15	3	0	3
	2	0	0	0	0	0
	3	5	0	0	0	2
	4	0	0	0	0	0
	5	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.23	4.74	0.3	A
2	0.03	2.48	0.0	A
3	0.49	4.59	1.0	A
4	0.00	0.00	0.0	A
5	0.31	3.44	0.5	A

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	157	329	1102	0.142	156	0.2	3.944	A
2	33	435	1652	0.020	33	0.0	2.222	A
3	519	44	1579	0.329	517	0.5	3.480	A
4	0	561	820	0.000	0	0.0	0.000	A
5	325	174	1586	0.205	324	0.3	2.880	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	187	393	1066	0.175	187	0.2	4.244	A
2	40	521	1589	0.025	40	0.0	2.323	A
3	620	53	1573	0.394	620	0.7	3.876	A
4	0	672	760	0.000	0	0.0	0.000	A
5	388	208	1564	0.248	388	0.3	3.094	A

13:15 - 13:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	229	482	1017	0.225	229	0.3	4.732	A
2	48	638	1503	0.032	48	0.0	2.474	A
3	760	65	1566	0.485	759	1.0	4.575	A
4	0	822	679	0.000	0	0.0	0.000	A
5	476	255	1534	0.310	475	0.5	3.434	A

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	229	482	1017	0.225	229	0.3	4.738	A
2	48	639	1502	0.032	48	0.0	2.475	A
3	760	65	1566	0.485	760	1.0	4.587	A
4	0	824	678	0.000	0	0.0	0.000	A
5	476	255	1534	0.310	476	0.5	3.437	A

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	187	394	1065	0.176	187	0.2	4.253	A
2	40	522	1588	0.025	40	0.0	2.324	A
3	620	53	1573	0.394	621	0.7	3.892	A
4	0	674	759	0.000	0	0.0	0.000	A
5	388	209	1564	0.248	389	0.3	3.097	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	157	330	1101	0.142	157	0.2	3.955	A
2	33	437	1651	0.020	33	0.0	2.226	A
3	519	44	1579	0.329	520	0.5	3.498	A
4	0	564	818	0.000	0	0.0	0.000	A
5	325	175	1586	0.205	326	0.3	2.890	A

2032 | Base + Committed Development | 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, 5	6.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.20	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)
D10	2032	Base + Committed Development	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	303	100.000
2		✓	111	100.000
3		✓	924	100.000
4		✓	5	100.000
5		✓	461	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	0	13	211	0	79
	2	32	0	44	0	35
	3	220	28	1	0	675
	4	0	0	3	0	2
	5	22	20	419	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		1	2	3	4	5
From	1	0	20	3	0	5
	2	0	0	7	0	0
	3	12	22	0	0	6
	4	0	0	0	0	0
	5	9	5	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.33	5.66	0.5	A
2	0.09	2.90	0.1	A
3	0.68	7.93	2.2	A
4	0.01	7.49	0.0	A
5	0.34	3.86	0.5	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	228	353	1088	0.210	227	0.3	4.350	A
2	84	535	1579	0.053	83	0.1	2.471	A
3	696	109	1538	0.452	692	0.9	4.567	A
4	4	802	690	0.005	4	0.0	5.247	A
5	347	213	1562	0.222	346	0.3	3.139	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	272	423	1049	0.260	272	0.4	4.821	A
2	100	640	1501	0.066	100	0.1	2.636	A
3	831	131	1525	0.545	829	1.3	5.565	A
4	4	960	604	0.007	4	0.0	6.003	A
5	414	255	1534	0.270	414	0.4	3.409	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	334	518	997	0.335	333	0.5	5.643	A
2	122	784	1395	0.088	122	0.1	2.902	A
3	1017	161	1507	0.675	1014	2.2	7.814	A
4	6	1174	488	0.011	5	0.0	7.455	A
5	508	312	1498	0.339	507	0.5	3.852	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	334	519	996	0.335	334	0.5	5.655	A
2	122	785	1394	0.088	122	0.1	2.904	A
3	1017	161	1507	0.675	1017	2.2	7.926	A
4	6	1178	486	0.011	6	0.0	7.486	A
5	508	313	1497	0.339	508	0.5	3.859	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	272	424	1049	0.260	273	0.4	4.836	A
2	100	642	1500	0.067	100	0.1	2.639	A
3	831	131	1525	0.545	834	1.3	5.651	A
4	4	966	601	0.007	5	0.0	6.034	A
5	414	256	1533	0.270	415	0.4	3.418	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	228	355	1087	0.210	228	0.3	4.370	A
2	84	537	1577	0.053	84	0.1	2.476	A
3	696	110	1538	0.452	697	0.9	4.625	A
4	4	807	687	0.005	4	0.0	5.270	A
5	347	214	1561	0.222	347	0.3	3.148	A

2032 | Base + Committed Development | 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, 5	5.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.34	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)
D11	2032	Base + Committed Development	PM	ONE HOUR	14:45	16:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	370	100.000
2		✓	83	100.000
3		✓	759	100.000
4		✓	1	100.000
5		✓	588	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
	1	2	3	4	5	
From	1	0	44	270	0	56
	2	14	1	45	0	23
	3	242	47	3	3	464
	4	0	0	1	0	0
	5	38	30	520	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		1	2	3	4	5
From	1	0	9	4	0	0
	2	0	0	2	0	4
	3	3	0	0	0	7
	4	0	0	0	0	0
	5	0	4	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.44	7.34	0.8	A
2	0.07	3.08	0.1	A
3	0.54	5.36	1.2	A
4	0.00	0.00	0.0	A
5	0.44	4.36	0.8	A

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	279	451	1034	0.269	277	0.4	4.933	A
2	62	636	1504	0.042	62	0.0	2.551	A
3	571	70	1562	0.366	569	0.6	3.802	A
4	0	637	779	0.000	0	0.0	0.000	A
5	443	230	1550	0.286	441	0.4	3.276	A

15:00 - 15:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	333	540	985	0.338	332	0.5	5.728	A
2	75	762	1411	0.053	75	0.1	2.751	A
3	682	84	1554	0.439	681	0.8	4.336	A
4	0	763	711	0.000	0	0.0	0.000	A
5	529	276	1521	0.348	528	0.5	3.662	A

15:15 - 15:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	407	661	918	0.444	406	0.8	7.298	A
2	91	933	1285	0.071	91	0.1	3.079	A
3	836	103	1542	0.542	834	1.2	5.334	A
4	0	934	618	0.000	0	0.0	0.000	A
5	647	337	1481	0.437	646	0.8	4.352	A

15:30 - 15:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	407	662	917	0.444	407	0.8	7.337	A
2	91	935	1284	0.071	91	0.1	3.083	A
3	836	103	1542	0.542	836	1.2	5.360	A
4	0	936	617	0.000	0	0.0	0.000	A
5	647	338	1481	0.437	647	0.8	4.365	A

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	333	541	984	0.338	334	0.5	5.767	A
2	75	765	1409	0.053	75	0.1	2.758	A
3	682	85	1554	0.439	684	0.8	4.362	A
4	0	766	709	0.000	0	0.0	0.000	A
5	529	277	1520	0.348	530	0.5	3.675	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	279	453	1033	0.270	279	0.4	4.968	A
2	62	640	1501	0.042	63	0.0	2.558	A
3	571	71	1562	0.366	572	0.6	3.827	A
4	0	641	777	0.000	0	0.0	0.000	A
5	443	231	1549	0.286	443	0.4	3.290	A

2032 | Base + Committed Development | Saturday

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, 5	4.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.18	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)
D12	2032	Base + Committed Development	Saturday	ONE HOUR	12:45	14:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	208	100.000
2		✓	44	100.000
3		✓	690	100.000
4		✓	2	100.000
5		✓	432	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	1	13	161	0	33
	2	5	0	21	0	18
	3	196	29	1	1	463
	4	0	0	2	0	0
	5	24	24	382	0	2

Vehicle Mix

Heavy Vehicle %

	To					
From		1	2	3	4	5
	1	0	15	3	0	3
	2	0	0	0	0	0
	3	5	0	0	0	2
	4	0	0	0	0	0
	5	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.23	4.74	0.3	A
2	0.03	2.48	0.0	A
3	0.49	4.59	1.0	A
4	0.00	0.00	0.0	A
5	0.31	3.44	0.5	A

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	157	329	1102	0.142	156	0.2	3.944	A
2	33	435	1652	0.020	33	0.0	2.222	A
3	519	44	1579	0.329	517	0.5	3.480	A
4	0	561	820	0.000	0	0.0	0.000	A
5	325	174	1586	0.205	324	0.3	2.880	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	187	393	1066	0.175	187	0.2	4.244	A
2	40	521	1589	0.025	40	0.0	2.323	A
3	620	53	1573	0.394	620	0.7	3.876	A
4	0	672	760	0.000	0	0.0	0.000	A
5	388	208	1564	0.248	388	0.3	3.094	A

13:15 - 13:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	229	482	1017	0.225	229	0.3	4.732	A
2	48	638	1503	0.032	48	0.0	2.474	A
3	760	65	1566	0.485	759	1.0	4.575	A
4	0	822	679	0.000	0	0.0	0.000	A
5	476	255	1534	0.310	475	0.5	3.434	A

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	229	482	1017	0.225	229	0.3	4.738	A
2	48	639	1502	0.032	48	0.0	2.475	A
3	760	65	1566	0.485	760	1.0	4.587	A
4	0	824	678	0.000	0	0.0	0.000	A
5	476	255	1534	0.310	476	0.5	3.437	A

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	187	394	1065	0.176	187	0.2	4.253	A
2	40	522	1588	0.025	40	0.0	2.324	A
3	620	53	1573	0.394	621	0.7	3.892	A
4	0	674	759	0.000	0	0.0	0.000	A
5	388	209	1564	0.248	389	0.3	3.097	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	157	330	1101	0.142	157	0.2	3.955	A
2	33	437	1651	0.020	33	0.0	2.226	A
3	519	44	1579	0.329	520	0.5	3.498	A
4	0	564	818	0.000	0	0.0	0.000	A
5	325	175	1586	0.205	326	0.3	2.890	A

Junctions 11	
ARCADY 11 - Roundabout Module	
Version: 11.0.0.2177	
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Filename: A361 Roundabout.j11

Path: C:\Users\Peter\ADL Traffic & Highways Engineering Ltd\ADL T&H Engineering Ltd Home - Traffic & Technical\3400-3499
\3485 McD's Cannings Hill Garage, Devizes\2025 Work\Modelling\Proposed

Report generation date: 27/10/2025 16:16:10

»2027 | Base + McDonald's Flows | AM
 »2027 | Base + McDonald's Flows | PM
 »2027 | Base + McDonald's Flows | Saturday
 »2027 | Base + Committed + McDonald's Total Trips | AM
 »2027 | Base + Committed + McDonald's Total Trips | PM
 »2027 | Base + Committed + McDonald's Total Trips | Saturday
 »2032 | Base + McDonald's Flows | AM
 »2032 | Base + McDonald's Flows | PM
 »2032 | Base + McDonald's Flows | Saturday
 »2032 | Base + Committed + McDonald's Total Trips | AM
 »2032 | Base + Committed + McDonald's Total Trips | PM
 »2032 | Base + Committed + McDonald's Total Trips | Saturday

Summary of junction performance

	AM					PM					Saturday				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2027 - Base + Committed + McDonald's Total Trips														
Arm 1	D4	0.6	5.93	0.38	A	D5	1.1	8.30	0.53	A	D6	0.5	5.21	0.31	A
Arm 2		0.1	2.92	0.09	A		0.1	3.15	0.07	A		0.0	2.54	0.03	A
Arm 3		2.2	7.89	0.67	A		1.2	5.48	0.54	A		1.0	4.71	0.49	A
Arm 4		0.0	7.55	0.01	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm 5		0.6	4.07	0.35	A		0.8	4.70	0.45	A		0.5	3.68	0.32	A
	2027 - Base + McDonald's Flows														
Arm 1	D1	0.5	5.52	0.33	A	D2	0.6	6.22	0.37	A	D3	0.5	5.21	0.31	A
Arm 2		0.1	2.82	0.07	A		0.1	2.91	0.07	A		0.0	2.54	0.03	A
Arm 3		1.5	6.29	0.59	A		1.1	5.09	0.52	A		1.0	4.71	0.49	A
Arm 4		0.0	6.55	0.01	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm 5		0.5	3.72	0.32	A		0.8	4.52	0.44	A		0.5	3.68	0.32	A
	2032 - Base + Committed + McDonald's Total Trips														
Arm 1	D10	0.6	6.05	0.38	A	D11	1.2	8.76	0.55	A	D12	0.5	5.34	0.33	A
Arm 2		0.1	2.97	0.09	A		0.1	3.21	0.08	A		0.0	2.57	0.03	A
Arm 3		2.4	8.50	0.69	A		1.4	5.74	0.56	A		1.1	4.91	0.51	A
Arm 4		0.0	7.89	0.01	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm 5		0.6	4.17	0.36	A		0.9	4.89	0.47	A		0.5	3.77	0.33	A
	2032 - Base + McDonald's Flows														
Arm 1	D7	0.5	5.69	0.34	A	D8	0.6	6.46	0.38	A	D9	0.5	5.34	0.33	A
Arm 2		0.1	2.87	0.07	A		0.1	2.96	0.07	A		0.0	2.57	0.03	A
Arm 3		1.7	6.67	0.62	A		1.2	5.31	0.53	A		1.1	4.91	0.51	A
Arm 4		0.0	6.79	0.01	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm 5		0.5	3.80	0.33	A		0.8	4.69	0.46	A		0.5	3.77	0.33	A

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

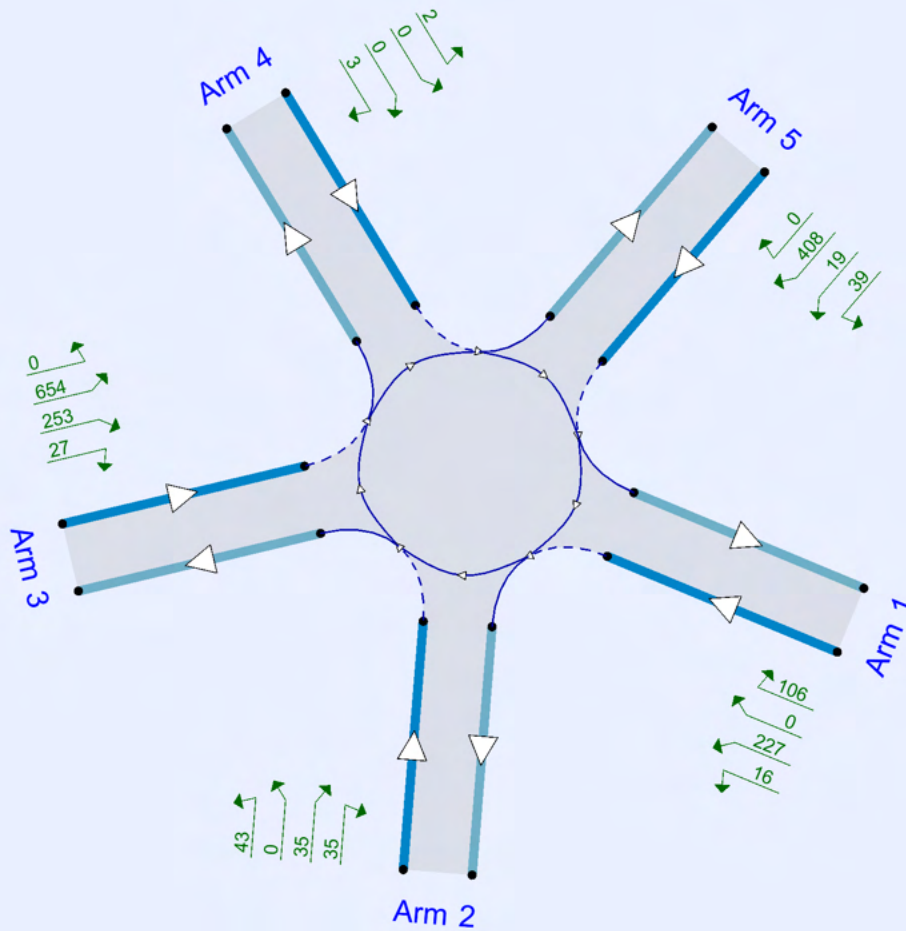
File summary

File Description

Title	
Location	
Site number	
Date	16/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADL\Peter
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



Flows show original traffic demand (PCU/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2027	Base + McDonald's Flows	AM	ONE HOUR	06:45	08:15	15
D2	2027	Base + McDonald's Flows	PM	ONE HOUR	14:45	16:15	15
D3	2027	Base + McDonald's Flows	Saturday	ONE HOUR	12:45	14:15	15
D4	2027	Base + Committed + McDonald's Total Trips	AM	ONE HOUR	06:45	08:15	15
D5	2027	Base + Committed + McDonald's Total Trips	PM	ONE HOUR	14:45	16:15	15
D6	2027	Base + Committed + McDonald's Total Trips	Saturday	ONE HOUR	12:45	14:15	15
D7	2032	Base + McDonald's Flows	AM	ONE HOUR	06:45	08:15	15
D8	2032	Base + McDonald's Flows	PM	ONE HOUR	14:45	16:15	15
D9	2032	Base + McDonald's Flows	Saturday	ONE HOUR	12:45	14:15	15
D10	2032	Base + Committed + McDonald's Total Trips	AM	ONE HOUR	06:45	08:15	15
D11	2032	Base + Committed + McDonald's Total Trips	PM	ONE HOUR	14:45	16:15	15
D12	2032	Base + Committed + McDonald's Total Trips	Saturday	ONE HOUR	12:45	14:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2027 | Base + McDonald's Flows | 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, 5	5.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.28	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Horton Road		
2	Horton Avenue		
3	A361 (SW)		
4	Unnnamed Road		
5	A361 (NE)		

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	3.35	5.14	9.6	13.0	33.0	37.5		
2	3.55	7.81	18.2	15.0	33.0	0.0		
3	3.23	6.39	30.0	10.2	33.0	31.5		
4	3.15	6.41	2.1	17.9	30.1	27.5		
5	3.61	6.74	26.1	8.0	30.1	30.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.553	1283
2	0.737	1973
3	0.619	1606
4	0.541	1123
5	0.625	1649

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)
D1	2027	Base + McDonald's Flows	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	304	100.000
2		✓	90	100.000
3		✓	812	100.000
4		✓	5	100.000
5		✓	439	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	0	13	198	0	93
	2	16	0	41	0	33
	3	155	26	1	0	630
	4	0	0	3	0	2
	5	28	18	393	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		1	2	3	4	5
From	1	0	20	3	0	5
	2	0	0	7	0	0
	3	12	22	0	0	6
	4	0	0	0	0	0
	5	9	5	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.33	5.52	0.5	A
2	0.07	2.82	0.1	A
3	0.59	6.29	1.5	A
4	0.01	6.55	0.0	A
5	0.32	3.72	0.5	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	229	331	1100	0.208	228	0.3	4.295	A
2	68	516	1593	0.043	68	0.0	2.432	A
3	611	106	1540	0.397	609	0.7	4.143	A
4	4	715	737	0.005	4	0.0	4.911	A
5	331	151	1555	0.213	329	0.3	3.114	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	273	396	1064	0.257	273	0.4	4.740	A
2	81	618	1518	0.053	81	0.1	2.582	A
3	730	128	1527	0.478	729	1.0	4.843	A
4	4	856	660	0.007	4	0.0	5.490	A
5	395	180	1537	0.257	394	0.4	3.345	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	335	485	1015	0.330	334	0.5	5.506	A
2	99	756	1415	0.070	99	0.1	2.818	A
3	894	156	1509	0.592	892	1.5	6.246	A
4	6	1048	557	0.010	5	0.0	6.531	A
5	483	221	1511	0.320	483	0.5	3.713	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	335	486	1015	0.330	335	0.5	5.517	A
2	99	757	1415	0.070	99	0.1	2.819	A
3	894	156	1509	0.592	894	1.5	6.292	A
4	6	1050	555	0.010	6	0.0	6.546	A
5	483	221	1511	0.320	483	0.5	3.717	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	273	397	1064	0.257	274	0.4	4.756	A
2	81	620	1516	0.053	81	0.1	2.584	A
3	730	128	1527	0.478	732	1.0	4.885	A
4	4	860	658	0.007	5	0.0	5.509	A
5	395	181	1536	0.257	395	0.4	3.350	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	229	332	1100	0.208	229	0.3	4.313	A
2	68	519	1591	0.043	68	0.0	2.437	A
3	611	107	1540	0.397	612	0.7	4.179	A
4	4	719	734	0.005	4	0.0	4.930	A
5	331	152	1555	0.213	331	0.3	3.125	A

2027 | Base + McDonald's Flows | 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, 5	5.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.01	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)
D2	2027	Base + McDonald's Flows	PM	ONE HOUR	14:45	16:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	319	100.000
2		✓	80	100.000
3		✓	717	100.000
4		✓	1	100.000
5		✓	573	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
	1	2	3	4	5	
From	1	0	29	222	0	68
	2	17	1	40	0	22
	3	246	43	3	3	422
	4	0	0	1	0	0
	5	73	27	473	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		1	2	3	4	5
From	1	0	9	4	0	0
	2	0	0	2	0	4
	3	3	0	0	0	7
	4	0	0	0	0	0
	5	0	4	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.37	6.22	0.6	A
2	0.07	2.91	0.1	A
3	0.52	5.09	1.1	A
4	0.00	0.00	0.0	A
5	0.44	4.52	0.8	A

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	240	410	1056	0.227	239	0.3	4.554	A
2	60	574	1550	0.039	60	0.0	2.466	A
3	540	81	1556	0.347	538	0.6	3.708	A
4	0	616	790	0.000	0	0.0	0.000	A
5	431	232	1504	0.287	430	0.4	3.381	A

15:00 - 15:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	287	491	1012	0.283	286	0.4	5.138	A
2	72	688	1466	0.049	72	0.1	2.635	A
3	645	97	1546	0.417	644	0.7	4.190	A
4	0	738	724	0.000	0	0.0	0.000	A
5	515	278	1475	0.349	515	0.5	3.783	A

15:15 - 15:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	351	601	951	0.369	350	0.6	6.203	A
2	88	842	1352	0.065	88	0.1	2.905	A
3	789	119	1533	0.515	788	1.1	5.073	A
4	0	903	635	0.000	0	0.0	0.000	A
5	631	341	1436	0.439	630	0.8	4.503	A

15:30 - 15:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	351	602	950	0.370	351	0.6	6.223	A
2	88	843	1351	0.065	88	0.1	2.908	A
3	789	119	1532	0.515	789	1.1	5.091	A
4	0	905	634	0.000	0	0.0	0.000	A
5	631	341	1436	0.439	631	0.8	4.516	A

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	287	493	1011	0.284	288	0.4	5.159	A
2	72	690	1464	0.049	72	0.1	2.638	A
3	645	97	1546	0.417	646	0.8	4.212	A
4	0	741	723	0.000	0	0.0	0.000	A
5	515	279	1475	0.349	516	0.5	3.795	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	240	412	1055	0.228	241	0.3	4.579	A
2	60	578	1547	0.039	60	0.0	2.470	A
3	540	81	1556	0.347	541	0.6	3.729	A
4	0	620	788	0.000	0	0.0	0.000	A
5	431	234	1503	0.287	432	0.4	3.397	A

2027 | Base + McDonald's Flows | Saturday

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, 5	4.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.45	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)
D3	2027	Base + McDonald's Flows	Saturday	ONE HOUR	12:45	14:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	299	100.000
2		✓	43	100.000
3		✓	679	100.000
4		✓	2	100.000
5		✓	425	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	1	18	202	0	78
	2	9	0	18	0	16
	3	238	26	1	1	413
	4	0	0	2	0	0
	5	62	21	340	0	2

Vehicle Mix

Heavy Vehicle %

	To					
From		1	2	3	4	5
	1	0	15	3	0	3
	2	0	0	0	0	0
	3	5	0	0	0	2
	4	0	0	0	0	0
	5	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.31	5.21	0.5	A
2	0.03	2.54	0.0	A
3	0.49	4.71	1.0	A
4	0.00	0.00	0.0	A
5	0.32	3.68	0.5	A

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	225	293	1121	0.201	224	0.3	4.153	A
2	32	468	1628	0.020	32	0.0	2.255	A
3	511	79	1557	0.328	509	0.5	3.532	A
4	0	588	805	0.000	0	0.0	0.000	A
5	320	206	1520	0.210	319	0.3	3.034	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	269	350	1090	0.247	268	0.3	4.544	A
2	39	560	1560	0.025	39	0.0	2.366	A
3	610	95	1547	0.395	610	0.7	3.951	A
4	0	704	743	0.000	0	0.0	0.000	A
5	382	247	1495	0.256	382	0.3	3.278	A

13:15 - 13:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	329	429	1046	0.315	329	0.5	5.198	A
2	47	686	1467	0.032	47	0.0	2.534	A
3	748	117	1534	0.487	746	1.0	4.700	A
4	0	862	657	0.000	0	0.0	0.000	A
5	468	302	1460	0.320	467	0.5	3.673	A

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	329	429	1046	0.315	329	0.5	5.206	A
2	47	687	1467	0.032	47	0.0	2.536	A
3	748	117	1534	0.487	748	1.0	4.713	A
4	0	863	657	0.000	0	0.0	0.000	A
5	468	303	1460	0.320	468	0.5	3.677	A

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	269	351	1089	0.247	269	0.3	4.553	A
2	39	562	1559	0.025	39	0.0	2.367	A
3	610	95	1547	0.395	612	0.7	3.967	A
4	0	706	741	0.000	0	0.0	0.000	A
5	382	248	1494	0.256	383	0.3	3.285	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	225	294	1121	0.201	225	0.3	4.168	A
2	32	470	1626	0.020	32	0.0	2.259	A
3	511	80	1557	0.328	512	0.5	3.548	A
4	0	591	804	0.000	0	0.0	0.000	A
5	320	207	1520	0.211	320	0.3	3.042	A

2027 | Base + Committed + McDonald's Total Trips | 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, 5	6.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.27	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)
D4	2027	Base + Committed + McDonald's Total Trips	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	347	100.000
2		✓	109	100.000
3		✓	905	100.000
4		✓	5	100.000
5		✓	450	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	16	227	0	104
	2	35	0	41	0	33
	3	248	26	1	0	630
	4	0	0	3	0	2
	5	39	18	393	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		1	2	3	4	5
From	1	0	20	3	0	5
	2	0	0	7	0	0
	3	12	22	0	0	6
	4	0	0	0	0	0
	5	9	5	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.38	5.93	0.6	A
2	0.09	2.92	0.1	A
3	0.67	7.89	2.2	A
4	0.01	7.55	0.0	A
5	0.35	4.07	0.6	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	261	331	1100	0.237	260	0.3	4.460	A
2	82	546	1571	0.052	82	0.1	2.478	A
3	681	129	1526	0.446	678	0.9	4.564	A
4	4	807	687	0.005	4	0.0	5.268	A
5	339	235	1503	0.225	338	0.3	3.279	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	312	396	1064	0.293	312	0.4	4.985	A
2	98	654	1491	0.066	98	0.1	2.648	A
3	814	154	1510	0.539	812	1.2	5.554	A
4	4	967	601	0.007	4	0.0	6.038	A
5	405	281	1474	0.275	404	0.4	3.575	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	382	485	1015	0.376	381	0.6	5.915	A
2	120	800	1383	0.087	120	0.1	2.921	A
3	996	189	1489	0.669	993	2.1	7.779	A
4	6	1182	484	0.011	5	0.0	7.520	A
5	495	344	1435	0.345	495	0.6	4.066	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	382	486	1015	0.377	382	0.6	5.932	A
2	120	802	1382	0.087	120	0.1	2.923	A
3	996	189	1489	0.669	996	2.2	7.889	A
4	6	1186	482	0.011	6	0.0	7.552	A
5	495	345	1434	0.346	495	0.6	4.073	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	312	397	1064	0.293	313	0.4	5.005	A
2	98	656	1490	0.066	98	0.1	2.651	A
3	814	155	1510	0.539	817	1.3	5.636	A
4	4	972	598	0.008	5	0.0	6.068	A
5	405	282	1473	0.275	405	0.4	3.585	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	261	332	1099	0.238	262	0.3	4.482	A
2	82	549	1568	0.052	82	0.1	2.484	A
3	681	130	1526	0.447	683	0.9	4.620	A
4	4	813	684	0.006	4	0.0	5.295	A
5	339	236	1502	0.226	339	0.3	3.289	A

2027 | Base + Committed + McDonald's Total Trips | 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, 5	5.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.82	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)
D5	2027	Base + Committed + McDonald's Total Trips	PM	ONE HOUR	14:45	16:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	455	100.000
2		✓	83	100.000
3		✓	748	100.000
4		✓	1	100.000
5		✓	580	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	0	50	311	0	94
	2	20	1	40	0	22
	3	277	43	3	3	422
	4	0	0	1	0	0
	5	80	27	473	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		1	2	3	4	5
From	1	0	9	4	0	0
	2	0	0	2	0	4
	3	3	0	0	0	7
	4	0	0	0	0	0
	5	0	4	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.53	8.30	1.1	A
2	0.07	3.15	0.1	A
3	0.54	5.48	1.2	A
4	0.00	0.00	0.0	A
5	0.45	4.70	0.8	A

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	343	410	1056	0.324	341	0.5	5.200	A
2	62	660	1486	0.042	62	0.0	2.578	A
3	563	103	1542	0.365	561	0.6	3.841	A
4	0	661	766	0.000	0	0.0	0.000	A
5	437	258	1488	0.293	435	0.4	3.446	A

15:00 - 15:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	409	491	1012	0.404	408	0.7	6.178	A
2	75	791	1390	0.054	75	0.1	2.790	A
3	672	123	1530	0.440	672	0.8	4.399	A
4	0	792	695	0.000	0	0.0	0.000	A
5	521	309	1456	0.358	521	0.6	3.884	A

15:15 - 15:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	501	601	951	0.527	499	1.1	8.234	A
2	91	968	1260	0.073	91	0.1	3.141	A
3	824	150	1513	0.544	822	1.2	5.457	A
4	0	969	599	0.000	0	0.0	0.000	A
5	639	378	1413	0.452	638	0.8	4.681	A

15:30 - 15:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	501	602	950	0.527	501	1.1	8.303	A
2	91	970	1258	0.073	91	0.1	3.146	A
3	824	151	1513	0.544	824	1.2	5.485	A
4	0	971	598	0.000	0	0.0	0.000	A
5	639	379	1413	0.452	639	0.8	4.696	A

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	409	493	1011	0.405	411	0.7	6.237	A
2	75	794	1387	0.054	75	0.1	2.796	A
3	672	124	1530	0.440	674	0.8	4.429	A
4	0	795	693	0.000	0	0.0	0.000	A
5	521	310	1456	0.358	522	0.6	3.900	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	343	412	1055	0.325	343	0.5	5.250	A
2	62	664	1483	0.042	63	0.0	2.586	A
3	563	103	1542	0.365	564	0.6	3.870	A
4	0	665	764	0.000	0	0.0	0.000	A
5	437	259	1487	0.294	437	0.4	3.463	A

2027 | Base + Committed + McDonald's Total Trips | Saturday

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, 5	4.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.45	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)
D6	2027	Base + Committed + McDonald's Total Trips	Saturday	ONE HOUR	12:45	14:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	299	100.000
2		✓	43	100.000
3		✓	679	100.000
4		✓	2	100.000
5		✓	425	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	1	18	202	0	78
	2	9	0	18	0	16
	3	238	26	1	1	413
	4	0	0	2	0	0
	5	62	21	340	0	2

Vehicle Mix

Heavy Vehicle %

	To					
		1	2	3	4	5
From	1	0	15	3	0	3
	2	0	0	0	0	0
	3	5	0	0	0	2
	4	0	0	0	0	0
	5	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.31	5.21	0.5	A
2	0.03	2.54	0.0	A
3	0.49	4.71	1.0	A
4	0.00	0.00	0.0	A
5	0.32	3.68	0.5	A

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	225	293	1121	0.201	224	0.3	4.153	A
2	32	468	1628	0.020	32	0.0	2.255	A
3	511	79	1557	0.328	509	0.5	3.532	A
4	0	588	805	0.000	0	0.0	0.000	A
5	320	206	1520	0.210	319	0.3	3.034	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	269	350	1090	0.247	268	0.3	4.544	A
2	39	560	1560	0.025	39	0.0	2.366	A
3	610	95	1547	0.395	610	0.7	3.951	A
4	0	704	743	0.000	0	0.0	0.000	A
5	382	247	1495	0.256	382	0.3	3.278	A

13:15 - 13:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	329	429	1046	0.315	329	0.5	5.198	A
2	47	686	1467	0.032	47	0.0	2.534	A
3	748	117	1534	0.487	746	1.0	4.700	A
4	0	862	657	0.000	0	0.0	0.000	A
5	468	302	1460	0.320	467	0.5	3.673	A

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	329	429	1046	0.315	329	0.5	5.206	A
2	47	687	1467	0.032	47	0.0	2.536	A
3	748	117	1534	0.487	748	1.0	4.713	A
4	0	863	657	0.000	0	0.0	0.000	A
5	468	303	1460	0.320	468	0.5	3.677	A

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	269	351	1089	0.247	269	0.3	4.553	A
2	39	562	1559	0.025	39	0.0	2.367	A
3	610	95	1547	0.395	612	0.7	3.967	A
4	0	706	741	0.000	0	0.0	0.000	A
5	382	248	1494	0.256	383	0.3	3.285	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	225	294	1121	0.201	225	0.3	4.168	A
2	32	470	1626	0.020	32	0.0	2.259	A
3	511	80	1557	0.328	512	0.5	3.548	A
4	0	591	804	0.000	0	0.0	0.000	A
5	320	207	1520	0.211	320	0.3	3.042	A

2032 | Base + McDonald's Flows | 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, 5	5.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.52	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)
D7	2032	Base + McDonald's Flows	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	313	100.000
2		✓	93	100.000
3		✓	842	100.000
4		✓	5	100.000
5		✓	455	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	0	13	205	0	95
	2	16	0	43	0	34
	3	160	27	1	0	654
	4	0	0	3	0	2
	5	28	19	408	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		1	2	3	4	5
From	1	0	20	3	0	5
	2	0	0	7	0	0
	3	12	22	0	0	6
	4	0	0	0	0	0
	5	9	5	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.34	5.69	0.5	A
2	0.07	2.87	0.1	A
3	0.62	6.67	1.7	A
4	0.01	6.79	0.0	A
5	0.33	3.80	0.5	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	236	344	1093	0.216	235	0.3	4.363	A
2	70	534	1580	0.044	70	0.0	2.458	A
3	634	109	1539	0.412	631	0.7	4.251	A
4	4	740	723	0.005	4	0.0	5.002	A
5	343	155	1552	0.221	341	0.3	3.152	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	281	411	1056	0.267	281	0.4	4.840	A
2	84	639	1502	0.056	84	0.1	2.617	A
3	757	130	1525	0.496	756	1.0	5.021	A
4	4	886	644	0.007	4	0.0	5.627	A
5	409	186	1533	0.267	409	0.4	3.398	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	345	504	1005	0.343	344	0.5	5.671	A
2	102	783	1396	0.073	102	0.1	2.869	A
3	927	159	1507	0.615	925	1.7	6.613	A
4	6	1084	537	0.010	5	0.0	6.770	A
5	501	227	1507	0.332	500	0.5	3.793	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	345	504	1004	0.343	345	0.5	5.685	A
2	102	784	1395	0.073	102	0.1	2.870	A
3	927	160	1507	0.615	927	1.7	6.669	A
4	6	1087	536	0.010	6	0.0	6.789	A
5	501	228	1507	0.332	501	0.5	3.797	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	281	412	1055	0.267	282	0.4	4.855	A
2	84	641	1500	0.056	84	0.1	2.622	A
3	757	131	1525	0.496	759	1.1	5.072	A
4	4	890	642	0.007	5	0.0	5.646	A
5	409	187	1533	0.267	410	0.4	3.403	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	236	345	1092	0.216	236	0.3	4.382	A
2	70	537	1577	0.044	70	0.0	2.462	A
3	634	109	1538	0.412	635	0.8	4.291	A
4	4	744	721	0.005	4	0.0	5.021	A
5	343	156	1552	0.221	343	0.3	3.163	A

2032 | Base + McDonald's Flows | 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, 5	5.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.20	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)
D8	2032	Base + McDonald's Flows	PM	ONE HOUR	14:45	16:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	327	100.000
2		✓	82	100.000
3		✓	744	100.000
4		✓	1	100.000
5		✓	594	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	0	29	229	0	69
	2	17	1	42	0	22
	3	254	45	3	3	439
	4	0	0	1	0	0
	5	74	28	492	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		1	2	3	4	5
From	1	0	9	4	0	0
	2	0	0	2	0	4
	3	3	0	0	0	7
	4	0	0	0	0	0
	5	0	4	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.38	6.46	0.6	A
2	0.07	2.96	0.1	A
3	0.53	5.31	1.2	A
4	0.00	0.00	0.0	A
5	0.46	4.69	0.8	A

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	246	427	1047	0.235	245	0.3	4.631	A
2	62	594	1535	0.040	62	0.0	2.494	A
3	560	82	1555	0.360	558	0.6	3.785	A
4	0	637	779	0.000	0	0.0	0.000	A
5	447	240	1499	0.298	445	0.4	3.444	A

15:00 - 15:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	294	511	1001	0.294	294	0.4	5.268	A
2	74	712	1448	0.051	74	0.1	2.673	A
3	669	98	1545	0.433	668	0.8	4.309	A
4	0	763	711	0.000	0	0.0	0.000	A
5	534	287	1470	0.363	533	0.6	3.881	A

15:15 - 15:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	360	625	937	0.384	359	0.6	6.438	A
2	90	871	1331	0.068	90	0.1	2.961	A
3	819	120	1532	0.535	818	1.2	5.285	A
4	0	934	618	0.000	0	0.0	0.000	A
5	654	352	1430	0.458	653	0.8	4.675	A

15:30 - 15:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	360	626	937	0.384	360	0.6	6.462	A
2	90	873	1329	0.068	90	0.1	2.964	A
3	819	120	1532	0.535	819	1.2	5.309	A
4	0	936	617	0.000	0	0.0	0.000	A
5	654	352	1429	0.458	654	0.8	4.691	A

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	294	513	1000	0.294	295	0.4	5.293	A
2	74	715	1446	0.051	74	0.1	2.676	A
3	669	98	1545	0.433	670	0.8	4.334	A
4	0	766	709	0.000	0	0.0	0.000	A
5	534	288	1469	0.363	535	0.6	3.897	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	246	429	1046	0.235	247	0.3	4.665	A
2	62	598	1532	0.040	62	0.0	2.500	A
3	560	82	1555	0.360	561	0.6	3.811	A
4	0	641	777	0.000	0	0.0	0.000	A
5	447	241	1499	0.298	448	0.4	3.464	A

2032 | Base + McDonald's Flows | Saturday

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, 5	4.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.59	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)
D9	2032	Base + McDonald's Flows	Saturday	ONE HOUR	12:45	14:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	306	100.000
2		✓	45	100.000
3		✓	706	100.000
4		✓	2	100.000
5		✓	442	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	1	18	208	0	79
	2	9	0	19	0	17
	3	246	27	1	1	431
	4	0	0	2	0	0
	5	63	22	355	0	2

Vehicle Mix

Heavy Vehicle %

	To					
From		1	2	3	4	5
	1	0	15	3	0	3
	2	0	0	0	0	0
	3	5	0	0	0	2
	4	0	0	0	0	0
	5	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.33	5.34	0.5	A
2	0.03	2.57	0.0	A
3	0.51	4.91	1.1	A
4	0.00	0.00	0.0	A
5	0.33	3.77	0.5	A

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	230	305	1114	0.207	229	0.3	4.209	A
2	34	484	1616	0.021	34	0.0	2.275	A
3	532	81	1556	0.342	529	0.5	3.602	A
4	0	610	794	0.000	0	0.0	0.000	A
5	333	213	1516	0.219	332	0.3	3.077	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	275	366	1081	0.254	275	0.4	4.624	A
2	40	580	1545	0.026	40	0.0	2.391	A
3	635	97	1546	0.411	634	0.7	4.059	A
4	0	730	728	0.000	0	0.0	0.000	A
5	397	255	1490	0.267	397	0.4	3.339	A

13:15 - 13:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	337	448	1036	0.325	336	0.5	5.329	A
2	50	710	1449	0.034	50	0.0	2.571	A
3	777	119	1533	0.507	776	1.0	4.889	A
4	0	894	640	0.000	0	0.0	0.000	A
5	487	312	1454	0.335	486	0.5	3.767	A

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	337	448	1035	0.325	337	0.5	5.339	A
2	50	711	1449	0.034	50	0.0	2.572	A
3	777	119	1532	0.507	777	1.1	4.907	A
4	0	895	639	0.000	0	0.0	0.000	A
5	487	313	1454	0.335	487	0.5	3.771	A

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	275	366	1081	0.255	276	0.4	4.637	A
2	40	582	1544	0.026	40	0.0	2.393	A
3	635	97	1546	0.411	636	0.7	4.078	A
4	0	732	727	0.000	0	0.0	0.000	A
5	397	256	1489	0.267	398	0.4	3.346	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	230	307	1114	0.207	231	0.3	4.227	A
2	34	487	1614	0.021	34	0.0	2.277	A
3	532	81	1556	0.342	532	0.5	3.622	A
4	0	613	792	0.000	0	0.0	0.000	A
5	333	214	1515	0.220	333	0.3	3.086	A

2032 | Base + Committed + McDonald's Total Trips | 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, 5	6.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.63	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)
D10	2032	Base + Committed + McDonald's Total Trips	AM	ONE HOUR	06:45	08:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	349	100.000
2		✓	113	100.000
3		✓	935	100.000
4		✓	5	100.000
5		✓	466	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	0	16	227	0	106
	2	35	0	43	0	35
	3	253	27	1	0	654
	4	0	0	3	0	2
	5	39	19	408	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		1	2	3	4	5
From	1	0	20	3	0	5
	2	0	0	7	0	0
	3	12	22	0	0	6
	4	0	0	0	0	0
	5	9	5	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.38	6.05	0.6	A
2	0.09	2.97	0.1	A
3	0.69	8.50	2.4	A
4	0.01	7.89	0.0	A
5	0.36	4.17	0.6	A

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	263	344	1093	0.240	261	0.3	4.499	A
2	85	558	1561	0.054	85	0.1	2.500	A
3	704	132	1524	0.462	700	0.9	4.696	A
4	4	832	673	0.006	4	0.0	5.376	A
5	351	239	1500	0.234	350	0.3	3.321	A

07:00 - 07:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	314	411	1056	0.297	313	0.4	5.052	A
2	102	669	1480	0.069	102	0.1	2.677	A
3	841	158	1508	0.557	839	1.3	5.791	A
4	4	997	584	0.008	4	0.0	6.209	A
5	419	286	1470	0.285	419	0.4	3.635	A

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	384	504	1005	0.382	383	0.6	6.034	A
2	124	819	1369	0.091	124	0.1	2.964	A
3	1029	193	1486	0.693	1025	2.4	8.358	A
4	6	1219	464	0.012	5	0.0	7.847	A
5	513	350	1431	0.359	512	0.6	4.161	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	384	504	1004	0.383	384	0.6	6.053	A
2	124	820	1368	0.091	124	0.1	2.967	A
3	1029	194	1486	0.693	1029	2.4	8.503	A
4	6	1223	462	0.012	6	0.0	7.887	A
5	513	351	1430	0.359	513	0.6	4.170	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	314	412	1055	0.297	315	0.4	5.073	A
2	102	671	1478	0.069	102	0.1	2.683	A
3	841	159	1508	0.557	845	1.4	5.894	A
4	4	1003	581	0.008	5	0.0	6.248	A
5	419	288	1469	0.285	420	0.4	3.646	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	263	345	1092	0.241	263	0.3	4.531	A
2	85	562	1559	0.055	85	0.1	2.506	A
3	704	133	1524	0.462	706	0.9	4.760	A
4	4	838	670	0.006	4	0.0	5.403	A
5	351	241	1499	0.234	351	0.3	3.331	A

2032 | Base + Committed + McDonald's Total Trips | 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, 5	6.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.09	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)
D11	2032	Base + Committed + McDonald's Total Trips	PM	ONE HOUR	14:45	16:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	464	100.000
2		✓	85	100.000
3		✓	775	100.000
4		✓	1	100.000
5		✓	601	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
From		1	2	3	4	5
	1	0	50	319	0	95
	2	20	1	42	0	22
	3	285	45	3	3	439
	4	0	0	1	0	0
	5	81	28	492	0	0

Vehicle Mix

Heavy Vehicle %

	To					
		1	2	3	4	5
From	1	0	9	4	0	0
	2	0	0	2	0	4
	3	3	0	0	0	7
	4	0	0	0	0	0
	5	0	4	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.55	8.76	1.2	A
2	0.08	3.21	0.1	A
3	0.56	5.74	1.4	A
4	0.00	0.00	0.0	A
5	0.47	4.89	0.9	A

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	349	427	1047	0.334	347	0.5	5.316	A
2	64	681	1471	0.044	64	0.0	2.609	A
3	583	103	1542	0.378	581	0.6	3.923	A
4	0	682	754	0.000	0	0.0	0.000	A
5	452	265	1483	0.305	451	0.4	3.514	A

15:00 - 15:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	417	511	1001	0.417	416	0.7	6.376	A
2	76	816	1372	0.056	76	0.1	2.834	A
3	697	124	1529	0.456	696	0.9	4.531	A
4	0	817	682	0.000	0	0.0	0.000	A
5	540	318	1451	0.372	540	0.6	3.988	A

15:15 - 15:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	511	625	937	0.545	509	1.2	8.671	A
2	94	998	1237	0.076	93	0.1	3.209	A
3	853	151	1512	0.564	851	1.3	5.705	A
4	0	1000	583	0.000	0	0.0	0.000	A
5	662	389	1406	0.471	661	0.9	4.867	A

15:30 - 15:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	511	626	937	0.545	511	1.2	8.758	A
2	94	1001	1235	0.076	94	0.1	3.215	A
3	853	152	1512	0.564	853	1.4	5.739	A
4	0	1002	582	0.000	0	0.0	0.000	A
5	662	390	1406	0.471	662	0.9	4.886	A

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	417	513	1000	0.417	419	0.8	6.449	A
2	76	820	1369	0.056	77	0.1	2.843	A
3	697	124	1529	0.456	699	0.9	4.562	A
4	0	820	680	0.000	0	0.0	0.000	A
5	540	319	1450	0.373	541	0.6	4.007	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	349	429	1046	0.334	350	0.5	5.371	A
2	64	686	1468	0.044	64	0.0	2.617	A
3	583	104	1542	0.378	584	0.6	3.953	A
4	0	686	752	0.000	0	0.0	0.000	A
5	452	267	1482	0.305	453	0.4	3.533	A

2032 | Base + Committed + McDonald's Total Trips | Saturday

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, 5	4.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.59	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)
D12	2032	Base + Committed + McDonald's Total Trips	Saturday	ONE HOUR	12:45	14:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	306	100.000
2		✓	45	100.000
3		✓	706	100.000
4		✓	2	100.000
5		✓	442	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1	2	3	4	5
From	1	1	18	208	0	79
	2	9	0	19	0	17
	3	246	27	1	1	431
	4	0	0	2	0	0
	5	63	22	355	0	2

Vehicle Mix

Heavy Vehicle %

	To					
		1	2	3	4	5
From	1	0	15	3	0	3
	2	0	0	0	0	0
	3	5	0	0	0	2
	4	0	0	0	0	0
	5	4	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.33	5.34	0.5	A
2	0.03	2.57	0.0	A
3	0.51	4.91	1.1	A
4	0.00	0.00	0.0	A
5	0.33	3.77	0.5	A

Main Results for each time segment

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	230	305	1114	0.207	229	0.3	4.209	A
2	34	484	1616	0.021	34	0.0	2.275	A
3	532	81	1556	0.342	529	0.5	3.602	A
4	0	610	794	0.000	0	0.0	0.000	A
5	333	213	1516	0.219	332	0.3	3.077	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	275	366	1081	0.254	275	0.4	4.624	A
2	40	580	1545	0.026	40	0.0	2.391	A
3	635	97	1546	0.411	634	0.7	4.059	A
4	0	730	728	0.000	0	0.0	0.000	A
5	397	255	1490	0.267	397	0.4	3.339	A

13:15 - 13:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	337	448	1036	0.325	336	0.5	5.329	A
2	50	710	1449	0.034	50	0.0	2.571	A
3	777	119	1533	0.507	776	1.0	4.889	A
4	0	894	640	0.000	0	0.0	0.000	A
5	487	312	1454	0.335	486	0.5	3.767	A

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	337	448	1035	0.325	337	0.5	5.339	A
2	50	711	1449	0.034	50	0.0	2.572	A
3	777	119	1532	0.507	777	1.1	4.907	A
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13:45 - 14:00

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3	635	97	1546	0.411	636	0.7	4.078	A
4	0	732	727	0.000	0	0.0	0.000	A
5	397	256	1489	0.267	398	0.4	3.346	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
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3	532	81	1556	0.342	532	0.5	3.622	A
4	0	613	792	0.000	0	0.0	0.000	A
5	333	214	1515	0.220	333	0.3	3.086	A