



RIDGE

**LAND OFF CHURCH ROAD,
LAVERSTOCK**

Transport Assessment Part 2
March 2026

Cycle Shops

1

Halfords Superstore

Southampton Road

Salisbury

Tel: 01722 413161

www.halfords.com

2

Hayball Cyclesport

(Cycle hire available)

26-30 Winchester Street

Salisbury

Tel: 01722 411378

www.hayball.co.uk

3

Motabitz

25-27 Brown Street

Salisbury

Tel: 01722 328601

www.motabitz.co.uk

4

Nash's Cycles

81 Wilton Road

Salisbury

Tel: 01722 335887

www.nashcycles.co.uk

5

Stonehenge Cycles

86-88 Fisherton Street

Salisbury

Tel: 01722 334915

www.stonehengecycles.com

Key

Cycle way/path (surfaced)

Cycle way/path (unsurfaced)

Recommended cycle route (on road)

24 45

National Cycle Network

WCW

Wiltshire Cycle Way

WCW

Wiltshire Cycle Way (New Forest Link)

The Golden Way cycle route

BYWAY

National Byway cycle route

P

Cycle Parking

Pedestrian link (cyclists dismount)

Footpaths

Rail Station

i

Information Centre

Leisure Centre

Police Station

Hospital

Council Offices

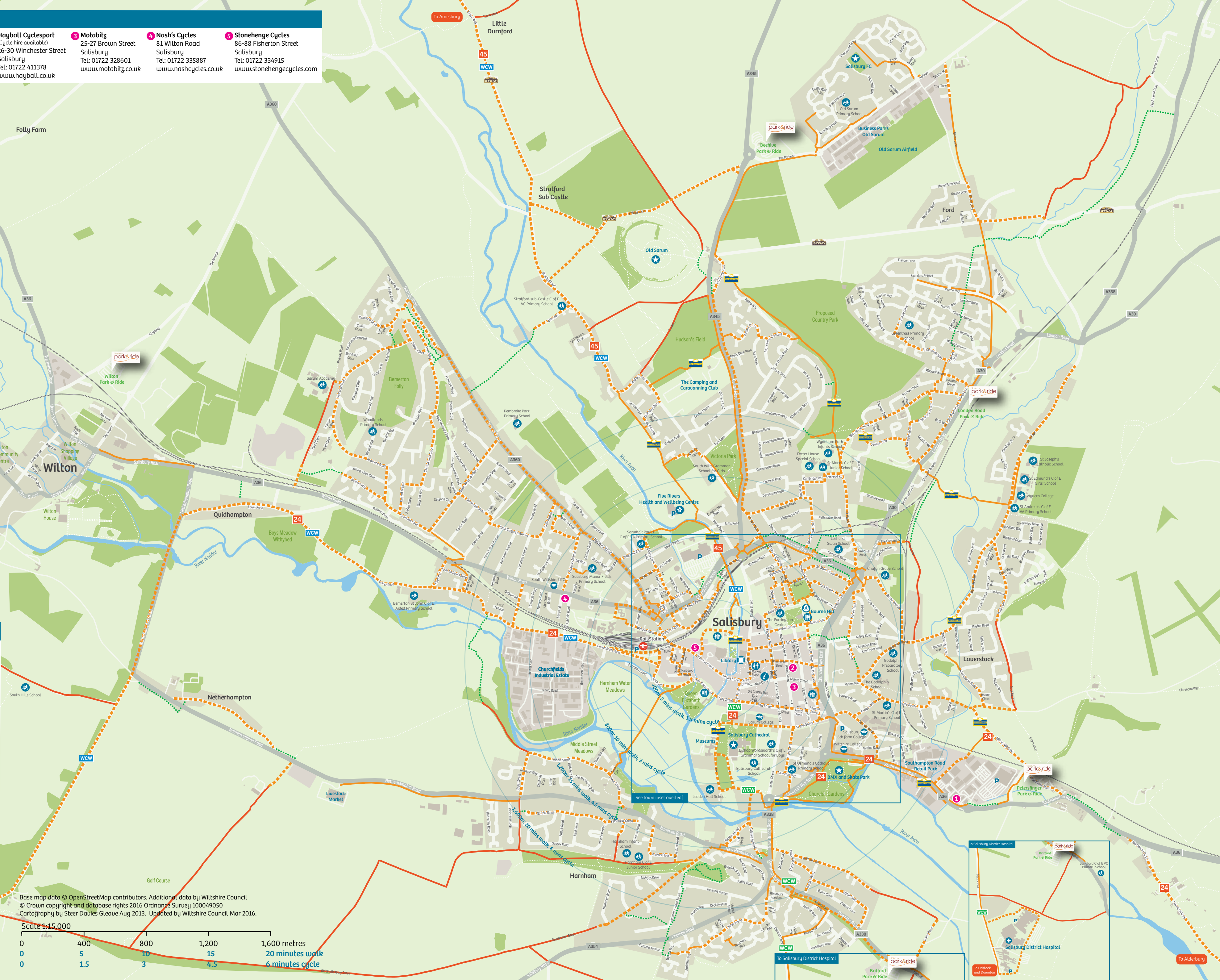
Library

Toilets

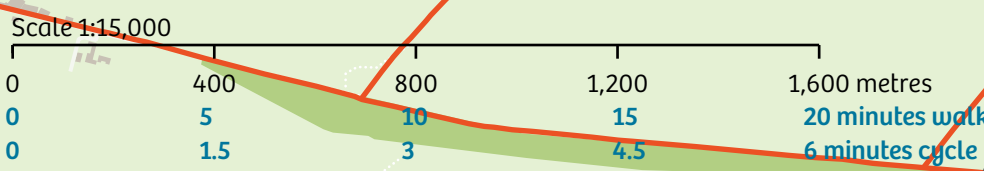
Higher Education

School

Point of Interest



Base map data © OpenStreetMap contributors. Additional data by Wiltshire Council
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Cartography by Steer Davies Gleave Aug 2013. Updated by Wiltshire Council Mar 2016.





Why cycle?

Connecting Wiltshire is trying to encourage more people to cycle, whether it be to work, school, shopping or just for leisure. Not only can it improve your health and fitness, help the environment and beat congestion, but it can also save you money.



Did you know? By cycling a 3 mile trip to work it will save you around £1.50 each day in fuel and car maintenance costs

Cycling is a great way to introduce some exercise into your daily routine. It can also help reduce stress and is a great way to clear your head at the end of the day.

Code of conduct for shared use paths

When you are cycling, please:

- Give way to walkers and wheelchair users and leave them plenty of room.
- Take care around horse riders especially when approaching from behind.
- Be prepared to slow down or stop.
- Don't cycle at excessive speed.
- Be careful at junctions, bends, entrances or any other places where people could appear without warning.
- Don't assume that everyone can see or hear you.
- Use your bell or call out. Don't surprise people. Acknowledge those who give way to you.
- Keep to your side of any dividing line.
- Use lights when it gets dark or in dull weather. Carry a spare set of lights or batteries with you.

When you are walking, please:

- Listen for bells. Bells are not an order for you to get out of the way. They are to make you aware that cyclists are looking for a safe opportunity to pass.
- Allow cyclists to pass when it's safe. Remember cyclists need time to brake and stop.
- Keep your dog under control.
- Keep to your side of any dividing line. Please be tolerant where space is limited.

Keep your bike safe

- Buy a good lock and make sure you always lock the frame of the bike to the parking stand.
- Take removable lights with you.
- A good rule of thumb is that your lock should cost around 10% of the value of your bike, or to look out for 'Sold Secure' ratings.
- You can insure your bike on your home insurance policy or buy specialist cycle cover.
- Make sure you record your cycle frame number which will help you recover it if it's stolen.

Bike Maintenance

There are many friendly bike shops in Wiltshire who can help you keep your bike running smoothly.

Learning some basic bike maintenance is useful for keeping your bike in good condition:

Every time you use your bike

- Check the air pressure in your tyres and pump up if needed.
- Make sure your brakes are working

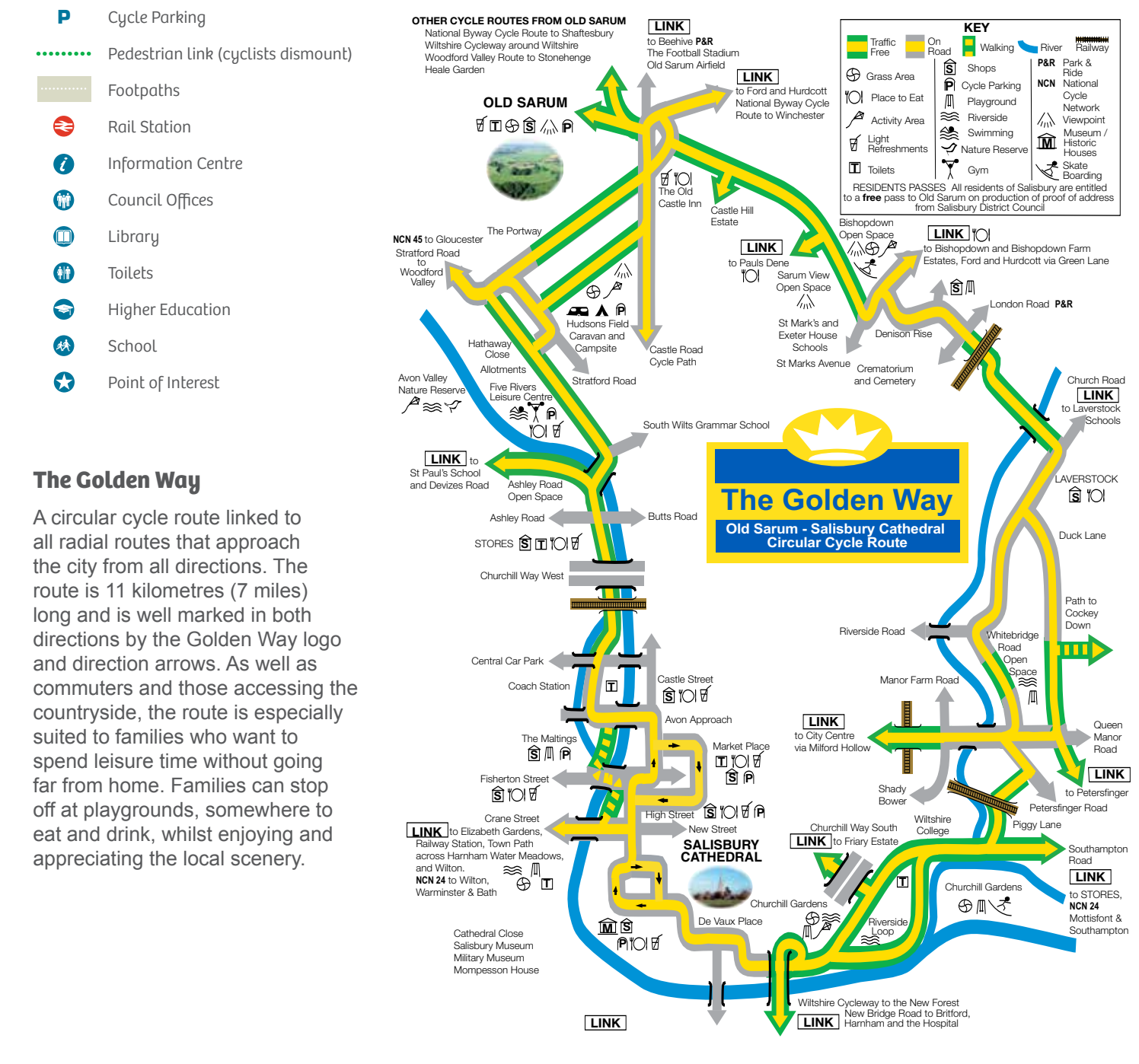
Weekly (for frequent cyclists)

- Oil your chain

Less frequently

- Oil any moving parts of the bike. Take care not to get oil on your brake pads or wheel rims.
- Check your brake pads for wear. They should contact squarely with the wheel rim not the tyre.
- Check the frame for damage and make sure any bolts are securely tightened.

It is worth making sure you carry some basic equipment with you on any rides such as repair patches, tyre levers and a pump and valve.



Salisbury and Wilton

Cycle map

Leisure routes

Several of Sustrans' National Cycle Network (NCN) routes pass through Wiltshire:

NCN 4 is a long distance route between London and Fishguard via Reading, Bath, Bristol, Newport, Swansea, Carmarthen, Tenby, Haverfordwest and St. Davids.

NCN 24 will run from Bath through Radstock and Frome in Somerset, then Warminster and Salisbury to join with NCN 23 at Eastleigh in Hampshire

NCN 45 will connect Salisbury in Wiltshire with Chester in Cheshire, via Swindon, Cirencester, Gloucester, Worcester and Whitchurch

There are also many local routes. The Wiltshire Cycleway is a circular route passing through many of Wiltshire's towns.

Look for the blue route signs or visit www.connectingwiltshire.co.uk



Time/Distance/Calorie Counter

The times and distances to the right are based on following the recommended cycle routes where possible and with a cycling speed of 10mph (this is an unhurried speed on the flat). If you cycle quicker, your journey time can be even shorter and you can burn more calories.

For time, distance, calorie information and gradient profiles for other cycle journeys, use our journey planner at www.connectingwiltshire.co.uk

	Town centre/ Library	Rail station	Wiltshire Council Office (Bourne Hill)	Five Rivers Health and Wellbeing Centre	Wilton Village Centre	Salisbury Hospital	Southampton Road Retail Park	Churchfields Industrial Estate	Business Parks, Old Sarum	Wiltshire College	Laverstock Schools Campus	Sarum Academy
Town centre/ Library												
Rail station	5 mins 0.5 miles 14 cals											
Wiltshire Council Office (Bourne Hill)	3 mins 0.4 miles 14 cals	5 mins 0.8 miles 22 cals										
Five Rivers Health and Wellbeing Centre	5 mins 0.8 miles 23 cals	6 mins 1 mile 29 cals	6 mins 1 mile 25 cals									
Wilton Village Centre	25 mins 3.5 miles 100 cals	21 mins 3.2 miles 84 cals	27 mins 4.2 miles 112 cals	27 mins 4.2 miles 112 cals								
Salisbury Hospital	20 mins 2.2 miles 93 cals	20 mins 2.6 miles 99 cals	20 mins 2.3 miles 90 cals	24 mins 2.9 miles 107 cals	40 mins 5.6 miles 177 cals							
Southampton Road Retail Park	8 mins 1.3 mile 35 cals	11 mins 1.8 miles 42 cals	9 mins 1.2 mile 37 cals	13 mins 2 miles 57 cals	30 mins 4.7 miles 119 cals	20 mins 2.4 miles 100 cals						
Churchfields Industrial Estate	8 mins 1.1 mile 28 cals	4 mins 0.7 miles 16 cals	9 mins 1.5 miles 35 cals	10 mins 1.7 miles 46 cals	18 mins 2.9 miles 72 cals	23 mins 3.1 miles 111 cals	13 mins 2.2 miles 56 cals					
Business Parks, Old Sarum	23 mins 2.9 miles 112 cals	23 mins 3.1 miles 117 cals	22 mins 2.8 miles 114 cals	18 mins 2.3 miles 98 cals	43 mins 6.2 miles 199 cals	38 mins 5 miles 160 cals	30 mins 4 miles 150 cals	27 mins 3.7 miles 133 cals				
Wiltshire College	5 mins 0.8 miles 23 cals	8 mins 1.2 miles 30 cals	5 mins 0.7 miles 22 cals	10 mins 1.5 miles 44 cals	28 mins 4.3 miles 110 cals	16 mins 1.9 miles 86 cals	3 mins 0.5 miles 13 cals	11 mins 1.7 miles 42 cals	27 mins 3.5 miles 137 cals			
Laverstock Schools Campus	13 mins 1.7 miles 65 cals	16 mins 2.1 miles 74 cals	11 mins 1.6 miles 55 cals	15 mins 2.2 miles 82 cals	37 mins 5.4 miles 157 cals	28 mins 3.7 miles 140 cals	11 mins 1.7 miles 57 cals	20 mins 2.8 miles 90 cals	16 mins 2.4 miles 79 cals	13 mins 2 miles 64 cals		
Sarum Academy	23 mins 2.6 miles 121 cals	19 mins 3 miles 109 cals	24 mins 3 miles 127 cals	20 mins 3 miles 118 cals	20 mins 3 miles 118 cals	32 mins 4.6 miles 149 cals	28 mins 3.7 miles 149 cals	17 mins 2 miles 100 cals	31 mins 4.6 miles 153 cals	25 mins 3.3 miles 136 cals	35 mins 4.4 miles 179 cals	

Plan your journey and find information for all travel into and around Wiltshire at www.connectingwiltshire.co.uk. You can look up leisure cycling routes, find local cycling groups and cycle training, report problems on the roads, or find out about taking your bike on trains.

www.connectingwiltshire.co.uk
connectingwiltshire@wiltshire.gov.uk

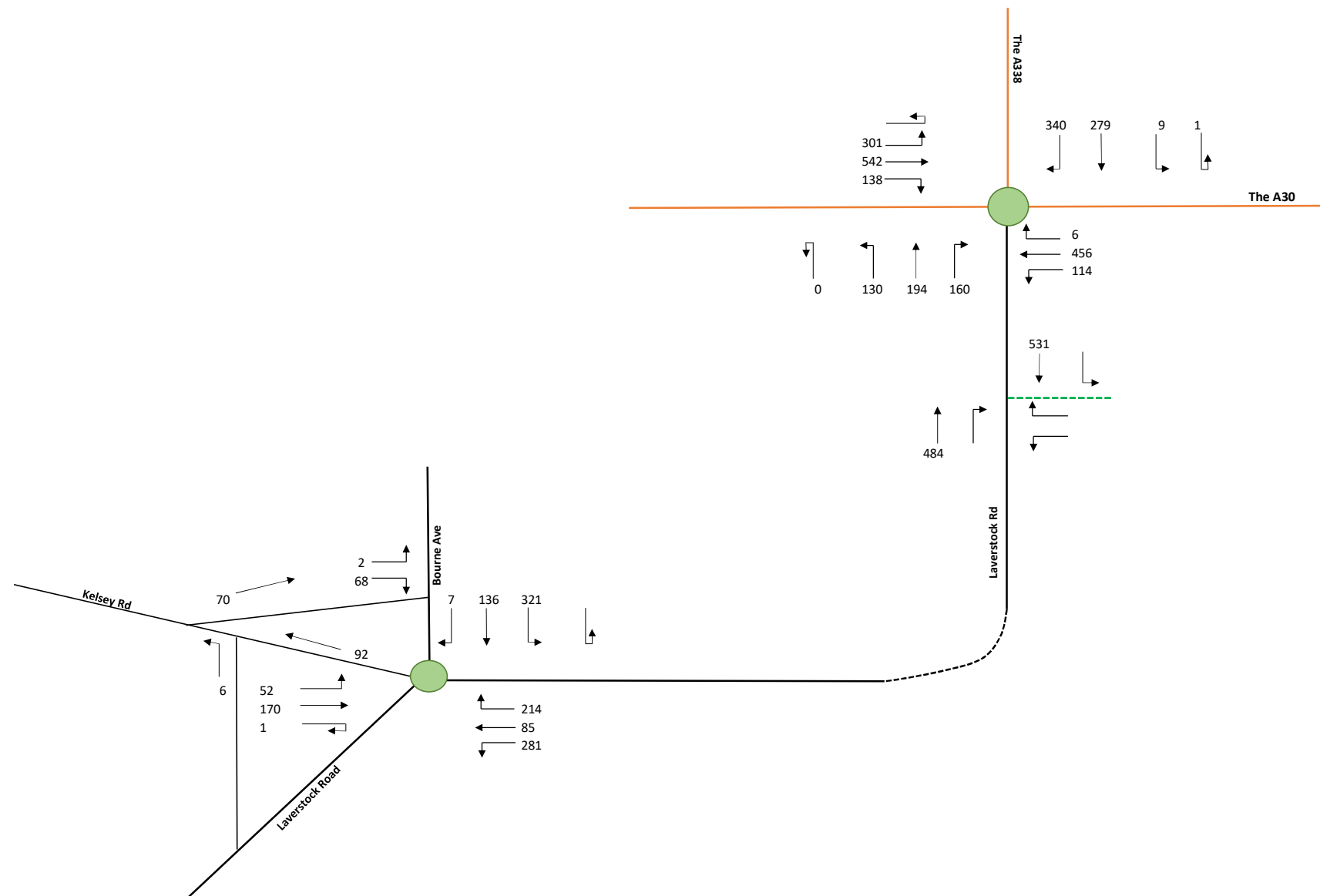


Stay in the Loop

@connectingwilts

www.facebook.com/connectingwiltshire

Appendix D: Traffic Flow Diagrams



Notes:

Units: PCUs

Diagram No.:

TF_03

Client

Hallam Land

Ridge and Partners LLP

Tower Wharf
Cheese Lane
Bristol
BS2 0JJ

RIDGE

Project No.
14150

File name
TF_14150

Project
Church Road, Laverstock

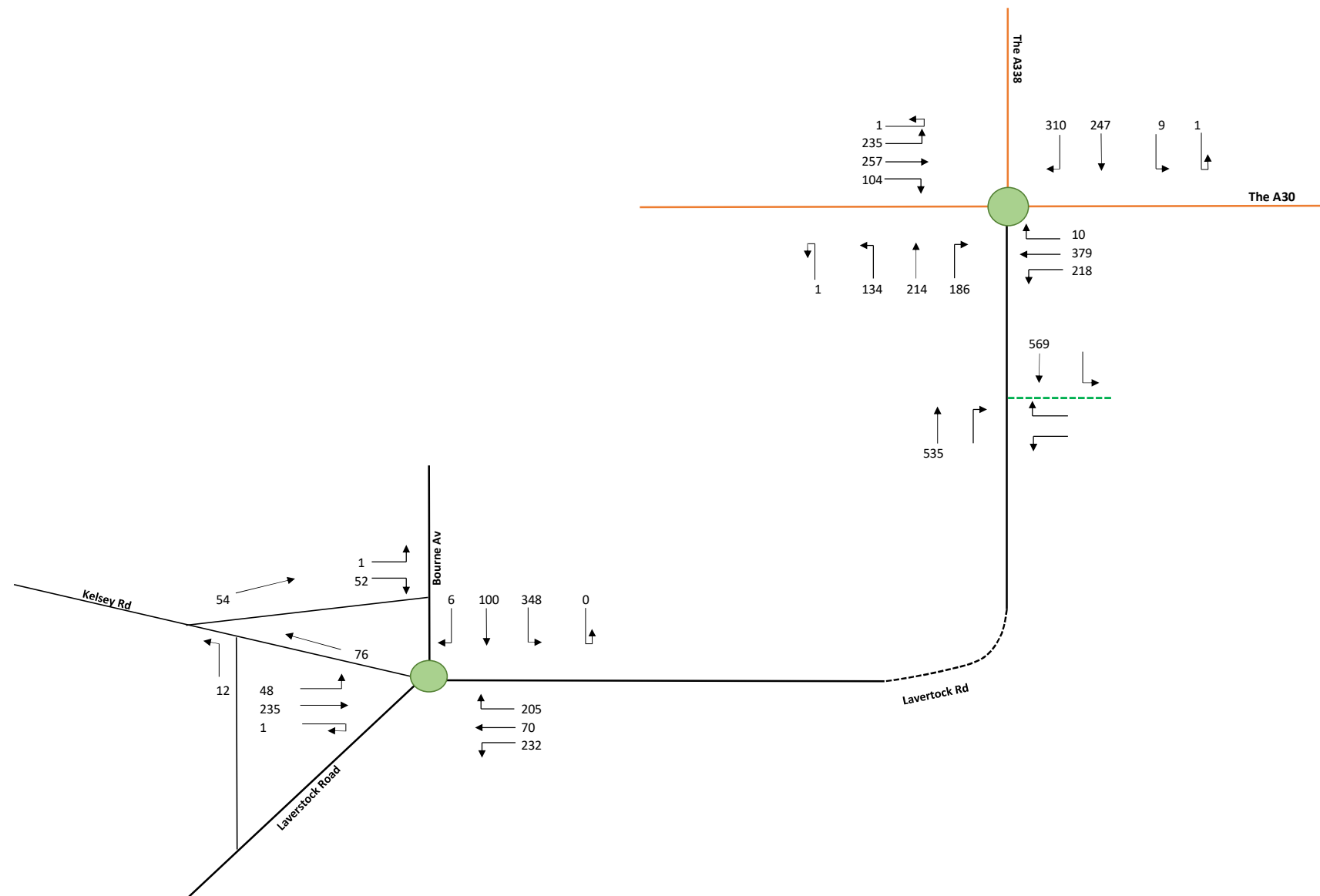
Date
08/10/2020

Drawn
JP

Checked
TB

Approved
MG

Title
2019 AM Base Traffic Flows



Notes:

Units: PCUs

Diagram No.:

TF_04

Client

Hallam Land

Ridge and Partners LLP

Tower Wharf
Cheese Lane
Bristol
BS2 0JJ

RIDGE

Project No.
14150

File name
TF_14150

Project
Church Road, Laverstock

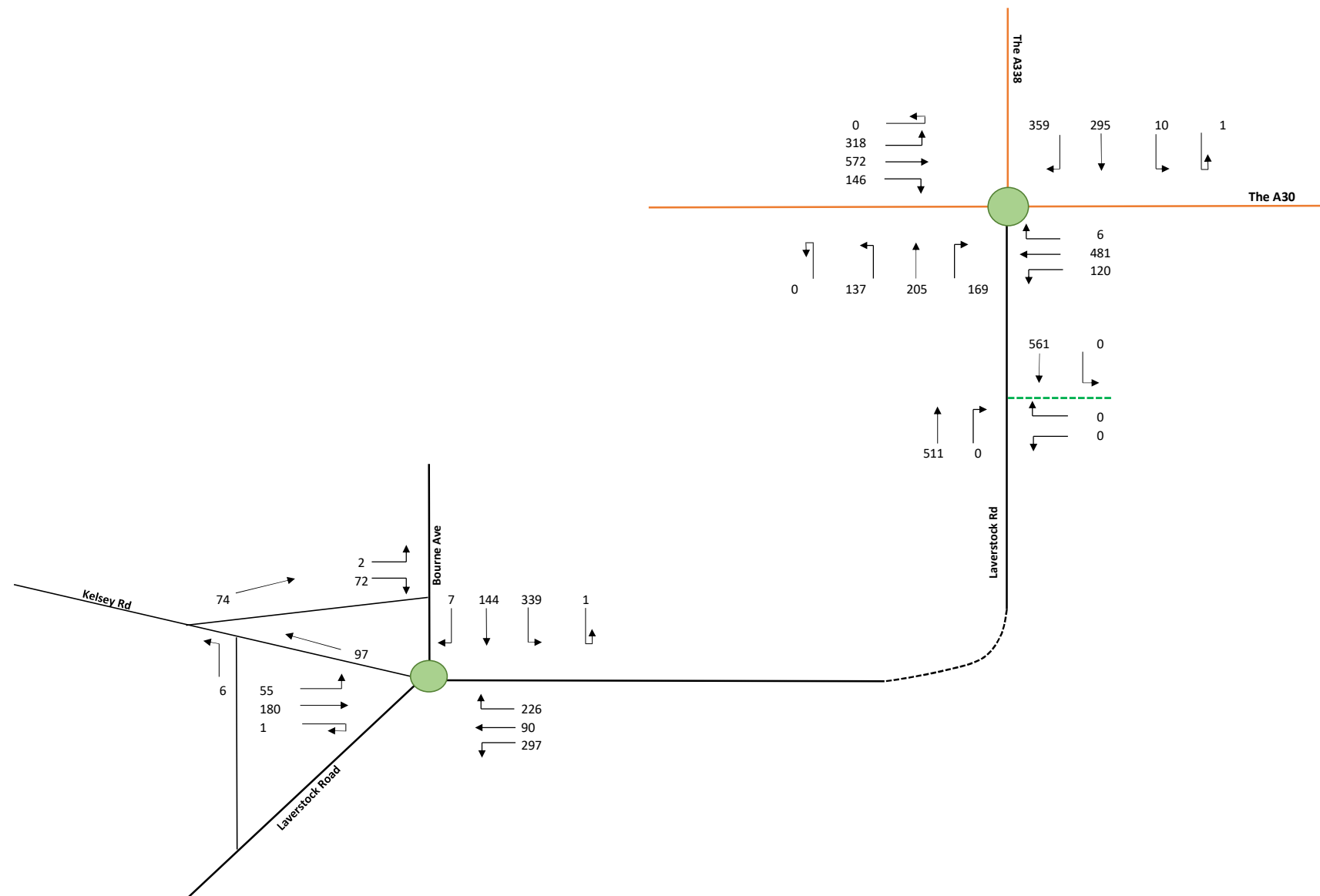
Date
08/10/2020

Drawn
JP

Checked
TB

Approved
MG

Title
2019 PM Base Traffic Flows



Notes:

Units: PCUs

Diagram No.:

TF_05

Client

Hallam Land

Ridge and Partners LLP

Tower Wharf
Cheese Lane
Bristol
BS2 0JJ

RIDGE

Project No.
14150

File name
TF_14150

Project
Church Road, Laverstock

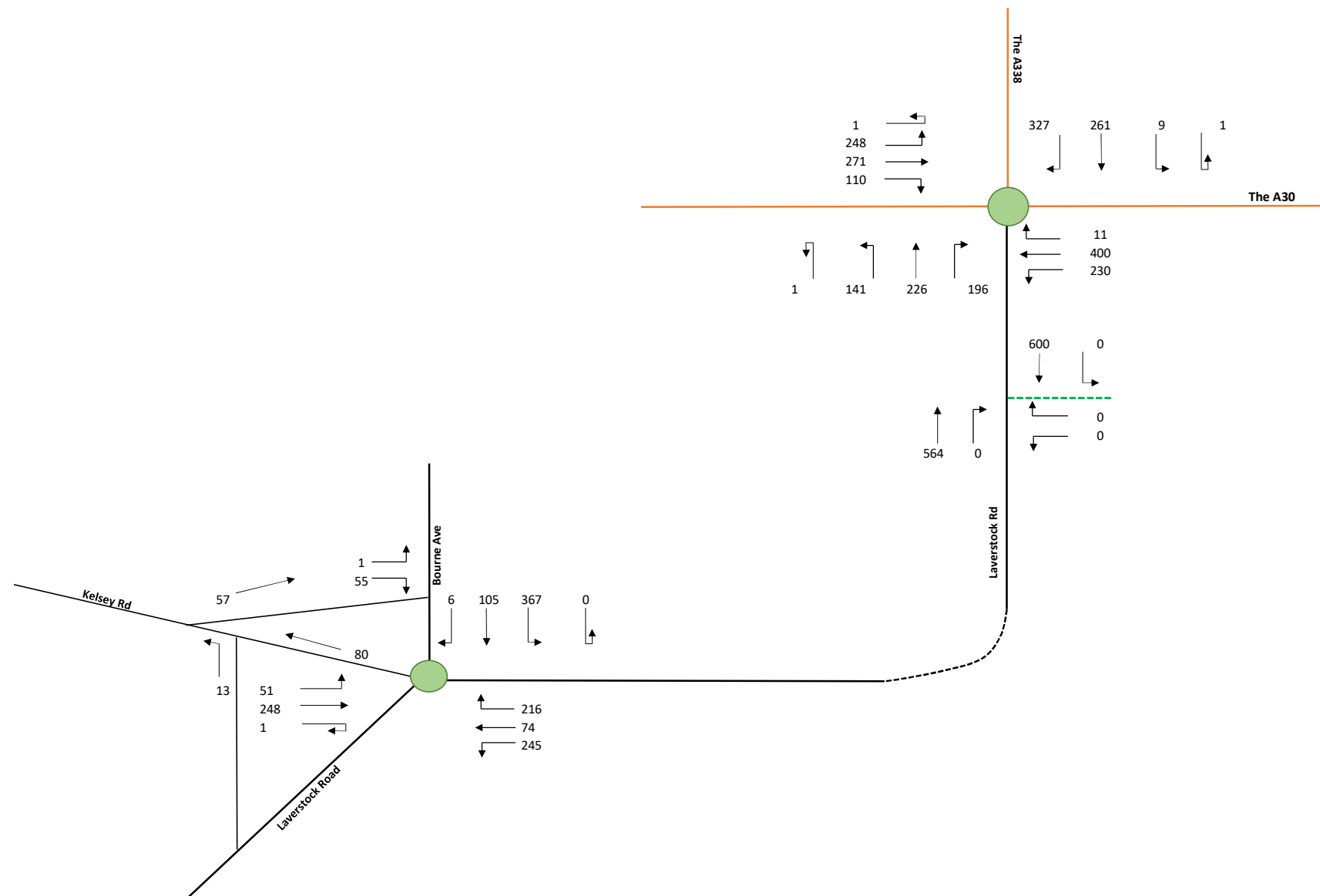
Date
17/03/26

Drawn
BT

Checked
JD

Approved
JD

Title
2026 AM Base Traffic Flows



Notes:

Units: PCUs

Diagram No.:

TF_06

Client

Hallam Land

Ridge and Partners LLP

Tower Wharf
Cheese Lane
Bristol
BS2 0JJ

RIDGE

Project No.
14150

File name
TF_14150

Project
Church Road, Laverstock

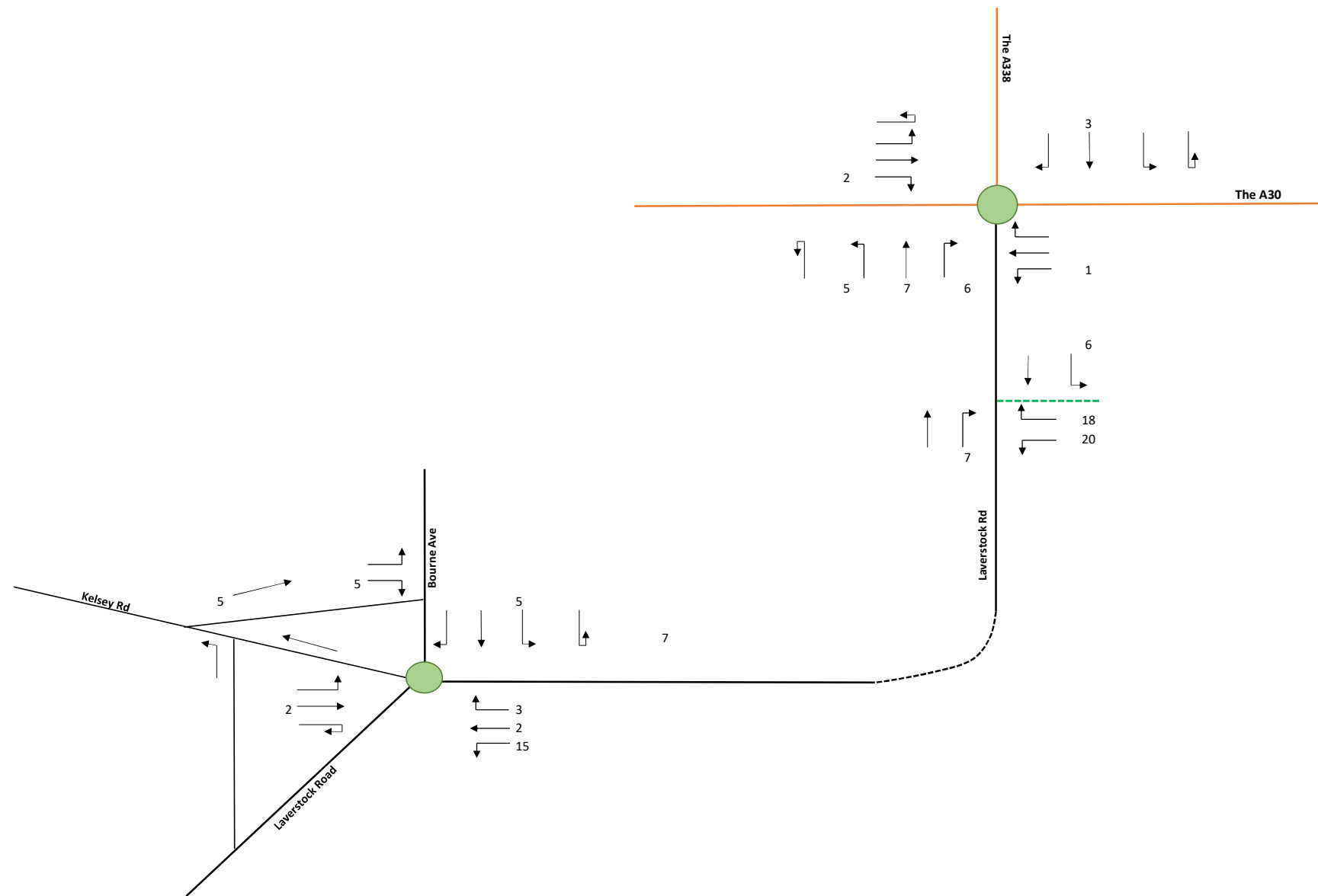
Date
17/03/26

Drawn
BT

Checked
JD

Approved
JD

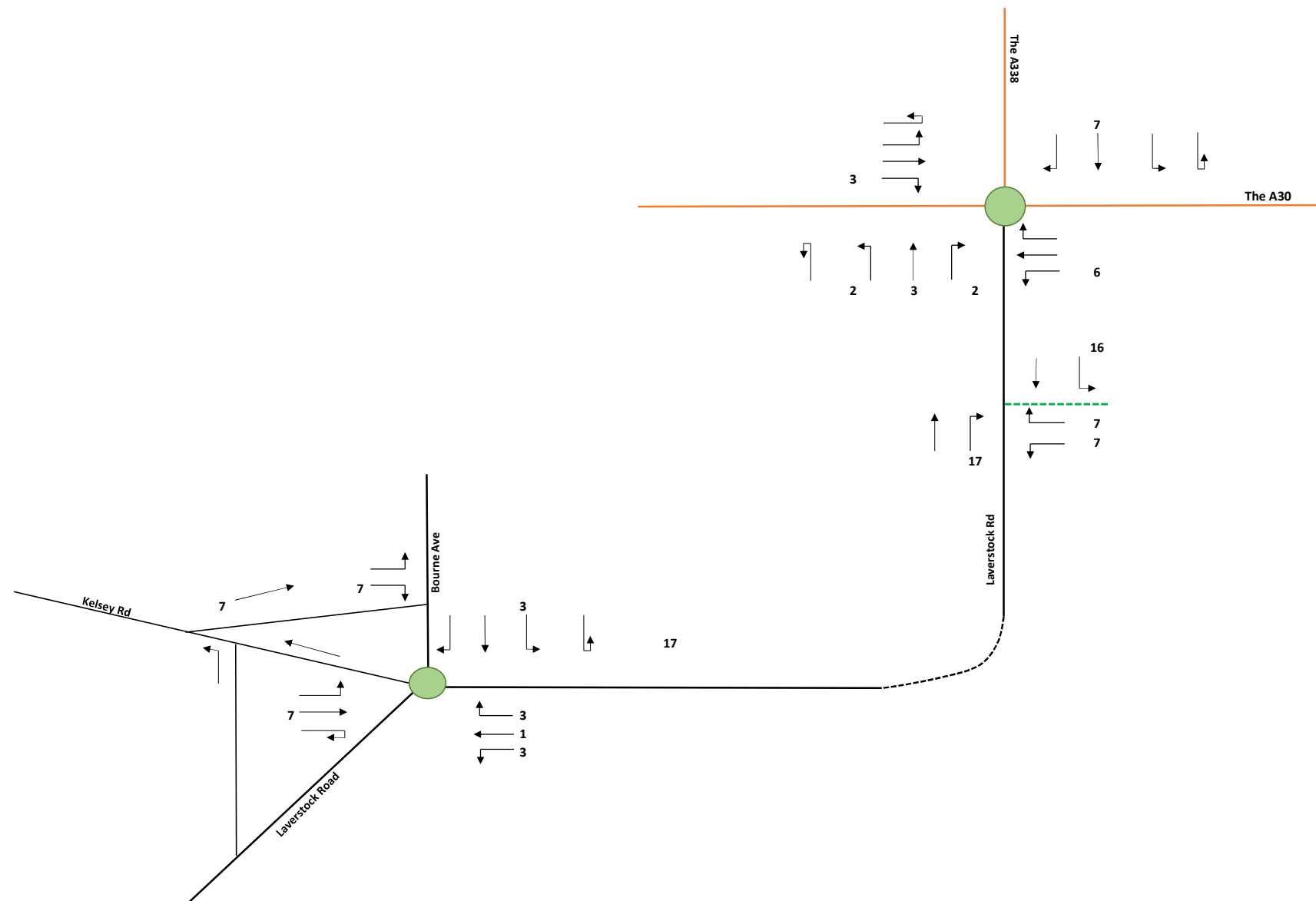
Title
2026 PM Base Traffic Flows



Notes:

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Units: PCUs		TF_07		Hallam Land		
Project No. 14150	File name TF_14150			Project Church Road, Laverstock		
Date 17/03/26	Drawn BT	Checked JD	Approved JD	Title Development AM Traffic Flows		





Notes:

Diagram No.:

Client

Units: PCUs

TF_08

Hallam Land

Ridge and Partners LLP

Tower Wharf
Cheese Lane
Bristol
BS2 0JJ

Project No.
14150

File name
TF_14150

Project
Church Road, Laverstock

Date
17/03/26

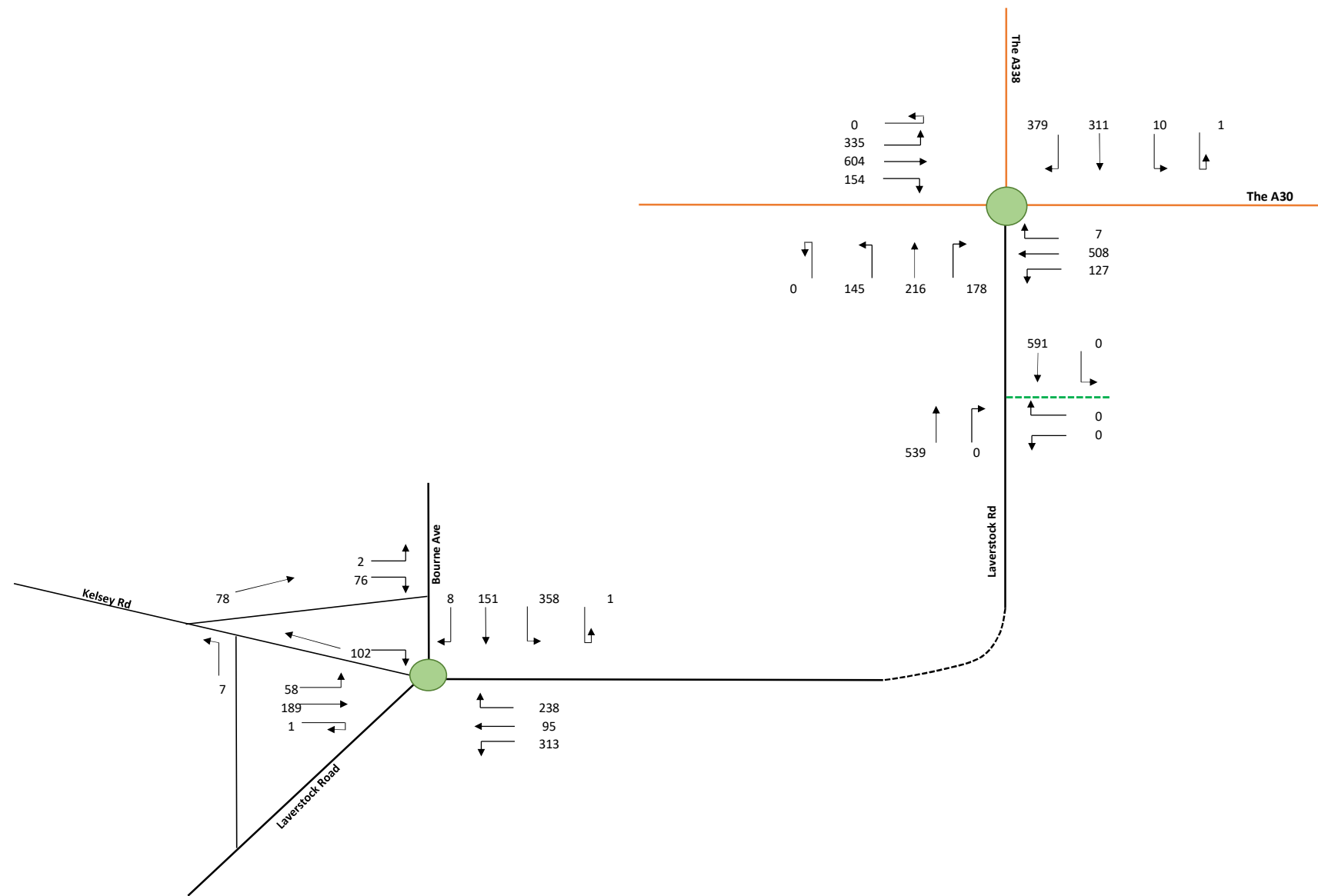
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BT

Checked
JD

Approved
JD

Title
Development PM Traffic Flows

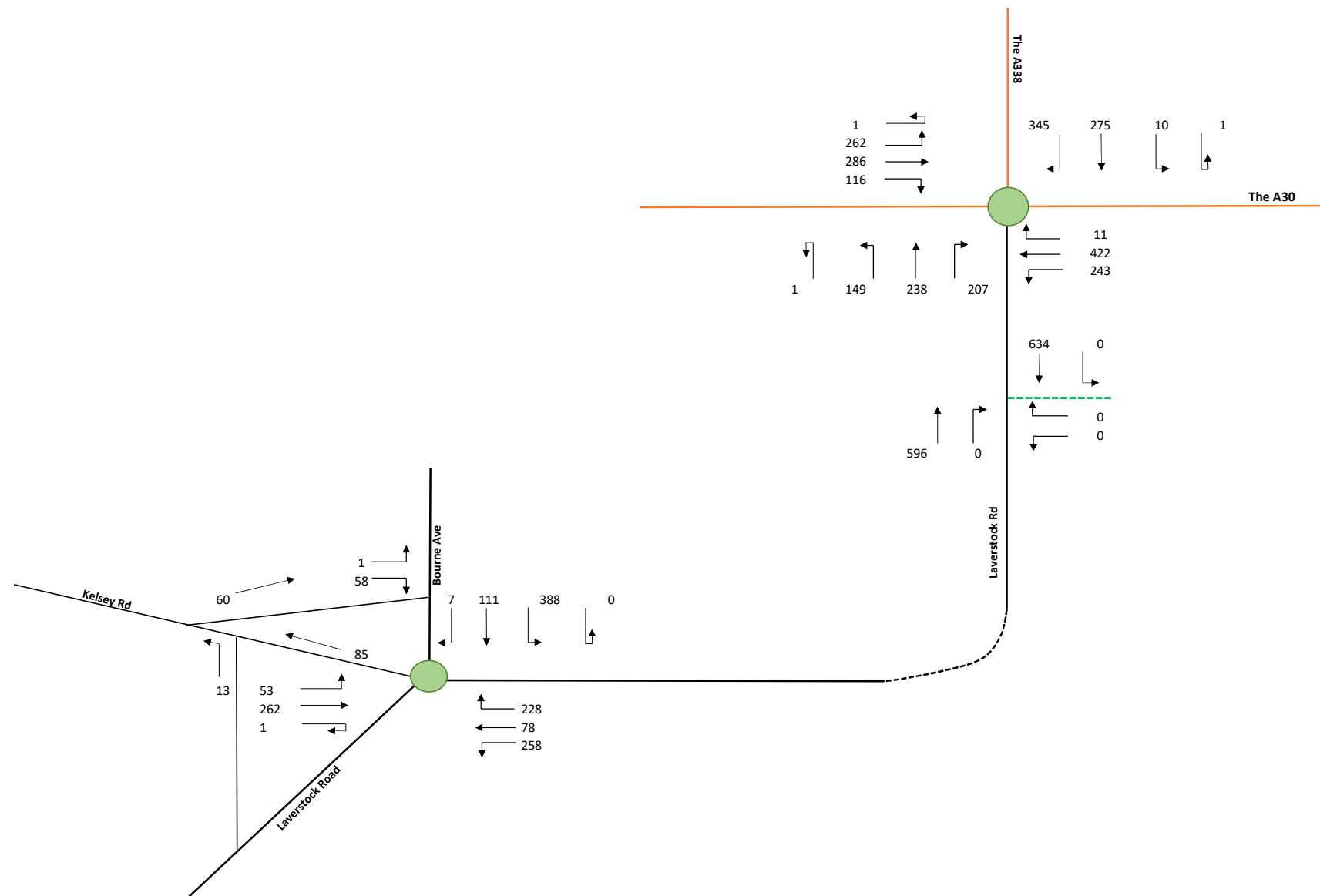
RIDGE



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Units: PCUs		Hallam Land		
Project No.	File name		Project	
14150	TF_14150		Church Road, Laverstock	
Date	Drawn	Checked	Approved	Title
17/03/26	BT	JD	JD	2031 AM 'Do Nothing' Traffic Flows

Ridge and Partners LLP
Tower Wharf
Cheese Lane
Bristol
BS2 0JJ





Notes:

Units: PCUs

Diagram No.:

TF_10

Client

Hallam Land

Ridge and Partners LLP

Tower Wharf
Cheese Lane
Bristol
BS2 0JJ

RIDGE

Project No.
14150

File name
TF_14150

Project
Church Road, Laverstock

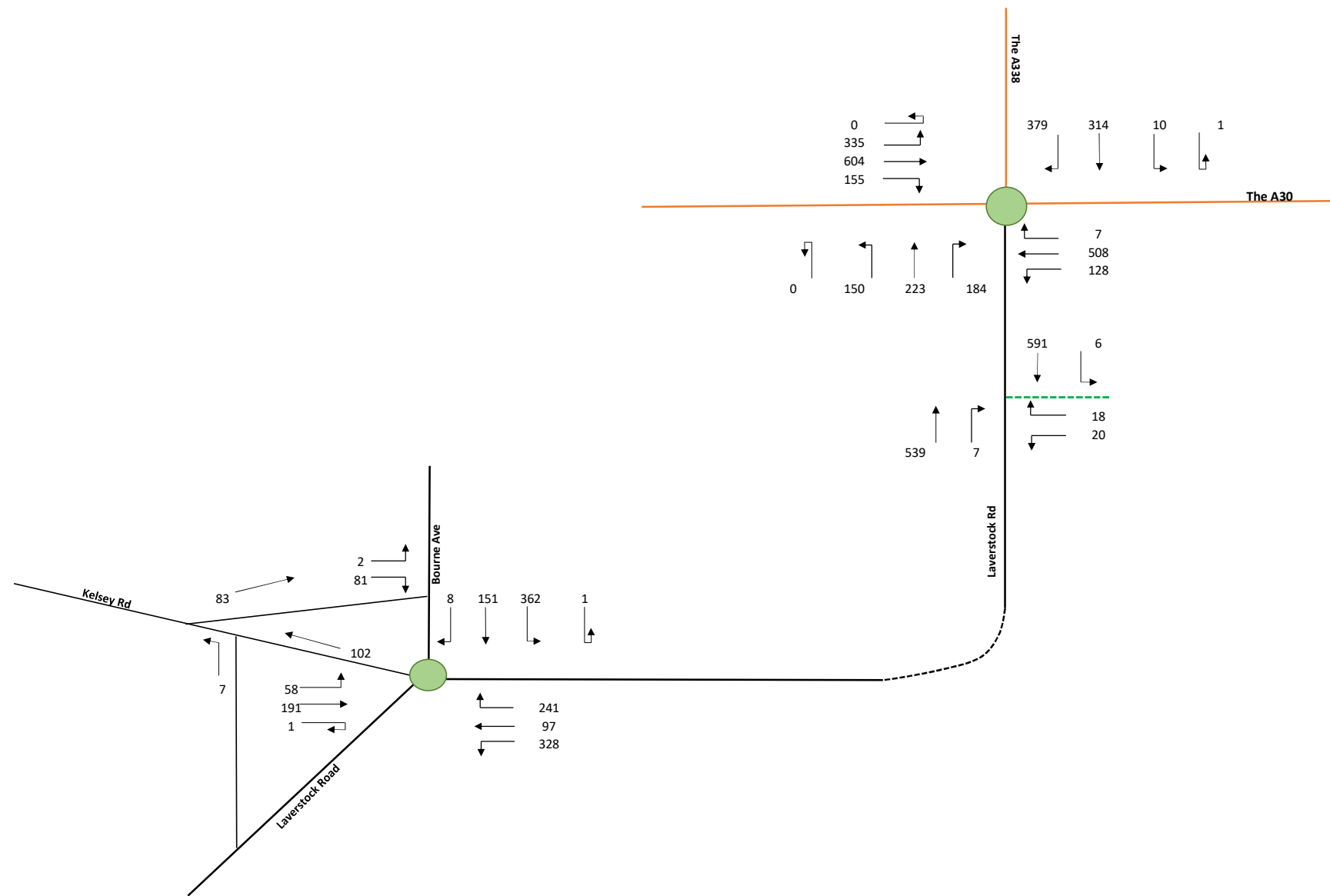
Date
17/03/26

Drawn
BT

Checked
JD

Approved
JD

Title
2031 PM 'Do Nothing' Traffic Flows



Notes:

Units: PCUs

Diagram No.:

TF_11

Client

Hallam Land

Ridge and Partners LLP

Tower Wharf
Cheese Lane
Bristol
BS2 0JJ



Project No.
14150

File name
TF_14150

Project
Church Road, Laverstock

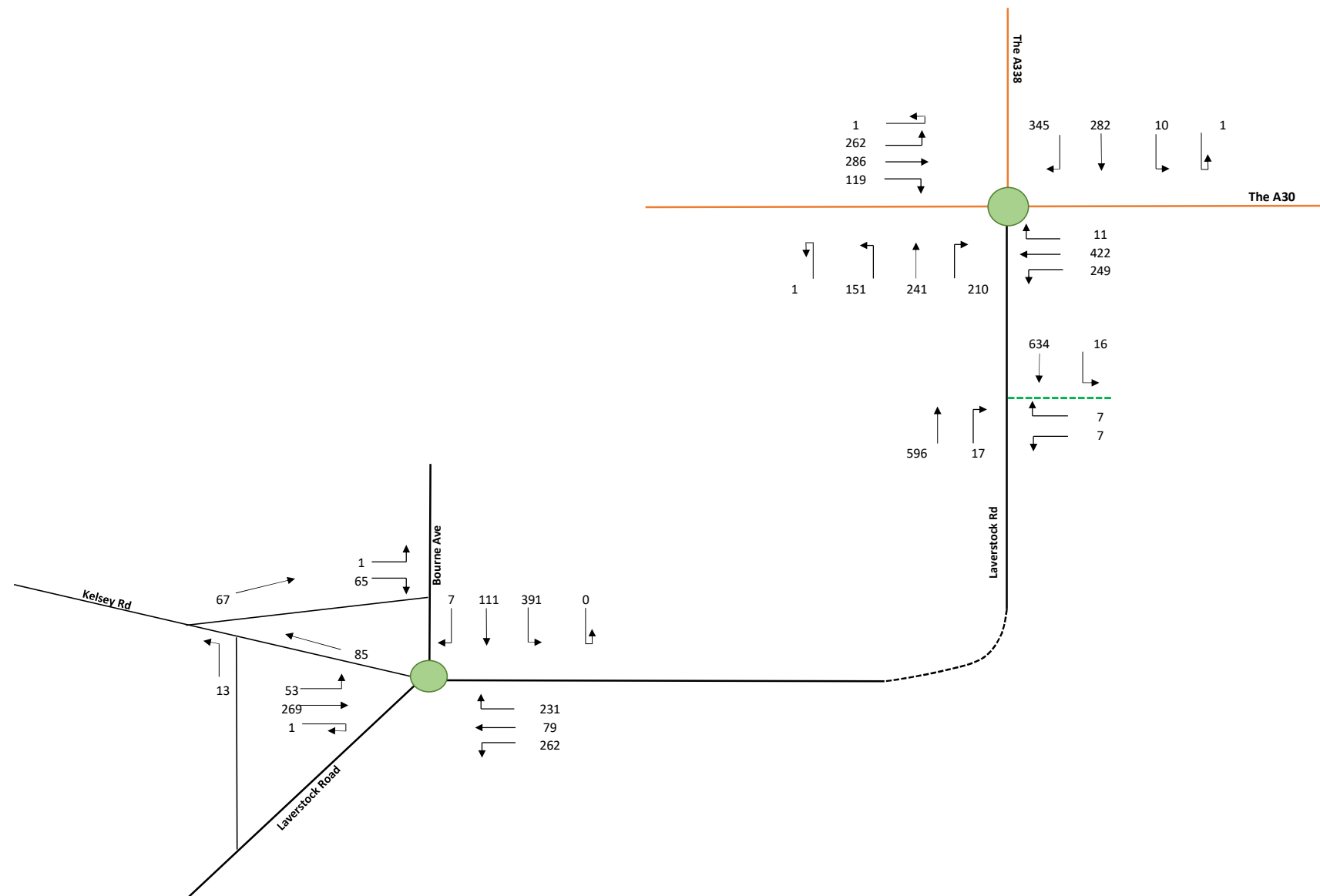
Date
17/03/26

Drawn
BT

Checked
JD

Approved
JD

Title
2031 AM Base with Development Traffic Flows



Notes:

Units: PCUs

Diagram No.:

TF_12

Client

Hallam Land

Ridge and Partners LLP

Tower Wharf
Cheese Lane
Bristol
BS2 0JJ

RIDGE

Project No.
14150

File name
TF_14150

Project
Church Road, Laverstock

Date
17/03/26

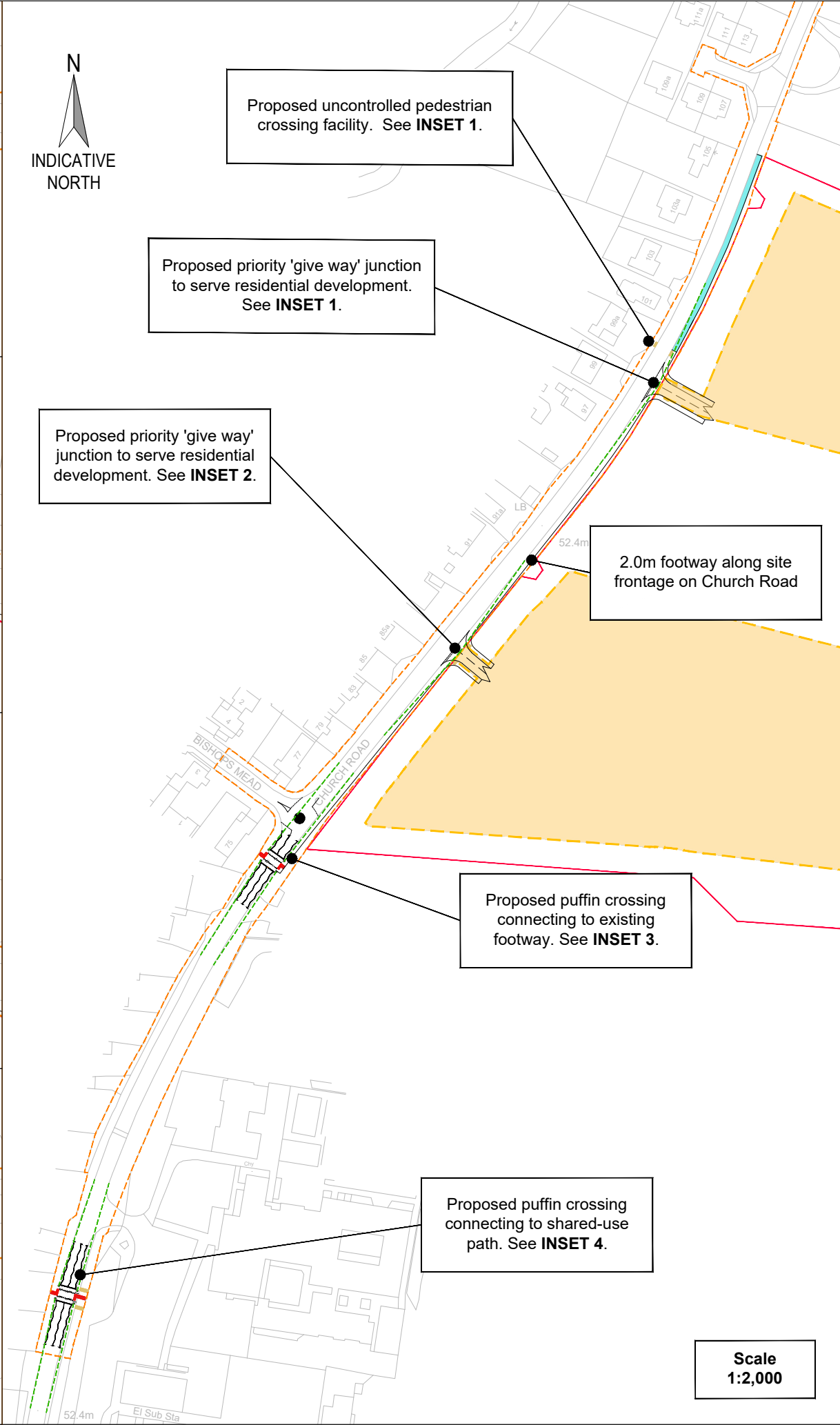
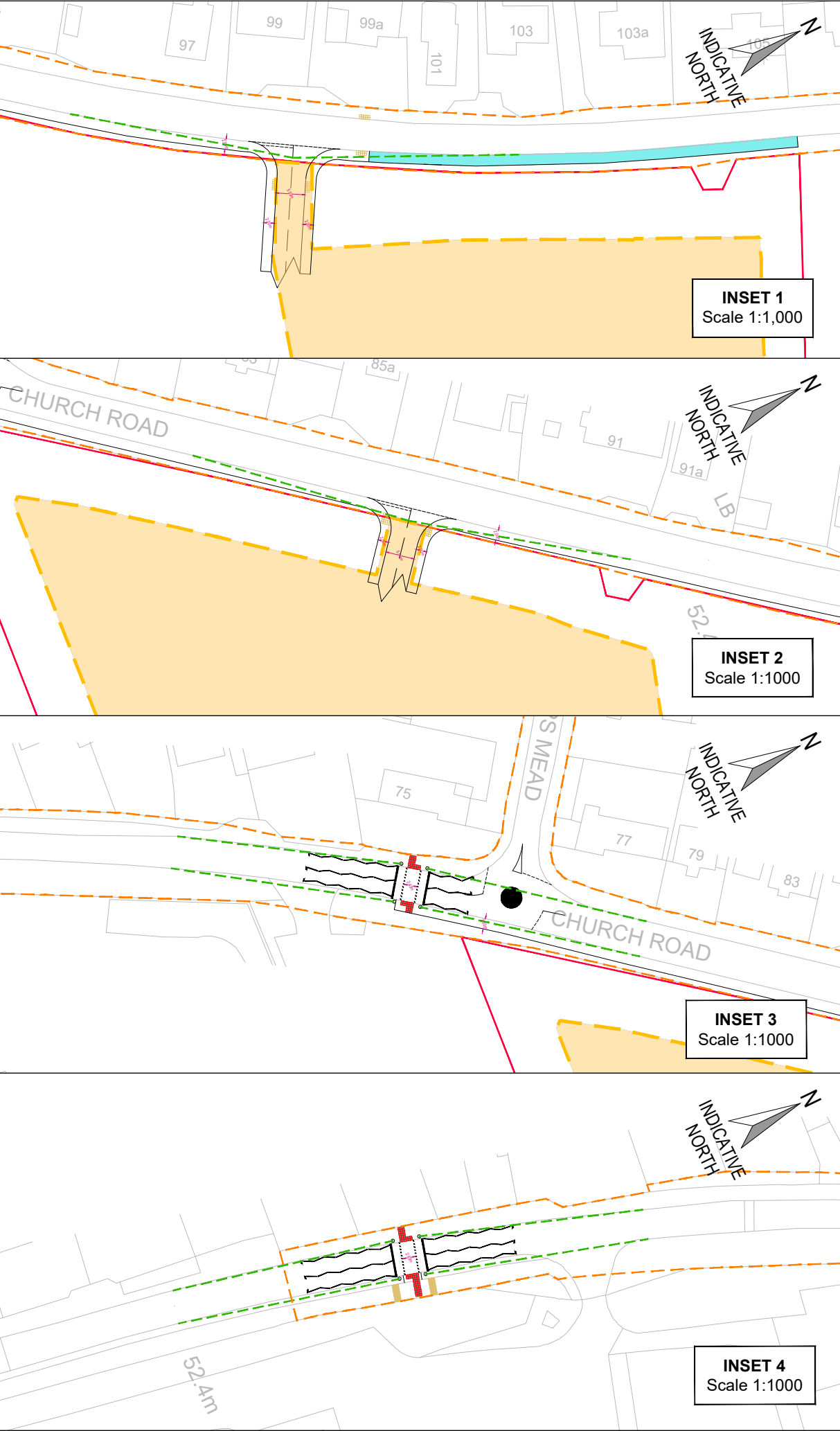
Drawn
BT

Checked
JD

Approved
JD

Title
2031 PM Base with Development Traffic Flows

Appendix E: Proposed Access Design and Swept Path Analysis



KEY

- Site Boundary
- Extent of Adopted Highway
- Visibility Splay
2.4m x 43m (MfS 30mph)
- Highway land providing the ability for a 2m footway to be provided if required to deliver a safe walking route for future developments.

P9	13.03.26	Amendments	BT	JD
P8	16.05.24	Amendments	DL	AW
P7	10.04.24	Amendments	DL	JD
P6	26.03.24	Access Amendment	BT	JD
P5	18.03.24	Amendments	DL	JD
P4	25.01.24	Amendments	DL	AW
P3	26.04.23	Annotation Amendment	JF	MG
P2	18.04.23	Annotation Amendment	JF	MG
P1	04.12.20	Preliminary Issue	TB	MG

Rev

Date

Description

By

Apvd

PROJECT:
LAND OFF CHURCH ROAD
LAVERSTOCK

TITLE:
PROPOSED VEHICULAR AND
PEDESTRIAN ACCESS

CLIENT:
HALLAM LAND

SCALE@A3:
SEE WINDOW

PROJECT REF:
14150

DRAWING No:
SK_T_012

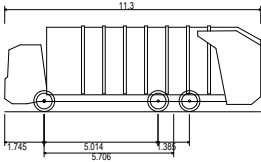
REV:
P9

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

RIDGE



KEY



WC Refuse	11.300m
Overall Length	2.600m
Overall Width	3.769m
Overall Body Height	0.321m
Min Body Ground Clearance	2.600m
Track Width	4.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	

P1	31.03.26	Preliminary Issue	BT	JD
Rev	Date	Description	By	Apvd

PROJECT:
LAND OFF CHURCH ROAD
LAVERSTOCK

TITLE:
REFUSE TRACKING (NORTHERN
ACCESS)

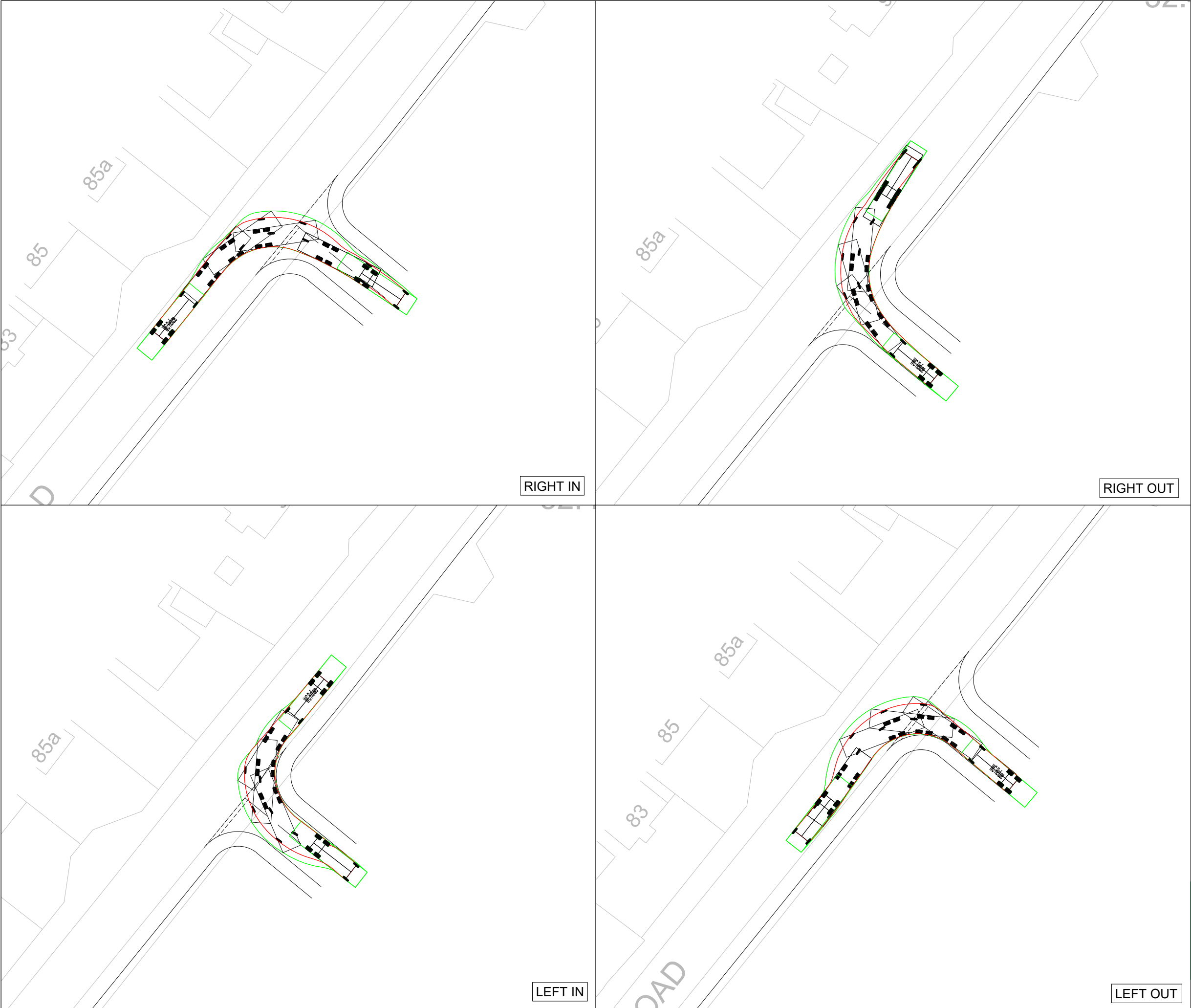
CLIENT:
HALLAM LAND

SCALE@A3:
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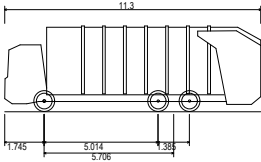
PROJECT REF: 14150	REV: P1
DRAWING No: SK_T_013	

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction





KEY



WC Refuse	11.300m
Overall Length	2.600m
Overall Width	3.769m
Overall Body Height	0.321m
Min Body Ground Clearance	2.600m
Track Width	4.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	

P1	31.03.26	Preliminary Issue	BT	JD
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Rev Date Description By Apvd

PROJECT:
LAND OFF CHURCH ROAD
LAVERSTOCK

TITLE:
REFUSE TRACKING (SOUTHERN
ACCESS)

CLIENT:
HALLAM LAND

SCALE@A3:
1:500

PROJECT REF:
14150
DRAWING No:
SK_T_014
REV:
P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

RIDGE

Appendix F: Full TRICS Output

Calculation Reference: AUDIT-829401-200824-0854

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DV DEVON	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	2 days

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

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: No of Dwellings
 Actual Range: 50 to 248 (units:)
 Range Selected by User: 50 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	5

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:

Residential Zone	9
------------------	---

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.

Secondary Filtering selection:

Use Class:

C3

9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000

1 days

5,001 to 10,000

4 days

10,001 to 15,000

3 days

15,001 to 20,000

1 days

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

Population within 5 miles:

5,001 to 25,000

1 days

25,001 to 50,000

1 days

75,001 to 100,000

3 days

100,001 to 125,000

1 days

125,001 to 250,000

2 days

250,001 to 500,000

1 days

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

2 days

1.1 to 1.5

7 days

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.

Travel Plan:

No

9 days

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

9 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17		Survey Type: MANUAL
2	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18		Survey Type: MANUAL
3	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 Survey date: FRIDAY 25/09/15		Survey Type: MANUAL
4	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON	SEMI-DETACHED & TERRACED	KENT
	Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
5	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON	MIXED HOUSING	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 52 Survey date: MONDAY 16/09/13		Survey Type: MANUAL
6	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED	SURREY
	Edge of Town Residential Zone Total No of Dwellings: 71 Survey date: THURSDAY 23/01/14		Survey Type: MANUAL
7	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED / TERRACED	SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 54 Survey date: THURSDAY 24/10/13		Survey Type: MANUAL
8	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 248 Survey date: WEDNESDAY 22/11/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 54
Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DV-03-A-03	Including Flat
ES-03-A-03	Including Flat
ES-03-A-04	Including Flat
ES-03-A-05	Including Flat
EX-03-A-02	Including Flat
FA-03-A-02	Including Flat
KC-03-A-03	Including Flat
KC-03-A-07	Including Flat
NF-03-A-02	Including Flat
NY-03-A-10	Including Flat

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	90	0.108	9	90	0.249	9	90	0.357
08:00 - 09:00	9	90	0.116	9	90	0.342	9	90	0.458
09:00 - 10:00	9	90	0.133	9	90	0.158	9	90	0.291
10:00 - 11:00	9	90	0.118	9	90	0.158	9	90	0.276
11:00 - 12:00	9	90	0.127	9	90	0.133	9	90	0.260
12:00 - 13:00	9	90	0.156	9	90	0.145	9	90	0.301
13:00 - 14:00	9	90	0.159	9	90	0.151	9	90	0.310
14:00 - 15:00	9	90	0.149	9	90	0.164	9	90	0.313
15:00 - 16:00	9	90	0.224	9	90	0.144	9	90	0.368
16:00 - 17:00	9	90	0.223	9	90	0.170	9	90	0.393
17:00 - 18:00	9	90	0.300	9	90	0.129	9	90	0.429
18:00 - 19:00	9	90	0.213	9	90	0.110	9	90	0.323
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.026			2.053			4.079	

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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Parameter summary

Trip rate parameter range selected: 50 - 248 (units:)
 Survey date range: 01/01/12 - 19/11/19
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 10

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.

Appendix G: Junction Capacity Assessment

Junctions 10														
ARCADY 10 - Roundabout Module														
Version: 10.1.1.1905														
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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: Import of Laverstock Road & Kelsey Lane Mini Roundabout.j10

Path: S:\PROJECT FOLDER\B14150 Laverstock\Calculations\ARCADY\2026 Application - 2019 Growthed

Report generation date: 31/03/2026 16:05:11

- »Laverstock Road/Kelsey Lane Mini Roundabout - 2026, AM
- »Laverstock Road/Kelsey Lane Mini Roundabout - 2026, PM
- »Laverstock Road/Kelsey Lane Mini Roundabout - 2031 'Do Nothing', AM
- »Laverstock Road/Kelsey Lane Mini Roundabout - 2031 'Do Nothing', PM
- »Laverstock Road/Kelsey Lane Mini Roundabout - 2031 with Development, AM
- »Laverstock Road/Kelsey Lane Mini Roundabout - 2031 with Development, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	Laverstock Road/Kelsey Lane Mini Roundabout - 2026													
1 - Laverstock Rd East	D2	3.6	21.93	0.79	C	15.35	C	D3	2.0	13.52	0.67	B	11.50	B
2 - Laverstock Rd West		0.3	4.98	0.25	A				0.4	5.35	0.31	A		
3 - Kelsey Lane		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
4 - Bourne Ave		1.6	12.11	0.62	B				1.7	13.10	0.64	B		
	Laverstock Road/Kelsey Lane Mini Roundabout - 2031 'Do Nothing'													
1 - Laverstock Rd East	D4	4.9	28.18	0.84	D	18.75	C	D6	2.4	15.44	0.71	C	13.03	B
2 - Laverstock Rd West		0.4	5.13	0.26	A				0.5	5.55	0.33	A		
3 - Kelsey Lane		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
4 - Bourne Ave		1.9	13.50	0.66	B				2.1	15.03	0.68	C		
	Laverstock Road/Kelsey Lane Mini Roundabout - 2031 with Development													
1 - Laverstock Rd East	D7	5.9	33.14	0.86	D	21.25	C	D8	2.5	15.98	0.72	C	13.41	B
2 - Laverstock Rd West		0.4	5.16	0.26	A				0.5	5.63	0.34	A		
3 - Kelsey Lane		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
4 - Bourne Ave		2.0	13.76	0.67	B				2.2	15.45	0.69	C		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

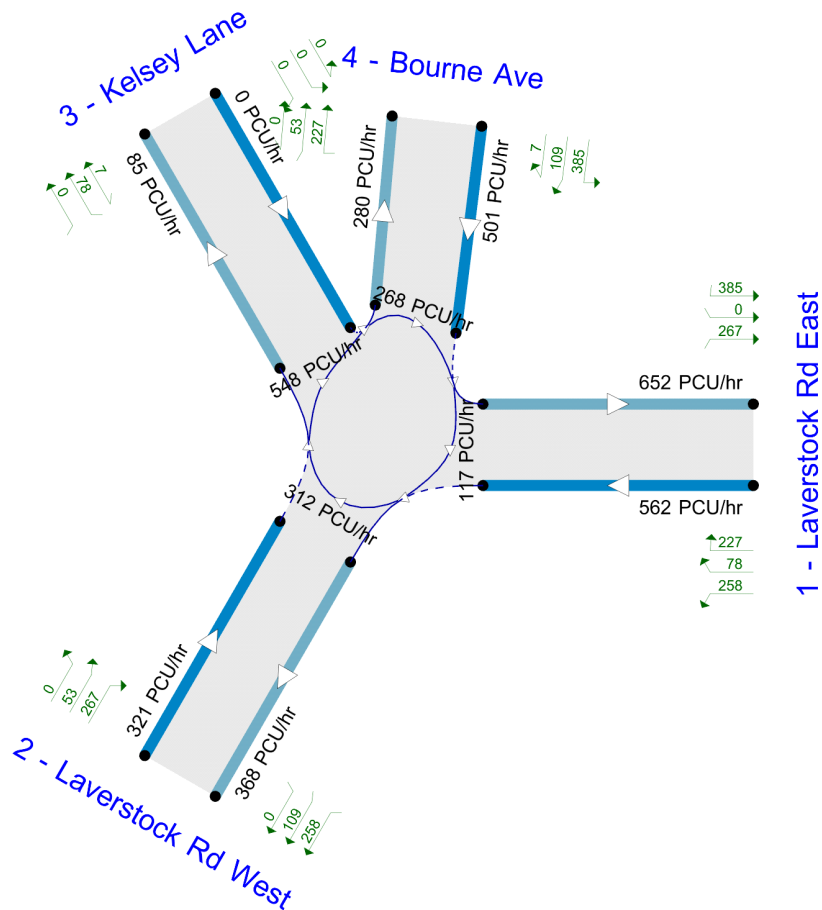
File summary

File Description

Title	Laverstock Rd/Bourne Ave
Location	Laverstock, Salisbury
Site number	
Date	21/01/2015
Version	A
Status	Draft
Identifier	
Client	
Jobnumber	W14150
Enumerator	sradford
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 modelled flow through junction (PCU/hr).

Time Segment: 16:45-17:00

The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2026	AM	FLAT	07:45	08:45	60	15	✓
D3	2026	PM	FLAT	16:45	17:45	60	15	✓
D4	2031 'Do Nothing'	AM	FLAT	07:45	08:45	60	15	✓
D6	2031 'Do Nothing'	PM	FLAT	16:45	17:45	60	15	✓
D7	2031 with Development	AM	FLAT	07:45	08:45	60	15	✓
D8	2031 with Development	PM	FLAT	16:45	17:45	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Laverstock Road/Kelsey Lane Mini Roundabout	✓	100.000	100.000

Laverstock Road/Kelsey Lane Mini Roundabout - 2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 4 have 82% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bourne Ave/Laverstock Rd Mini RA	Mini-roundabout		1, 2, 3, 4	15.35	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		15.35	C

Arms

Arms

Arm	Name	Description
1	Laverstock Rd East	
2	Laverstock Rd West	
3	Kelsey Lane	Exit Only
4	Bourne Ave	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Laverstock Rd East	2.56	2.54	4.24	2.3	14.80	14.00	0.0	
2 - Laverstock Rd West	4.31	3.58	7.33	2.2	12.80	9.44	0.0	✓
3 - Kelsey Lane	2.00	2.00	3.00	1.0	5.00	2.00	0.0	
4 - Bourne Ave	4.65	3.72	5.54	1.8	6.94	4.60	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Laverstock Rd East	0.607	869
2 - Laverstock Rd West	0.524	1128
3 - Kelsey Lane	0.561	855
4 - Bourne Ave	0.523	883

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2026	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Am	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Laverstock Rd East		FLAT	✓	613	100.000
2 - Laverstock Rd West		FLAT	✓	236	100.000
3 - Kelsey Lane		FLAT	✓	0	100.000
4 - Bourne Ave		FLAT	✓	491	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	4 - Bourne Ave
	From				
	1 - Laverstock Rd East	0	297	90	226
	2 - Laverstock Rd West	180	1	0	55
	3 - Kelsey Lane	0	0	0	0
	4 - Bourne Ave	339	144	7	1

Proportions

	To				
		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	Bo A
	From				
	1 - Laverstock Rd East	0.00	0.48	0.15	0.
	2 - Laverstock Rd West	0.76	0.00	0.00	0.
	3 - Kelsey Lane	0.25	0.25	0.25	0.
	4 - Bourne Ave	0.69	0.29	0.01	0.

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	4 - Bourne Ave
	From				
	1 - Laverstock Rd East	0	0	0	0
	2 - Laverstock Rd West	0	0	0	0
	3 - Kelsey Lane	0	0	0	0
	4 - Bourne Ave	0	0	0	0

Average PCU Per Veh

	To				
		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	Bo A
	From				
	1 - Laverstock Rd East	1.000	1.000	1.000	1.
	2 - Laverstock Rd West	1.000	1.000	1.000	1.
	3 - Kelsey Lane	1.000	1.000	1.000	1.
	4 - Bourne Ave	1.000	1.000	1.000	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Laverstock Rd East	613	613
	2 - Laverstock Rd West	236	236
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	491	491
08:00-08:15	1 - Laverstock Rd East	613	613
	2 - Laverstock Rd West	236	236
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	491	491
08:15-08:30	1 - Laverstock Rd East	613	613
	2 - Laverstock Rd West	236	236
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	491	491
08:30-08:45	1 - Laverstock Rd East	613	613
	2 - Laverstock Rd West	236	236
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	491	491

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Laverstock Rd East	0.79	21.93	3.6	C	613	613
2 - Laverstock Rd West	0.25	4.98	0.3	A	236	236
3 - Kelsey Lane	0.00	0.00	0.0	A	0	0
4 - Bourne Ave	0.62	12.11	1.6	B	491	491

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	613	153	151	777	0.788	600	514	0.0	3.4	19.017	C
2 - Laverstock Rd West	236	59	317	962	0.245	235	434	0.0	0.3	4.938	A
3 - Kelsey Lane	0	0	457	599	0.000	0	95	0.0	0.0	0.000	A
4 - Bourne Ave	491	123	180	789	0.623	485	277	0.0	1.6	11.611	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	613	153	153	776	0.790	612	519	3.4	3.6	21.717	C
2 - Laverstock Rd West	236	59	324	959	0.246	236	442	0.3	0.3	4.980	A
3 - Kelsey Lane	0	0	463	596	0.000	0	97	0.0	0.0	0.000	A
4 - Bourne Ave	491	123	181	788	0.623	491	282	1.6	1.6	12.095	B

08:15 - 08:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	613	153	153	776	0.790	613	519	3.6	3.6	21.873	C
2 - Laverstock Rd West	236	59	324	959	0.246	236	442	0.3	0.3	4.981	A
3 - Kelsey Lane	0	0	463	596	0.000	0	97	0.0	0.0	0.000	A
4 - Bourne Ave	491	123	181	788	0.623	491	282	1.6	1.6	12.105	B

08:30 - 08:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	613	153	153	776	0.790	613	519	3.6	3.6	21.930	C
2 - Laverstock Rd West	236	59	324	959	0.246	236	442	0.3	0.3	4.981	A
3 - Kelsey Lane	0	0	463	596	0.000	0	97	0.0	0.0	0.000	A
4 - Bourne Ave	491	123	181	788	0.623	491	282	1.6	1.6	12.107	B

Laverstock Road/Kelsey Lane Mini Roundabout - 2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 4 have 77% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bourne Ave/Laverstock Rd Mini RA	Mini-roundabout		1, 2, 3, 4	11.50	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.50	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2026	PM	FLAT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Laverstock Rd East		FLAT	✓	535	100.000
2 - Laverstock Rd West		FLAT	✓	300	100.000
3 - Kelsey Lane		FLAT	✓	0	100.000
4 - Bourne Ave		FLAT	✓	478	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	4 - Bourne Ave
	1 - Laverstock Rd East	0	245	74	216
	2 - Laverstock Rd West	248	1	0	51
	3 - Kelsey Lane	0	0	0	0
	4 - Bourne Ave	367	105	6	0

Proportions

	To				
From		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	Bo A
	1 - Laverstock Rd East	0.00	0.46	0.14	0.
	2 - Laverstock Rd West	0.83	0.00	0.00	0.
	3 - Kelsey Lane	0.25	0.25	0.25	0.
	4 - Bourne Ave	0.77	0.22	0.01	0.

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	4 - Bourne Ave
From	1 - Laverstock Rd East	0	0	0	0
	2 - Laverstock Rd West	0	0	0	0
	3 - Kelsey Lane	0	0	0	0
	4 - Bourne Ave	0	0	0	0

Average PCU Per Veh

	To				
		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	Bo A
From	1 - Laverstock Rd East	1.000	1.000	1.000	1.
	2 - Laverstock Rd West	1.000	1.000	1.000	1.
	3 - Kelsey Lane	1.000	1.000	1.000	1.
	4 - Bourne Ave	1.000	1.000	1.000	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Laverstock Rd East	535	535
	2 - Laverstock Rd West	300	300
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	478	478
17:00-17:15	1 - Laverstock Rd East	535	535
	2 - Laverstock Rd West	300	300
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	478	478
17:15-17:30	1 - Laverstock Rd East	535	535
	2 - Laverstock Rd West	300	300
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	478	478
17:30-17:45	1 - Laverstock Rd East	535	535
	2 - Laverstock Rd West	300	300
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	478	478

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Laverstock Rd East	0.67	13.52	2.0	B	535	535
2 - Laverstock Rd West	0.31	5.35	0.4	A	300	300
3 - Kelsey Lane	0.00	0.00	0.0	A	0	0
4 - Bourne Ave	0.64	13.10	1.7	B	478	478

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	535	134	110	802	0.667	527	608	0.0	1.9	12.772	B
2 - Laverstock Rd West	300	75	292	975	0.308	298	346	0.0	0.4	5.301	A
3 - Kelsey Lane	0	0	511	569	0.000	0	79	0.0	0.0	0.000	A
4 - Bourne Ave	478	120	248	753	0.634	471	264	0.0	1.7	12.485	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	535	134	112	801	0.668	535	615	1.9	2.0	13.493	B
2 - Laverstock Rd West	300	75	296	973	0.308	300	351	0.4	0.4	5.346	A
3 - Kelsey Lane	0	0	516	566	0.000	0	80	0.0	0.0	0.000	A
4 - Bourne Ave	478	120	249	753	0.635	478	267	1.7	1.7	13.083	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	535	134	112	801	0.668	535	615	2.0	2.0	13.510	B
2 - Laverstock Rd West	300	75	296	973	0.308	300	351	0.4	0.4	5.346	A
3 - Kelsey Lane	0	0	516	566	0.000	0	80	0.0	0.0	0.000	A
4 - Bourne Ave	478	120	249	753	0.635	478	267	1.7	1.7	13.096	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	535	134	112	801	0.668	535	615	2.0	2.0	13.515	B
2 - Laverstock Rd West	300	75	296	973	0.308	300	351	0.4	0.4	5.346	A
3 - Kelsey Lane	0	0	516	566	0.000	0	80	0.0	0.0	0.000	A
4 - Bourne Ave	478	120	249	753	0.635	478	267	1.7	1.7	13.099	B

Laverstock Road/Kelsey Lane Mini Roundabout - 2031 'Do Nothing', AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 4 have 82% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bourne Ave/Laverstock Rd Mini RA	Mini-roundabout		1, 2, 3, 4	18.75	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		18.75	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031 'Do Nothing'	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Laverstock Rd East		FLAT	✓	646	100.000
2 - Laverstock Rd West		FLAT	✓	248	100.000
3 - Kelsey Lane		FLAT	✓	0	100.000
4 - Bourne Ave		FLAT	✓	517	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	4 - Bourne Ave
From	1 - Laverstock Rd East	0	313	95	238
	2 - Laverstock Rd West	189	1	0	58
	3 - Kelsey Lane	0	0	0	0
	4 - Bourne Ave	358	151	8	0

Proportions

	To				
		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	4 - Bourne Ave
From	1 - Laverstock Rd East	0.00	0.48	0.15	0.37
	2 - Laverstock Rd West	0.76	0.00	0.00	0.24
	3 - Kelsey Lane	0.25	0.25	0.25	0.25
	4 - Bourne Ave	0.69	0.29	0.02	0.00

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	4 - Bourne Ave
From	1 - Laverstock Rd East	0	0	0	0
	2 - Laverstock Rd West	0	0	0	0
	3 - Kelsey Lane	0	0	0	0
	4 - Bourne Ave	0	0	0	0

Average PCU Per Veh

	To				
		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	Bo A
From	1 - Laverstock Rd East	1.000	1.000	1.000	1.
	2 - Laverstock Rd West	1.000	1.000	1.000	1.
	3 - Kelsey Lane	1.000	1.000	1.000	1.
	4 - Bourne Ave	1.000	1.000	1.000	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Laverstock Rd East	646	646
	2 - Laverstock Rd West	248	248
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	517	517
08:00-08:15	1 - Laverstock Rd East	646	646
	2 - Laverstock Rd West	248	248
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	517	517
08:15-08:30	1 - Laverstock Rd East	646	646
	2 - Laverstock Rd West	248	248
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	517	517
08:30-08:45	1 - Laverstock Rd East	646	646
	2 - Laverstock Rd West	248	248
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	517	517

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Laverstock Rd East	0.84	28.18	4.9	D	646	646
2 - Laverstock Rd West	0.26	5.13	0.4	A	248	248
3 - Kelsey Lane	0.00	0.00	0.0	A	0	0
4 - Bourne Ave	0.66	13.50	1.9	B	517	517

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	646	162	158	773	0.835	629	541	0.0	4.3	22.722	C
2 - Laverstock Rd West	248	62	332	954	0.260	247	454	0.0	0.3	5.078	A
3 - Kelsey Lane	0	0	478	587	0.000	0	100	0.0	0.0	0.000	A
4 - Bourne Ave	517	129	189	784	0.659	510	289	0.0	1.9	12.795	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	646	162	160	772	0.837	645	547	4.3	4.7	27.567	D
2 - Laverstock Rd West	248	62	340	950	0.261	248	464	0.3	0.4	5.127	A
3 - Kelsey Lane	0	0	485	583	0.000	0	103	0.0	0.0	0.000	A
4 - Bourne Ave	517	129	190	783	0.660	517	295	1.9	1.9	13.478	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	646	162	160	772	0.837	645	547	4.7	4.8	28.007	D
2 - Laverstock Rd West	248	62	341	950	0.261	248	465	0.4	0.4	5.129	A
3 - Kelsey Lane	0	0	486	583	0.000	0	103	0.0	0.0	0.000	A
4 - Bourne Ave	517	129	190	783	0.660	517	296	1.9	1.9	13.494	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	646	162	160	772	0.837	646	547	4.8	4.9	28.178	D
2 - Laverstock Rd West	248	62	341	950	0.261	248	465	0.4	0.4	5.129	A
3 - Kelsey Lane	0	0	486	583	0.000	0	103	0.0	0.0	0.000	A
4 - Bourne Ave	517	129	190	783	0.660	517	296	1.9	1.9	13.503	B

Laverstock Road/Kelsey Lane Mini Roundabout - 2031 'Do Nothing', PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 4 have 77% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bourne Ave/Laverstock Rd Mini RA	Mini-roundabout		1, 2, 3, 4	13.03	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		13.03	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031 'Do Nothing'	PM	FLAT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Laverstock Rd East		FLAT	✓	564	100.000
2 - Laverstock Rd West		FLAT	✓	316	100.000
3 - Kelsey Lane		FLAT	✓	0	100.000
4 - Bourne Ave		FLAT	✓	506	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	4 - Bourne Ave
From	1 - Laverstock Rd East	0	258	78	228
	2 - Laverstock Rd West	262	1	0	53
	3 - Kelsey Lane	0	0	0	0
	4 - Bourne Ave	388	111	7	0

Proportions

	To				
		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	4 - Bourne Ave
From	1 - Laverstock Rd East	0.00	0.46	0.14	0.40
	2 - Laverstock Rd West	0.83	0.00	0.00	0.17
	3 - Kelsey Lane	0.25	0.25	0.25	0.25
	4 - Bourne Ave	0.77	0.22	0.01	0.00

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	4 - Bourne Ave
From	1 - Laverstock Rd East	0	0	0	0
	2 - Laverstock Rd West	0	0	0	0
	3 - Kelsey Lane	0	0	0	0
	4 - Bourne Ave	0	0	0	0

Average PCU Per Veh

	To				
		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	Bo A
From	1 - Laverstock Rd East	1.000	1.000	1.000	1.
	2 - Laverstock Rd West	1.000	1.000	1.000	1.
	3 - Kelsey Lane	1.000	1.000	1.000	1.
	4 - Bourne Ave	1.000	1.000	1.000	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Laverstock Rd East	564	564
	2 - Laverstock Rd West	316	316
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	506	506
17:00-17:15	1 - Laverstock Rd East	564	564
	2 - Laverstock Rd West	316	316
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	506	506
17:15-17:30	1 - Laverstock Rd East	564	564
	2 - Laverstock Rd West	316	316
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	506	506
17:30-17:45	1 - Laverstock Rd East	564	564
	2 - Laverstock Rd West	316	316
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	506	506

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Laverstock Rd East	0.71	15.44	2.4	C	564	564
2 - Laverstock Rd West	0.33	5.55	0.5	A	316	316
3 - Kelsey Lane	0.00	0.00	0.0	A	0	0
4 - Bourne Ave	0.68	15.03	2.1	C	506	506

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	564	141	117	798	0.707	555	642	0.0	2.3	14.319	B
2 - Laverstock Rd West	316	79	308	967	0.327	314	364	0.0	0.5	5.499	A
3 - Kelsey Lane	0	0	538	553	0.000	0	84	0.0	0.0	0.000	A
4 - Bourne Ave	506	127	261	746	0.678	498	277	0.0	2.0	14.089	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	564	141	119	797	0.708	564	650	2.3	2.4	15.391	C
2 - Laverstock Rd West	316	79	313	964	0.328	316	370	0.5	0.5	5.551	A
3 - Kelsey Lane	0	0	544	550	0.000	0	85	0.0	0.0	0.000	A
4 - Bourne Ave	506	127	263	745	0.679	506	281	2.0	2.1	14.993	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	564	141	119	797	0.708	564	650	2.4	2.4	15.424	C
2 - Laverstock Rd West	316	79	313	964	0.328	316	370	0.5	0.5	5.551	A
3 - Kelsey Lane	0	0	544	550	0.000	0	85	0.0	0.0	0.000	A
4 - Bourne Ave	506	127	263	745	0.679	506	281	2.1	2.1	15.017	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	564	141	119	797	0.708	564	650	2.4	2.4	15.436	C
2 - Laverstock Rd West	316	79	313	964	0.328	316	370	0.5	0.5	5.551	A
3 - Kelsey Lane	0	0	544	550	0.000	0	85	0.0	0.0	0.000	A
4 - Bourne Ave	506	127	263	745	0.679	506	281	2.1	2.1	15.026	C

Laverstock Road/Kelsey Lane Mini Roundabout - 2031 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 4 have 82% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bourne Ave/Laverstock Rd Mini RA	Mini-roundabout		1, 2, 3, 4	21.25	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		21.25	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2031 with Development	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Laverstock Rd East		FLAT	✓	666	100.000
2 - Laverstock Rd West		FLAT	✓	250	100.000
3 - Kelsey Lane		FLAT	✓	0	100.000
4 - Bourne Ave		FLAT	✓	521	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	4 - Bourne Ave
From	1 - Laverstock Rd East	0	328	97	241
	2 - Laverstock Rd West	191	1	0	58
	3 - Kelsey Lane	0	0	0	0
	4 - Bourne Ave	362	151	8	0

Proportions

	To				
		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	4 - Bourne Ave
From	1 - Laverstock Rd East	0.00	0.49	0.15	0.36
	2 - Laverstock Rd West	0.76	0.00	0.00	0.24
	3 - Kelsey Lane	0.25	0.25	0.25	0.00
	4 - Bourne Ave	0.69	0.29	0.02	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	4 - Bourne Ave
	1 - Laverstock Rd East	0	0	0	0
	2 - Laverstock Rd West	0	0	0	0
	3 - Kelsey Lane	0	0	0	0
	4 - Bourne Ave	0	0	0	0

Average PCU Per Veh

From	To				
		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	Bo A
	1 - Laverstock Rd East	1.000	1.000	1.000	1.
	2 - Laverstock Rd West	1.000	1.000	1.000	1.
	3 - Kelsey Lane	1.000	1.000	1.000	1.
	4 - Bourne Ave	1.000	1.000	1.000	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Laverstock Rd East	666	666
	2 - Laverstock Rd West	250	250
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	521	521
08:00-08:15	1 - Laverstock Rd East	666	666
	2 - Laverstock Rd West	250	250
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	521	521
08:15-08:30	1 - Laverstock Rd East	666	666
	2 - Laverstock Rd West	250	250
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	521	521
08:30-08:45	1 - Laverstock Rd East	666	666
	2 - Laverstock Rd West	250	250
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	521	521

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Laverstock Rd East	0.86	33.14	5.9	D	666	666
2 - Laverstock Rd West	0.26	5.16	0.4	A	250	250
3 - Kelsey Lane	0.00	0.00	0.0	A	0	0
4 - Bourne Ave	0.67	13.76	2.0	B	521	521

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	666	167	158	773	0.861	646	547	0.0	5.1	25.217	D
2 - Laverstock Rd West	250	63	336	952	0.262	249	468	0.0	0.4	5.104	A
3 - Kelsey Lane	0	0	482	585	0.000	0	102	0.0	0.0	0.000	A
4 - Bourne Ave	521	130	191	783	0.665	513	291	0.0	1.9	13.014	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	666	167	160	772	0.863	664	553	5.1	5.6	32.008	D
2 - Laverstock Rd West	250	63	345	948	0.264	250	479	0.4	0.4	5.160	A
3 - Kelsey Lane	0	0	490	580	0.000	0	105	0.0	0.0	0.000	A
4 - Bourne Ave	521	130	192	782	0.666	521	298	1.9	1.9	13.736	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	666	167	160	772	0.863	665	553	5.6	5.8	32.808	D
2 - Laverstock Rd West	250	63	346	947	0.264	250	480	0.4	0.4	5.162	A
3 - Kelsey Lane	0	0	491	580	0.000	0	105	0.0	0.0	0.000	A
4 - Bourne Ave	521	130	192	782	0.666	521	299	1.9	2.0	13.752	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	666	167	160	772	0.863	666	553	5.8	5.9	33.142	D
2 - Laverstock Rd West	250	63	346	947	0.264	250	480	0.4	0.4	5.163	A
3 - Kelsey Lane	0	0	491	580	0.000	0	105	0.0	0.0	0.000	A
4 - Bourne Ave	521	130	192	782	0.666	521	299	2.0	2.0	13.757	B

Laverstock Road/Kelsey Lane Mini Roundabout - 2031 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 4 have 76% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Bourne Ave/Laverstock Rd Mini RA	Mini-roundabout		1, 2, 3, 4	13.41	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		13.41	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031 with Development	PM	FLAT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Laverstock Rd East		FLAT	✓	572	100.000
2 - Laverstock Rd West		FLAT	✓	323	100.000
3 - Kelsey Lane		FLAT	✓	0	100.000
4 - Bourne Ave		FLAT	✓	509	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	4 - Bourne Ave
From	1 - Laverstock Rd East	0	262	79	231
	2 - Laverstock Rd West	269	1	0	53
	3 - Kelsey Lane	0	0	0	0
	4 - Bourne Ave	391	111	7	0

Proportions

	To				
		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	4 - Bourne Ave
From	1 - Laverstock Rd East	0.00	0.46	0.14	0.40
	2 - Laverstock Rd West	0.83	0.00	0.00	0.17
	3 - Kelsey Lane	0.25	0.25	0.25	0.25
	4 - Bourne Ave	0.77	0.22	0.01	0.00

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	4 - Bourne Ave
From	1 - Laverstock Rd East	0	0	0	0
	2 - Laverstock Rd West	0	0	0	0
	3 - Kelsey Lane	0	0	0	0
	4 - Bourne Ave	0	0	0	0

Average PCU Per Veh

	To				
		1 - Laverstock Rd East	2 - Laverstock Rd West	3 - Kelsey Lane	Bo A
From	1 - Laverstock Rd East	1.000	1.000	1.000	1.
	2 - Laverstock Rd West	1.000	1.000	1.000	1.
	3 - Kelsey Lane	1.000	1.000	1.000	1.
	4 - Bourne Ave	1.000	1.000	1.000	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Laverstock Rd East	572	572
	2 - Laverstock Rd West	323	323
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	509	509
17:00-17:15	1 - Laverstock Rd East	572	572
	2 - Laverstock Rd West	323	323
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	509	509
17:15-17:30	1 - Laverstock Rd East	572	572
	2 - Laverstock Rd West	323	323
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	509	509
17:30-17:45	1 - Laverstock Rd East	572	572
	2 - Laverstock Rd West	323	323
	3 - Kelsey Lane	0	0
	4 - Bourne Ave	509	509

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Laverstock Rd East	0.72	15.98	2.5	C	572	572
2 - Laverstock Rd West	0.34	5.63	0.5	A	323	323
3 - Kelsey Lane	0.00	0.00	0.0	A	0	0
4 - Bourne Ave	0.69	15.45	2.2	C	509	509

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	572	143	117	798	0.717	562	652	0.0	2.4	14.743	B
2 - Laverstock Rd West	323	81	312	965	0.335	321	368	0.0	0.5	5.573	A
3 - Kelsey Lane	0	0	548	548	0.000	0	85	0.0	0.0	0.000	A
4 - Bourne Ave	509	127	268	743	0.685	501	280	0.0	2.1	14.437	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	572	143	119	797	0.718	572	660	2.4	2.5	15.927	C
2 - Laverstock Rd West	323	81	317	962	0.336	323	374	0.5	0.5	5.630	A
3 - Kelsey Lane	0	0	554	545	0.000	0	86	0.0	0.0	0.000	A
4 - Bourne Ave	509	127	270	742	0.686	509	284	2.1	2.1	15.416	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	572	143	119	797	0.718	572	660	2.5	2.5	15.968	C
2 - Laverstock Rd West	323	81	317	962	0.336	323	374	0.5	0.5	5.630	A
3 - Kelsey Lane	0	0	554	545	0.000	0	86	0.0	0.0	0.000	A
4 - Bourne Ave	509	127	270	742	0.686	509	284	2.1	2.1	15.445	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Laverstock Rd East	572	143	119	797	0.718	572	660	2.5	2.5	15.981	C
2 - Laverstock Rd West	323	81	317	962	0.336	323	374	0.5	0.5	5.630	A
3 - Kelsey Lane	0	0	554	545	0.000	0	86	0.0	0.0	0.000	A
4 - Bourne Ave	509	127	270	742	0.686	509	284	2.1	2.2	15.454	C

Junctions 10													
ARCADY 10 - Roundabout Module													
Version: 10.1.1.1905													
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution													

Filename: Import of A30 & A338 Roundabout LB.j10

Path: S:\PROJECT FOLDER\B14150 Laverstock\Calculations\ARCADY\2026 Application - 2019 Growthed

Report generation date: 18/03/2026 14:12:12

- »(Default Analysis Set) - 2026, AM
- »(Default Analysis Set) - 2026, PM
- »(Default Analysis Set) - 2031 'Do Nothing', AM
- »(Default Analysis Set) - 2031 'Do Nothing', PM
- »(Default Analysis Set) - 2031 with Development, AM
- »(Default Analysis Set) - 2031 with Development, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	A1 - 2026													
1 - Church Rd	D3	1.3	13.51	0.57	B	8.52	A	D4	3.9	25.66	0.80	D	11.13	B
2 - The A30 West		2.2	9.53	0.68	A				1.3	7.64	0.57	A		
3 - The A338		1.2	7.93	0.55	A				1.3	7.74	0.56	A		
4 - The A30 East		1.1	5.42	0.53	A				0.9	4.93	0.47	A		
	A1 - 2031 'Do Nothing'													
1 - Church Rd	D5	6.0	41.71	0.86	E	44.86	E	D6	6.4	40.03	0.87	E	15.05	C
2 - The A30 West		24.4	83.60	0.98	F				1.6	8.52	0.61	A		
3 - The A338		4.3	22.69	0.82	C				1.5	8.71	0.60	A		
4 - The A30 East		1.0	5.78	0.51	A				1.0	5.40	0.50	A		
	A1 - 2031 with Development													
1 - Church Rd	D7	7.4	50.49	0.89	F	46.16	E	D8	6.9	42.97	0.88	E	15.88	C
2 - The A30 West		24.1	82.41	0.98	F				1.6	8.64	0.62	A		
3 - The A338		4.4	23.27	0.82	C				1.6	8.93	0.61	A		
4 - The A30 East		1.0	5.81	0.51	A				1.0	5.51	0.51	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

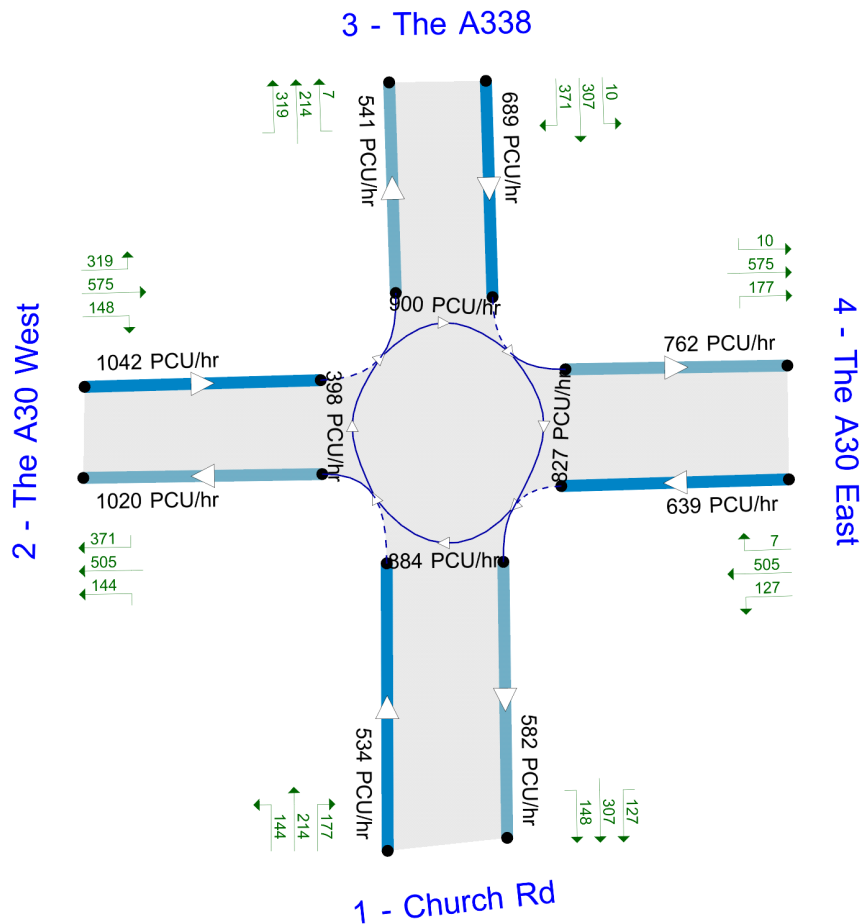
File summary

File Description

Title	The A30/Church Ln/A338 RA
Location	Laverstock, Salisbury
Site number	
Date	21/01/2015
Version	A
Status	Draft
Identifier	
Client	
Jobnumber	W14150
Enumerator	sradford
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 modelled flow through junction (PCU/hr).

Time Segment: 07:45-08:00

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2026	AM	FLAT	07:45	08:45	60	15	✓
D4	2026	PM	FLAT	16:45	18:15	90	15	✓
D5	2031 'Do Nothing'	AM	FLAT	07:45	09:15	90	15	✓
D6	2031 'Do Nothing'	PM	FLAT	16:45	18:15	90	15	✓
D7	2031 with Development	AM	FLAT	07:45	08:45	60	15	✓
D8	2031 with Development	PM	FLAT	16:45	17:45	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

(Default Analysis Set) - 2026, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	8.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.52	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Church Rd		
2	The A30 West		
3	The A338		
4	The A30 East		

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 - Church Rd	2.69	6.64	4.7	10.7	30.0	31.0		
2 - The A30 West	3.28	6.23	6.9	20.8	30.0	34.0		
3 - The A338	3.39	10.52	6.1	11.2	30.0	35.5		
4 - The A30 East	3.54	6.63	17.4	171.0	30.0	5.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Church Rd	0.518	1087
2 - The A30 West	0.584	1355
3 - The A338	0.578	1398
4 - The A30 East	0.736	1887

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2026	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Church Rd		FLAT		359	100.000
2 - The A30 West		FLAT		819	100.000
3 - The A338		FLAT		547	100.000
4 - The A30 East		FLAT		741	100.000

Origin-Destination Data

Demand (PCU/hr)

07:45 -
08:00

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0	137	205	169
	2 - The A30 West	146	0	318	572
	3 - The A338	295	359	1	10
	4 - The A30 East	120	481	6	0

Proportions

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0.00	0.27	0.40	0.33
	2 - The A30 West	0.14	0.00	0.31	0.55
	3 - The A338	0.44	0.54	0.00	0.02
	4 - The A30 East	0.20	0.79	0.01	0.00

Demand (PCU/hr)

08:00 -
08:15

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0	119	177	146
	2 - The A30 West	126	0	275	494
	3 - The A338	255	310	0.91	8
	4 - The A30 East	104	416	5	0

Proportions

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0.00	0.27	0.40	0.33
	2 - The A30 West	0.14	0.00	0.31	0.55
	3 - The A338	0.44	0.54	0.00	0.01
	4 - The A30 East	0.20	0.79	0.01	0.00

Demand (PCU/hr)

08:15 -
08:30

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0	145	217	179
	2 - The A30 West	154	0	336	606
	3 - The A338	312	380	1	10
	4 - The A30 East	127	509	7	0

Proportions

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0.00	0.27	0.40	0.33
	2 - The A30 West	0.14	0.00	0.31	0.55
	3 - The A338	0.44	0.54	0.00	0.01
	4 - The A30 East	0.20	0.79	0.01	0.00

Demand (PCU/hr)

08:30 -
08:45

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0	145	217	179
	2 - The A30 West	154	0	336	606
	3 - The A338	312	380	1	10
	4 - The A30 East	127	509	7	0

Proportions

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0.00	0.27	0.40	0.33
	2 - The A30 West	0.14	0.00	0.31	0.55
	3 - The A338	0.44	0.54	0.00	0.01
	4 - The A30 East	0.20	0.79	0.01	0.00

Vehicle Mix

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

Heavy Vehicle %

07:45 -
08:00

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0	0	0	0
	2 - The A30 West	0	0	0	0
	3 - The A338	0	0	0	0
	4 - The A30 East	0	0	0	0

Average PCU Per Veh

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	1.000	1.000	1.000	1.000
	2 - The A30 West	1.000	1.000	1.000	1.000
	3 - The A338	1.000	1.000	1.000	1.000
	4 - The A30 East	1.000	1.000	1.000	1.000

Heavy Vehicle %

08:00 -
08:15

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0	0	0	0
	2 - The A30 West	0	0	0	0
	3 - The A338	0	0	0	0
	4 - The A30 East	0	0	0	0

Average PCU Per Veh

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	1.000	1.000	1.000	1.000
	2 - The A30 West	1.000	1.000	1.000	1.000
	3 - The A338	1.000	1.000	1.000	1.000
	4 - The A30 East	1.000	1.000	1.000	1.000

Heavy Vehicle %

08:15 -
08:30

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0	0	0	0
	2 - The A30 West	0	0	0	0
	3 - The A338	0	0	0	0
	4 - The A30 East	0	0	0	0

Average PCU Per Veh

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	1.000	1.000	1.000	1.000
	2 - The A30 West	1.000	1.000	1.000	1.000
	3 - The A338	1.000	1.000	1.000	1.000
	4 - The A30 East	1.000	1.000	1.000	1.000

Heavy Vehicle %

08:30 -
08:45

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0	0	0	0
	2 - The A30 West	0	0	0	0
	3 - The A338	0	0	0	0
	4 - The A30 East	0	0	0	0

Average PCU Per Veh

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	1.000	1.000	1.000	1.000
	2 - The A30 West	1.000	1.000	1.000	1.000
	3 - The A338	1.000	1.000	1.000	1.000
	4 - The A30 East	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Church Rd	359	359
	2 - The A30 West	819	819
	3 - The A338	547	547
	4 - The A30 East	741	741
08:00-08:15	1 - Church Rd	359	359
	2 - The A30 West	819	819
	3 - The A338	547	547
	4 - The A30 East	741	741
08:15-08:30	1 - Church Rd	359	359
	2 - The A30 West	819	819
	3 - The A338	547	547
	4 - The A30 East	741	741
08:30-08:45	1 - Church Rd	359	359
	2 - The A30 West	819	819
	3 - The A338	547	547
	4 - The A30 East	741	741

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Church Rd	0.57	13.51	1.3	B	359	359
2 - The A30 West	0.68	9.53	2.2	A	819	819
3 - The A338	0.55	7.93	1.2	A	547	547
4 - The A30 East	0.53	5.42	1.1	A	741	741

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	359	90	885	629	0.571	354	500	0.0	1.3	12.873	B
2 - The A30 West	819	205	267	1199	0.683	811	971	0.0	2.1	9.086	A
3 - The A338	547	137	679	1005	0.544	542	399	0.0	1.2	7.704	A
4 - The A30 East	741	185	648	1409	0.526	737	573	0.0	1.1	5.320	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	359	90	891	625	0.574	359	504	1.3	1.3	13.488	B
2 - The A30 West	819	205	271	1197	0.684	819	979	2.1	2.1	9.517	A
3 - The A338	547	137	686	1001	0.547	547	404	1.2	1.2	7.928	A
4 - The A30 East	741	185	654	1405	0.527	741	579	1.1	1.1	5.422	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	359	90	891	625	0.574	359	504	1.3	1.3	13.503	B
2 - The A30 West	819	205	271	1197	0.684	819	979	2.1	2.1	9.527	A
3 - The A338	547	137	686	1001	0.547	547	404	1.2	1.2	7.931	A
4 - The A30 East	741	185	654	1405	0.528	741	579	1.1	1.1	5.423	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	359	90	891	625	0.574	359	504	1.3	1.3	13.506	B
2 - The A30 West	819	205	271	1197	0.684	819	979	2.1	2.2	9.529	A
3 - The A338	547	137	686	1001	0.547	547	404	1.2	1.2	7.932	A
4 - The A30 East	741	185	654	1405	0.528	741	579	1.1	1.1	5.423	A

(Default Analysis Set) - 2026, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	11.13	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.13	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2026	PM	FLAT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Church Rd		FLAT	✓	564	100.000
2 - The A30 West		FLAT	✓	630	100.000
3 - The A338		FLAT	✓	598	100.000
4 - The A30 East		FLAT	✓	641	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	1	141	226	196
	2 - The A30 West	110	1	248	271
	3 - The A338	261	327	1	9
	4 - The A30 East	230	400	11	0

Proportions

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0.00	0.25	0.40	0.35
	2 - The A30 West	0.17	0.00	0.39	0.43
	3 - The A338	0.44	0.55	0.00	0.02
	4 - The A30 East	0.36	0.62	0.02	0.00

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0	0	0	0
	2 - The A30 West	0	0	0	0
	3 - The A338	0	0	0	0
	4 - The A30 East	0	0	0	0

Average PCU Per Veh

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	1.000	1.000	1.000	1.000
	2 - The A30 West	1.000	1.000	1.000	1.000
	3 - The A338	1.000	1.000	1.000	1.000
	4 - The A30 East	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Church Rd	564	564
	2 - The A30 West	630	630
	3 - The A338	598	598
	4 - The A30 East	641	641
17:00-17:15	1 - Church Rd	564	564
	2 - The A30 West	630	630
	3 - The A338	598	598
	4 - The A30 East	641	641
17:15-17:30	1 - Church Rd	564	564
	2 - The A30 West	630	630
	3 - The A338	598	598
	4 - The A30 East	641	641
17:30-17:45	1 - Church Rd	564	564
	2 - The A30 West	630	630
	3 - The A338	598	598
	4 - The A30 East	641	641
17:45-18:00	1 - Church Rd	564	564
	2 - The A30 West	630	630
	3 - The A338	598	598
	4 - The A30 East	641	641
18:00-18:15	1 - Church Rd	564	564
	2 - The A30 West	630	630
	3 - The A338	598	598
	4 - The A30 East	641	641

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Church Rd	0.80	25.66	3.9	D	564	846
2 - The A30 West	0.57	7.64	1.3	A	630	945
3 - The A338	0.56	7.74	1.3	A	598	897
4 - The A30 East	0.47	4.93	0.9	A	641	962

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	564	141	735	706	0.799	550	598	0.0	3.5	21.449	C
2 - The A30 West	630	158	424	1107	0.569	625	861	0.0	1.3	7.386	A
3 - The A338	598	150	571	1068	0.560	593	478	0.0	1.2	7.510	A
4 - The A30 East	641	160	695	1375	0.466	638	469	0.0	0.9	4.862	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	564	141	740	704	0.802	563	602	3.5	3.8	25.194	D
2 - The A30 West	630	158	434	1101	0.572	630	869	1.3	1.3	7.632	A
3 - The A338	598	150	579	1063	0.563	598	486	1.2	1.3	7.735	A
4 - The A30 East	641	160	701	1370	0.468	641	476	0.9	0.9	4.934	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	564	141	740	704	0.802	564	602	3.8	3.9	25.474	D
2 - The A30 West	630	158	435	1101	0.572	630	869	1.3	1.3	7.639	A
3 - The A338	598	150	579	1063	0.563	598	486	1.3	1.3	7.741	A
4 - The A30 East	641	160	701	1370	0.468	641	476	0.9	0.9	4.935	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	564	141	740	704	0.802	564	602	3.9	3.9	25.573	D
2 - The A30 West	630	158	435	1101	0.572	630	869	1.3	1.3	7.641	A
3 - The A338	598	150	579	1063	0.563	598	486	1.3	1.3	7.743	A
4 - The A30 East	641	160	701	1370	0.468	641	476	0.9	0.9	4.935	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	564	141	740	704	0.802	564	602	3.9	3.9	25.623	D
2 - The A30 West	630	158	435	1101	0.572	630	869	1.3	1.3	7.641	A
3 - The A338	598	150	579	1063	0.563	598	486	1.3	1.3	7.743	A
4 - The A30 East	641	160	701	1370	0.468	641	476	0.9	0.9	4.935	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	564	141	740	704	0.802	564	602	3.9	3.9	25.656	D
2 - The A30 West	630	158	435	1101	0.572	630	869	1.3	1.3	7.641	A
3 - The A338	598	150	579	1063	0.563	598	486	1.3	1.3	7.743	A
4 - The A30 East	641	160	701	1370	0.468	641	476	0.9	0.9	4.935	A

(Default Analysis Set) - 2031 'Do Nothing', AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	44.86	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	44.86	E

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031 'Do Nothing'	AM	FLAT	07:45	09:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Church Rd		FLAT	✓	539	100.000
2 - The A30 West		FLAT	✓	1093	100.000
3 - The A338		FLAT	✓	701	100.000
4 - The A30 East		FLAT	✓	642	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0	145	216	178
	2 - The A30 West	154	0	335	604
	3 - The A338	311	379	1	10
	4 - The A30 East	127	508	7	0

Proportions

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0.00	0.27	0.40	0.33
	2 - The A30 West	0.14	0.00	0.31	0.55
	3 - The A338	0.44	0.54	0.00	0.01
	4 - The A30 East	0.20	0.79	0.01	0.00

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0	0	0	0
	2 - The A30 West	0	0	0	0
	3 - The A338	0	0	0	0
	4 - The A30 East	0	0	0	0

Average PCU Per Veh

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	1.000	1.000	1.000	1.000
	2 - The A30 West	1.000	1.000	1.000	1.000
	3 - The A338	1.000	1.000	1.000	1.000
	4 - The A30 East	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Church Rd	539	539
	2 - The A30 West	1093	1093
	3 - The A338	701	701
	4 - The A30 East	642	642
08:00-08:15	1 - Church Rd	539	539
	2 - The A30 West	1093	1093
	3 - The A338	701	701
	4 - The A30 East	642	642
08:15-08:30	1 - Church Rd	539	539
	2 - The A30 West	1093	1093
	3 - The A338	701	701
	4 - The A30 East	642	642
08:30-08:45	1 - Church Rd	539	539
	2 - The A30 West	1093	1093
	3 - The A338	701	701
	4 - The A30 East	642	642
08:45-09:00	1 - Church Rd	539	539
	2 - The A30 West	1093	1093
	3 - The A338	701	701
	4 - The A30 East	642	642
09:00-09:15	1 - Church Rd	539	539
	2 - The A30 West	1093	1093
	3 - The A338	701	701
	4 - The A30 East	642	642

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Church Rd	0.86	41.71	6.0	E	539	809
2 - The A30 West	0.98	83.60	24.4	F	1093	1640
3 - The A338	0.82	22.69	4.3	C	701	1052
4 - The A30 East	0.51	5.78	1.0	A	642	963

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	539	135	884	629	0.857	520	578	0.0	4.8	29.298	D
2 - The A30 West	1093	273	388	1128	0.969	1044	1016	0.0	12.3	32.816	D
3 - The A338	701	175	896	880	0.797	687	536	0.0	3.6	17.547	C
4 - The A30 East	642	161	824	1280	0.502	638	758	0.0	1.0	5.575	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	539	135	894	624	0.864	536	589	4.8	5.4	38.892	E
2 - The A30 West	1093	273	400	1121	0.975	1076	1030	12.3	16.6	56.801	F
3 - The A338	701	175	923	864	0.811	699	553	3.6	4.0	21.478	C
4 - The A30 East	642	161	841	1267	0.507	642	782	1.0	1.0	5.753	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	539	135	895	623	0.865	538	590	5.4	5.7	40.464	E
2 - The A30 West	1093	273	401	1121	0.975	1082	1031	16.6	19.4	67.006	F
3 - The A338	701	175	928	861	0.814	700	555	4.0	4.1	22.135	C
4 - The A30 East	642	161	843	1266	0.507	642	785	1.0	1.0	5.769	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	539	135	895	623	0.865	538	591	5.7	5.9	41.120	E
2 - The A30 West	1093	273	402	1121	0.975	1085	1032	19.4	21.4	74.013	F
3 - The A338	701	175	930	860	0.815	701	556	4.1	4.2	22.423	C
4 - The A30 East	642	161	844	1265	0.507	642	787	1.0	1.0	5.773	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	539	135	895	623	0.865	539	591	5.9	6.0	41.480	E
2 - The A30 West	1093	273	402	1120	0.976	1087	1032	21.4	23.1	79.337	F
3 - The A338	701	175	931	859	0.816	701	557	4.2	4.3	22.585	C
4 - The A30 East	642	161	844	1265	0.507	642	788	1.0	1.0	5.776	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	539	135	895	623	0.865	539	591	6.0	6.0	41.708	E
2 - The A30 West	1093	273	402	1120	0.976	1088	1032	23.1	24.4	83.602	F
3 - The A338	701	175	932	859	0.816	701	557	4.3	4.3	22.690	C
4 - The A30 East	642	161	844	1265	0.508	642	789	1.0	1.0	5.777	A

(Default Analysis Set) - 2031 'Do Nothing', PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	15.05	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.05	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031 'Do Nothing'	PM	FLAT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Church Rd		FLAT	✓	595	100.000
2 - The A30 West		FLAT	✓	665	100.000
3 - The A338		FLAT	✓	631	100.000
4 - The A30 East		FLAT	✓	676	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	1	149	238	207
	2 - The A30 West	116	1	262	286
	3 - The A338	275	345	1	10
	4 - The A30 East	243	422	11	0

Proportions

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0.00	0.25	0.40	0.35
	2 - The A30 West	0.17	0.00	0.39	0.43
	3 - The A338	0.44	0.55	0.00	0.02
	4 - The A30 East	0.36	0.62	0.02	0.00

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0	0	0	0
	2 - The A30 West	0	0	0	0
	3 - The A338	0	0	0	0
	4 - The A30 East	0	0	0	0

Average PCU Per Veh

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	1.000	1.000	1.000	1.000
	2 - The A30 West	1.000	1.000	1.000	1.000
	3 - The A338	1.000	1.000	1.000	1.000
	4 - The A30 East	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Church Rd	595	595
	2 - The A30 West	665	665
	3 - The A338	631	631
	4 - The A30 East	676	676
17:00-17:15	1 - Church Rd	595	595
	2 - The A30 West	665	665
	3 - The A338	631	631
	4 - The A30 East	676	676
17:15-17:30	1 - Church Rd	595	595
	2 - The A30 West	665	665
	3 - The A338	631	631
	4 - The A30 East	676	676
17:30-17:45	1 - Church Rd	595	595
	2 - The A30 West	665	665
	3 - The A338	631	631
	4 - The A30 East	676	676
17:45-18:00	1 - Church Rd	595	595
	2 - The A30 West	665	665
	3 - The A338	631	631
	4 - The A30 East	676	676
18:00-18:15	1 - Church Rd	595	595
	2 - The A30 West	665	665
	3 - The A338	631	631
	4 - The A30 East	676	676

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Church Rd	0.87	40.03	6.4	E	595	893
2 - The A30 West	0.61	8.52	1.6	A	665	998
3 - The A338	0.60	8.71	1.5	A	631	947
4 - The A30 East	0.50	5.40	1.0	A	676	1014

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	595	149	774	686	0.868	574	630	0.0	5.2	28.501	D
2 - The A30 West	665	166	442	1097	0.606	659	906	0.0	1.5	8.118	A
3 - The A338	631	158	600	1051	0.601	625	501	0.0	1.5	8.350	A
4 - The A30 East	676	169	732	1347	0.502	672	493	0.0	1.0	5.300	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	595	149	780	683	0.871	592	635	5.2	5.8	37.591	E
2 - The A30 West	665	166	456	1089	0.611	665	916	1.5	1.5	8.487	A
3 - The A338	631	158	610	1045	0.604	631	511	1.5	1.5	8.687	A
4 - The A30 East	676	169	739	1343	0.504	676	502	1.0	1.0	5.400	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	595	149	780	683	0.871	594	635	5.8	6.1	38.938	E
2 - The A30 West	665	166	457	1088	0.611	665	917	1.5	1.6	8.505	A
3 - The A338	631	158	611	1045	0.604	631	512	1.5	1.5	8.700	A
4 - The A30 East	676	169	739	1342	0.504	676	503	1.0	1.0	5.401	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	595	149	780	683	0.871	594	635	6.1	6.2	39.507	E
2 - The A30 West	665	166	458	1088	0.611	665	917	1.6	1.6	8.511	A
3 - The A338	631	158	611	1044	0.604	631	512	1.5	1.5	8.704	A
4 - The A30 East	676	169	739	1342	0.504	676	503	1.0	1.0	5.401	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	595	149	780	683	0.871	595	635	6.2	6.3	39.826	E
2 - The A30 West	665	166	458	1088	0.611	665	917	1.6	1.6	8.513	A
3 - The A338	631	158	611	1044	0.604	631	512	1.5	1.5	8.705	A
4 - The A30 East	676	169	739	1342	0.504	676	503	1.0	1.0	5.401	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	595	149	780	683	0.871	595	635	6.3	6.4	40.031	E
2 - The A30 West	665	166	458	1088	0.611	665	917	1.6	1.6	8.516	A
3 - The A338	631	158	611	1044	0.604	631	512	1.5	1.5	8.707	A
4 - The A30 East	676	169	739	1342	0.504	676	503	1.0	1.0	5.401	A

(Default Analysis Set) - 2031 with Development, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	46.16	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	46.16	E

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2031 with Development	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Church Rd		FLAT	✓	557	100.000
2 - The A30 West		FLAT	✓	1094	100.000
3 - The A338		FLAT	✓	704	100.000
4 - The A30 East		FLAT	✓	643	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0	150	223	184
	2 - The A30 West	155	0	335	604
	3 - The A338	314	379	1	10
	4 - The A30 East	128	508	7	0

Proportions

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0.00	0.27	0.40	0.33
	2 - The A30 West	0.14	0.00	0.31	0.55
	3 - The A338	0.45	0.54	0.00	0.01
	4 - The A30 East	0.20	0.79	0.01	0.00

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0	0	0	0
	2 - The A30 West	0	0	0	0
	3 - The A338	0	0	0	0
	4 - The A30 East	0	0	0	0

Average PCU Per Veh

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	1.000	1.000	1.000	1.000
	2 - The A30 West	1.000	1.000	1.000	1.000
	3 - The A338	1.000	1.000	1.000	1.000
	4 - The A30 East	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - Church Rd	557	557
	2 - The A30 West	1094	1094
	3 - The A338	704	704
	4 - The A30 East	643	643
08:00-08:15	1 - Church Rd	557	557
	2 - The A30 West	1094	1094
	3 - The A338	704	704
	4 - The A30 East	643	643
08:15-08:30	1 - Church Rd	557	557
	2 - The A30 West	1094	1094
	3 - The A338	704	704
	4 - The A30 East	643	643
08:30-08:45	1 - Church Rd	557	557
	2 - The A30 West	1094	1094
	3 - The A338	704	704
	4 - The A30 East	643	643

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Church Rd	0.89	50.49	7.4	F	557	557
2 - The A30 West	0.98	82.41	24.1	F	1094	1094
3 - The A338	0.82	23.27	4.4	C	704	704
4 - The A30 East	0.51	5.81	1.0	A	643	643

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	557	139	884	629	0.885	534	582	0.0	5.6	32.771	D
2 - The A30 West	1094	274	398	1122	0.975	1042	1020	0.0	13.0	34.134	D
3 - The A338	704	176	900	878	0.802	689	541	0.0	3.7	17.952	C
4 - The A30 East	643	161	827	1277	0.503	639	762	0.0	1.0	5.604	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	557	139	894	624	0.893	553	593	5.6	6.7	46.269	E
2 - The A30 West	1094	274	412	1114	0.982	1074	1035	13.0	18.0	60.830	F
3 - The A338	704	176	928	861	0.817	702	558	3.7	4.1	22.177	C
4 - The A30 East	643	161	844	1265	0.508	643	786	1.0	1.0	5.786	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	557	139	895	623	0.893	555	595	6.7	7.1	49.149	E
2 - The A30 West	1094	274	414	1113	0.983	1080	1036	18.0	21.4	73.326	F
3 - The A338	704	176	933	858	0.820	703	561	4.1	4.3	22.932	C
4 - The A30 East	643	161	846	1263	0.509	643	790	1.0	1.0	5.802	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	557	139	895	623	0.893	556	595	7.1	7.4	50.492	F
2 - The A30 West	1094	274	414	1113	0.983	1083	1037	21.4	24.1	82.407	F
3 - The A338	704	176	935	857	0.822	704	562	4.3	4.4	23.266	C
4 - The A30 East	643	161	847	1263	0.509	643	792	1.0	1.0	5.807	A

(Default Analysis Set) - 2031 with Development, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	15.88	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.88	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031 with Development	PM	FLAT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Church Rd		FLAT	✓	603	100.000
2 - The A30 West		FLAT	✓	668	100.000
3 - The A338		FLAT	✓	638	100.000
4 - The A30 East		FLAT	✓	682	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	1	151	241	210
	2 - The A30 West	119	1	262	286
	3 - The A338	282	345	1	10
	4 - The A30 East	249	422	11	0

Proportions

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0.00	0.25	0.40	0.35
	2 - The A30 West	0.18	0.00	0.39	0.43
	3 - The A338	0.44	0.54	0.00	0.02
	4 - The A30 East	0.37	0.62	0.02	0.00

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	0	0	0	0
	2 - The A30 West	0	0	0	0
	3 - The A338	0	0	0	0
	4 - The A30 East	0	0	0	0

Average PCU Per Veh

	To				
		1 - Church Rd	2 - The A30 West	3 - The A338	4 - The A30 East
From	1 - Church Rd	1.000	1.000	1.000	1.000
	2 - The A30 West	1.000	1.000	1.000	1.000
	3 - The A338	1.000	1.000	1.000	1.000
	4 - The A30 East	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - Church Rd	603	603
	2 - The A30 West	668	668
	3 - The A338	638	638
	4 - The A30 East	682	682
17:00-17:15	1 - Church Rd	603	603
	2 - The A30 West	668	668
	3 - The A338	638	638
	4 - The A30 East	682	682
17:15-17:30	1 - Church Rd	603	603
	2 - The A30 West	668	668
	3 - The A338	638	638
	4 - The A30 East	682	682
17:30-17:45	1 - Church Rd	603	603
	2 - The A30 West	668	668
	3 - The A338	638	638
	4 - The A30 East	682	682

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Church Rd	0.88	42.97	6.9	E	603	603
2 - The A30 West	0.62	8.64	1.6	A	668	668
3 - The A338	0.61	8.93	1.6	A	638	638
4 - The A30 East	0.51	5.51	1.0	A	682	682

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	603	151	774	686	0.879	581	646	0.0	5.5	29.880	D
2 - The A30 West	668	167	447	1094	0.611	662	908	0.0	1.5	8.223	A
3 - The A338	638	160	606	1048	0.609	632	504	0.0	1.5	8.543	A
4 - The A30 East	682	171	742	1340	0.509	678	496	0.0	1.0	5.402	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	603	151	780	683	0.883	600	651	5.5	6.3	40.425	E
2 - The A30 West	668	167	462	1085	0.615	668	918	1.5	1.6	8.613	A
3 - The A338	638	160	616	1042	0.613	638	514	1.5	1.6	8.910	A
4 - The A30 East	682	171	749	1335	0.511	682	505	1.0	1.0	5.511	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	603	151	780	683	0.883	602	651	6.3	6.7	42.186	E
2 - The A30 West	668	167	463	1085	0.616	668	919	1.6	1.6	8.636	A
3 - The A338	638	160	616	1041	0.613	638	514	1.6	1.6	8.925	A
4 - The A30 East	682	171	749	1335	0.511	682	506	1.0	1.0	5.511	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Church Rd	603	151	780	683	0.883	602	651	6.7	6.9	42.968	E
2 - The A30 West	668	167	463	1084	0.616	668	919	1.6	1.6	8.643	A
3 - The A338	638	160	617	1041	0.613	638	515	1.6	1.6	8.929	A
4 - The A30 East	682	171	749	1335	0.511	682	506	1.0	1.0	5.512	A

Junctions 10															
PICADY 10 - Priority Intersection Module															
Version: 10.1.1.1905															
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Filename: Import of Proposed Site Access.j10

Path: S:\PROJECT FOLDER\B14150 Laverstock\Calculations\ARCADY\2026 Application - 2019 Growthed

Report generation date: 31/03/2026 16:00:02

»Proposed Access Junction - 2031 with Development, AM

»Proposed Access Junction - 2031 with Development, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
Proposed Access Junction - 2031 with Development														
Stream B-AC	D1	0.1	11.51	0.11	B	0.43	A	D2	0.0	11.57	0.04	B	0.28	A
Stream C-AB		0.0	4.10	0.02	A				0.1	4.09	0.05	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

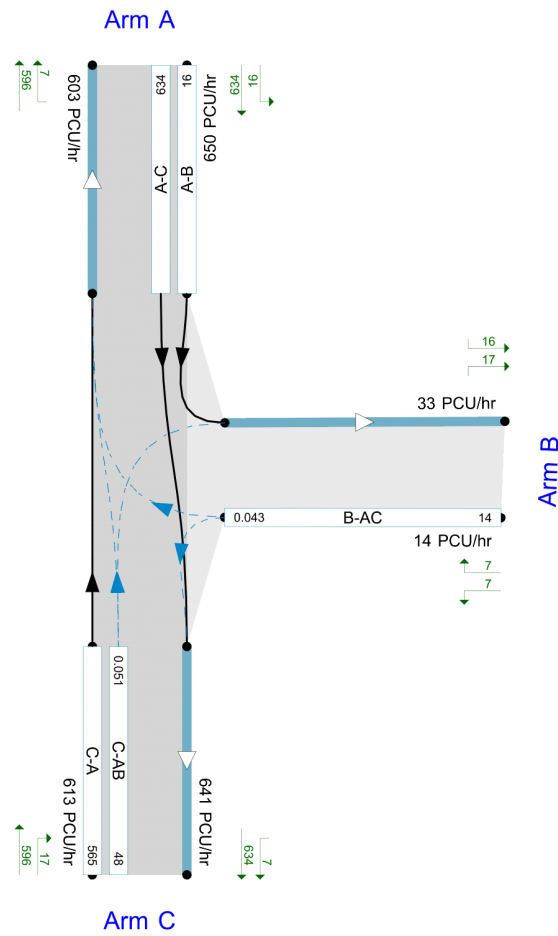
File summary

File Description

Title	Proposed Access Junction
Location	Church Lane
Site number	
Date	23/03/2015
Version	A
Status	Draft
Identifier	
Client	Hallam Land Management
Jobnumber	W14150
Enumerator	srادford
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 modelled flow through junction (PCU/hr).

Streams (upstream end) show Total Demand (PCU/hr); Streams (downstream end) show RFC ()

Time Segment: 16:45-17:00

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2031 with Development	AM	FLAT	07:45	08:45	60	15	✓
D2	2031 with Development	PM	FLAT	16:45	17:45	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Proposed Access Junction	✓	100.000	100.000

Proposed Access Junction - 2031 with Development, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	Two-way	Two-way		0.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.43	A

Arms

Arms

Arm	Name	Description	Arm type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		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	6.00			152.0	✓	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	2.75	17	17

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	479	0.087	0.221	0.139	0.315
B-C	619	0.095	0.240	-	-
C-B	662	0.256	0.256	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2031 with Development	AM	FLAT	07:45	08:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	597	100.000
B		FLAT	✓	38	100.000
C		FLAT	✓	546	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	6	591
	B	18	0	20
	C	539	7	0

Proportions

	To			
		A	B	C
	A	0.00	0.01	0.99
	B	0.47	0.00	0.53
	C	0.99	0.01	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Average PCU Per Veh

	To			
		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A	597	597
	B	38	38
	C	546	546
08:00-08:15	A	597	597
	B	38	38
	C	546	546
08:15-08:30	A	597	597
	B	38	38
	C	546	546
08:30-08:45	A	597	597
	B	38	38
	C	546	546

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.11	11.51	0.1	B	38	38
C-AB	0.02	4.10	0.0	A	18	18
C-A					528	528
A-B					6	6
A-C					591	591

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	10	351	0.108	38	0.0	0.1	11.474	B
C-AB	18	4	895	0.020	17	0.0	0.0	4.100	A
C-A	528	132			528				
A-B	6	2			6				
A-C	591	148			591				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	10	351	0.108	38	0.1	0.1	11.509	B
C-AB	18	4	896	0.020	18	0.0	0.0	4.102	A
C-A	528	132			528				
A-B	6	2			6				
A-C	591	148			591				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	10	351	0.108	38	0.1	0.1	11.509	B
C-AB	18	4	896	0.020	18	0.0	0.0	4.102	A
C-A	528	132			528				
A-B	6	2			6				
A-C	591	148			591				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	38	10	351	0.108	38	0.1	0.1	11.509	B
C-AB	18	4	896	0.020	18	0.0	0.0	4.100	A
C-A	528	132			528				
A-B	6	2			6				
A-C	591	148			591				

Proposed Access Junction - 2031 with Development, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	Two-way	Two-way		0.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.28	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2031 with Development	PM	FLAT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	650	100.000
B		FLAT	✓	14	100.000
C		FLAT	✓	613	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	16	634
	B	7	0	7
	C	596	17	0

Proportions

	To			
	A	B	C	
From	A	0.00	0.02	0.98
	B	0.50	0.00	0.50
	C	0.97	0.03	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Average PCU Per Veh

	To			
		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A	650	650
	B	14	14
	C	613	613
17:00-17:15	A	650	650
	B	14	14
	C	613	613
17:15-17:30	A	650	650
	B	14	14
	C	613	613
17:30-17:45	A	650	650
	B	14	14
	C	613	613

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	11.57	0.0	B	14	14
C-AB	0.05	4.09	0.1	A	48	48
C-A					565	565
A-B					16	16
A-C					634	634

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	325	0.043	14	0.0	0.0	11.559	B
C-AB	48	12	927	0.051	47	0.0	0.1	4.090	A
C-A	565	141			565				
A-B	16	4			16				
A-C	634	159			634				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	325	0.043	14	0.0	0.0	11.572	B
C-AB	48	12	927	0.052	48	0.1	0.1	4.094	A
C-A	565	141			565				
A-B	16	4			16				
A-C	634	159			634				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	325	0.043	14	0.0	0.0	11.572	B
C-AB	48	12	927	0.052	48	0.1	0.1	4.094	A
C-A	565	141			565				
A-B	16	4			16				
A-C	634	159			634				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	4	325	0.043	14	0.0	0.0	11.572	B
C-AB	48	12	927	0.052	48	0.1	0.1	4.094	A
C-A	565	141			565				
A-B	16	4			16				
A-C	634	159			634				