Transport Assessment

PROPOSED SOUTHERN POLICING HUB
OLD SARUM

September 2026

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TRANSPORT ASSESSMENT

September 2026

Prepared For

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1 INTRODUCTION

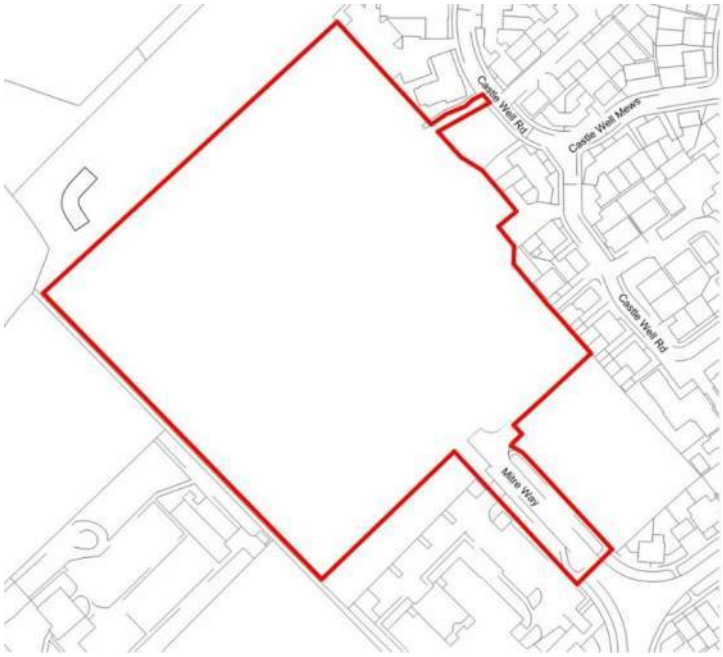
1.1 Context

1.1.1 The Police and Crime Commissioner for Wiltshire have appointed ridge and Partners LLP to prepare a Transport Assessment to support a planning application in relation to a proposed Southern Policing Hub at Mitre Way, Old Sarum, Salisbury.

1.1.2 The Site is allocated employment site under saved Policy E1 of the Salisbury District Local Plan 2011 (Adopted June 2003) as saved in the Wiltshire Core Strategy (2015), with which development for a Police Hub is considered to be an appropriate use. Overall, the Site is within the built form of Old Sarum and part of the Wiltshire Local Plans mixed-use development area with closer functional links to Salisbury.

1.1.3 The Site is located to the north of Portway, accessed via Ramsbury Drive and Mitre Way within the defined boundary of Old Sarum, to the north of Salisbury. **Figure 1** shows the Site location.

Figure 1: Site Location Plan



Source: Ridge Architecture

1.2 Site History

1.2.1 The Site comprises 2.6 hectares of undeveloped land, which forms part of an allocated site for employment and community facilities under Saved Policy E1 of the Salisbury District Local Plan (adopted April 2003).

1.2.2 Policy E1 – 'Land at Old Sarum' is a key policy which allocates the site for employment land. The full wording of the policy is set out below:

"Land at Old Sarum is allocated for mixed development including housing, employment, retail, and educational, recreational and community facilities. The development of the site will be phased with development limited to 6 hectares of employment land and 550 houses during the lifetime of this Local Plan. A planning obligation will be sought in respect of the above issues and any other on and off-site infrastructure and facilities necessitated by the development."

1.2.3 The Site has been subject to several planning applications as follows:

- 2005/0211 - Mixed Use Development Comprising New Residential, Employment Uses and Community Facilities and Associated Infrastructure. Approved with conditions 19 June 2007.
- S2013/0305 - Reserved matters application for the development of road, footpath and cycleway following outline approval S/2005/0211 (mixed use development comprising new residential, employment uses and community facilities and associated infrastructure). Approved with conditions 23 April 2013.

1.2.4 Application 2005/0211 was approved with conditions in June 2007. Whilst reserved matters were approved for the residential element of the permission and subsequently built out, there is no evidence of a reserved matters application for the employment land having been submitted. As such, the employment element of planning permission 2005/0211 has lapsed.

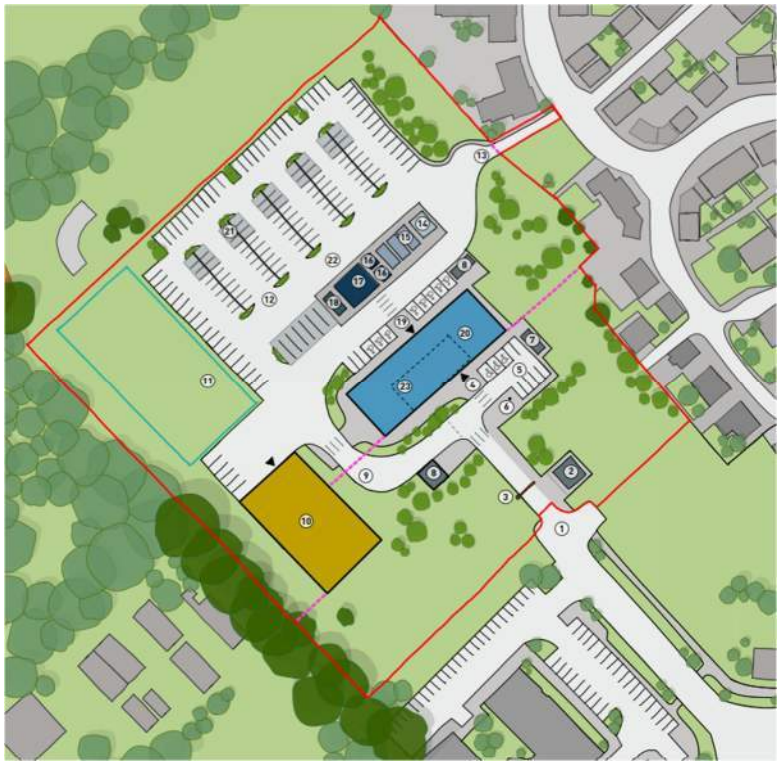
1.2.5 Application S2013/0305 has been implemented and now comprises the primary access to the Site which is called Mitre Way.

1.3 Development Scheme

1.3.1 This Transport Assessment has been prepared in support of Outline Planning Application for the Land at Mitre Way, SP4 6GW. At this stage, all matters relating to design are reserved, apart from means of access.

1.3.2 The Illustrative Site Layout Plan is provided in **Figure 2** and presented in **Appendix A**. This shows the illustrative Site Plan for the policing hub at this stage. It should be noted that, all design elements shown are indicative of a potential design approach that may be taken by the PCC and will be developed at the Reserved Matters stage.

Figure 2: Site Layout Plan



Source: Ridge Architecture

1.3.3 The proposed development is a new three storey Southern Policing Hub of circa 3,200m^2 which will operate on a 24/7 basis for operational functions and will include a public-facing enquiry office providing staffed access during advertised hours. In addition, there is an ancillary stores building of circa 1,490m^2 across two storeys with a building footprint of 1,025m^2 within the police compound.

1.3.4 The main secure car park provides 182 car parking spaces for the main building and ancillary stores building. Of these eight are accessible bays and seven are provide for IVECO police vans. A separate visitor car park at the front of the Site provides ten visitor bays of which three are accessible. Total car parking provision on Site across all parking areas is 192 spaces. Secure cycle parking is provided for staff and visitors as per the standards set out in LTN 20/1 (at this stage the illustrative masterplan provides 10 spaces for staff and 10 spaces for visitors).

1.3.5 The following proposed policing functions will be accommodated at the Old Sarum Site, with a total currently estimated Officer and Staff headcount of circa 200, with approximately 20 additional staff including contractors:

- Neighbourhood Policing Teams (Police officers, PCSO's and Specials)
- Response Team
- Licensing team
- An Enquiry Office
- Criminal Investigation Department
- Volume Crime Team
- Public Protection Department
- Facilities and DDAT Team

1.4 Initial Pre-Application Discussion

1.4.1 An initial pre-application discussion took place with Wiltshire Highways on 9th June 2026.

1.4.2 Wiltshire Highways were broadly supportive of the Site as a suitable location for a police hub from a transport perspective.

1.4.3 They advised that the Transport Assessment would need to consider accessibility by sustainable modes and then vehicles. It was agreed that the applicant (Wiltshire Police) would have better primary data re a vision and validate approach than data in a national database. Therefore, the TA would set out the primary data with regard to trip generation, shift patterns, visitor numbers and the operational needs in terms of car parking.

1.4.4 In terms of a network capacity assessment this would need to consider the Site access, Mitre Way / Ramsbury Drive, the Ramsbury Drive / Portway Roundabout, and the Portway / A345 Roundabout. Wiltshire Council also noted that National Highways would be interested in the A345 (Castle Road) / A36 junction within Salisbury to the South.

1.4.5 It was agreed that the Site would be supported by a Framework Travel Plan and that Wiltshire Council acknowledge that operational needs and shift patterns may have a bearing on modal choice and modal shift.

1.4.6 Draft transport documents were submitted to Wiltshire Council during July 2026 and following a review by Wiltshire Highway officers' comments on the TA have been incorporated into this report.

1.4.7 It is noted that these pre-application discussions took place prior to the current NPPF being published on the 17th of August 2026. This TA have been updated to reflect that National policy change in Section 2. A summary of policy compliance is provided in **Appendix B**.

1.5 Report Structure

1.5.1 This Transport Assessment is structured as follows:

- Planning Policy Strategies and Plans Review - provides a summary of the relevant National, Regional and Local Planning and Transport policies.
- Accessibility and Baseline Conditions - Provides a comprehensive overview of the existing transport infrastructure and travel behaviour in the area surrounding the site, including active travel routes, public transport services, and the local highway network.
- Development Proposals - provides an overview of the proposed policing hub development, access and parking provisions.
- Travel Demand Assessment - details the person trip generation for the policing hub based on travel patterns at the Bourne Hill Police Station located in Salisbury City Centre.
- Summary and Conclusions - presents the summary and conclusions.

2 PLANNING POLICY

2.1.1 The relevant national, regional and local transport planning policy context has been reviewed in the preparation of this Travel Plan. This section provides a summary of the key principles and themes arising from these policy documents.

2.2 National Policy

National Planning Policy Framework (NPPF – August 2026)

2.2.1 The National Planning Policy Framework (NPPF) was originally published in March 2012 and sets out the Government's planning policies for England. It has been updated a number of times over the intervening years with the previous version published in February 2025. The current version of the NPPF (with a new layout and format) was published on the 17th of August 2026.

2.2.2 The August 2026 version updates transport policy which is now covered in Section 15 of the NPPF. In addition, there are Meeting the Challenge of Climate Change policies in Section 5 and Achieving Well Designed Places policies in Section 14 which also relate to transport and are relevant.

2.2.3 The following policy summary considers the relevant Transport Planning policies first and then the other policy areas which need to be considered in turn as they are set out in the NPPF.

2.2.4 Section 15 of the NPPF, promoting sustainable transport is slip into two sections; Plan Making Policies and Decision Making Policies. These are as follows:

2.2.5 TR1: Vision-led approach to planning for transport:

1. Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals and forms an integral part of a plan's strategy for creating well-designed, sustainable, inclusive and popular places. This should be done by:

a. Making sustainable transport considerations part of early engagement with local communities, highway and transport authorities, transport infrastructure providers, operators, land promoters and neighbouring councils. This is so that proposals reflect local views, evidence relating to accessibility, capacity and transport service provision, and take opportunities for prioritising and maximising sustainable movement across the area. Plans should align land use policies and allocations with wider strategies (such as Local Transport Plans, Local Cycling and Walking Infrastructure Plans and Rights of Way Improvement Plans) and investments in transport to ensure that the potential impacts of development on transport networks are understood and addressed;

b. Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure, reflecting the principles in policy TR3. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used to inform the assessment and selection of sites for development alongside other relevant quantitative or qualitative evidence;

c. Supporting an appropriate mix of uses across the plan area, and within strategic sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

d. Identifying and protecting sites and routes which will widen transport choice and are essential to facilitate sustainable development, including networks for walking, wheeling and cycling, and public transport infrastructure; and

e. Providing for any transport facilities that need to be located in the area, or for their necessary expansion or adaptation, and the infrastructure and wider development required to support them. This includes uses such as ports, airports, lorry parking facilities, freight interchanges, public transport hubs, roadside services, electric vehicle charging and bus and rail depots. In doing so plan-makers should consider whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements, and the importance of maintaining a national network of aviation airfields.

2. Spatial development strategies and local plans may set thresholds for what constitutes a significant amount of movement arising from new development, based on the circumstances of their areas, for the purposes of applying policies TR3 and TR6.

2.2.6 TR2: Local parking standards:

1. Development plans should set local parking standards for residential and non-residential development, across the plan area or for specific sites or sub-areas, in a way which aligns with the transport vision for the plan and opportunities to promote sustainable transport.

2. Maximum standards for car parking should be set where they will support efforts to encourage the use of sustainable transport modes and shared transport, optimise the density of development in well-connected locations, or where they are necessary for managing the local road network.

3. Parking standards should take into account:

a. The connectivity of development in different locations by different modes of transport, especially in terms of access to employment and day-to-day services;

b. Opportunities for improvements in walking, wheeling, cycling and public transport;

c. Local car ownership levels and travel trends, and opportunities to promote car sharing and other schemes which may reduce vehicle parking requirements;

d. Providing sufficient spaces for electric vehicle charging, blue badge holders, pedal and electric cycles and e-scooters, considering likely future demand and the need for associated infrastructure; and

e. The appropriateness of setting different standards for the type and mix of development, including to address specific business requirements where commercial standards are being set; and of using ranges where a degree of flexibility is desirable.

2.2.7 The second part of Section 15 covers Decision Making Policies, which are relevant to this application in that it is already an allocated employment site within the saved local plan policies. The decision making policies which are relevant to the application are as follows:

2.2.8 TR3: Locating development in sustainable locations:

1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:

a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;

b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated indifferent locations, especially where this can support more walking, wheeling, cycling and public transport use;

c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;

d. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and

e. In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.

2. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development.

2.2.9 TR4: Street design, access and parking:

1. To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:

a. Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;

b. Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;

c. Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:

i. Minimise the scope for conflict between pedestrians, cyclists and vehicles;

ii. Meet the needs of disabled people, older people and children in relation to all modes of transport, and

iii. Avoid unnecessary street clutter.

d. Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2)); and

e. Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.

2. The principles set out in National Design Guidance should be used to inform how this policy is applied.

2.2.10 *TR5: Roadside facilities* is not relevant to this application.

2.2.11 TR6: Assessing transport impacts:

1. Development proposals that are likely to generate significant amounts of movement should be supported by:

a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and

b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.

2. Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).

3. In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d)).

4. Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.

2.2.12 *TR7: Marine ports, airports and other aviation facilities* is not relevant to this application.

2.2.13 *TR8: Public rights of way* is not relevant to this application as there are no PRoW present at the Site or in the locality.

2.2.14 Other relevant policies which cross over with transport are as follows:

2.2.15 CC2: Mitigation of climate change:

1. In order to contribute to climate change mitigation and the transition to net zero, development proposals should, where relevant to the proposal:

a. Accord with policies TR3 and TR4 so that sustainable patterns of movement are prioritised, opportunities are taken to improve walking, wheeling, cycling and public transport, and infrastructure is provided to support the transition to zero-emission vehicles;

b. Support good access to facilities in order to limit the need to travel, whether through the development's location, through development densities which improve catchment populations for local services, or by incorporating community facilities and premises to support local employment opportunities;

c. Use design approaches which conserve energy and other resources in accordance with policy DP3(2)(b);

d. Take advantage of opportunities to reuse existing structures and materials, including by reusing non-contaminated excavated soil and hardcore within the site;

e. Take advantage of opportunities to draw low carbon energy from decentralised networks (such as district heat networks), where these are available, and to co-locate energy and heat generators and users, especially to take advantage of suppliers of surplus heat and energy;

f. Contribute to the creation or restoration of habitats which can act as carbon stores, such as through woodland planting and peatland restoration, while avoiding harm to habitats which can act as important carbon stores, including peatland and salt marsh; and

g. Not involve the extraction of fossil fuels unless it is in accordance with policy M5.

2. Substantial weight should be given to the benefits of improving the energy efficiency of existing buildings and/or drawing energy from district heat networks, renewable and low carbon sources (including through the installation of heat pumps and solar panels where these do not already benefit from permitted development rights) where this would be achieved through proposals for development.

2.2.16 DP3: Key principles for well-designed places:

1. Development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets. This should not preclude innovation or change where appropriate, especially where an increased scale or density of development is justified in accordance with policies L2 and L3.

2. To create well-designed places, development proposals should also reflect relevant aspects of the following principles, as appropriate to the nature of the development and its location

a. Liveability: support healthy, mixed, vibrant and integrated communities, which will function well over the lifetime of the development, by incorporating a range of uses and tenures, employing features which promote social interaction, and which are robust, durable and easy to look after;

b. Climate: contribute to climate change mitigation and adaptation and the transition to net zero by using building layouts, building orientation, massing, landscaping and materials which conserve energy and other resources, and which minimise risks from the impacts of climate change including overheating;

c. Nature: incorporate and/or connect to a network of high quality, accessible, multi-functional green infrastructure to provide opportunities for recreation and healthy living, strengthen habitats, improve climate change resilience and improve air and water quality. This should include maintaining and enhancing tree cover and incorporating sustainable drainage systems in accordance with policies N3 and F8;

d. Movement: provide transport infrastructure and choices which support the design vision for the site, provide good connections to the wider settlement (or those nearby), and prioritise walking, wheeling, cycling and public transport;

e. Built Form: use the pattern of buildings to define the arrangement of streets, squares and other spaces, promote compact forms of development to optimise the site's potential, distinguish between public and private areas, create focal points and, where appropriate, enhance views into and out of the scheme;

f. Public Space: include spaces that are safe, secure, inclusive, and accessible for all ages and abilities, including for groups such as women and girls; and which facilitate and encourage social interaction, play and healthy lifestyles (for example by providing high quality, clear and legible pedestrian and cycle routes, a variety of recreational spaces and places to meet, integrating lighting and making building entrances and windows face onto streets and other public spaces to provide natural surveillance); and

g. Identity: create visually attractive, distinctive and characterful development to establish or maintain a strong sense of place and pride, including through the use of a coherent palette of materials, design features and planting.

3. Development proposals should be refused if, without clear justification, they conflict with paragraph 1 of this policy or relevant aspects of the principles in paragraph 2, or with any explicit design standards set out in the development plan (including those in locally-specific policies, guides, codes or masterplans). Substantial weight should be given to compliance with relevant development plan policies when assessing the design quality of proposals.

4. The principles set out in the Design and Placemaking planning practice guidance should be used to inform how this policy is applied in the absence of locally-produced design policies, guides, codes or masterplans.

5. Substantial weight should also be given to outstanding or innovative designs which promote high levels of sustainability, or which help raise the standard of design more generally in an area, so long as they are consistent with the overall form and layout of their surroundings.

DfT Better Connected: A Strategy for Integrated Transport (April 2026)

2.2.17 Better Connected sets out the UK Government's long-term vision for a fully integrated transport system in England with a focus on making transport safe, reliable, affordable, accessible, and easy to use.

2.2.18 The publication sets out three guiding principles:

1. People first – prioritise user experience and accessibility
2. Place based - support better connected communities and growth
3. Partnership - stronger collaboration with local leaders and stakeholders.

2.2.19 The principles are structured around 8 main priorities which include supporting healthier and more sustainable communities and aligning transport with land us and development.

2.2.20 There is a key policy shift towards integrated, vision led place-based transport planning which focuses on the whole journey rather than individual modes.

National Design Guide (2021)

2.2.21 The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. This National Design Guide (NDG) published in 2021 alongside the revised NPPF illustrates how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

2.2.22 The National Design Guide addresses the question of how we recognise well-designed places, by outlining and illustrating the Government's priorities for well-designed places in the form of ten characteristics which includes at number four: 'Movement – design should be accessible and easy to move around.'

2.2.23 The Movement section of the NDG outlines that: *patterns of movement for people are integral to well-designed places*. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport.

2.2.24 A well-designed movement network defines a clear pattern of streets that:

- is safe and accessible for all;
- functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;
- limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;
- promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and
- incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity.

BREEAM Guidance [BREEAM 2018, TRa01 and TRa02]

2.2.25 BREEAM is being targeted for this development. The transport category within these requirements encourages the provision of and improved access to local amenities and to sustainable means of transport. The aim is to reward locations and solutions that support reductions in car journeys and, therefore, congestion and CO2 emissions over the life of the building.

2.2.26 Tra01 criteria aims to reward awareness of existing local transport and identify improvements to make it more sustainable. As part of this the following has been undertaken within this Travel Plan and the Transport Statement supporting the development:

- A site-specific travel assessment including:
  - Predicted travel patterns of future building or site users;
  - Current local environment for pedestrians and cyclists;
  - Reporting the number and type of existing accessible amenities including access to a cash machine, appropriate food outlet, outside space, postal facility and community facilities;

  - Disabled access including disabled parking;
  - Calculation of public transport accessibility level using the PTAL calculations; and
  - Current facilities available for cyclists.
- A long term management strategy which encourages more sustainable travel including measures to increase or improve more sustainable modes of transport and movement of people or goods.
- Demonstrate that the Travel Plan will be implemented and supported by the building's management in operation.

2.2.27 Tra02 encourages and rewards a building that facilitates easy access to local services and so reduced the environmental, social and economic impacts resulting from multiple or extended building user journeys, including transport-related emissions and traffic congestion. The Travel Plan, and associated Transport Assessment will address the criteria for Tra02.

National Highways Circular 01/2022

2.2.28 Circular 01/2022 outlines how National Highways engages with the planning system to support sustainable development while maintaining a safe and efficient Strategic Road Network (SRN) in England. This circular replaces the earlier Circular 02/2013 and was last updated in December 2022.

2.2.29 The circular establishes three overarching objectives for National Highways when engaging in the planning system:

- Enable the delivery of sustainable development: Ensuring that development proposals contribute positively to sustainable growth.
- Support the needs of the freight and logistics sector: Recognizing the importance of freight movement and providing necessary infrastructure.
- Mitigate the impact of growth on the natural environment: Balancing development with environmental considerations.

2.2.30 New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. In this regard, recent research on the location of development found that walking times between new homes and a range of key amenities regularly exceeded 30 minutes, reinforcing car dependency. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas.

2.2.31 The circular promotes a vision-led approach to transport planning, encouraging developments to reduce reliance on private car travel. Transport Assessments should begin with a clear vision for the development, focusing on sustainable transport options and applying mode shift reductions to forecast vehicular trips.

2.2.32 National Highways is expected to:

- Engage early with local planning authorities during plan-making and decision-taking processes.
- Provide timely and substantive responses to planning applications that may impact the SRN.
- Collaborate with stakeholders to ensure that development proposals align with the objectives of the circular

2.3 Regional Policy

Wiltshire Core Strategy (2015)

2.3.1 The Wiltshire Core Strategy Local Plan sets out a flexible and realistic framework within which local communities can work. It states, "new development can potentially have both a positive and negative impact on transport. It is for this reason that the transport impacts of new developments need to be assessed in accordance with national guidance."

2.3.2 **Strategic Objective 6** is to ensure that adequate infrastructure is in place to support our communities.

2.3.3 **Core Policy 60** deals with Sustainable Transport. The Council will use its planning and transport powers to help reduce the need to travel, particularly by private car, and support and encourage the sustainable, safe, and efficient movement of people and goods within and through Wiltshire.

2.3.4 This will be achieved by:

- Planning developments in accessible locations
- Promoting sustainable transport alternatives to the use of the private car
- Promoting appropriate demand management measures
- Assessing and, where necessary, mitigating the impacts of developments on transport users, local communities and the environment.

2.3.5 **Core Policy 61** deals with Transport and new development. It states:

2.3.6 "Where appropriate, contributions will be sought towards sustainable transport improvements, and Travel Plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements."

2.3.7 Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.

2.3.8 The site is allocated employment site under saved Policy E1 of the Salisbury District Local Plan 2011 (Adopted June 2003) as saved in the Wiltshire Core Strategy (2015), with which development for a Police Hub is considered to be an appropriate use.

2.3.9 **Core Policy 62** states "Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages".

2.3.10 **Core Policy 63** states "Packages of integrated transport measures will be identified in Chippenham, Trowbridge and Salisbury to help facilitate sustainable development growth. The packages will seek to achieve a major shift to sustainable transport by helping to reduce reliance on the private car and by improving sustainable transport alternatives."

2.3.11 **Core Policy 64** states "Demand management measures will be promoted where appropriate to reduce reliance on the car and to encourage the use of sustainable transport alternatives."

Wiltshire Emerging Local Plan

2.3.12 Wiltshire Council submitted a review of the Wiltshire Local Plan to the Secretary of State for Housing Communities and Local Government for independent examination on 28 November 2024.

2.3.13 On Friday 27 February 2026, Wiltshire Council received the response from the Inspectors, appointed by the government to examine the Local Plan, to the proposed programme of work submitted to them on 30 January 2026.

2.3.14 Having reviewed the council's proposed work programmes, the Inspectors set out two options for the council, to either (i) withdraw the Local Plan from examination or (ii) request that the Inspectors draft a final report (which would recommend non-adoption).

2.3.15 On 6 May 2026 WC's Cabinet agreed to recommend to Full Council that the draft Wiltshire Local Plan (2020-2038) is withdrawn to allow the preparation of a new Local Plan under the Government's new plan making system. This decision was ratified by Full Council on 19 May 2026.

2.3.16 Therefore, the adopted Wiltshire Local Plan (2015) remains the current policy for Wiltshire.

Wiltshire's Local Transport Plan (LTP4) 2025-2038

2.3.17 The fourth Wiltshire Council Local Transport Plan 2025 -2038 (LTP4) was endorsed at full council on 11 March 2025.

2.3.18 LTP4 sets out Wiltshire Council's strategic transport objectives, using a place-based approach that aligns with the Wiltshire Local Plan. It is designed to address the needs of three distinct areas: principal settlements, including Salisbury, Trowbridge, and Chippenham; market towns; and rural communities.

2.3.19 The long-term aspiration for transport in Wiltshire to 2038 and beyond, is set out in the LTP4 vision:

2.3.20 "A safe and connected transport system which protects the county's unique built, natural and historic environment making this accessible for all, supports sustainable economic growth across Wiltshire's communities and contributes to a low carbon future."

2.3.21 Key relevant policies include:

- Policy S1: Enable active travel to be the preferred choice for shorter journeys (or as part of longer journey) by improving journey safety, access and quality
- Policy S2: Provide more public and shared transport options and improve service quality
- Policy S3: Provide better access to public and shared transport services
- Policy I1: Facilitate and encourage move to low and zero emission vehicles
- Policy SU1: Empower people with the skills, knowledge, motivation and opportunity they need to safely access more sustainable and healthier transport

2.3.22 Wiltshire LTP 3 Car Parking Strategy Appendix C sets out non-residential maximum parking standards for the County.

2.3.23 The adopted Wiltshire parking standards do not specify a dedicated requirement for police stations. Such uses are typically assessed on a case-by-case basis, with reference to comparable use classes such as B1 office or D1 non-residential institutions. As a result, parking provision is informed by indicative ratios (e.g. office-based standards) but ultimately justified through operational need, site accessibility, and the specific functional requirements of the facility.

Wiltshire Emerging Parking Standards

2.3.24 Wiltshire Highways advised at a meeting on 9th June 2026 that the Council is currently developing updated parking standards, which are expected to be adopted in late summer 2026.

2.3.25 As part of this emerging strategy, Wiltshire Council's *LTP Car Parking Standards* set out 'Optimum' car parking standards for non-residential uses, in response to the National Planning Policy Framework 2024 recommending a move away from the previous 'Maximum' standards. Police stations are not listed under sui generis within these emerging standards and therefore they would continue to be assessed on a case by case basis.

2.3.26 As a proxy, parking standards have been reviewed for the other proposed land uses at this stage to show what the emerging policy may allow on Site.

2.3.27 Looking at office use [E (g) i] or professional services [E (c) i], both these allow 1 space per 30m^2. Therefore, the proposed sui generis police development of 4,790m^2 total floor area (including all buildings on Site), would be allowed up to 160 parking spaces. Thus, taking into account the operational nature of the Site, the provision of 192 spaces should be broadly acceptable to Wiltshire Council in this location.

Wiltshire Local Cycling and Walking Infrastructure Plan (September 2024)

2.3.28 The Salisbury Local Cycling and Walking Infrastructure Plan (LCWIP) identifies the key walking and cycling routes that need to be improved in the Salisbury urban area.

2.3.29 The document identifies the Old Sarum and Longhedge area as a key residential growth location and prioritises the delivery of enhanced walking and cycling connections to the city centre and surrounding destinations.

2.3.30 Central to this is improvement of the Portway/A345 corridor, which provides the principal radial route into Salisbury, alongside the development of complementary links such as the Green Lane / Longhedge connection to integrate new development areas.

2.3.31 The LCWIP also promotes upgrades to existing strategic routes, including the Avon Valley Path (National Cycle Network Route 45), to provide a high-quality traffic-free corridor, as well as improvements to the wider "Golden Way" orbital route to strengthen connectivity between suburbs.

2.3.32 These measures are supported by targeted enhancements to local walking infrastructure, including improved crossing facilities and footway provision, with the overall aim of reducing reliance on private car travel and encouraging modal shift towards active travel for shorter journeys.

Salisbury District Local Plan (2011)

2.3.33 The Salisbury District Local Plan sets out a framework of place-shaping objectives focused on managing growth while protecting the city's character and environment. Its key objectives are to deliver sustainable development by providing new homes, jobs and supporting infrastructure, reinforce Salisbury's role as a principal settlement and key service/economic centre, and ensure growth is well-planned and supported by transport, community facilities and services.

2.3.34 Policy E1 (Land at Old Sarum) allocates land for mixed development including employment (and sets phasing requirements).

2.3.35 The Parish vision is to "continue to be an outstanding place in which to live, work and study. Any future development will protect and enhance, for the enjoyment of all, its semi-rural character, landscape, connected green spaces and access to the countryside."

2.3.36 The aim of the Neighbourhood Plan is to preserve the character and sustainability of this semi-rural parish by the following objectives:

- protect, and where possible enhance, the existing open spaces, landscape and heritage assets much valued by residents and visitors
- conserve and enhance the River Bourne and its environs
- protect and improve biodiversity in the Parish and respond to the climate crisis
- encourage the farming community to continue to be a significant part of the Parish economy and an important contributor to and guardian of the landscape and environment
- ensure that the community has a say in the type, location, scale and design of future housing development in the parish, whether to meet local needs or a strategic allocation under the Local Plan
- encourage business and industry to make best use of the land in the Parish set aside for this purpose to the benefit of the Parish
- seek to ensure that any future development in the Parish is supported by the implementation of a complementary and structured approach to infrastructure
- support the provision of community services and facilities which benefit the Parish
- ensure polices do not restrict schools
- support improvements to public transport and foot/cycle links within and between Parish and key destinations
- encourage implementation of schemes which reduce the impact of traffic within the Parish without compromising the other objectives.

2.3.37 **Community Action 1** is consistent with Wiltshire Council's most recent draft Local Cycling and Walking Infrastructure Plan for the Salisbury area. It highlights the "Development of a comprehensive, attractive network of footpaths and cycleways within the Parish."

2.3.38 The Parish Council will use Community Infrastructure Levy funds generated by any future development (and other sources of funding) to improve the network of footpaths and cycleways within the parish. Priority will be given to:

- improving access from Old Sarum and Longhedge villages and Bishopdown Farm/ Hampton Park /Riverdown Park to:
  - the city centre (as recommended in the Salisbury Transport Strategy, 2018 refresh) –
  - the green spaces of the parish, including the River Bourne, the Community Farm, Cockey Down and Castle Hill Country Park
  - Laverstock schools' site (including improvements to Green Lane)
- improving access between Old Sarum Country Park and Longhedge Community Open Space, and to give safe pedestrian and cycle access to Monarch's Way
- improving the cycle route on Church Road to overcome the problem of parked cars, preferably by the provision of an off road route
- identifying and implementing a safe route for that part of the proposed Salisbury to Stonehenge cycle route which lies within the parish

- improving safe connectivity to local employment centres, including those in Salisbury, Old Sarum and Porton
- Improving the safety of the Golden Way route especially on Milford Mill Road.
- maintaining Monarch's Way as a green route for horses and leisure cycling / walking and improving connectivity to any future adjacent developments through a bound-surface route to LTN 1/20 standards to accommodate walking and cycling as a means of transport.

2.4 Policy Compliance

2.4.1 The Site is an allocated for employment under Local Plan Policy E1 and so meets the requirements of the NPPF Sections CC2 and DP3 (where relevant), TR3, TR4 and TR6 and Local Plan Policies CP60, CP64, S1, S2, S3, I1 and SU1.

2.4.2 A summary table covering policy compliance is provided in **Appendix B**. Therefore, it is considered that the proposed development complies with all the relevant National and Local transport policies and guidance listed above.

3 SITE ACCESSIBILITY

3.1.1 This section for the Transport Assessment reviews the location of the Site with regard to accessibility to sustainable modes of transport.

3.2 Access by Walking

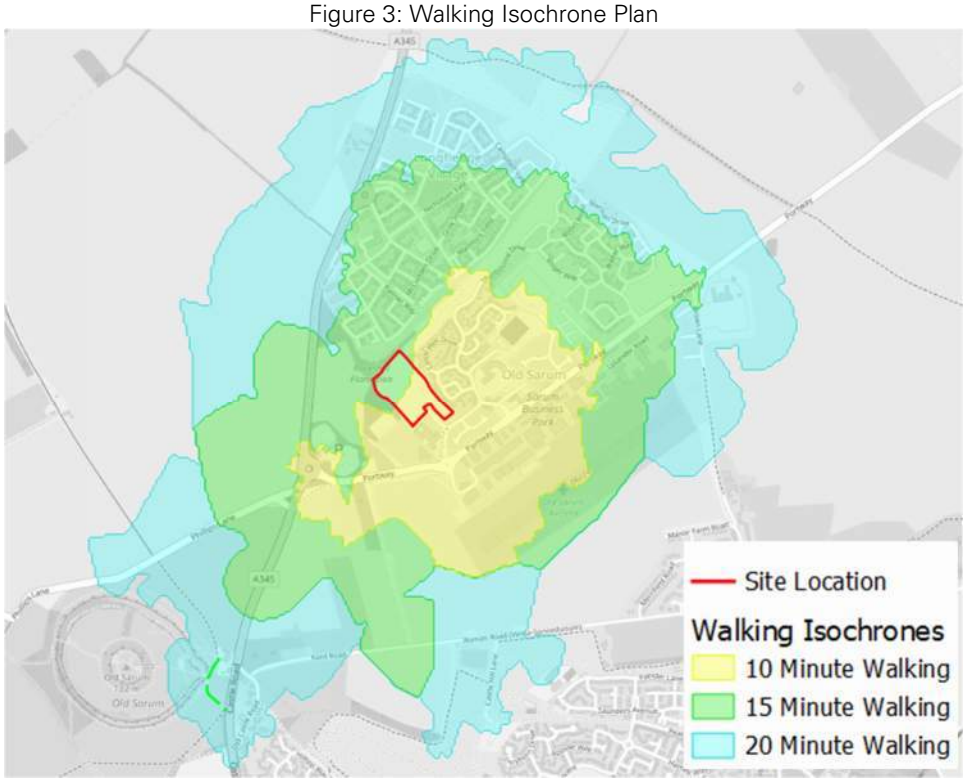
3.2.1 The Institution of Highways and Transport (IHT) guidance document 'Planning for Walking' (April 2015) states that 80% of journeys shorter than 1.6km are made wholly on foot with 26% for journeys that are 1.6km to 3.2km long also being undertaken on foot.

3.2.2 The National Travel Survey (NTS) 2021 identifies that walking is a favourable option for short trips, with the average person willing to walk for an average time of 19 minutes. Given the IHT guidance that pedestrians travel at a speed of 1.4m/s, pedestrians are therefore likely to walk to areas within approximately 1.6km of their origin.

3.2.3 The NTS 2021 also identifies that 82% of all trips under 1.6km are made on foot. These proportions are broadly similar to those put forward in the IHT 'Planning for Walking' document (2015) thereby verifying the results. As stated in 'Planning for Walking': "*Most people will only walk if their destination is less than a mile away, so in meters or kilometres 1,600m or 1.6km is the approximate distance that people are prepared to walk.*"

3.2.4 Ten, fifteen and twenty-minute walking isochrones are provided in **Figure 3**. Within a 20 minute walk from the Site, bus stops the Beehive Park and Ride, and the surrounding residential and commercial areas can be accessed.

Figure 3: Walking Isochrone Plan



Source: Ridge GIS

3.2.5 Wiltshire Council's local PROW definitive map shows that there are no byways within the immediate vicinity of the Site.

3.2.6 The existing walking infrastructure in the area is of a very good standard with footways and street lighting within the vicinity of the Site. Ramsbury Drive and Mitre Way have footways on both sides which connect to footways along Portway. These footways have dropped kerb crossings and street lighting and in some locations are shared use paths accessible for cycling off carriageway.

3.2.7 Walking and cycling therefore are viable means of travel to the development, and a number of residential areas and transport hubs are accessible within a reasonable walking and cycling time including bus stops on Ramsbury Drive.

3.3 Access by Cycling

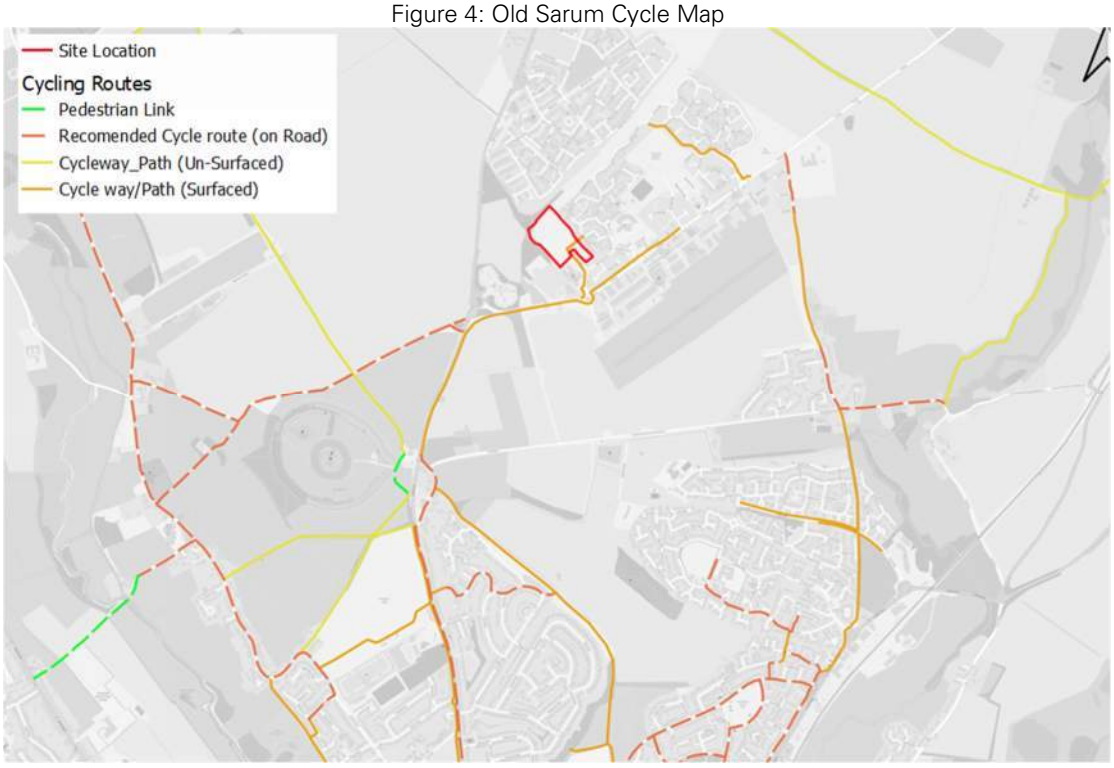
3.3.1 The Institution of Highways and Transport (IHT) guidance document 'Planning for Cycling' (October 2015) states the majority of cycling trips are for short distances, with 80% being less than 8km and with 40% being less than 3.2km. However, the majority of trips by all modes are also short distances (67% are less than 8km, and 38% are less than 3.2). The bicycle is therefore a potential mode for many of these trips.

3.3.2 Cycle Infrastructure Design LTN 1/20 states that," two out of every three personal trips are less than five miles in length - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."

3.3.3 The NTS 2021 identifies that cycling is a favourable option for short trips, with the average person willing to cycle for an average time of 26 minutes. Local Transport Note 1/20 'Cycle Infrastructure Design' states that urban cycling speed averages between 10 and 15mph (16 to 24 kph) but vary depending on gradient. It is therefore considered that 16kph is an appropriate average travel speed, given the time spent negotiating the urban realm (e.g., manoeuvring through junctions). It is therefore considered that the average person is willing to cycle an average of 6.9km (26 minutes).

3.3.4 The existing cycle network around the vicinity of the Site is shown in **Figure 4**.

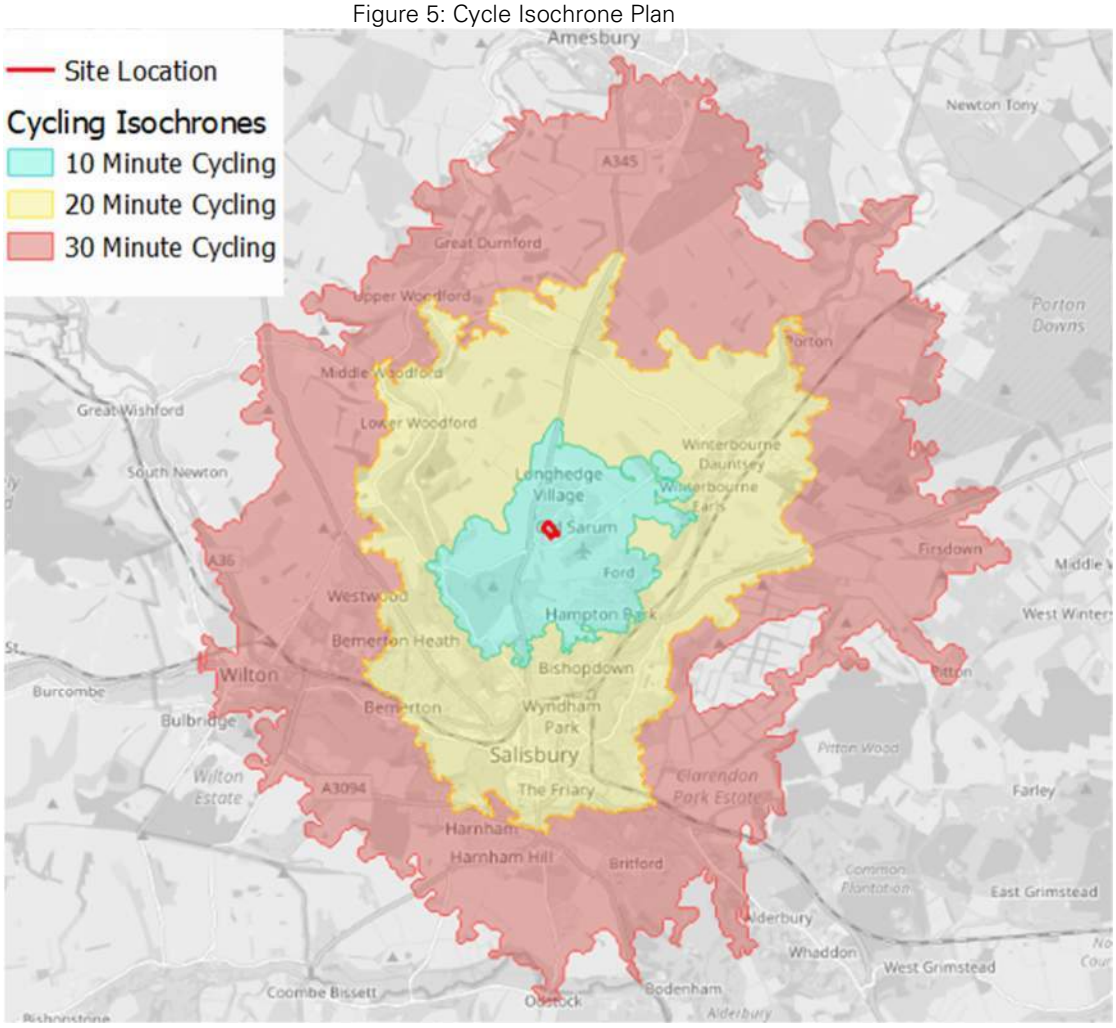
Figure 4: Old Sarum Cycle Map



Source: Ridge GIS

3.3.5 Ten, twenty and thirty minute cycling isochrones are provided in **Figure 5**, which show those areas and facilities within walking distance of the Site.

Figure 5: Cycle Isochrone Plan



Source: Ridge GIS

3.3.6 A shared footway / cycleway is provided along the southern side of Portway from the A345 Beehive roundabout to the south western corner of the Old Sarum development adjacent to the roundabout connecting Ramsbury Drive and Castle Gate Business Park. At this point, the shared footway / cycleway crosses to the opposite side of the road over the southern section of Ramsbury Drive and along the northern side of Portway, as far as the western access into Sherbourne Drive. This shared foot and cycleway connects to Mitre Way on the western side.

3.3.7 The Site is located within cycling distance to Salisbury City Centre and therefore provides a practical alternative for staff and visitor trips from this location. Salisbury Station is within an 18 minute cycle of the Site.

3.4 Public Transport – Bus

3.4.1 The Site is located within close proximity to bus stops on Ramsbury Drive, approximately 150m to the south. Further bus stops can be found approximately 300m southwest of the Site on Portway. These stops are provided with shelters, seating and timetable information.

3.4.2 Footways with street lighting are present along the pedestrian routes between the Site and these bus stops, enabling safe access between the two. **Table 3.1** outlines the routes and frequencies of buses serving these stops.

3.4.3 Beehive Park and Ride is located 650m from the Site on the A345 Castle Road. It is one of five Park and Ride sites serving Salisbury. The PR11 service runs Monday to Saturday with a bus every 30 minutes. Hours of operation are 06:10 – 23:25 Monday to Friday and 07:20 – 23:25 on Saturdays.

Table 3.1: Bus Services on Ramsbury Drive and Portway

BUS STOP	SERVICE	ROUTE	APPROX FREQUENCY	BUS OPERATOR
Ramsbury Drive	X4	Larkhill – Boscombe-Beehive Roundabout – Salisbury CC	Mon – Sat approximately every 30min	Salisbury Reds
	PR11	Salisbury CC – Old Sarum, Primary School	Mon – Sat approximately every half an hour Sundays approximately every hour	Salisbury Red
Portway Old Sarum Garden Centre	X67	Tidworth – Old Sarum – Salisbury CC	Weekdays 4 a day Sat 1 a day	Stagecoach
	X4	Larkhill – Boscombe-Old Sarum – Salisbury CC	Mon – Sat approximately every hour	Salisbury Reds
	PR11	Salisbury CC – Old Sarum, Primary School	Mon – Sat approximately every half an hour Sundays approximately every hour	Salisbury Red

Timetable correct as of August 2026

3.5 Public Transport – Train

3.5.1 The Site is located approximately 4.8 km north of Salisbury railway station. The station lies on the West of England Line (Exeter–London Waterloo) operated by South Western Railway, and also on the Wessex Main Line corridor via Westbury served by Great Western Railway (GWR).

3.5.2 South Western Railway provides regular services between Exeter St Davids and London Waterloo via Salisbury, calling at stations including Andover and Basingstoke, typically at hourly intervals. South Western Railway also provides services southbound from Salisbury to Romsey and Southampton Central, with onward connectivity to the South Coast including Bournemouth and Weymouth.

3.5.3 Great Western Railway provides services from Salisbury towards Warminster and Westbury, with onward connections to Bath, Bristol, Cardiff and the wider South West, generally at approximately hourly frequency.

3.5.4 The bus interchange at the railway station provides access to a number of local bus services including the X4 and PR11 which connect to the Site.

3.6 Sustainability of Site Location

3.6.1 The approximate walking and cycling distances to local amenities and facilities from the Site are summarised within **Table 3.2**. All distances have been calculated from the centre of the Site.

Table 3.2 Distance of Core Amenities from the Site

NAME	DISTANCE (M)	1.6km WALKING[1]	6.4km CYCLING[2]
RETAIL			
Co-operative (Portway)	480	✓	✓
Spar (Longhedge)	1,100	✓	✓
Greggs (Longhedge)	1,100	✓	✓
Waitrose (Salisbury)	3,500	×	✓
PUBLIC TRANSPORT			
Bus Stop (Ramsbury Drive)	150	✓	✓
Bus Stop (Portway- Old Sarum)	300	✓	✓
Beehive P&R	650	✓	✓
Salisbury Railway Station	4,800	×	✓
HEALTH & COMMUNITY CENTRES			
Bishopdown Pharmacy	2,800	×	✓
Bishopdown Surgery	2,800	×	✓
EDUCATION			
Happy Days Nursery	1,100	✓	✓
Old Sarum Primary School	300	✓	✓
Greentrees Primary School	2,800	×	✓
OTHER			
Salisbury Football Club	250	✓	✓
The Church of Jesus Christ Latter-	70	✓	✓
Old Sarum and Lodgehedge	480	✓	✓

[1] and [2] National Travel Survey (2021)

3.6.2 Based upon the data within Table 3.2, it can be concluded that the Site is located within good walking and cycling distances to a number of core amenities, thereby potentially reducing the number of vehicular trips generated by the Site when accessing local facilities.

3.6.3 Most other facilities can be found in Salisbury City Centre is 4.5km from the Site and accessed within a 15-minute cycle ride.

3.7 Accessibility Index

3.7.1 This is a measure that provides an indicator of the accessibility and density of the public transport network at a point of interest (in the case of BREEAM, a building). The index is influenced by the proximity and diversity of the public transport network and the level or frequency of service at the accessible node.

3.7.2 The Accessibility Index is determined by entering the following information in to the BREEAM Tra 01 calculator:

- The distance (m) from the main building entrance to each compliant public transport node;
- The public transport types serving the compliant node, e.g., bus or rail; and
- The average number of services stopping per hour at each compliant node during the operating hours of the building for a typical day.

3.7.3 A compliant node includes any bus service with a stop within 650m and any railway station within 1,000m of the assessed building's main entrance, measured via a safe pedestrian route. The distance from the nearest bus stops to the Site is within these distances.

3.7.4 Therefore, the AI has been calculated for bus services only as the Site is outside the catchment for rail services. The resultant accessibility index is 2.55, which is classed as moderately good. The accessibility index calculator for the Site is contained in **Appendix C**.

3.8 Local Highway Network

3.8.1 The Site is accessed from Mitre Way and Ramsbury Drive which provide access to Portway. It is understood that Ramsbury Drive and the footways alongside it are adopted highway while Mitre Way is still subject to formal adoption under a S38 agreement between the developer and Wiltshire Council. The final elements of this Section 38 agreement covering street lighting are expected to be concluded shortly.

3.8.2 Portway forms the main route into and out of the Old Sarum area towards Salisbury City Centre and beyond. Portway heads east to Beehive roundabout (at the junction with the A345, adjacent to the Park & Ride site of the same name) and connects Old Sarum with the A345 (for Salisbury and Amesbury) west of the Site down to the A36 in Sailsbury and north to the A303 at Amesbury.

3.8.3 To the east Portway connects with the A388 at Mill Corner (Down Barn Road) to the east of the Site, which then connects north to the A303 at Cholderton and north to Marlborough and Swindon. South of Mill Corner the A388 connects south back into Salisbury via the A30 / London Road junction.

3.8.4 From Beehive Roundabout and alongside the Old Sarum development, Portway is subject to a 40mph speed limit. To the East of the development, Portway is subject to the national speed limit east of access to Throgmorton Hall approximately 1km from Ramsbury Drive. Ramsbury Drive and Mitre Way and the surrounding residential estate are subject to a 20mph speed limit.

3.8.5 The Site benefits from close proximity to the strategic highway network, which is critical to meet the operational and response requirements for the Southern Policing Hub.

3.9 Traffic Surveys

3.9.1 Ridge commissioned manual classified traffic count surveys of the junctions surrounding the Site, undertaken by Paul Castle Associates on Thursday 19th October 2023. The surveys were carried out at four local junctions in the vicinity of the Site, including:

- Mitre Way / Ramsbury Drive;
- Ramsbury Drive / Portway / Business Park;
- Sherbourne Drive / Portway / Lancaster Road; and
- Portway / A345 / P&R.

3.9.2 The AM and PM peak flows are illustrated in **Figure 6** and **Figure 7** below.

Figure 6: AM Peak Flows

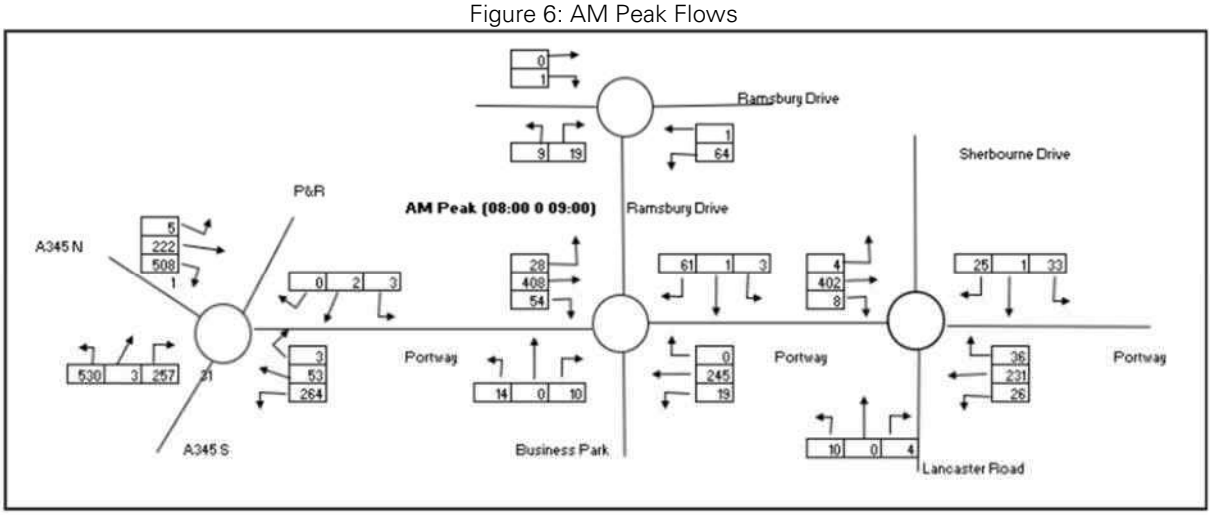
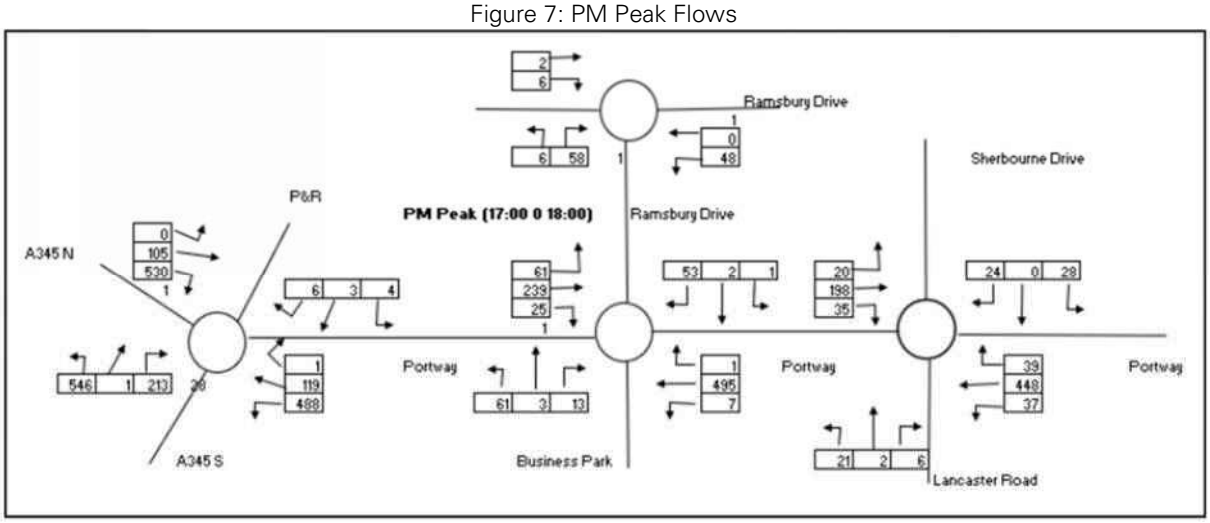


Figure 7: PM Peak Flows

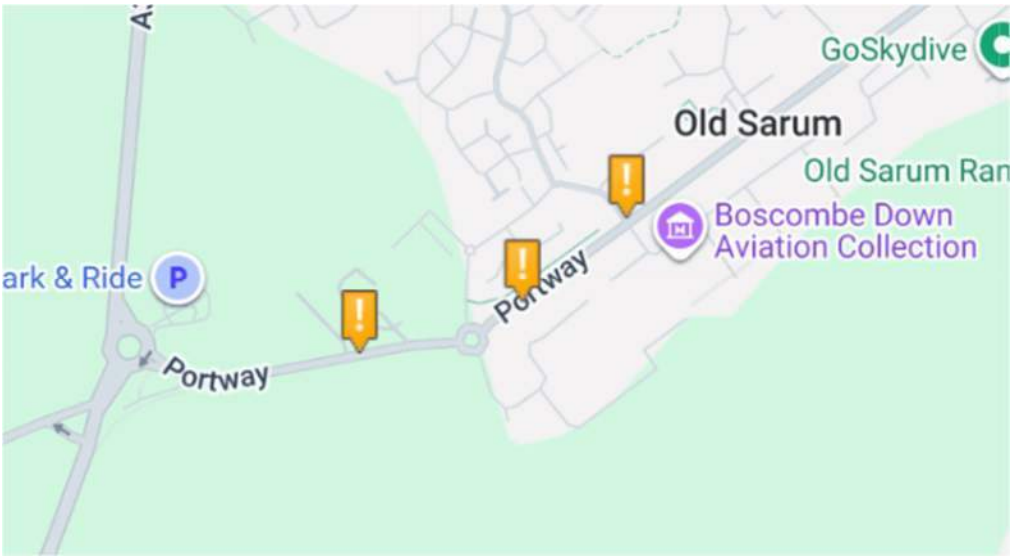


3.10 Personal Injury Collision Data

3.10.1 Personal Injury Collision (PIC) data has been obtained from Crash Map for the latest available period (Jan 2020- Dec 2024) within the proximity of the proposed development Site.

3.10.2 During the five year period available there were three slight injury accidents within the vicinity of the Site. During this period, two accidents occurred on Portway, and one is recorded on Sherbourne Drive. The location of the accidents is shown in **Figure 8**.

Figure 8: Crashmap data from latest available period (2020-2024)



3.10.3 The data shows that the accidents do not have any pattern or clustering which may indicate that there are any existing issues with the local highway network

3.10.4 Also, the number of accidents recorded during the available period is low at less than one per year.

3.10.5 It is considered that, based on the above analysis, the PIC data presented does not suggest there are not any existing issues with the highway network immediately local to the Site. It is considered that the accidents identified are unlikely to have been the result of highway network deficiency that may need to be improved by these proposals.

4 DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 The Site is allocated employment site under saved Policy E1 of the Salisbury District Local Plan 2011 (Adopted June 2003) as saved in the Wiltshire Core Strategy (2015), with which development for a Police Hub is considered to be an appropriate use. The Site has an original outline consent for an employment use under planning permission 2005/0211 which has now lapsed.

4.1.2 The Site is undeveloped land bound by residential areas to the north and east, a care home and Ramsbury Drive to the south and a garden centre, fields and the A345 to the west.

4.2 Police Operations

4.2.1 The new policing hub at Old Sarum will replace the existing policing accommodation at Bourne Hill, which has been assessed by operational leadership as no longer fit for purpose for modern policing, and will provide a secure, purpose-built facility to support neighbourhood policing, response and associated functions.

4.2.2 The new 3 storey hub will operate on a 24/7 basis for operational functions and will include a public-facing enquiry office providing staffed access during advertised hours.

4.2.3 The staff count will increase from 103 at Bourne Hill to 220 at the Old Sarum Site. The following proposed policing functions will be accommodated at Old Sarum:

- Neighbourhood Policing Team
- Response Team
- Licensing Team
- An Enquiry Office
- Criminal Investigation Department
- Volume Crime Team
- Public Protection Department
- Facilities and DDAT Team

4.2.4 The following proposed facilities will be accommodated at Old Sarum Site:

- Dedicated Policing facilities*
- Enquiry Office
- Dedicated parade and briefing rooms*
- PACE complaint interview rooms
- Search room*
- Police special property store*
- Secure policing site with dedicated public access areas*
- Secure car park*
- Faith / Wellbeing / MH Trauma rooms
- Staff gym / health facility*
- Locker / equipment store

- Changing and Shower Facilities
- Car wash down facilities*
- Fuel Delivery / Dispensing*

**New facilities provided in the new development.*

4.2.5 While the wider policing facility will operate 24/7 to support response and other operational functions, the enquiry office will provide staffed public access during advertised hours (08.30 to 17.30 Monday to Friday, and Saturday 09.00 to 13.00). Public access arrangements will be designed and managed to balance accessibility with essential security and safeguarding requirements, including clear separation between public areas and operational accommodation, controlled entry arrangements, and appropriate measures to ensure the privacy and safety of victims, visitors, detainees and staff.

4.2.6 Currently, it is expected that shift patterns will be similar as those implemented at Bourne Hill since January 2024.

4.2.7 At Bourne Hill there are 8 response teams, shift times are typically 07:00 – 18:00, 10:00 – 22:00, 15:00 – 03:00 and 21:00 – 07:00hrs. The neighbourhood team's shift pattern is typically 07:00 – 16:00 and 13:00 – 22:00hrs. The busiest period is between 13:00 – 18:00hrs where 3 response teams and 2 of the neighbourhood shifts are on duty simultaneously.

4.2.8 Person trip generation has been derived from a first principles exercise incorporating data from Wiltshire Police on staff numbers and shift patterns. **Table 4.1** and **Table 4.2** and **Figure 9** show the arrival and departure profile respectively for the proposed 220 staff plus fleet for the facility.

4.2.9 The busiest period for arrivals occurs between 06:00 and 08:00, while the busiest periods for departures occur between 17:00 and 18:00 and 22:00 and 23:00. The busiest period for staff on site is between 12:00 and 19:00

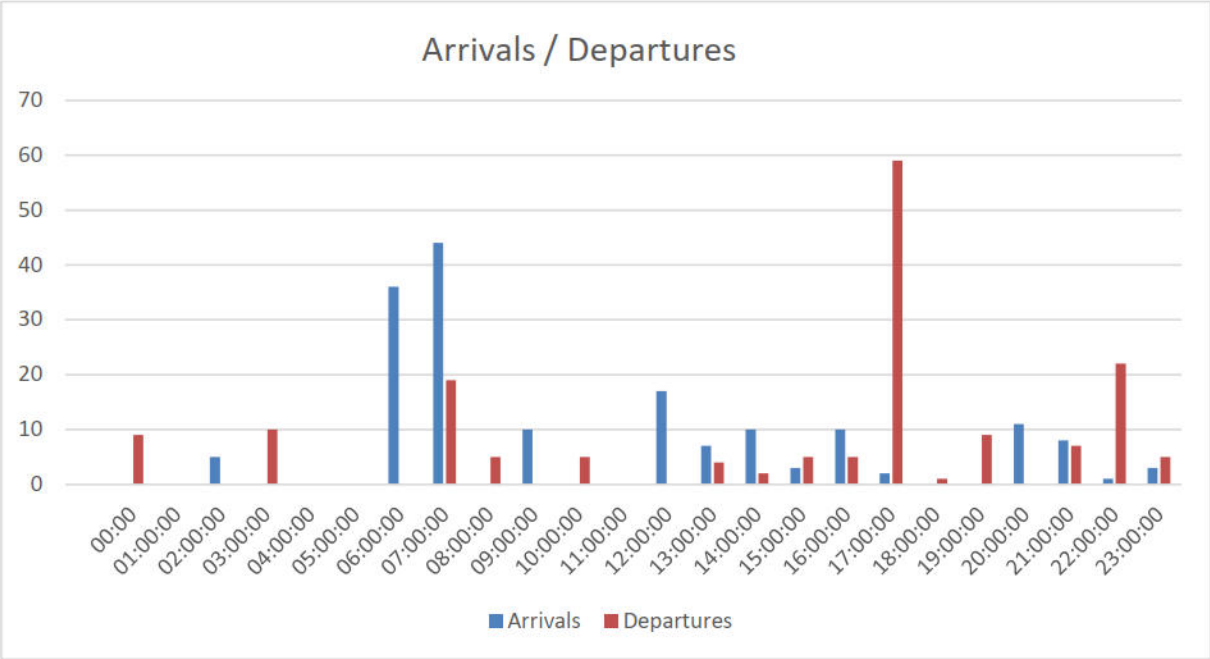
Table 4.1: Staff Arrival Profile

	Arrivals																							
Team	00.00 - 00.59	0.100 - 01.59	02.00 - 02.59	03.00 - 03.59	04.00 - 04.59	05.00 - 05.59	06.00 - 06.59	07.00 - 07.59	08.00 - 08.59	09.00 - 09.59	10.00 - 10.59	11.00 - 11.59	12.00 - 12.59	13.00 - 13.59	14.00 - 14.59	15.00 - 15.59	16.00 - 16.59	17.00 - 17.59	18.00 - 18.59	19.00 - 1959	20.00 - 20.59	21.00 - 21.59	22.00 - 22.29	23.00 - 23.59
Neighbourhoods							5						5			3						3		
Response			5				16			10					10		5				10	5		
VCT							6	5					5				1						1	
CID								15						7			3							2
CAIT								2													1			
Specials																		2						1
Facilities and DDAT								3									1							
Enquiry Office								2																
SLT								3																
PSD								2																
Hot Desking								2																
Hot Desking								10																
Neighbourhoods							9						7											
Total staff + fleet	**0**	**0**	**5**	**0**	**0**	**0**	**36**	**44**	**0**	**10**	**0**	**0**	**17**	**7**	**10**	**3**	**10**	**2**	**0**	**0**	**11**	**8**	**1**	**3**

Table 4.2: Staff Departure Profile

Team	Departures																							
	00.00 - 00.59	0.100 - 01.59	02.00 - 02.59	03.00 - 03.59	04.00 - 04.59	05.00 - 05.59	06.00 - 06.59	07.00 - 07.59	08.00 - 08.59	09.00 - 09.59	10.00 - 10.59	11.00 - 11.59	12.00 - 12.59	13.00 - 13.59	14.00 - 14.59	15.00 - 15.59	16.00 - 16.59	17.00 - 17.59	18.00 - 18.59	19.00 - 1959	20.00 - 20.59	21.00 - 21.59	22.00 - 22.29	23.00 - 23.59
Neighbourhoods								3						3			5						5	
Response				10				15			5					5		11				5	10	
VCT								1						1				11						5
CID	7								3						2			15						
CAIT									1													2		
Specials	2																		1					
Facilities and DDAT									1									3						
Enquiry Office																		2						
SLT																		3						
PSD																		2						
Hot Desking																		2						
Hot Desking																		10						
Neighbourhoods																				9			7	
Total staff + fleet	**9**	**0**	**0**	**10**	**0**	**0**	**0**	**19**	**5**	**0**	**5**	**0**	**0**	**4**	**2**	**5**	**5**	**59**	**1**	**9**	**0**	**7**	**22**	**5**

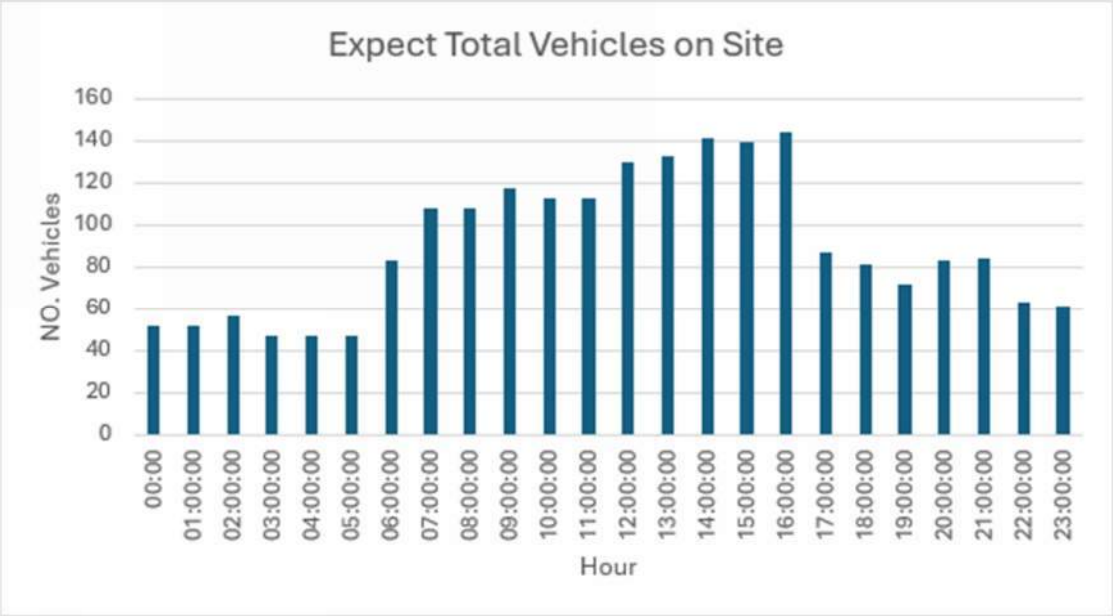
Figure 9: Arrival / Departure Profile



4.2.10 In addition to the main facility, there is a store employing six staff and attracting approximately 15 visitors per day. The store is assumed to operate between 08:00 and 17:00, with staff arriving at 07:00 and departing at 17:00. Visitor arrivals are assumed to be distributed evenly throughout the day.

4.2.11 Further to a request from Wiltshire Council at the pre-application stage, **Figure 10** (overleaf) provides a breakdown of the expected parking occupancy at the Site across the day, based on a standard day (shift patterns) and accounting for fleet vehicles and visitors.

Figure 10: Site Occupancy (Staff, Fleet and Visitors)



4.2.12 Figure 10 shows that peak occupancy and parking demand is expected to be circa 145 to 150 spaces at peak occupancy between 13:00 and 16:00. Against the proposed 192 spaces, this allows an operational margin of circa 42 to 47 spaces.

4.3 Pedestrian and Cycle Access

4.3.1 Mitre Way has footways on either side with one side of the road being a shared foot and cycleway, these existing facilities terminate at the stub end of Mitre Way at the bottom edge of the Site.

4.3.2 The proposals include a new shared foot and cycleway into the Site through a widening of the existing footway on the eastern side of Mitre Way, the shared route crossing over Mitre Way at the existing uncontrolled crossing point. This new route will extend to the public entrance at the front of the building along the eastern side of the proposed access road which is an extension of Mitre Way. The existing route on the western side of Mitre Way will remain to serve the existing care home but will not be extended into the Site. See **Drawing 5032745-RDG-XX-XX-DR-H-0007** provided in **Appendix D**.

4.3.3 There is also the potential to provide a controlled staff secondary pedestrian access alongside the emergency access from Castle Well Road (subject to entry control in this location). This would not be a public access as the Site is proposed to be a secure Site.

4.3.4 The pedestrian and cycle access strategy promotes accessibility, enabling convenient and legible routes to The Site for non-motorised users. The design has been carefully balanced with the operational and security requirements of a police facility, incorporating controlled access points and secure boundaries where necessary. This ensures that while the Site remains accessible and user-friendly for pedestrians and cyclists, the integrity and security of the facility are not compromised.

4.3.5 As set out in Section 3, the Site is well connected to the wider pedestrian and cycle network in Old Sarum.

4.4 Vehicle Site Access

4.4.1 The primary vehicular access to the Site will be taken via Mitre Way off Ramsbury Drive. The access arrangement has been designed in accordance with the principles set out in Manual for Streets (MfS) and the Wiltshire Design Guide.

4.4.2 The Site access would be an extension of Mitre Way as shown in **Drawing 5032745-RDG-XX-XX-DR-H-0007** provided in **Appendix D**.

4.4.3 Vehicle swept path analysis has been undertaken to assess both the proposed access arrangement onto Mitre Way and the internal site layout. The analysis demonstrates that the access can safely accommodate an 11.3m refuse vehicle, a 16.5m max legal length articulated HGV (representing the largest expected service vehicles), and emergency vehicles (fire tender and police van). Additional vehicle tracking for the vehicles expected on site based on the illustrative masterplan have also been undertaken for completeness. The full suite of drawings are presented in **Appendix D**.

4.4.4 A secondary emergency vehicle access / crash gate is provided onto Castle Well Road for operational flexibility. This access will be used primarily by emergency vehicles, including fire tenders and police vans if the primary access is unavailable. It would also be capable of accommodating staff cars if the primary access is blocked. The Secondary access which has been designed as a dropped kerb access is shown in **Drawing 5032745-RDG-XX-XX-DR-H-0008 (P02)** in **Appendix D**. This access has suitable visibility splays illustrated as per the requirements of Manual for Streets for the 20mph speed limit in this location.

4.4.5 A Stage 1 Road Safety Audit of the proposed access points has been undertaken, and this is provided in **Appendix E**.

4.5 Parking

Car Parking

4.5.1 The main car park on the Site provides 161 standard staff parking spaces, along with 8 accessible bays and 7 spaces designated for IVECO police vans. This is a total of 176 spaces in the rear secure car park.

4.5.2 To the west of the Site the ancillary Stores building has 6 parking spaces bringing the total in the rear secure parking area to 182 spaces.

4.5.3 Within the separate visitor car park at the front of the Site, 10 car parking spaces are proposed of which 3 are accessible. These are located close to the main entrance.

4.5.4 Total car parking provision on Site across all parking areas is 192 spaces.

4.5.5 Wiltshire LTP 3 Car Parking Strategy Appendix C sets out non-residential maximum parking standards for the County.

4.5.6 The adopted Wiltshire parking standards do not specify a dedicated requirement for police stations. Such uses are typically assessed on a case-by-case basis, with reference to comparable use classes such as B1 office or D1 non-residential institutions. As a result, parking provision is informed by indicative ratios (e.g. office-based standards) but ultimately justified through operational need, site accessibility, and the specific functional requirements of the facility.

4.5.7 Wiltshire Highways advised at a meeting on 9th June 2026 that the Council is currently developing updated parking standards, which are expected to be adopted in late summer 2026.

4.5.8 As part of this emerging strategy, Wiltshire Council are developing a set of 'Optimum' car parking standards for non-residential uses, in response to the National Planning Policy Framework 2024 recommending a move away from the previous 'Maximum' standards. Police stations are not listed under sui generis within these emerging standards and therefore they would continue to be assessed on a case by case basis.

4.5.9 The emerging parking standards have been reviewed in terms of similar land uses. The core of the proposed facility will house operational teams with office spaces and supporting ancillary uses, therefore the largest land use element would be an office or professional services type use outside the sui generis classification.

4.5.10 Looking at office use [E (g) i] or professional services [E (c) i], both these allow 1 space per 30m^2. Therefore, the proposed sui generis police development of 4,790m^2 total floor area (including all buildings on Site), would be allowed up to 160 parking spaces. With reference to Section 4.2.12 above, the expected demand is circa 150 spaces during the peak occupancy of the Site in the afternoon around shift changeover, 10 spaces below the 'optimum'. This occupancy exercise does not allow for any operational flexibility of major incident capacity; hence a 20% uplift has been applied to the 150 figure to allow for operational flexibility.

4.5.11 Therefore, taking into account the operational nature of the Site, the provision of 192 spaces should be broadly acceptable to Wiltshire Council in this location and given the operational needs of the Site.

Accessible Spaces

4.5.12 New non-residential developments within Wiltshire are expected to provide disabled/ accessible car parking to meet the requirements of The Equality Act 2010.

4.5.13 In addition, approved Document M of the Building Regulations requires reasonable provision to enable disabled people to access and use buildings. This includes the provision of suitably located and designed accessible parking spaces with step-free access to building entrances.

4.5.14 These standards do not prescribe a fixed percentage of spaces.

4.5.15 The proposals provide 11 accessible spaces across the staff and visitor car parks, which aligns with Building regulations and the Equality Act.

EV Charging

4.5.16 Electric Vehicle charging points are required for non-residential new-build developments in accordance with guidance from 'Infrastructure for the charging of electric vehicles - The Building Regulations 2010 Part S (HM Gov - 2021 edition)' as follow:

4.5.17 Where a new building which is not a residential building or a mixed-use building has more than 10 parking spaces -

- One of those parking spaces must have access to one electric vehicle charge point; and
- Cable routes for electric vehicle charge points must be installed in a minimum of one-fifth of the total number of remaining parking spaces
- Where there is at least one accessible space (as defined in Approved Document M), a chargepoint and/or cable route must be provided to a minimum of one accessible space.

Cycle Parking

4.5.18 Cycle parking standards are set out Wiltshire Local Transport Plan 2011-2026 Appendix C. These stipulate 1 covered space per 10 employees for Sui Generis plus visitor spaces on merit.

4.5.19 At this stage, the illustrative Masterplan proposes 10 secure and covered cycle parking spaces for visitors at the front of the Site and 10 secure and covered cycle parking spaces for staff within the secure line at the rear of the Site. It is considered that this provision aligns with LTN 20/1 and Wiltshire Cycle Design Standards at this outline planning stage.

4.6 Servicing

4.6.1 The Site would be serviced from Mitre Way and a vehicle tracking exercise has been undertaken as part of the Master Planning process. It is expected that day to day servicing will take place by rigid HGVs although articulated vehicles have been accounted for, to consider vehicle fleet deliveries for example. Vehicle tracking is provided in **Appendix D**.

5 TRAVEL DEMAND ASSESSMENT

5.1 Overview

5.1.1 This chapter presents the trip generation analysis for the proposed development, alongside an assessment of its potential impacts on the wider public transport and highway networks.

5.2 Trip Generation

5.2.1 Trip generation has been derived from the proposed staffing levels and shift patterns provided by the site operator.

Staff Trips

5.2.2 As outlined in Section 4.2, the proposed development will employ up to 220 staff across a range of operational departments. Staff trip generation has been derived from the proposed staffing schedule provided by the site operator, which identifies the number of employees associated with each department and the corresponding shift patterns.

5.2.3 The staffing profile has been reviewed to identify the number of staff arriving and departing during the highway assessment periods. Staff arrivals have been assigned to the hour immediately preceding the commencement of each shift, whilst staff departures have been assigned to the hour immediately following the completion of each shift. This approach reflects the anticipated operational pattern of the site and provides a robust basis for forecasting travel demand.

5.2.4 The resulting staff person trips generated during the assessment periods are summarised in **Table 5.1**.

Table 5.1 Staff People Trips

Peak	Arrivals	Departures	Total
AM 07:00 – 08:00	44	10	54
PM 17:00 – 18:00	2	59	61

Visitor Trips

5.2.5 Visitor trip generation has been informed by information provided by the operator, which indicates that the existing facility accommodates approximately 31 visitors on an average weekday. For the purposes of the assessment, these visits have been proportioned across the site's operating hours to derive an hourly trip profile.

5.2.6 Based on this approach, visitor activity is estimated to generate approximately 3 arrivals and 3 departures during each assessment hour. These trips have been included within the overall development trip generation assessment. The trips can be seen in **Table 5.2**.

Table 5.2 Visitor Vehicle Trips

Peak	Arrivals	Departures	Total
AM 07:00 – 08:00	3	3	6
PM 17:00 – 18:00	3	3	6

Fleet Vehicles

5.2.7 Fleet vehicle trip generation has been derived from the operational fleet requirements for each department. The total number of fleet vehicles assigned to each department has been apportioned across the relevant shift periods based on the departmental staffing profile and operational requirements.

5.2.8 For the purposes of the assessment, fleet vehicles have been assumed to depart the site during the first hour of the relevant shift and return to the site during the final hour of the shift.

5.2.9 The resulting fleet vehicle arrivals and departures have been incorporated into the overall development trip generation and assessment flows. The Fleet vehicle trips can be seen summarise in **Table 5.3**.

Table 5.3 Fleet Vehicle Trips

Peak	Arrivals	Departures	Total
AM 07:00 – 08:00	0	0	0
PM 17:00 – 18:00	9	0	9

Stores Building Trips

5.2.10 The proposed ancillary stores building is expected to operate between 08:00 and 17:00. Information provided by the client indicates that the store will be staffed by up to six employees. For the purposes of the assessment, it has been assumed that staff arrive during the hour preceding opening (07:00–08:00) and depart during the hour following closure (17:00–18:00).

5.2.11 The client has advised that the store is anticipated to attract approximately 15 visitors per day. In the absence of detailed visitor arrival information, these trips have been distributed evenly across the operating period. This results in an assumed demand of approximately 2 visitor arrivals and 2 visitor departures per hour during the store's opening hours.

5.2.12 The resulting staff and visitor trips have been included within the overall trip generation assessment. The trips can be seen summarised in **Table 5.4**.

Table 5.4 Stores Vehicle Trips

Peak	Arrivals	Departures	Total
AM 07:00 – 08:00	6	0	6
PM 17:00 – 18:00	0	6	6

5.3 Mode Share

5.3.1 The mode share has been informed by 2011 Census Journey to Work data obtained from Nomis (Table WU03EW) for MSOA E02006672 (Wiltshire 057). The data has been used to establish an appropriate mode split for arrivals and departures occurring between 08:00 and 17:00.

5.3.2 Based on the Census data, a mode share comprising 10% active travel, 7% public transport, 77% car driver and 6% other modes has been adopted for trips relating to shifts occurring between 08:00 and 17:00.

5.3.3 Outside of these shifts, all staff trips have been assumed to travel by car, reflecting the limited availability of alternative travel options during shift changeover periods. In addition, all visitor trips have been assumed to be undertaken by car.

5.3.4 The mode share assumptions adopted within the assessment are summarised in **Table 5.5**.

Table 5.5 Mode Split

Peak	08:00 – 17:00	All Other Sifts
Active Travel	10%	0%
Public Transport	7%	0%
Car Drive	77%	100%
Other	6%	0%

5.4 Trip Distribution

5.4.1 The trip distribution is informed by 2011 Census Journey to Work data obtained from Nomis (Table WF01BEW), which identifies the origin of employees travelling to workplaces within Output Areas E00166383, E00166384 and E00166385. These Output Areas encompass the site and its immediate surroundings and are therefore considered representative of the likely residential distribution of future staff.

5.4.2 Analysis of the Census data indicates that the majority of journeys to the workplace originate from the South West region, accounting for 82.1% of trips. A further 16.9% originate from the South East region, with all other regions collectively accounting for approximately 1.0% of trips.

5.4.3 The regional distribution identified from the Census data has been used as the basis for assigning development traffic to the highway network. Distribution is set out in **Table 5.6**.

Table 5.6 Distribution

Region	Trips	Percentage
East	0	0.0%
East Midlands	3	0.4%
London	2	0.3%
North East	0	0.0%
North West	0	0.0%
South East	125	16.9%
South West	608	82.1%
Wales	1	0.1%
West Midlands	1	0.1%
Yorkshire and The Humber	1	0.1%

5.5 Highway Assignment

5.5.1 The person trip generation associated with the main site has been converted to vehicle trips using the mode share assumptions set out in Section 5.3. Fleet vehicle movements have also been incorporated, based on the operational requirements of each department. The resulting vehicle arrivals and departures during the AM and PM peak periods are summarised in **Table 5.7**.

Table 5.7 Total Police Vehicle Trips

Peak	Arrivals	Departures	Total
AM 07:00 – 08:00	37	20	57
PM 17:00 – 18:00	5	49	54

5.5.2 Vehicle trips associated with the store comprise staff and visitor trips. Staff trips have been derived from the anticipated staffing levels, whilst visitor trips have been based on the assumptions set out in Section 5.2. Applying the adopted mode share assumptions results in the vehicle trips shown in **Table 5.8**.

Table 5.8 Stores Building and Visitor Vehicle Trips

Peak	Arrivals	Departures	Total
AM 07:00 – 08:00	5	0	0
PM 17:00 – 18:00	0	5	0

5.5.3 Total AM and PM vehicle trip movements based on tables 5.7 and 5.8 are provided in **Table 5.9**.

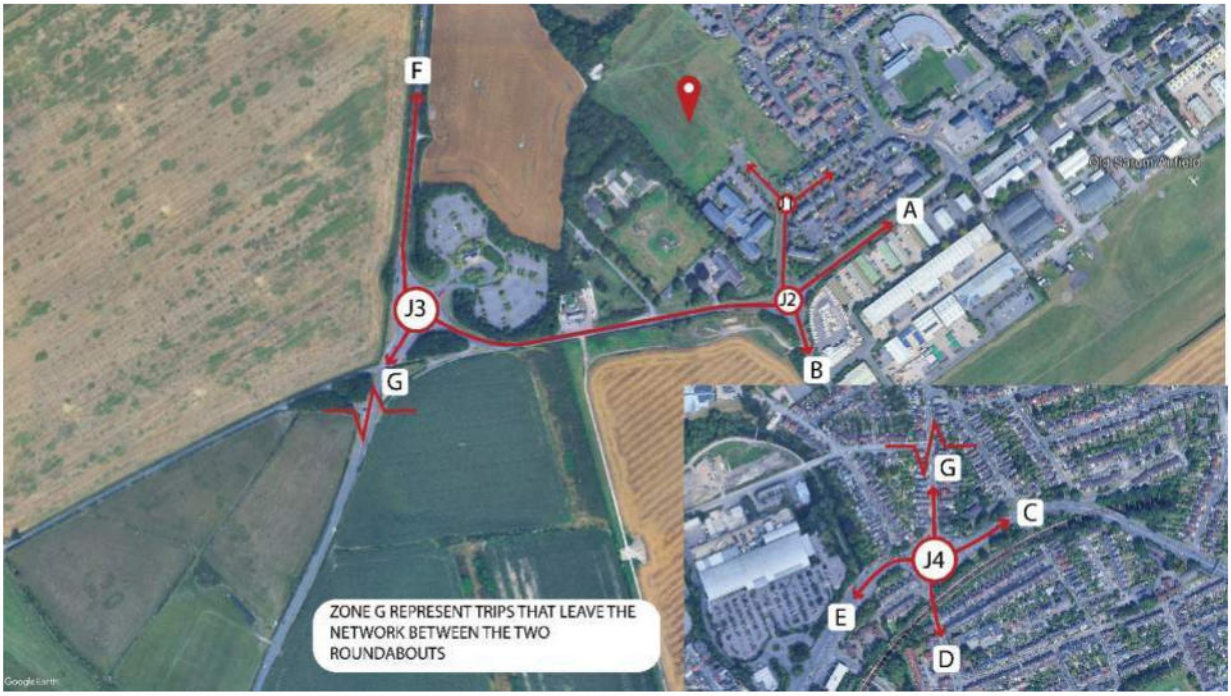
Table 5.9 Total Vehicle Movements in the AM and PM Peaks

Peak	Arrivals	Departures	Total
AM 07:00 – 08:00	42	20	62
PM 17:00 – 18:00	5	54	59

5.5.4 The estimated vehicle trip generation has been manually assigned to the local highway network within the study area as shown in **Figure 10**.

5.5.5 The assignment of vehicle trips through the highway network has been based upon the quickest route and has been informed by an online journey planner.

Figure 10: Road Network Study Area



5.5.6 The number of vehicle trips to and from each zone is provided in **Table 5.10**.

Table 5.10 – Trip Assignment

Zone Ref.	%	AM (08:00 to 09:00)			PM (17:00 to 18:00)		
		Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
A	9%	4	2	6	0	5	0
B	0%	4	0	4	0	4	0
C	16%	6	3	9	1	8	0
D	0%	0	0	0	0	0	0
E	3%	1	0	1	0	0	0
F	36%	15	7	22	1	19	20
G	37%	15	7	22	2	20	22

5.5.7 The distribution and assignment of development-related vehicle trips within the AM and PM peak periods are illustrated in **Figure 11** to **12**.

Figure 11: AM Trip Generation Distribution

Disrribution of Traffic based on Census Data

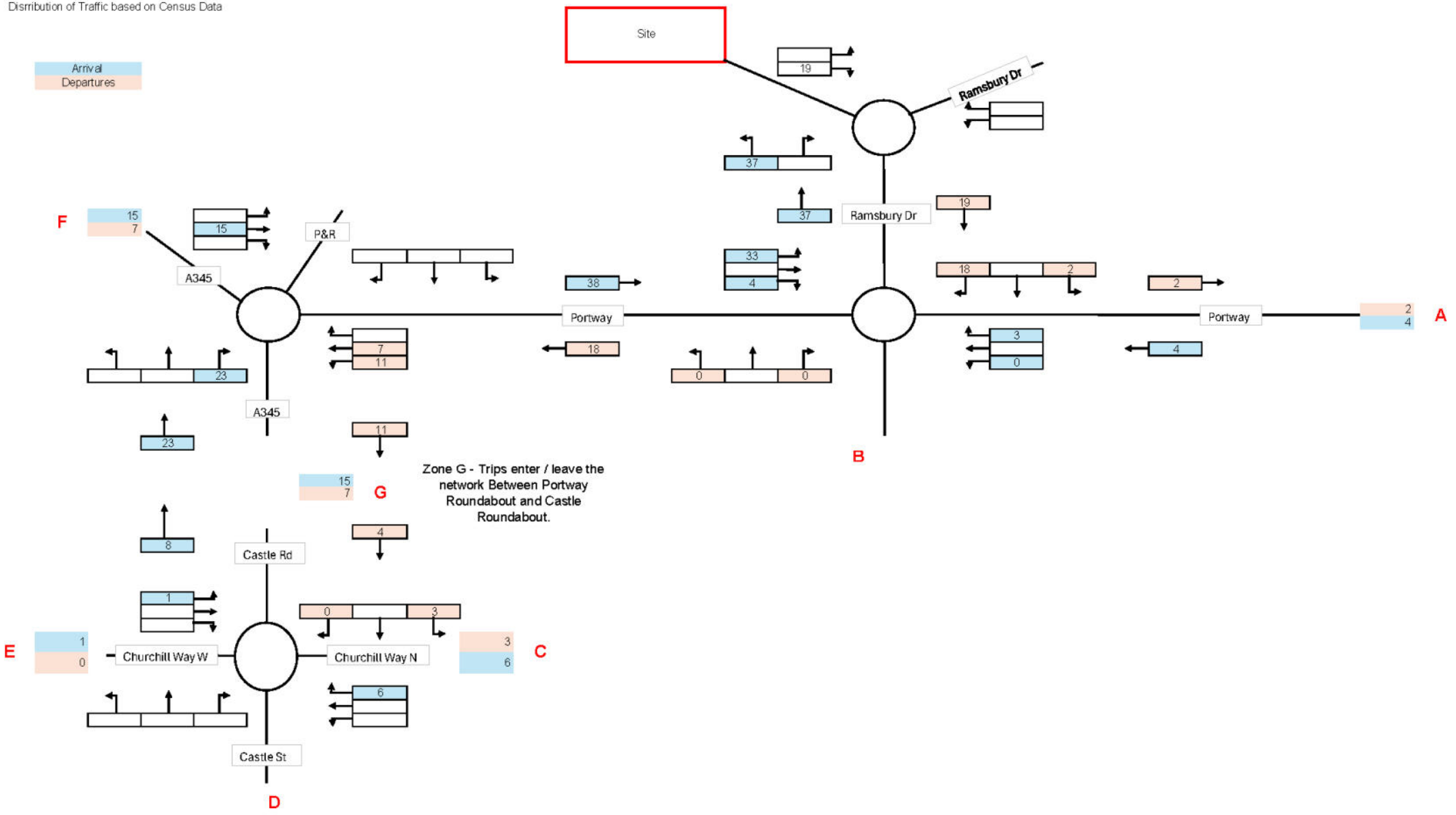
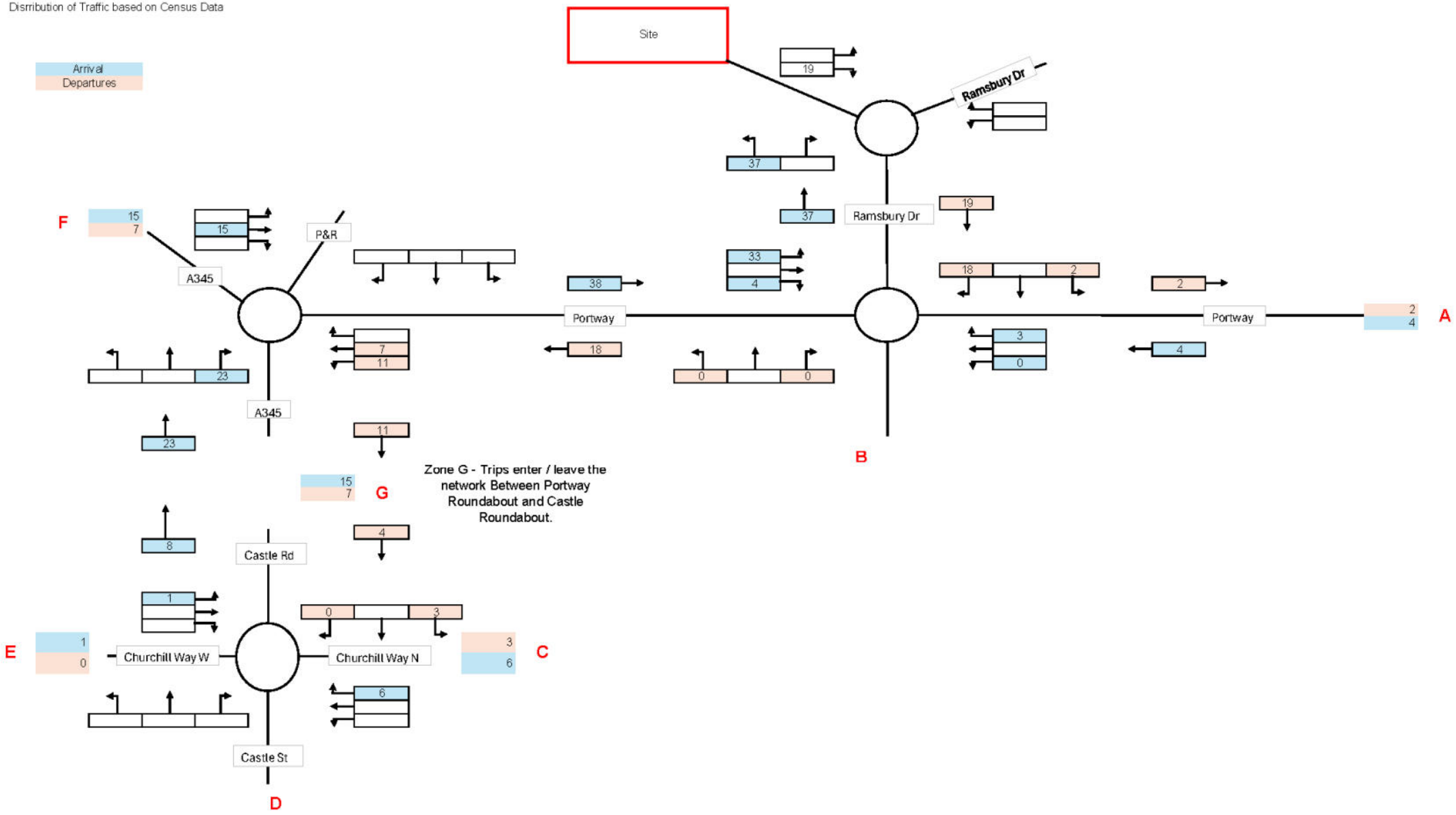


Figure 12: PM Trip Generation Distribution

Disrribution of Traffic based on Census Data



6 TRANSPORT IMPACT ASSESSMENT

6.1 Overview

6.1.1 This chapter presents the highway impact assessment of the proposed development. The assessment considers the operation of the local highway network under existing and future year scenarios and evaluates the impact of development traffic on the identified study junctions.

6.2 Scope

6.2.1 Junction capacity assessments have been undertaken for the following junctions:

- Junction 1 – Site Access / Ramsbury Drive
- Junction 2 – Ramsbury Drive / Portway
- Junction 3 – A345 / Portway
- Junction 4 – Castle Roundabout

6.3 Assessment Methodology

Software and Inputs

6.3.1 Junction capacity assessments have been undertaken using industry standard junction modelling software appropriate to the type of junction. The assessment scope includes the following types of junctions which have been modelled using the respective software:

- Roundabouts – modelled using Junctions 11 ARCADY
- Signal controlled junction – modelled using LinSig V3

6.3.2 Where Junctions 11 PICADY has been utilised, the following inputs have been used:

- PCU Origin-Destination (O-D) matrix - established from MCC data and development vehicle trips.
- HGV percentage O-D matrix - established from MCC data
- Existing junction geometry – measured through AutoCAD software
- Proposed junction geometry – measured through AutoCAD software
- 'One Hour' traffic profile to represent a realistic-worst case profile of traffic across the time period

6.3.3 Where LinSig has been utilised, the following inputs have been used:

- PCU Origin-Destination (O-D) matrix - established from MCC data and vehicle trips.
- The following parameters are based on the 2019 National Highways LinSig model:
  - Phases
  - Stages
  - Minimum green times
  - Intergreens
  - Phase delays

- Saturation Flow – established using geometric calculated lane saturation flows within LinSig by inputting the lane width and turning radii.
- Green Time/splits – optimised through LinSig

- The junction model outputs are provided with **Appendix F**.

Scenarios

6.3.4 To account for background traffic growth, TEMPro (v. 8.1) growth factors have been derived for MSOA E02006672 (Wiltshire 057) and applied to the observed traffic flows.

6.3.5 The following assessment scenarios have been considered:

- **2026 Base Year**: The Castle Roundabout traffic survey was undertaken in 2022 and has therefore been factored to the 2026 and 2031 assessment years using growth factors derived from a 2022 base year. All other turning count surveys were undertaken in 2023 and have been factored to the 2026 assessment year using growth factors derived from a 2023 base year.
  - To account for traffic growth, TEMPro growth factors have been derived for MSOA E02006672 (Wiltshire 057) and applied to the observed traffic flows.
  - 2022 (Castle Roundabout) to 2026, AM: 1.0335 - PM: 1.0320
  - 2023 (All Other Junctions) to 2026, AM: 1.0266 – PM: 1.0254
- **2031 Reference Case**: The 2031 Reference Case has subsequently been derived by applying TEMPro growth factors to the 2022 and 2026 flows.
  - 2022 (Castle Roundabout) to 2031, AM: 1.0837 - PM: 1.0835
  - 2026 (All Other Junctions) to 2031, AM: 1.0485 – PM: 1.0498
- **2031 Development Case**: Using the 2031 Reference Case + Development Trips.

6.3.6 The assessment of these scenarios enables the impact of the proposed development on junction operation to be identified.

Time Period

6.3.7 The assessment has considered the following peak periods:

- AM Peak (07:00–08:00)
- PM Peak (17:00–18:00)

6.3.8 These periods correspond with the highest levels of development traffic generation and therefore represent the worst-case assessment scenario.

Output Parameters

6.3.9 For each of the junctions assessed, the results have been presented within this report as the following result parameters:

- Queues – measured in Passenger Car Units (PCU)
  - For Junctions 11 ARCADY, this summarises a maximum queue.
  - For LinSig, this summarises a mean maximum queue.
- Delays - measured in seconds

- For Junctions 11 ARCADY, this summarises maximum delay.
- For LinSig, this summarises average delay.

- RFC or DoS
  - For Junctions 11 ARCADY, the RFC (Ratio of Flow to Capacity) represents the relationship between traffic demand relative to the capacity of the link being assessed. This is expressed as decimal value.
  - For LinSig, the DoS (Degree of Saturation) represents the relationship between traffic demand relative to the capacity of the link being assessed. This is expressed as percentage. 7.3.1

6.3.10 Within Junctions 11 ARCADY, the Ratio of Flow to Capacity (RFC) provides a basis for judging the acceptability of junction designs, and typically an RFC of less than 0.85 is considered to indicate satisfactory performance (Junctions 10 Guide) and RFC of 1.0 means that the approach is operating at capacity.

6.3.11 Within LinSig, the Degree of Saturation (DoS) represents the proportion of how saturated a lane is compared to its capacity. Typically, where the resulting DoS is less than or equal to 90%, this indicates the junction/approach is operating within capacity and a DoS of 100% means that the link is operating at capacity.

6.4 Junction 1 – Site Access / Ramsbury Drive

6.4.1 The modelling results for the site access junction are presented in **Table 6-1**.

Table 6.1 – Site Access / Ramsbury Drive

Approach Name	AM (07:00 to 08:00)			PM (17:00 to 18:00)		
	Queue (PCU)	Delay (secs)	RFC	Queue (PCU)	Delay (secs)	RFC
2026 Baseline						
Ramsbury Drive South	0.0	4.07	0.03	0.1	4.09	0.08
Site Access	0.0	4.37	0.02	0.0	4.17	0.01
Ramsbury Drive North	0.1	4.84	0.09	0.1	4.55	0.06
2031 Reference Case						
Ramsbury Drive South	0.0	4.06	0.03	0.1	4.10	0.08
Site Access	0.0	4.38	0.02	0.0	4.18	0.01
Ramsbury Drive North	0.1	4.87	0.10	0.1	4.57	0.07
2031 Reference Case + Development						
Ramsbury Drive South	0.1	4.39	0.07	0.1	4.13	0.08
Site Access	0.0	4.52	0.04	0.1	4.45	0.07
Ramsbury Drive North	0.1	4.96	0.10	0.1	4.76	0.07

6.4.2 The modelling results demonstrate that the Site Access / Ramsbury Drive junction operates well within capacity during both peak periods under all assessment scenarios. RFC values

remain low on all approaches, with only negligible increases in queue lengths and delays associated with the proposed development.

6.4.3 In the AM peak, the maximum RFC increases from 0.10 in the 2031 Reference Case to 0.10 in the 2031 Development Case, whilst in the PM peak the maximum RFC remains at 0.08. Queue lengths are forecast to remain below one PCU on all approaches throughout the assessment period.

6.5 Junction 2 – Ramsbury Drive / Portway

6.5.1 The modelling results for the Ramsbury Drive / Portway junction are presented in **Table 6-2**.

Table 6.2 – Ramsbury Drive / Portway

Approach Name	AM (08:00 to 09:00)			PM (17:00 to 18:00)		
	Queue (PCU)	Delay (secs)	RFC	Queue (PCU)	Delay (secs)	RFC
2026 Baseline						
Ramsbury Drive	0.1	5.47	0.12	0.1	5.01	0.08
Portway East	0.3	4.57	0.23	1.1	7.10	0.53
Castle Gate Business Park	0.0	4.15	0.01	0.1	3.39	0.08
Portway West	0.5	4.91	0.32	0.5	4.93	0.33
2031 Reference Case						
Ramsbury Drive	0.1	5.57	0.12	0.1	5.09	0.08
Portway East	0.3	4.65	0.24	1.3	7.57	0.56
Castle Gate Business Park	0.0	4.20	0.01	0.1	3.41	0.08
Portway West	0.5	5.03	0.34	0.5	5.06	0.35
2031 Reference Case + Development						
Ramsbury Drive	0.2	5.65	0.15	0.2	5.43	0.15
Portway East	0.4	4.99	0.24	1.4	8.55	0.57
Castle Gate Business Park	0.0	3.67	0.01	0.1	3.49	0.09
Portway West	0.5	5.22	0.34	0.5	5.10	0.35

6.5.2 The modelling results indicate that the Ramsbury Drive / Portway junction will continue to operate within capacity during both peak periods under all assessment scenarios. The addition of development traffic results in only minor increases in RFC, queue lengths and delays.

6.5.3 During the AM peak, the highest RFC is forecast on the Portway West approach, increasing marginally from 0.34 in the 2031 Reference Case to 0.34 in the 2031 Development Case. During the PM peak, the highest RFC is forecast on the Portway East approach, increasing from 0.56 to 0.57 following the addition of development traffic.

6.5.4 Based on the assessment, the changes in operational performance are minimal and the assessment indicates that the proposed development should have no material impact on the operation of the Ramsbury Drive / Portway junction.

6.6 Junction 3 – A345 / Portway

6.6.1 The modelling results for the A345 / Portway junction are presented in **Table 6-3**.

Table 6.3 – A345 / Portway

Approach Name	AM (08:00 to 09:00)			PM (17:00 to 18:00)		
	Queue (PCU)	Delay (secs)	RFC	Queue (PCU)	Delay (secs)	RFC
2026 Baseline						
Portway	0.5	5.51	0.32	1.9	10.14	0.66
A345 South	1.1	4.90	0.52	1.3	5.30	0.56
A345 North	1.0	4.04	0.48	0.7	3.62	0.42
P & R	0.0	6.48	0.01	0.0	3.40	0.01
2031 Reference Case						
Portway	0.6	5.77	0.34	2.3	11.73	0.70
A345 South	1.2	5.19	0.54	1.5	5.71	0.59
A345 North	1.1	4.27	0.51	0.8	3.78	0.44
P & R	0.0	6.66	0.01	0.0	3.49	0.01
2031 Reference Case + Development						
Portway	0.6	5.95	0.36	3.0	14.04	0.75
A345 South	1.3	5.39	0.56	1.5	5.85	0.60
A345 North	1.1	4.43	0.52	0.8	3.80	0.44
P & R	0.0	6.82	0.01	0.0	3.50	0.01

6.6.2 The modelling results demonstrate that the A345 / Portway junction is forecast to continue operating within capacity in both peak periods. Whilst modest increases in queues, delays and RFC are forecast as a result of background growth and development traffic, the junction continues to operate satisfactorily.

6.6.3 The Portway approach experiences the greatest level of demand, with RFC increasing from 0.70 to 0.75 during the PM peak between the 2031 Reference Case and the 2031 Development Case. Despite this increase, the RFC remains below capacity and the corresponding increases in queue lengths and delays are limited.

6.6.4 Overall, the proposed development is forecast to have a negligible effect on the operation of the A345 / Portway junction, and no mitigation is considered necessary.

6.7 Junction 4 – Castle Roundabout

6.7.1 The modelling results for the Castle Roundabout junction are presented in **Table 6-4**.

Table 6.4 – A345 / Portway Castle Roundabout

Approach Name	AM (08:00 to 09:00)			PM (15:00 to 16:00)		
	Queue (PCU)	DOS (%)	Delay (s)	Queue (PCU)	DOS (%)	Delay (s)
2026 Baseline						
A345	10.8	83.8%	18.8	6.2	82.4%	14.1
A36 East	5.0	50.1%	10.8	5.4	65.0%	12.8
Castle Street	2.6	63.3%	25.6	2.4	53.4%	15.2
Elstow Rd	6.7	69.1%	15.4	6.1	80.7%	13.9
2031 Reference Case						
A345	12.1	87.8%	21.0	6.8	86.5%	14.7
A36 East	5.4	52.9%	11.0	5.9	67.7%	13.2
Castle Street	3.0	66.7%	26.0	2.8	63.1%	17.2
Elstow Rd	7.5	73.7%	15.9	6.8	86.1%	14.3
2031 Reference Case + Development						
A345	12.4	88.1%	21.3	6.9	87.6%	15.0
A36 East	5.0	51.0%	10.3	5.9	67.7%	13.2
Castle Street	3.0	66.8%	26.0	2.8	63.1%	17.2
Elstow Rd	6.4	64.6%	13.7	6.8	86.1%	14.3

6.7.2 The modelling results indicate that Castle Roundabout will continue to operate satisfactorily following the addition of development traffic. The forecast changes in Degree of Saturation (DoS), queue lengths and delays between the 2031 Reference Case and the 2031 Development Case are generally negligible across all arms of the roundabout.

6.7.3 The A345 arm experiences the highest level of demand, with DoS increasing marginally from 87.8% to 88.1% during the AM peak and from 86.5% to 87.6% during the PM peak. All other approaches experience minimal changes.

6.7.4 The assessment indicates that the proposed development should not result in any material deterioration in the operation of Castle Roundabout, and the junction is forecast to continue operating within acceptable limits in both peak periods.

7 SUMMARY AND CONCLUSIONS

7.1 Summary

7.1.1 The Police and Crime Commissioner for Wiltshire have appointed ridge and Partners LLP to prepare a Transport Assessment to support a planning application in relation to a proposed Southern Policing Hub at Mitre Way, Old Sarum, Salisbury.

7.1.2 The Site is allocated employment site under saved Policy E1 of the Salisbury District Local Plan 2011 (Adopted June 2003) as saved in the Wiltshire Core Strategy (2015), with which development for a Police Hub is considered to be an appropriate use. Policy compliance is detailed further in **Appendix B**.

7.1.3 An initial pre-application discussion took place with Wiltshire Highways on 9th June 2026. Wiltshire Highways were broadly supportive of the Site as a suitable location for a police hub from a transport perspective.

7.1.4 This Transport Assessment has been prepared in support of Outline Planning Application for the Land at Mitre Way, SP4 6GW. At this stage, all matters relating to design are reserved, apart from means of access. All design elements shown are indicative of a potential design approach that may be taken by the PCC and will be developed at the Reserved Matters stage.'

7.1.5 The proposed development is a new three storey Southern Policing Hub which will operate on a 24/7 basis for operational functions and will include a public-facing enquiry office providing staffed access during advertised hours.

7.1.6 The new policing hub will replace an existing policing facility at Bourne Hill, which has been assessed by operational leadership as no longer fit for purpose for modern policing, and will provide a secure, purpose-built facility to support neighbourhood policing, response and associated functions. The staff count will increase from 103 at Bourne Hill to 220 at the Old Sarum Site.

7.1.7 The Site is well connected to the wider pedestrian and cycle network in Old Sarum and is accessible by active travel modes and public transport. The closest bus stops are within 150 metres of the Site and within a 20 minute walk the surrounding residential and commercial areas and the beehive Park and Ride can be accessed. The Site is located within cycling distance to Salisbury City Centre and therefore provides a practical alternative for staff trips from this location. Salisbury Station is within an 18 minute cycle of the Site.

7.1.8 The primary vehicular access to the Site will be taken via Mitre Way from Ramsbury Drive. A secondary vehicle access (crash gate) is proposed onto Castle Well Road. This secondary access will be used primarily by emergency vehicles, including fire tenders and police vans if required. Both the primary and secondary vehicle accesses have been the subject of a Stage 1 Road Safety Audit (**Appendix E**) which concludes that both are safe.

7.1.9 The main car park on the Site provides 161 standard staff parking spaces, along with 8 accessible bays and 7 spaces designated for IVECO police vans. This is a total of 176 spaces in the rear secure car park. A further 6 parking spaces are provided by the ancillary Stores building bringing the total in the rear secure parking area to 182 spaces. Within the visitor car park at the front of the Site, 10 car parking spaces are proposed of which 3 are accessible. The total car parking provision on Site across all parking areas is 192 spaces.

7.1.10 It is noted that the adopted Wiltshire parking standards do not specify a dedicated requirement for police stations. Such uses are typically assessed on a case-by-case basis, with reference to comparable use classes. As a result, parking provision is informed by indicative ratios (e.g.

office-based standards) but ultimately justified through operational need, site accessibility, and the specific functional requirements of the facility. As set out there is an operational need for 192 spaces against the 'optimum' standards for similar land uses which would allow circa 160 spaces. It is considered that the number of spaces proposed will accommodate the uses on site, while allowing operational flexibility and aligning with the adopted standards.

7.1.11 The illustrative masterplan proposes 10 secure and covered cycle parking spaces for staff within the secure line at the rear of the Site and 10 cycle parking spaces will be provided for visitors at the front of the Site in the public area by the main entrance. This provision broadly aligns with LTN 20/1 and Wiltshire Cycle Design Standards at this outline planning stage.

7.1.12 A Framework Travel Plan accompanies this Transport Assessment as part of the planning submission. This plan sets out a range of measures that will be implemented at the Site. The Framework Travel Plan provides a site-specific package of measures, which can be used to promote access by sustainable modes to / from the proposed development site and reduce the reliance on car travel.

7.2 Conclusions

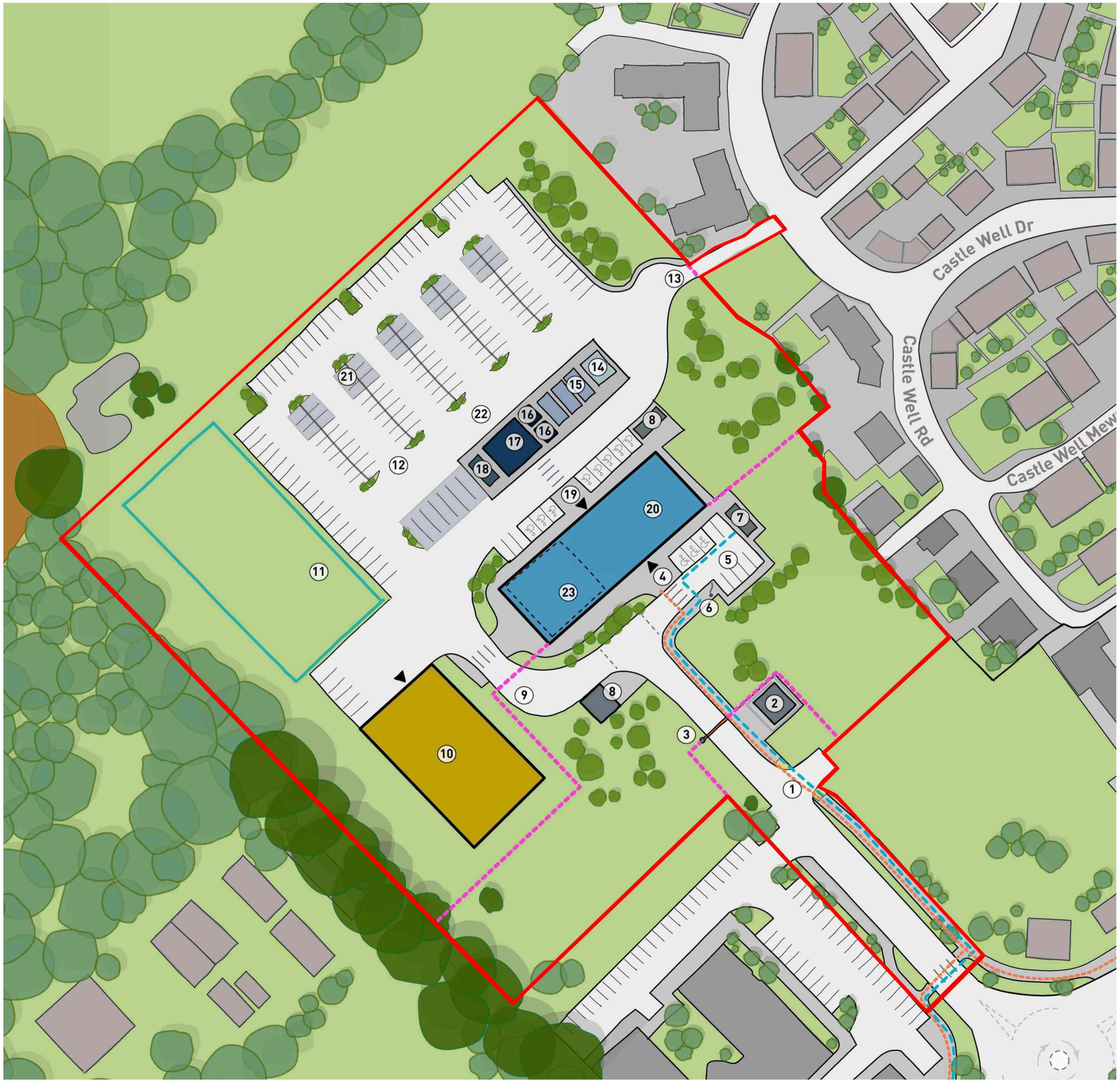
7.2.1 The proposed development will develop an allocated site for employment use which has sat vacant for a number of years and will provide a new policing hub for the south of the county replacing the constrained facilities at Bourne Hill.

7.2.2 The proposed development is policy compliant as set out in Section 2 and summarised in Section 2.4 and detailed in **Appendix B**.

7.2.3 The trip generation exercise set out in Section 5 shows that the proposed development will generate 62 two way vehicle movements in the AM peak and 59 two way vehicle movements in the PM peak. As shown by the junction modelling undertaken in Section 6, the proposed development will have a de minimis impact on the operation of the local highway network. This traffic modelling is a robust position and does not account for any modal change as a result of the Framework Travel Plan being implemented post occupation.

7.2.4 Therefore, it is concluded that in transport and highway terms the development proposal is acceptable given that the proposals comply with the relevant policies, is accessible by a range of sustainable transport modes and can be accommodated on the local transport network.

APPENDIX A



ILLUSTRATIVE SITE PLAN
1 : 500

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DRAWING NOTES:

CDM REGULATIONS 2015/PAS1192-6:2018
SIGNIFICANT OR NON-OBVIOUS RISKS AND RISKS WHICH ARE DIFFICULT TO MANAGE ARE IDENTIFIED ON THIS DRAWING USING THE SYMBOL DISPLAYED TO THE RIGHT. THIS SYMBOL WILL APPEAR ON ALL RELEVANT DRAWINGS. THE SYMBOLS HAVE A UNIQUE IDENTIFIER WHICH CAN BE CROSS-REFERENCED WITH THE CDM DESIGN RISK REGISTER (DRR).

Key :

1 - Primary Site Entry / Exit point
2 - Electrical Substation
3 - Arm Barrier
4 - Main Staff and Public Entrance
5- Visitor Car Park
6 - Flagpole
7 - Cycle Storage
8 - Bin Storage
9 - Bi-fold vehicular and pedestrian gate to secure rear yard
10 - Storage Building
11 - Potential Expansion Space
12 - Staff Car Park
13 - Secondary Site Access (emergencies only)
14 - Generator & Fuel Tank
15 - Secure Store (3)
16 - Waste Skips
17 - Vehicle Washdown
18 - Vehicular Fuel Store and Pumps
19 - Staff Entrance to Police Hub
20 - Police Hub Building – 3 storey
21 - Covered Parking Bays
22 - Secure Police Yard
23 - Roof Top Plant

Red Line Boundary & Secure Fence Line
Secure Line (segregating Public Area and Police Secure Yard)
Potential Expansion Space
Cyclist Route
Pedestrian Route
Arboricultural Surveyed Trees
Indicative Existing Trees
New Indicative Landscaping
Accessible Bays
Indicative Parking Bay Shelter Cover
Indicative Existing Buildings in Surrounding Context

N

5 0 5 10 15 20 25
SCALE 500 m
1:

Proposal for a Southern Policing Hub for Wiltshire Police

REV	DESCRIPTION	DATE	BY	CHKD
P07	Final Planning Issue	10/08/2026	EP	EM
P06	Draft Planning Issue - Co-ordination Updates	16/06/2026	EP	EM
P05	Draft Planning Issue	04/06/2026	EP	EM
P04	Illustratice Site Plan Updates - Issue	18/05/2026	EP	EM
P03	Public Consultation Visuals - Issue	14/05/2026	EH	EM
P02	Site Plan Draft - Comment Updates	29/04/2026	EP	EM
P01	Initial Site Plan Draft	22/04/2026	EP	EM

ORIGINATOR:

RIDGE

RIDGE PROJECT No: 5032745

CLIENT:
Wiltshire Police

IN ASSOCIATION WITH:

PROJECT:
Proposed Southern Policing Hub. Mitre Way, Old Sarum,
Salisbury

TITLE:
ILLUSTRATIVE SITE PLAN

DRAWN BY: EP CHECKED BY: EM APPROVED BY: EM

SCALE: As indicated @ A1 DATE: 02/07/2026

STATUS: S5 DESCRIPTION: FOR REVIEW AND ACCEPTANCE

MODEL REFERENCE: 5032745-RDG-XX-XX-M3-A-000001

PROJECTNUMBER - ORIGIN - FUNC - SPATIAL - FORM - DIS - NUMBER REV:
5032745 - RDG - XX - ST - D - A - 950001 P07

APPENDIX B

Guidance / standards	Requirement / theme	Compliance summary
NPPF Policy TR3	Locating Development in Sustainable Locations	Sustainable Transport Models covered in Section 3 of the TA. Site is well connected to the wider pedestrian and cycle network in Old Sarum and is accessible by active travel modes and public transport. Good walking and cycling distances to core amenities. Accessibility Index classed as Moderately Good. Pedestrian and cycle access strategy promotes accessibility, enabling convenient and legible routes to the Site for non-motorised users. Close proximity to strategic highway network.
NPPF Policy TR4	Street Design, Access and Parking	Design, Access and Parking are covered in Section 4 of the TA. The proposal includes a new shared foot and cycleway into the Site through a widening of the existing footway on the eastern side of Mitre Way. Primary vehicular access to the site will be taken via Mitre Way from Ramsbury Drive. A secondary vehicle access (crash gate) is proposed onto Castle Well Road to be used primarily by emergency vehicles, including fire tenders and police vans if required. Vehicle swept path analysis has been undertaken. There is operational need for 192 spaces against the 'optimum' standards for similar land uses which would allow circa 160 spaces. It is considered that 192 spaces as proposed will accommodate the uses on

		site, while allowing operational flexibility and aligning with the adopted standards. Both the primary and secondary vehicle accesses have been the subject of a Stage 1 Road Safety Audit which concludes that both are safe (Appendix E of the TA). Secure and covered parking for 20 cycles is to be provided.
NPPF Policy TR6	Assessing Transport Impacts	Transport Impact covered in Section 6 of the TA. Concludes de minimis impact. A FTP accompanies the planning application. The proposed development will generate 62 two way vehicle movements in the AM peak and 59 two way vehicle movements in the PM peak. The junction modelling demonstrates the proposed development would result in a de minimis impact on the operation of the local highway network and strategic highway network (A36).
NPPF Policy CC2	Mitigation of climate change	*Please see TR3 and TR4 above:* Sustainable Transport Models covered in Section 3 of the TA. Design, Access and Parking covered in Section 4 of the TA. Transport Impact covered in Section 6 of the TA. Concludes de minimis impact. A Framework Travel Plan accompanies the planning application.

NPPF Policy DP3	Key principles for well-designed places	*As per DP3, 2.D:* Design, Access and Parking covered in Section 4 of the TA.
WCS Core Policy 60 (Sustainable Transport)	Reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.	Sustainable Transport Models covered in Section 3 of the TA. Access and servicing covered in Section 4. Reducing the need to travel and modal shift supported by submitted Framework Travel Plan.
Guidance / standards	**Requirement / theme**	**Compliance summary**
Core Policy 61 (Transport & Development)	Consideration should be given to the needs of all transport users, where relevant according to the following hierarchy: a) Visually impaired and other disabled people; b) Pedestrians; c) Cyclists; d) Public transport; e) Goods vehicles; f) Powered two-wheelers; g) Private cars. A Transport Assessment should also demonstrate that the proposal is capable of being served by safe access to the highway network (ii) and fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.	Sustainable Transport Models covered in Section 3 of the TA Safe and Suitable Access covered in Section 4.4 of the TA and Appendix E Servicing and Loading Covered in Section 4 and Appendix D of the TA.

Core Policy 62 (Development Impacts on the Transport Network)	Provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.	Transport Impact covered in Section 6 of the TA. De minimis impact. No physical mitigation proposed. Site supported by Framework Travel Plan.
LFCNP Aim and Objectives 6.2 K	Encourages the implementation of schemes which reduce the impact of traffic within the Parish without compromising other objectives.	Reducing the need to travel and modal shift supported by submitted Framework Travel Plan.
WC LTP Car Parking Standards	1 space per 30 sq m for E (g) i or professional services E (c) i.	Not applicable as sui generis use with specific operational policing requirements for car parking, proposed car parking provision. Parking compliance and justification covered in Section 2.3 and Section 4.5 of the TA
WC Local Cycling and Walking Infrastructure Plan (September 2024)	Enhanced walking and cycling connections to the Salisbury city centre and surrounding destinations.	Improved walking and cycling access as detailed in Section 4 of the TA and submitted access drawings (Appendix C of the TA).

APPENDIX C

BREEAM 2018/Version 6 Tra01/02 Accessibility Index calculator

BREEAM UK delivered by bre

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type: Retail

No. nodes required: 2

Select

NODE 1 (Sandford Road)

Public transport type	Bus
Distance to node (m)	150

	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2	2								

NODE 2

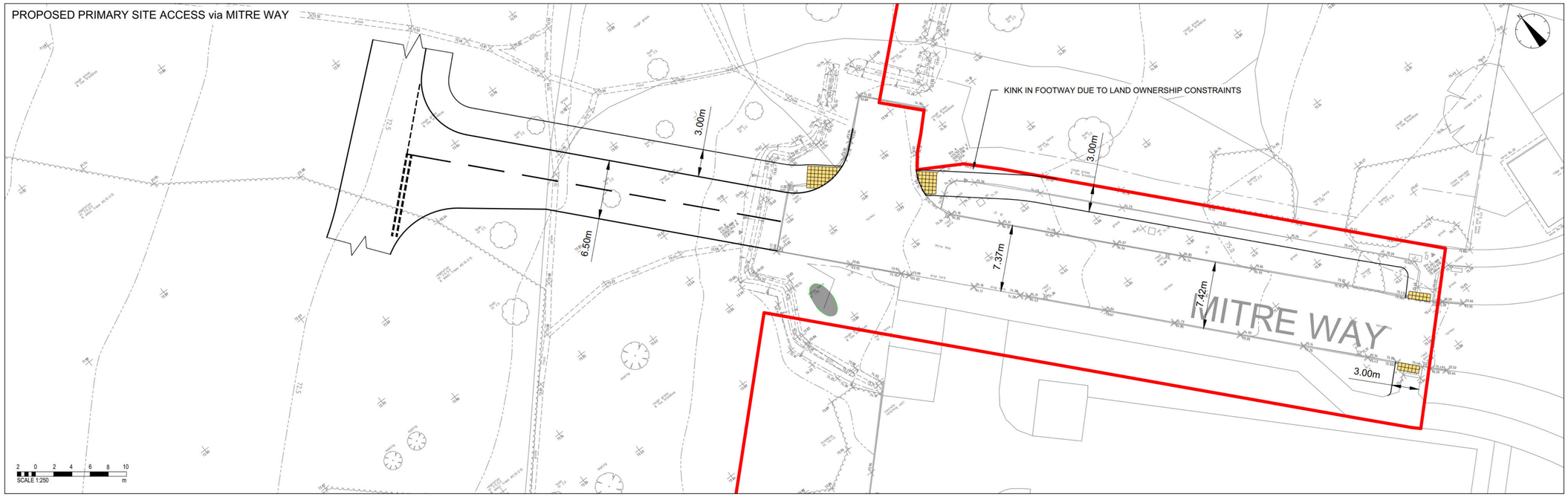
Public transport type	Bus
Distance to node (m)	300

	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	0.36									

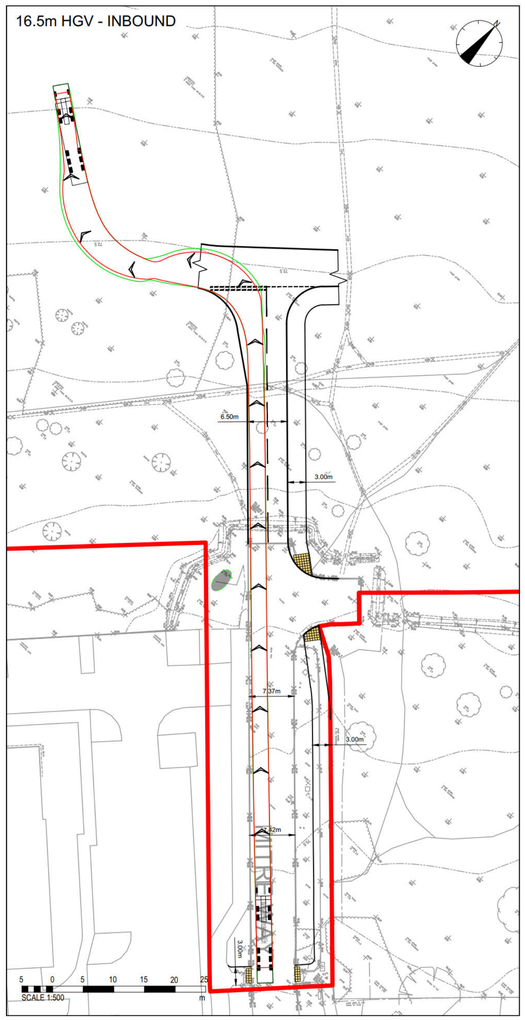
Accessibility Index	2.55

APPENDIX D

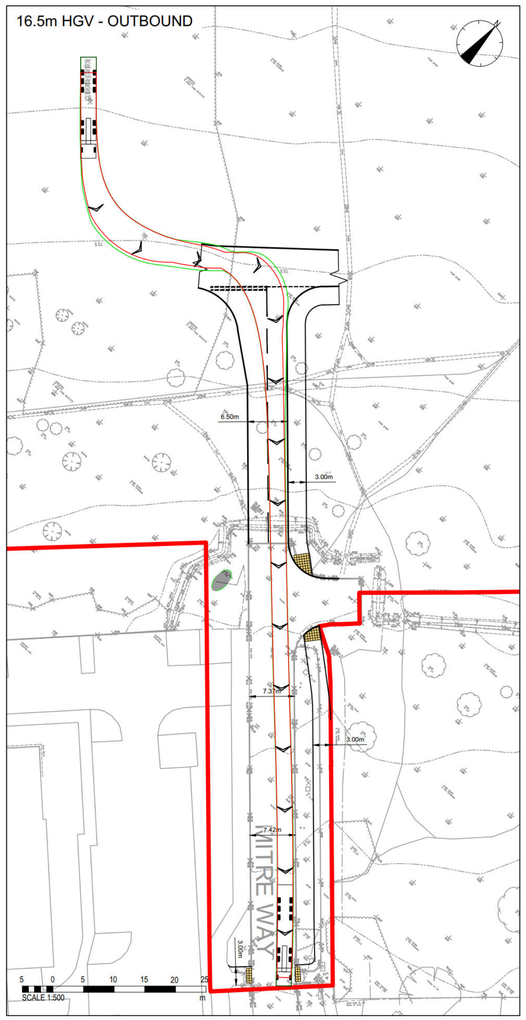
PROPOSED PRIMARY SITE ACCESS via MITRE WAY



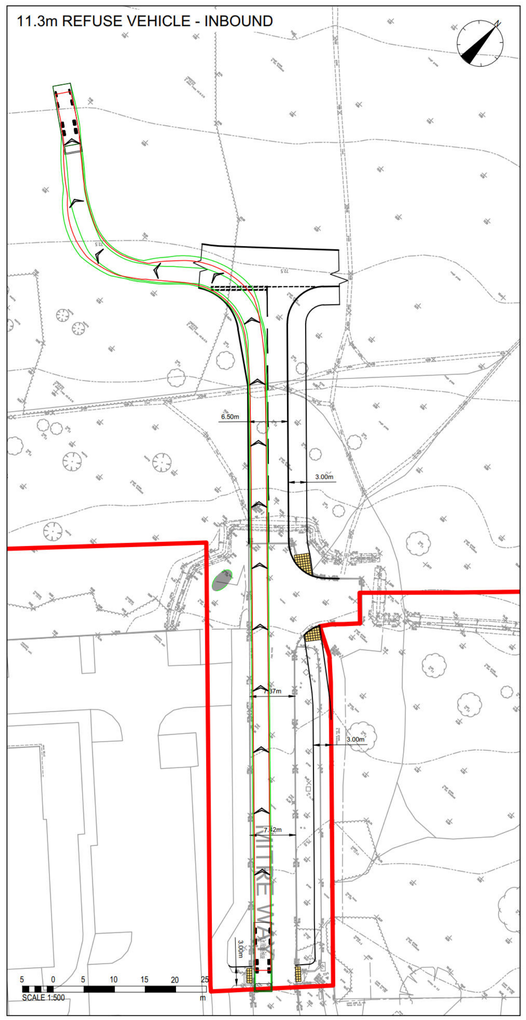
16.5m HGV - INBOUND



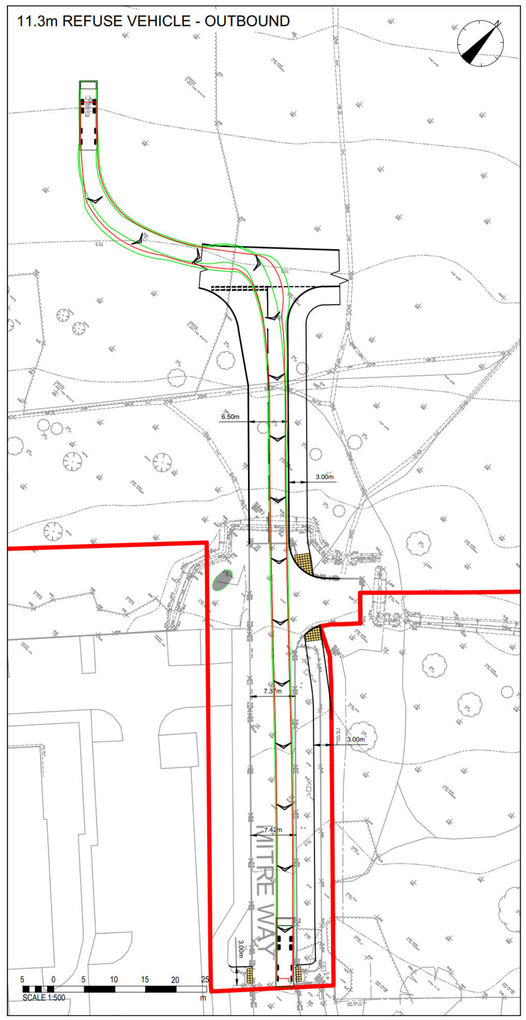
16.5m HGV - OUTBOUND



11.3m REFUSE VEHICLE - INBOUND



11.3m REFUSE VEHICLE - OUTBOUND



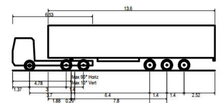
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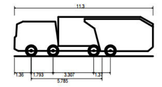
SITE BOUNDARY

VEHICLE PROFILE:



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.881m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



11.3m Wiltshire Refuse

Overall Length	11.300m
Overall Width	2.900m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.230m

REV	DESCRIPTION	DATE	BY	CHKD
P01	First issue	11/06/2026	MH	CL

ORIGINATOR: www.ridge.co.uk

RIDGE

PROJECT NUMBER: 5032745

CLIENT:
WILTSHIRE POLICE

IN ASSOCIATION WITH:

PROJECT:
OLD SARUM

TITLE:
PROPOSED PRIMARY SITE ACCESS DESIGN AND VEHICLE SWEPT PATH ANALYSIS (16.5m HGV & WILTSHIRE REFUSE VEHICLE)

DRAWN BY: MH CHECKED BY: CL APPROVED BY: CL

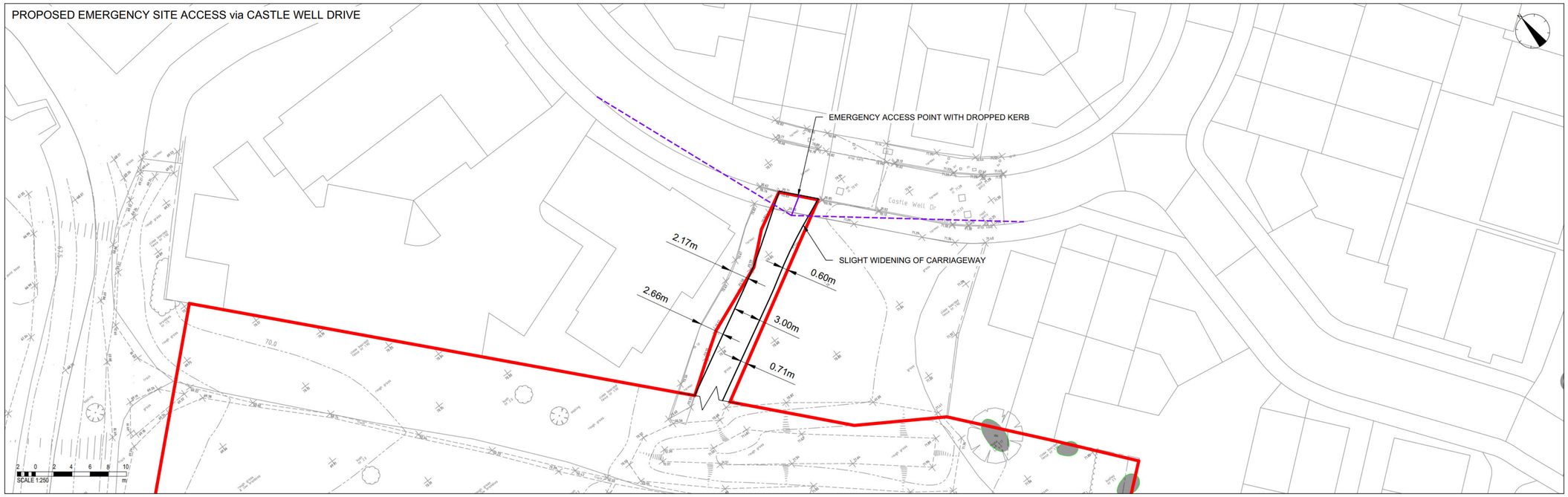
SCALE @ A1: AS SHOWN DATE OF REVIEW: 11/06/2026

ISO 19650 STATUS:
S2 - Suitable for Information

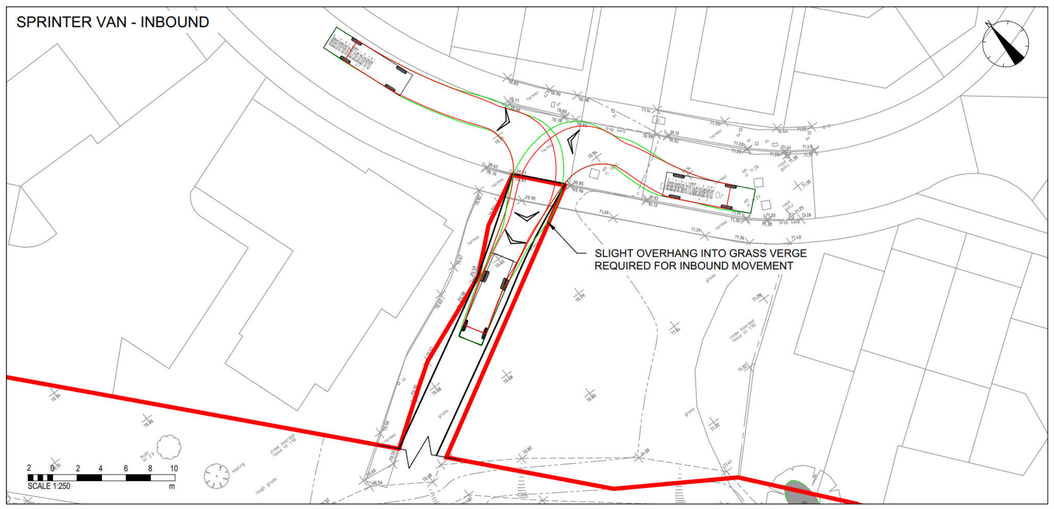
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5032745	RDG	XX	XX	DR	H	0007	P01

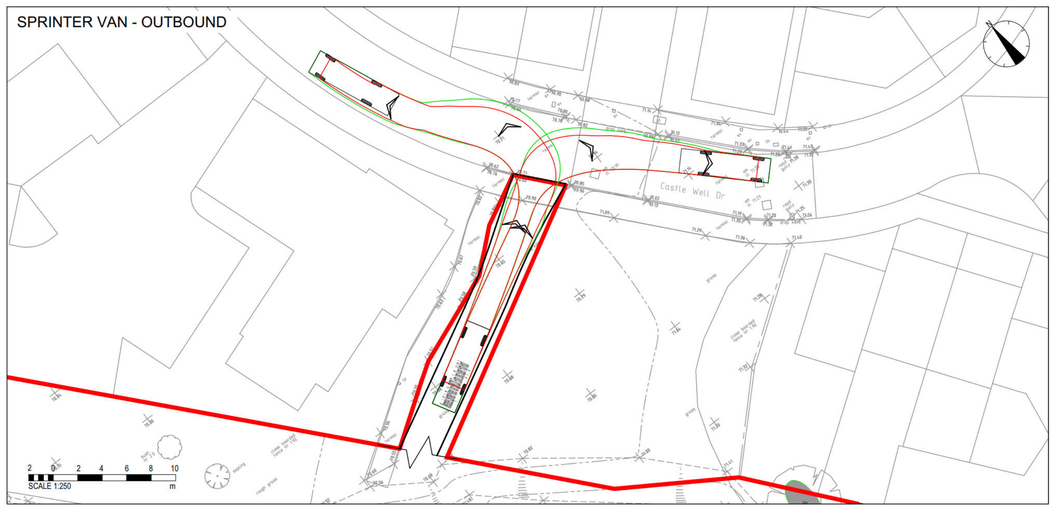
PROPOSED EMERGENCY SITE ACCESS via CASTLE WELL DRIVE



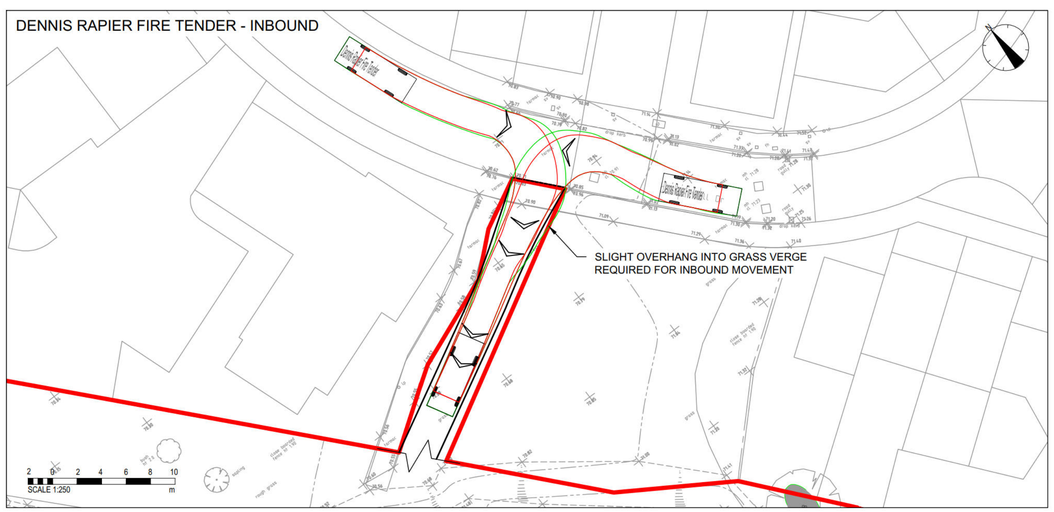
SPRINTER VAN - INBOUND



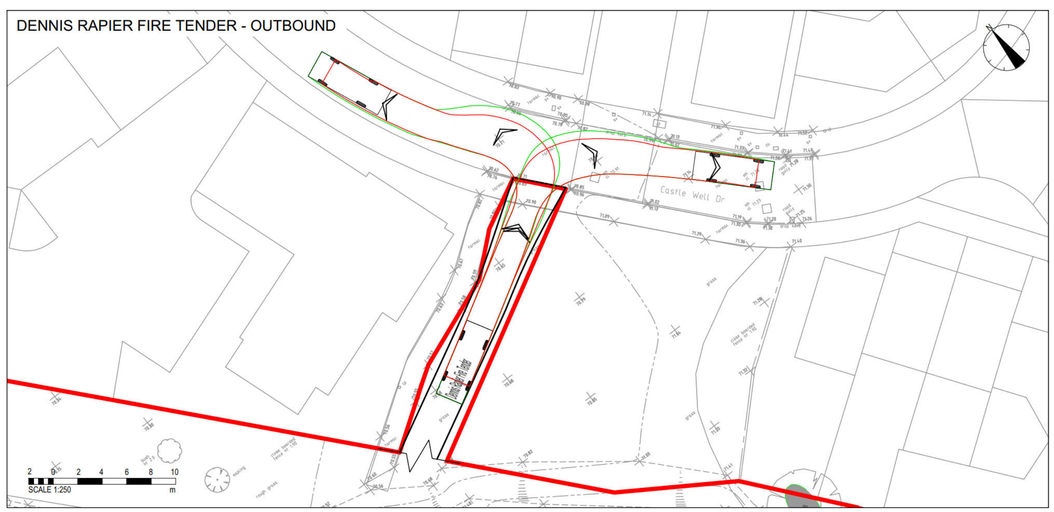
SPRINTER VAN - OUTBOUND



DENNIS RAPIER FIRE TENDER - INBOUND



DENNIS RAPIER FIRE TENDER - OUTBOUND



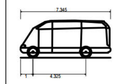
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KEY

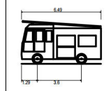
- SITE BOUNDARY
- JUNCTION VISIBILITY SPLAY (25m SSD AS PER MfS FOR 20mph)

VEHICLE PROFILE:



Mercedes Sprinter Panel Van 518CDI Extra Long Super High Roof

Overall Length	7.345m
Overall Width	1.993m
Overall Body Height	3.030m
Min Body Ground Clearance	0.400m
Track Width	1.993m
Lock to lock time	5.00s
Wall to Wall Turning Radius	7.800m



Dennis Rapier Fire Tender

Overall Length	6.490m
Overall Width	2.300m
Overall Body Height	3.498m
Min Body Ground Clearance	0.383m
Track Width	2.300m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	6.095m

REV	DESCRIPTION	DATE	BY	CHKD
P01	Addition of junction visibility splay	02/07/2026	MH	CL
P01	First issue	11/06/2026	MH	CL

ORIGINATOR: www.ridge.co.uk

RIDGE

PROJECT NUMBER: 5032745

CLIENT:
WILTSHIRE POLICE

IN ASSOCIATION WITH:

PROJECT:
OLD SARUM

TITLE:
PROPOSED EMERGENCY SITE ACCESS DESIGN AND VEHICLE SWEPT PATH ANALYSIS (SPRINTER VAN & FIRE TENDER)

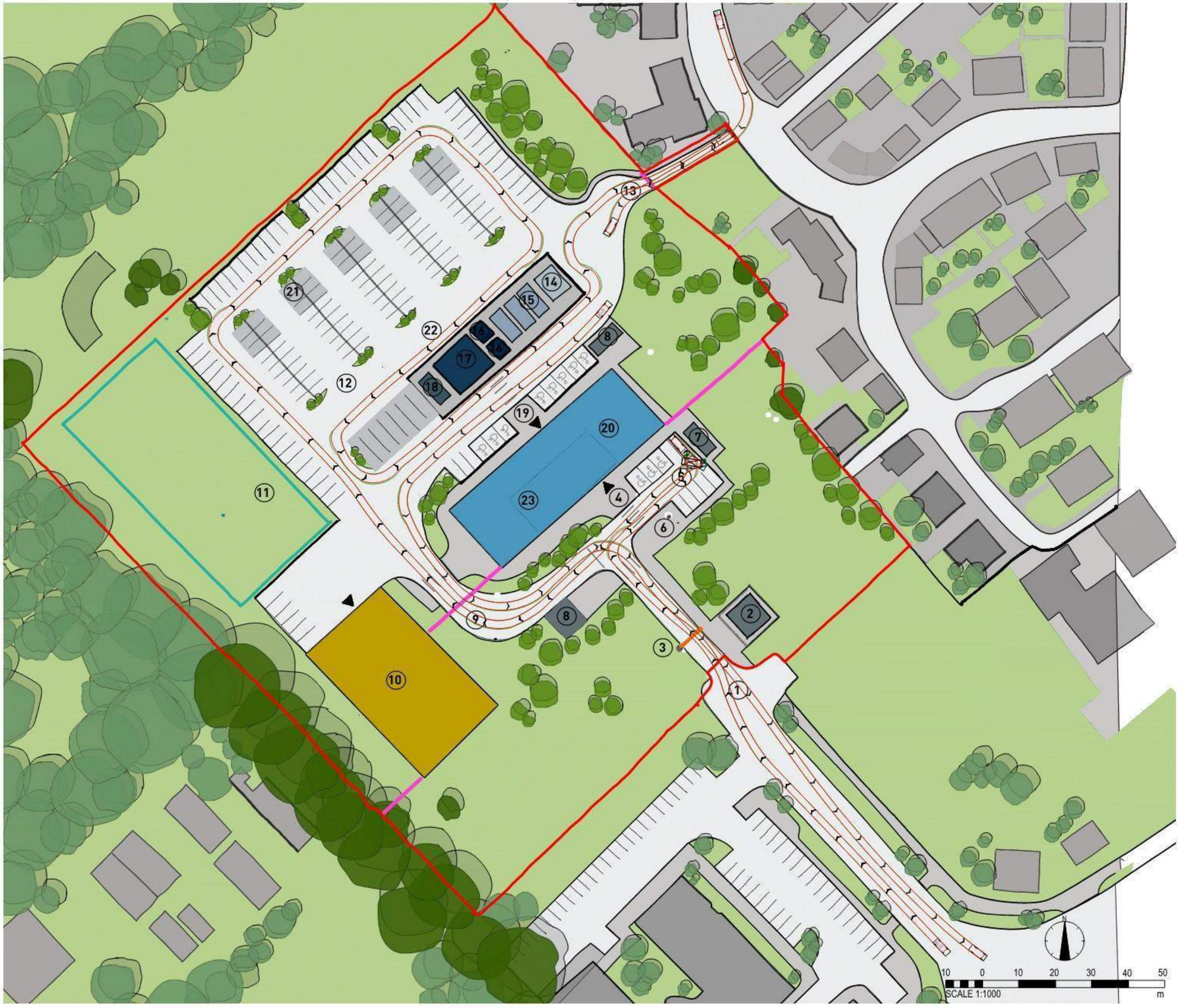
DRAWN BY: MH CHECKED BY: CL APPROVED BY: CL

SCALE @ A1: AS SHOWN DATE OF REVIEW: 11/06/2026

ISO 19650 STATUS:
S2 - Suitable for Information

DRAWING No: 5032745-RDG-XX-XX-DR-0007-0008-P02.dwg

PROJECT:	ORG:	FUNCTION:	SPATIAL:	FORM:	DISCIPLINE:	NUMBER:	REV:
5032745	RDG	XX	XX	DR	H	0008	P02

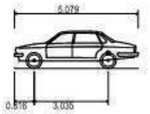


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CDM REGULATIONS 2015

Significant or non-obvious risks and risks which are difficult to manage are identified on this drawing using the following symbol identified to the right with brief accompanying text. For further details of the risks identified by designers, reference should be made to CDM hazard register.



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

REV	DESCRIPTION	DATE	BY	CHKD
P01	First issue	26/05/2026	JD	CL

ORIGINATOR: www.ridge.co.uk

RIDGE

PROJECT NUMBER: 5032745

CLIENT:

IN ASSOCIATION WITH:

PROJECT:
Old Sarum

TITLE:
VEHICULAR SWEPT PATH ANALYSIS
LARGE CAR

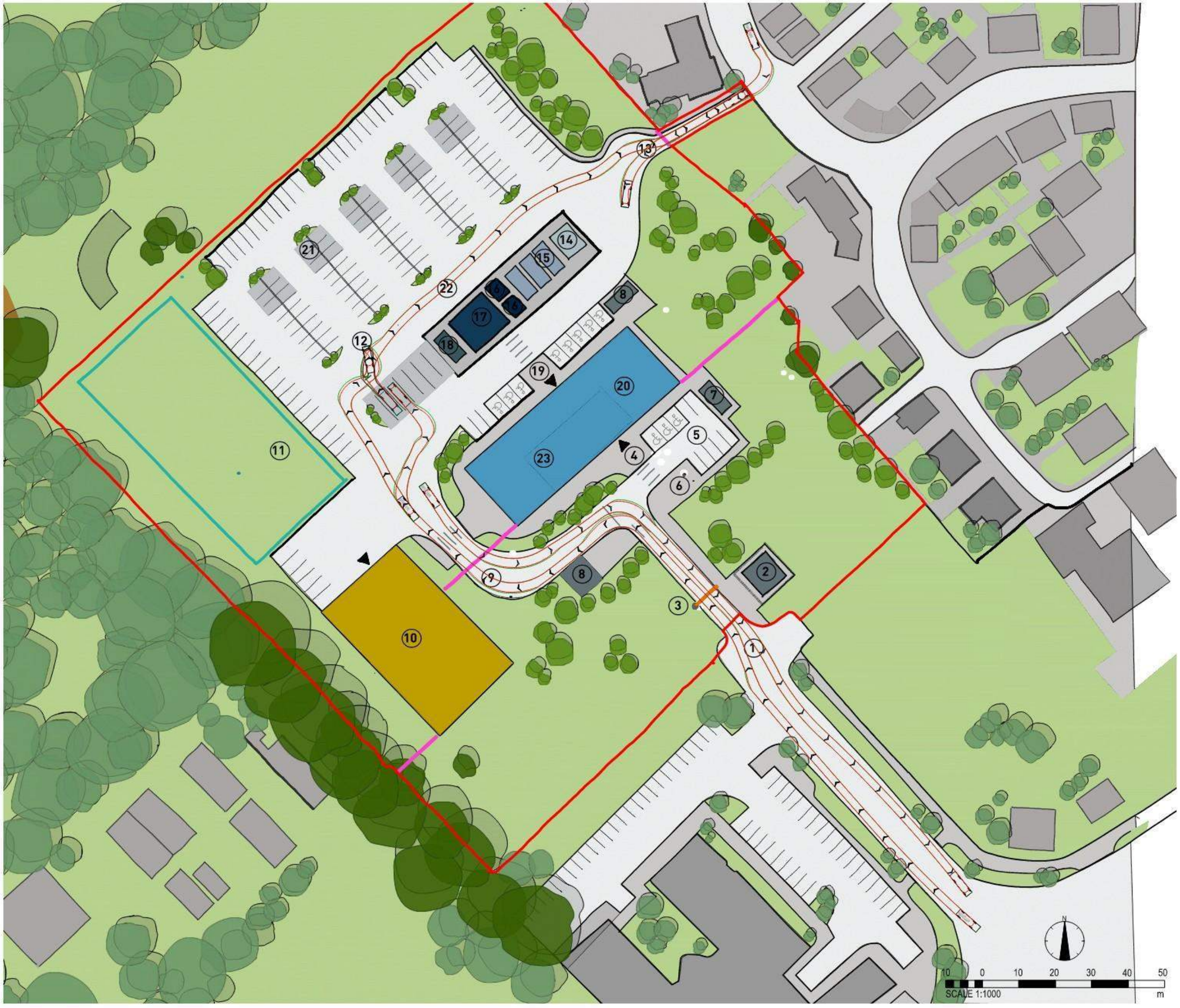
DRAWN BY: JD CHECKED BY: CL APPROVED BY: CL

SCALE @ A3: AS SHOWN DATE OF REVIEW: 26/05/2026

ISO 19650 STATUS:
S0 - Work in Progress

DRAWING No: 5032745-RDG-XX-XX-DR-0001_0006-P01.dwg

PROJECT:	ORG:	FUNCTION:	SPATIAL:	FORM:	DISCIPLINE:	NUMBER:	REV:
5032745	RDG	XX	XX	DR	H	0001	P01

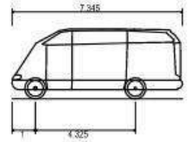


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CDM REGULATIONS 2015

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Mercedes Sprinter Panel Van 518CDI Extra Long Super High Roof	
Overall Length	7.345m
Overall Width	1.993m
Overall Body Height	3.030m
Min Body Ground Clearance	0.400m
Track Width	1.993m
Lock to lock time	5.00s
Wall to Wall Turning Radius	7.800m

REV	DESCRIPTION	DATE	BY	CHKD
P01	First issue	26/05/2026	JD	CL

ORIGINATOR: www.ridge.co.uk

RIDGE

PROJECT NUMBER: 5032745

CLIENT:

IN ASSOCIATION WITH:

PROJECT:
Old Sarum

TITLE:
VEHICULAR SWEPT PATH ANALYSIS
LARGE VAN

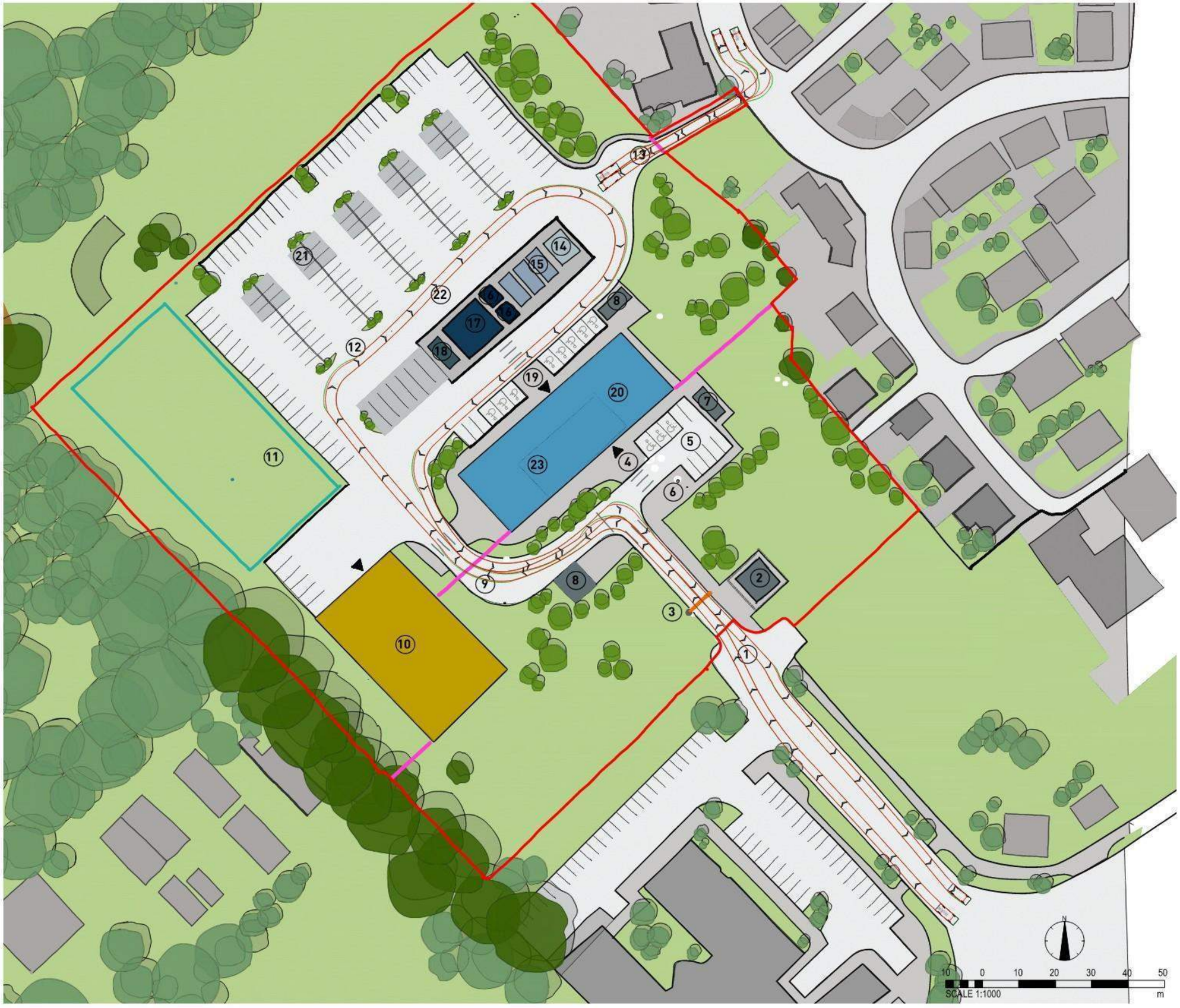
DRAWN BY: JD CHECKED BY: CL APPROVED BY: CL

SCALE @ A3: AS SHOWN DATE OF REVIEW: 26/05/2026

ISO 19650 STATUS:
S0 - Work in Progress

DRAWING No: 5032745-RDG-XX-XX-DR-0001_0006-P01.dwg

PROJECT:	ORG:	FUNCTION:	SPATIAL:	FORM:	DISCIPLINE:	NUMBER:	REV:
5032745	RDG	XX	XX	DR	H	0002	P01

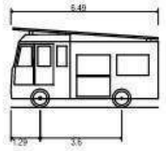


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CDM REGULATIONS 2015

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Dennis Rapier Fire Tender	
Overall Length	6.490m
Overall Width	2.300m
Overall Body Height	3.498m
Min Body Ground Clearance	0.383m
Track Width	2.300m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	6.095m

REV	DESCRIPTION	DATE	BY	CHKD
P01	First issue	26/05/2026	JD	CL

ORIGINATOR: www.ridge.co.uk

RIDGE

PROJECT NUMBER: 5032745

CLIENT:

IN ASSOCIATION WITH:

PROJECT:
Old Sarum

TITLE:
VEHICULAR SWEPT PATH ANALYSIS
FIRE TENDER

DRAWN BY: JD CHECKED BY: CL APPROVED BY: CL

SCALE @ A3: AS SHOWN DATE OF REVIEW: 26/05/2026

ISO 19650 STATUS:
S0 - Work in Progress

DRAWING No: 5032745-RDG-XX-XX-DR-0001_0006-P01.dwg

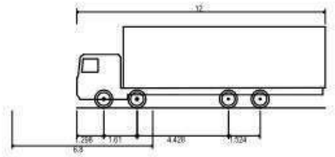
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CDM REGULATIONS 2015

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Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

REV	DESCRIPTION	DATE	BY	CHKD
P01	First issue	26/05/2026	JD	CL

ORIGINATOR: www.ridge.co.uk

RIDGE

PROJECT NUMBER: 5032745

CLIENT:

IN ASSOCIATION WITH:

PROJECT:
Old Sarum

TITLE:
VEHICULAR SWEPT PATH ANALYSIS
RIGID HGV

DRAWN BY: JD CHECKED BY: CL APPROVED BY: CL

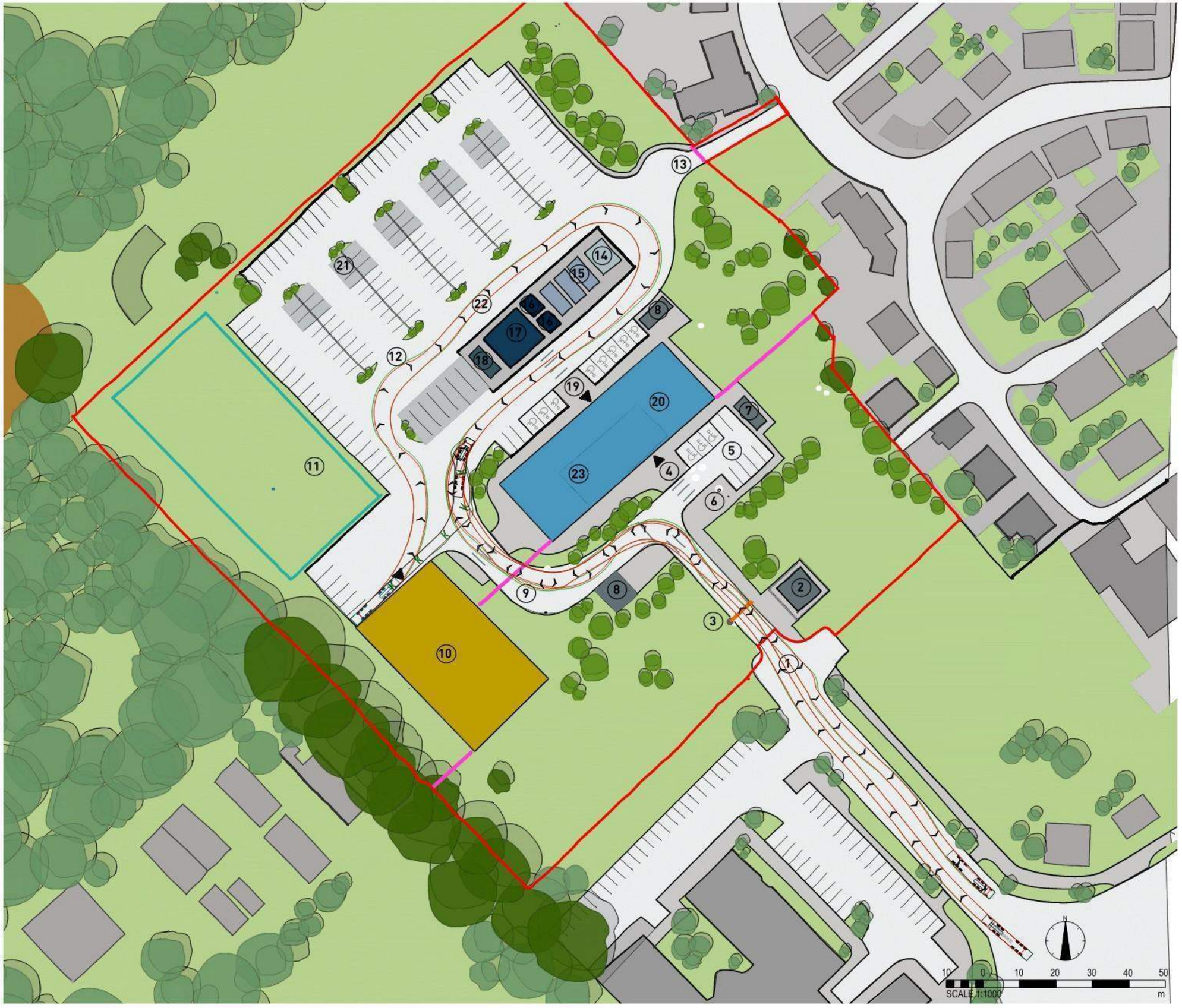
SCALE @ A3: AS SHOWN DATE OF REVIEW: 26/05/2026

ISO 19650 STATUS:
S0 - Work in Progress

DRAWING No: 5032745-RDG-XX-XX-DR-0001_0006-P01.dwg

PROJECT:	ORG:	FUNCTION:	SPATIAL:	FORM:	DISCIPLINE:	NUMBER:	REV:
5032745	RDG	XX	XX	DR	H	0004	P01

SCALE 1:1000

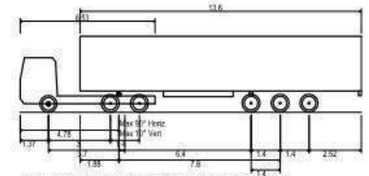


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CDM REGULATIONS 2015

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Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DESCRIPTION	DATE	BY	CHKD
P01	First issue	26/05/2026	JD	CL

ORIGINATOR: www.ridge.co.uk

RIDGE

PROJECT NUMBER: 5032745

CLIENT:

IN ASSOCIATION WITH:

PROJECT:
Old Sarum

TITLE:
VEHICULAR SWEPT PATH ANALYSIS
ARTICULATED HGV

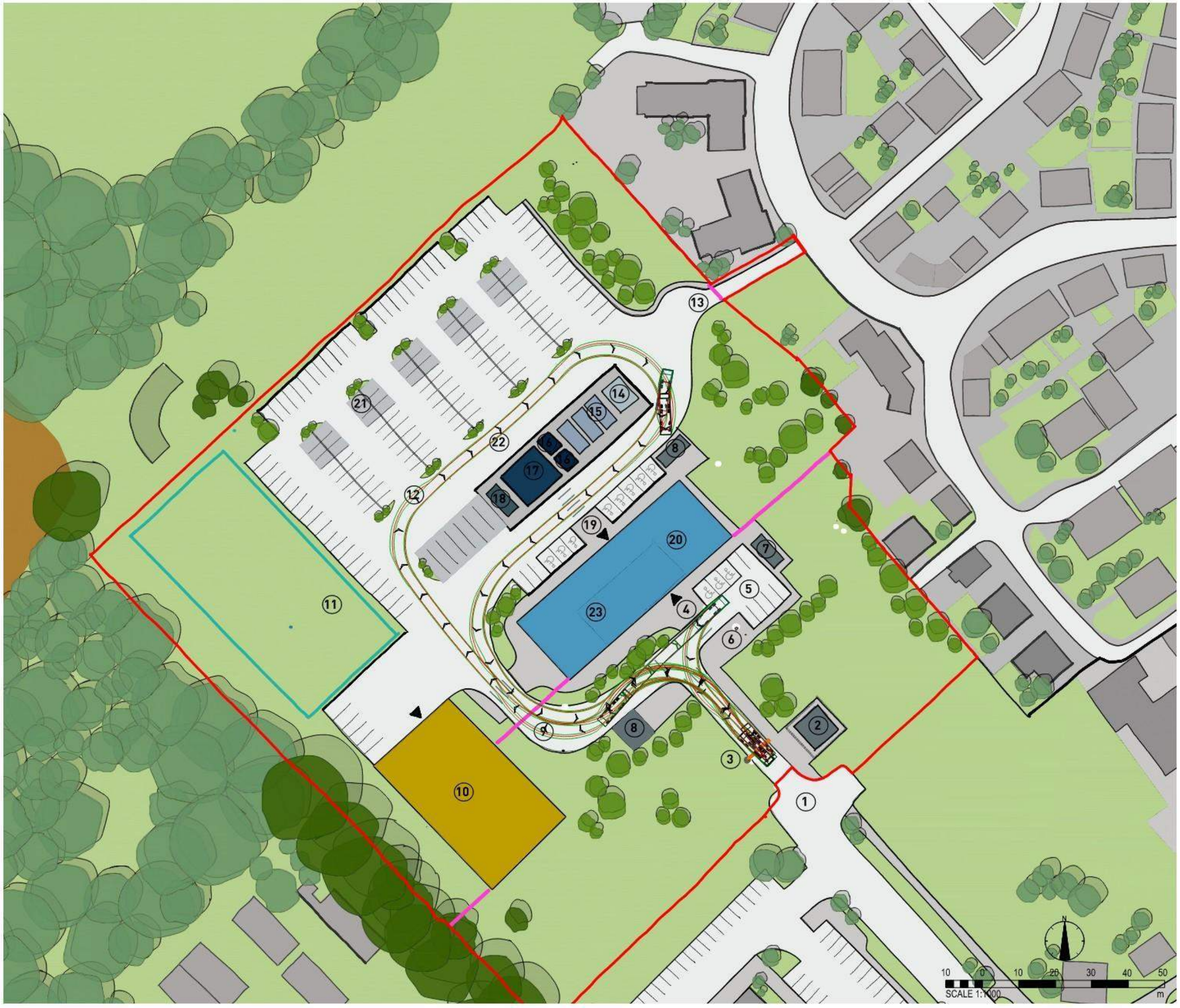
DRAWN BY: JD CHECKED BY: CL APPROVED BY: CL

SCALE @ A3: AS SHOWN DATE OF REVIEW: 26/05/2026

ISO 19650 STATUS:
S0 - Work in Progress

DRAWING No: 5032745-RDG-XX-XX-DR-0001_0006-P01.dwg

PROJECT:	ORG:	FUNCTION:	SPATIAL:	FORM:	DISCIPLINE:	NUMBER:	REV:
5032745	RDG	XX	XX	DR	H	0005	P01

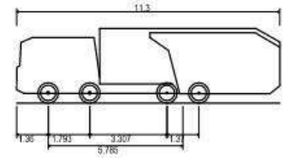


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CDM REGULATIONS 2015

Significant or non-obvious risks and risks which are difficult to manage are identified on this drawing using the following symbol identified to the right with brief accompanying text. For further details of the risks identified by designers, reference should be made to CDM hazard register.



Wiltshire Refuse	
Overall Length	11.300m
Overall Width	2.900m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	18.500m

REV	DESCRIPTION	DATE	BY	CHKD
P01	First issue	26/05/2026	JD	CL

ORIGINATOR: www.ridge.co.uk

RIDGE

PROJECT NUMBER: 5032745

CLIENT:

IN ASSOCIATION WITH:

PROJECT:
Old Sarum

TITLE:
VEHICULAR SWEPT PATH ANALYSIS
REFUSE VEHICLE

DRAWN BY: JD CHECKED BY: CL APPROVED BY: CL

SCALE @ A3: AS SHOWN DATE OF REVIEW: 26/05/2026

ISO 19650 STATUS:
S0 - Work in Progress

DRAWING No: 5032745-RDG-XX-XX-DR-0001_0006-P01.dwg

PROJECT:	ORG:	FUNCTION:	SPATIAL:	FORM:	DISCIPLINE:	NUMBER:	REV:
5032745	RDG	XX	XX	DR	H	0006	P01

APPENDIX E

Report Number: Ridge/1904
Date: 13th August 2026
Prepared by: Julian Bartlett

JBartlett Consulting Ltd
UK Company Number 8270647

PROPOSED SOUTHERN POLICING HUB, OLD SARUM: HIGHWAY ACCESS

Road Safety Audit

Stage 1

Prepared For:
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Bristol Offices
Tower Wharf
Cheese Lane
Bristol, BS2 0JJ

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Job Number: 1904

Client: Ridge & Partners

Highway Authority: Wiltshire Council

Project: Proposed Southern Policing Hub, Old Sarum: Highway Access.

Report Title: Stage 1 Road Safety Audit

Date: 13th August 2026

Issue	Purpose / Status	Prepared By	Checked	Approved	Date
D1	Draft	Julian Bartlett	Lyn Jones	Julian Bartlett	August 26
I1	Issued	Julian Bartlett	Lyn Jones	Julian Bartlett	August 26

J Bartlett Consulting Ltd has prepared this report in accordance with the instructions of the above named Client for their sole and specific use. Any other persons who may use the information contained herein do so at their own risk.

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2 Issues Raised By This Stage 1 Road Safety Audit....5
3 Issues Outside The Scope Of The Road Safety Audit....5
4 Audit Team Statement....7
5 Audit Location Plan....8

1 Introduction

1.1 This report results from a Stage 1 Road Safety Audit undertaken by J Bartlett Consulting Limited following a request from Chris Long of Ridge & Partners. The Audit was carried out in August 2026.

1.2 This Safety Audit considers the extension of the existing stub highway access from the existing roundabout to the north of Portway .

1.3 The audit team comprised the following individuals:

Julian Bartlett BEng FCIHT FSoRSA	Road Safety Audit Team Leader
Lyn Jones HNC MCIHT MSoRSA	Road Safety Audit Team Member

Both Julian Bartlett and Lyn Jones hold a Highways England Certificate of Competency in Road Safety Audit gained through the education route.

1.4 The following documents and drawings were made available to the Audit Team for this safety audit:

Drawings

Drawing Number	Rev	Title
5021146 - RDG - XX - ST - D - A - 950001	P02	Illustrative Site Plan
5032745 RDG XX XX DR 0007	P1	Proposed Primary Site Access Design and Vehicle Swept Path Analysis (16.5m HGV & Wiltshire Refuse Vehicle)
5032745 RDG XXXX DR H 0008	P02	Proposed Emergency Site Access Design and Vehicle Swept Path Analysis (Sprinter Van & Fire Tender)

Documents

5032745 - Southern Policing Hub, Old Sarum: Transport Assessment P03 DRAFT dated July 2026

Departures,

None identified

Identified Requirements

None Identified

Identified Documentation

Wiltshire Council Series of Web Based Design Guides including Wiltshire Design Guide.

1.5 The Audit Team undertook a site visit on 4th August 2026 during the early afternoon between 13:00 and 13:45. It was fine and the road surface dry during the site visit. Vehicles movements limited through the area. No pedestrian, cyclists or motorcyclists were seen within the area of influence of both access points.

1.6 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

1.7 The terms of reference for the audit are as described in the latest version of National Highways Design Manual for Roads and Bridges (DMRB), Volume 5, Section 2, GG119 'Road Safety Audit'. The audit has also been undertaken in light of the philosophy outlined in the latest version of CIHT 'Road Safety Guidelines.'

1.8 The Audit Team have referred to the latest versions of appropriate design documentation as required while undertaking this audit. Reference texts include but are not limited to

- Design Manual for Roads and Bridges (DMRB);
- Manual For Streets;
- Manual For Streets 2;
- Highway Construction Details;
- Specification For Highway Works;
- Traffic Signs Manual Chapter 6;
- Traffic Signs Regulations and General Directions (TSRDG); and
- Local Authority Design Standards and other documentation as provided (See Above).

1.9 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119 and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a

problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

1.10 If issues were identified that are strictly outside the scope of this Road Safety Audit or could not be classified as likely to increase the risk of crashes occurring, these have been included as Section 3 for completeness. It is also recommended that these are brought to the attention of the highway authority for their consideration if deemed appropriate.

1.11 Collision information provided a part of the transport assessment has been reviewed by the audit team, who concur with the findings developed.

1.12 As far as the audit team are aware no previous road safety audits have been undertaken on the proposals as presented for this audit.

2 Issues Raised by This Stage 1 Road Safety Audit

2.1 Problems identified within this report will be reviewed linearly by drawing number as an accepted alternative approach to that identified in GG119. See also comments made under section 3 below.

Drawing 5021146 - RDG - XX - ST - D - A – 950001 Rev P02

2.2 The drawing shows the masterplan for the proposed site and as such has little direct impact on the findings of this audit other than being used for information.

Drawing 5032745 RDG XX XX DR 0007 Rev P01

2.3 The drawing shows swept path movements for a 16.5m HGV as well as a Wiltshire Refuse Vehicle using the access to and from the proposed hub. All movements are contained within the available carriageway space albeit that there is encroachment into the opposite bound carriageway for the turns to be completed to the rear of the buildings. This is not unusual within this type of environment and as such does not give rise to concern in terms of road safety.

Drawing 5032745 RDG XXXX DR H 0008 Rev P02

2.4 The drawing shows swept path movements for a fire tender and panel van turning turning in all directions to and from the proposed access. All movements are contained within the available carriageway space albeit that there is encroachment into the opposite bound carriageway for the turns to be completed. This is not unusual within this type of environment and as such does not give rise to concern in terms of road safety.

3 Issues Outside the Scope of The Road Safety Audit and Other Observations

3.1 It is noted that as this is an emergency police access to the hub, as the design progresses to would be critical in terms of operation that the access is protected by a series of permanent waiting restrictions.

4 Audit Team Statement

We certify that this Audit has been carried out adopting the principles contained in but not in full compliance with the National Highways standard GG 119 'Road Safety Audits' and in line with the philosophy outlined in the CIHT 'Road Safety Guidelines'.

Road Safety Audit Team Leader

Name:	Julian Bartlett
Signed:	[redacted]
Position:	Director
Organisation	J Bartlett Consulting Ltd
Date:	12th August 2026

Road Safety Audit Team Member

Name:	Lyn Jones
Signed:	[redacted]
Position:	Associate
Organisation	J Bartlett Consulting Ltd
Date:	13th August 2026

Contact Details as per record sheet

5 Audit Location Plan

Not required

APPENDIX F

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
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Filename: J1_Site Access_Ramsbury.j11
Path: R:\Reading\Projects\Transport Planning\Old Sarum\Working Documents\Modelling\Junctions10
Report generation date: 30/06/2026 15:31:35

»D1 - 2026 | Base | AM
»D2 - 2026 | Base | PM
»D3 - 2031 | Base | AM
»D4 - 2031 | Base | PM
»D5 - 2031 | Base + Dev | AM
»D6 - 2031 | Base + Dev | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 - Base									
Arm A	D1	0.0	4.07	0.03	A	D2	0.1	4.09	0.08	A
Arm B		0.0	4.37	0.02	A		0.0	4.17	0.01	A
Arm C		0.1	4.84	0.09	A		0.1	4.55	0.06	A
	2031 - Base									
Arm A	D3	0.0	4.06	0.03	A	D4	0.1	4.10	0.08	A
Arm B		0.0	4.38	0.02	A		0.0	4.18	0.01	A
Arm C		0.1	4.87	0.10	A		0.1	4.57	0.07	A
	2031 - Base + Dev									
Arm A	D5	0.1	4.39	0.07	A	D6	0.1	4.13	0.08	A
Arm B		0.0	4.52	0.04	A		0.1	4.45	0.07	A
Arm C		0.1	4.96	0.10	A		0.1	4.76	0.07	A

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

File summary

File Description

Title	J1 - Site Access / Ramsbury Drive
Location	Old Sarum
Site number	J1
Date	29/06/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RIDGE\ryancox
Description	

Units

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



Flows show original traffic demand (PCU/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031	Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2031	Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031	Base + Dev	AM	ONE HOUR	06:45	08:15	15	✓
D6	2031	Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2026 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Site Access / Ramsbury Rd	Mini-roundabout		A, B, C	4.60	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		4.60	A

Arms

Arms

Arm	Name	Description
A	Ramsbury Drive South	
B	Site Access	
C	Ramsbury Drive North	

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
A	3.53	3.53	4.59	3.7	16.46	14.75	0.0	
B	3.23	3.23	4.32	7.8	15.81	13.66	0.0	
C	2.94	2.77	4.22	3.9	16.84	15.53	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.653	953
B	0.640	913
C	0.639	866

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	26	100.000
B		ONE HOUR	✓	15	100.000
C		ONE HOUR	✓	70	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	12	14
	B	13	0	2
	C	70	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	10	0
	B	9	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.03	4.07	0.0	A	24	36
B	0.02	4.37	0.0	A	14	21
C	0.09	4.84	0.1	A	64	96

Main Results for each time segment

06:45 - 07:00

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
A	20	5	0	953	0.021	19	62	0.0	0.0	4.026	A
B	11	3	10	906	0.012	11	9	0.0	0.0	4.331	A
C	53	13	10	860	0.061	52	12	0.0	0.1	4.679	A

07:00 - 07:15

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
A	23	6	0	953	0.025	23	75	0.0	0.0	4.043	A
B	13	3	13	905	0.015	13	11	0.0	0.0	4.348	A
C	63	16	12	859	0.073	63	14	0.1	0.1	4.748	A

07:15 - 07:30

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
A	29	7	0	953	0.030	29	91	0.0	0.0	4.066	A
B	17	4	15	903	0.018	17	13	0.0	0.0	4.372	A
C	77	19	14	857	0.090	77	18	0.1	0.1	4.845	A

07:30 - 07:45

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
A	29	7	0	953	0.030	29	91	0.0	0.0	4.066	A
B	17	4	15	903	0.018	17	13	0.0	0.0	4.372	A
C	77	19	14	857	0.090	77	18	0.1	0.1	4.845	A

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
A	23	6	0	953	0.025	23	75	0.0	0.0	4.043	A
B	13	3	13	905	0.015	13	11	0.0	0.0	4.349	A
C	63	16	12	859	0.073	63	14	0.1	0.1	4.749	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
A	20	5	0	953	0.021	20	63	0.0	0.0	4.028	A
B	11	3	11	906	0.012	11	9	0.0	0.0	4.332	A
C	53	13	10	860	0.061	53	12	0.1	0.1	4.684	A

D2 - 2026 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Site Access / Ramsbury Rd	Mini-roundabout		A, B, C	4.28	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		4.28	A

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	65	100.000
B		ONE HOUR	✓	8	100.000
C		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	6	59
	B	6	0	2
	C	50	0	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.08	4.09	0.1	A	60	89
B	0.01	4.17	0.0	A	7	11
C	0.06	4.55	0.1	A	46	69

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
A	49	12	0	953	0.051	49	42	0.0	0.1	3.981	A
B	6	2	44	885	0.007	6	4	0.0	0.0	4.096	A
C	38	9	4	863	0.044	37	46	0.0	0.0	4.444	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
A	58	15	0	953	0.061	58	50	0.1	0.1	4.025	A
B	7	2	53	879	0.008	7	5	0.0	0.0	4.128	A
C	45	11	5	863	0.052	45	55	0.0	0.1	4.489	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
A	72	18	0	953	0.075	72	62	0.1	0.1	4.085	A
B	9	2	65	872	0.010	9	7	0.0	0.0	4.172	A
C	55	14	7	862	0.064	55	67	0.1	0.1	4.549	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
A	72	18	0	953	0.075	72	62	0.1	0.1	4.085	A
B	9	2	65	871	0.010	9	7	0.0	0.0	4.172	A
C	55	14	7	862	0.064	55	67	0.1	0.1	4.549	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
A	58	15	0	953	0.061	58	50	0.1	0.1	4.026	A
B	7	2	53	879	0.008	7	5	0.0	0.0	4.130	A
C	45	11	5	863	0.052	45	55	0.1	0.1	4.489	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
A	49	12	0	953	0.051	49	42	0.1	0.1	3.983	A
B	6	2	44	885	0.007	6	5	0.0	0.0	4.097	A
C	38	9	5	863	0.044	38	46	0.1	0.0	4.446	A

D3 - 2031 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Site Access / Ramsbury Rd	Mini-roundabout		A, B, C	4.62	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		4.62	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Base	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	27	100.000
B		ONE HOUR	✓	15	100.000
C		ONE HOUR	✓	74	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	12	15
	B	13	0	2
	C	74	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	10	0
	B	9	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.03	4.06	0.0	A	25	37
B	0.02	4.38	0.0	A	14	21
C	0.10	4.87	0.1	A	68	102

Main Results for each time segment

06:45 - 07:00

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
A	20	5	0	953	0.021	20	65	0.0	0.0	4.023	A
B	11	3	11	906	0.012	11	9	0.0	0.0	4.334	A
C	56	14	10	860	0.065	55	13	0.0	0.1	4.697	A

07:00 - 07:15

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
A	24	6	0	953	0.025	24	78	0.0	0.0	4.040	A
B	13	3	13	904	0.015	13	11	0.0	0.0	4.351	A
C	67	17	12	859	0.077	66	15	0.1	0.1	4.770	A

07:15 - 07:30

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
A	30	7	0	953	0.031	30	96	0.0	0.0	4.064	A
B	17	4	17	902	0.018	17	13	0.0	0.0	4.376	A
C	81	20	14	857	0.095	81	19	0.1	0.1	4.872	A

07:30 - 07:45

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
A	30	7	0	953	0.031	30	96	0.0	0.0	4.064	A
B	17	4	17	902	0.018	17	13	0.0	0.0	4.376	A
C	81	20	14	857	0.095	81	19	0.1	0.1	4.872	A

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
A	24	6	0	953	0.025	24	78	0.0	0.0	4.040	A
B	13	3	13	904	0.015	13	11	0.0	0.0	4.351	A
C	67	17	12	859	0.077	67	15	0.1	0.1	4.773	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
A	20	5	0	953	0.021	20	66	0.0	0.0	4.023	A
B	11	3	11	906	0.012	11	9	0.0	0.0	4.336	A
C	56	14	10	860	0.065	56	13	0.1	0.1	4.699	A

D4 - 2031 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Site Access / Ramsbury Rd	Mini-roundabout		A, B, C	4.30	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		4.30	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	68	100.000
B		ONE HOUR	✓	8	100.000
C		ONE HOUR	✓	53	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	6	62
	B	6	0	2
	C	53	0	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.08	4.10	0.1	A	62	94
B	0.01	4.18	0.0	A	7	11
C	0.07	4.57	0.1	A	49	73

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
A	51	13	0	953	0.054	51	44	0.0	0.1	3.991	A
B	6	2	46	883	0.007	6	4	0.0	0.0	4.103	A
C	40	10	4	863	0.046	40	48	0.0	0.0	4.456	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
A	61	15	0	953	0.064	61	53	0.1	0.1	4.037	A
B	7	2	56	877	0.008	7	5	0.0	0.0	4.136	A
C	48	12	5	863	0.055	48	57	0.0	0.1	4.503	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
A	75	19	0	953	0.079	75	65	0.1	0.1	4.100	A
B	9	2	68	869	0.010	9	7	0.0	0.0	4.182	A
C	58	15	7	862	0.068	58	70	0.1	0.1	4.568	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
A	75	19	0	953	0.079	75	65	0.1	0.1	4.100	A
B	9	2	68	869	0.010	9	7	0.0	0.0	4.183	A
C	58	15	7	862	0.068	58	70	0.1	0.1	4.568	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
A	61	15	0	953	0.064	61	53	0.1	0.1	4.039	A
B	7	2	56	877	0.008	7	5	0.0	0.0	4.137	A
C	48	12	5	863	0.055	48	58	0.1	0.1	4.506	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
A	51	13	0	953	0.054	51	44	0.1	0.1	3.993	A
B	6	2	47	883	0.007	6	5	0.0	0.0	4.104	A
C	40	10	5	863	0.046	40	48	0.1	0.0	4.460	A

D5 - 2031 | Base + Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Site Access / Ramsbury Rd	Mini-roundabout		A, B, C	4.66	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		4.66	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031	Base + Dev	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	64	100.000
B		ONE HOUR	✓	35	100.000
C		ONE HOUR	✓	74	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	49	15
	B	33	0	2
	C	74	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	10	0
	B	9	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.07	4.39	0.1	A	59	88
B	0.04	4.52	0.0	A	32	48
C	0.10	4.96	0.1	A	68	102

Main Results for each time segment

06:45 - 07:00

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
A	48	12	0	953	0.051	48	80	0.0	0.1	4.275	A
B	26	7	11	906	0.029	26	37	0.0	0.0	4.438	A
C	56	14	25	851	0.066	55	13	0.0	0.1	4.753	A

07:00 - 07:15

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
A	58	14	0	953	0.060	57	96	0.1	0.1	4.322	A
B	31	8	13	904	0.035	31	44	0.0	0.0	4.471	A
C	67	17	30	847	0.079	66	15	0.1	0.1	4.840	A

07:15 - 07:30

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
A	70	18	0	953	0.074	70	118	0.1	0.1	4.385	A
B	39	10	16	902	0.043	38	54	0.0	0.0	4.518	A
C	81	20	36	843	0.097	81	19	0.1	0.1	4.962	A

07:30 - 07:45

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
A	70	18	0	953	0.074	70	118	0.1	0.1	4.385	A
B	39	10	17	902	0.043	39	54	0.0	0.0	4.518	A
C	81	20	36	843	0.097	81	19	0.1	0.1	4.962	A

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
A	58	14	0	953	0.060	58	96	0.1	0.1	4.324	A
B	31	8	13	904	0.035	32	44	0.0	0.0	4.473	A
C	67	17	30	847	0.079	67	15	0.1	0.1	4.843	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
A	48	12	0	953	0.051	48	81	0.1	0.1	4.279	A
B	26	7	11	906	0.029	26	37	0.0	0.0	4.440	A
C	56	14	25	850	0.066	56	13	0.1	0.1	4.758	A

D6 - 2031 | Base + Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Site Access / Ramsbury Rd	Mini-roundabout		A, B, C	4.41	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		4.41	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	73	100.000
B		ONE HOUR	✓	55	100.000
C		ONE HOUR	✓	53	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	11	62
	B	53	0	2
	C	53	0	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.08	4.13	0.1	A	67	100
B	0.07	4.45	0.1	A	50	76
C	0.07	4.76	0.1	A	49	73

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
A	55	14	0	953	0.058	55	79	0.0	0.1	4.008	A
B	41	10	46	883	0.047	41	8	0.0	0.0	4.274	A
C	40	10	40	841	0.047	40	48	0.0	0.1	4.581	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
A	66	16	0	953	0.069	66	95	0.1	0.1	4.058	A
B	49	12	56	877	0.056	49	10	0.0	0.1	4.347	A
C	48	12	48	836	0.057	48	57	0.1	0.1	4.657	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
A	80	20	0	953	0.084	80	117	0.1	0.1	4.126	A
B	61	15	68	869	0.070	60	12	0.1	0.1	4.450	A
C	58	15	58	829	0.070	58	70	0.1	0.1	4.763	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
A	80	20	0	953	0.084	80	117	0.1	0.1	4.126	A
B	61	15	68	869	0.070	61	12	0.1	0.1	4.450	A
C	58	15	58	829	0.070	58	70	0.1	0.1	4.764	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
A	66	16	0	953	0.069	66	95	0.1	0.1	4.058	A
B	49	12	56	877	0.056	50	10	0.1	0.1	4.350	A
C	48	12	48	836	0.057	48	58	0.1	0.1	4.659	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
A	55	14	0	953	0.058	55	80	0.1	0.1	4.010	A
B	41	10	47	883	0.047	41	8	0.1	0.0	4.278	A
C	40	10	40	841	0.047	40	48	0.1	0.1	4.584	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
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Filename: J2_Ramsbury Drive_ Portway.j11
Path: R:\Reading\Projects\Transport Planning\Old Sarum\Working Documents\Modelling\Junctions10
Report generation date: 30/06/2026 15:33:18

»D1 - 2026 | Base | AM
»D2 - 2026 | Base | PM
»D3 - 2031 | Base | AM
»D4 - 2031 | Base | PM
»D5 - 2031 | Base + Dev | AM
»D6 - 2031 | Base + Dev | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 - Base									
Arm A	D1	0.1	5.47	0.12	A	D2	0.1	5.01	0.08	A
Arm B		0.3	4.57	0.23	A		1.1	7.10	0.53	A
Arm C		0.0	4.15	0.01	A		0.1	3.39	0.08	A
Arm D		0.5	4.91	0.32	A		0.5	4.93	0.33	A
	2031 - Base									
Arm A	D3	0.1	5.57	0.12	A	D4	0.1	5.09	0.08	A
Arm B		0.3	4.65	0.24	A		1.3	7.57	0.56	A
Arm C		0.0	4.20	0.01	A		0.1	3.41	0.08	A
Arm D		0.5	5.03	0.34	A		0.5	5.06	0.35	A
	2031 - Base + Dev									
Arm A	D5	0.2	5.65	0.15	A	D6	0.2	5.43	0.15	A
Arm B		0.4	4.99	0.24	A		1.4	8.55	0.57	A
Arm C		0.0	3.67	0.01	A		0.1	3.49	0.09	A
Arm D		0.5	5.22	0.34	A		0.5	5.10	0.35	A

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

File summary

File Description

Title	J2 - Ramsbury Drive_Portway
Location	Old Sarum
Site number	J2
Date	29/06/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RIDGE\ryancox
Description	

Units

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



Flows show original traffic demand (PCU/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	06:45	08:15	15	✓
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031	Base	AM	ONE HOUR	06:45	08:15	15	✓
D4	2031	Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031	Base + Dev	AM	ONE HOUR	06:45	08:15	15	✓
D6	2031	Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2023	Base	AM	ONE HOUR	06:45	08:15	15	✓
D8	2023	Base	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D1,D2,D3,D4,D5,D6	100.000	100.000

D1 - 2026 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ramsbury Drive_Portway	Standard Roundabout		A, B, C, D	4.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.86	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Ramsbury Drive		
B	Portway (East)		
C	Castle Gate Business Park		
D	Portway (West)		

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
A	2.64	4.14	3.5	9.3	27.3	25.4		
B	2.54	4.40	7.2	24.4	27.1	14.3		
C	2.54	4.21	12.5	28.0	27.1	12.8		
D	2.63	4.44	8.6	10.6	26.7	19.7		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.494	950
B	0.567	1147
C	0.582	1207
D	0.538	1115

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	83	100.000
B		ONE HOUR	✓	220	100.000
C		ONE HOUR	✓	7	100.000
D		ONE HOUR	✓	328	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	5	0	78
	B	0	0	6	214
	C	0	1	0	6
	D	27	265	36	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	6
	B	0	0	0	6
	C	0	0	0	20
	D	4	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.12	5.47	0.1	A	76	114
B	0.23	4.57	0.3	A	202	303
C	0.01	4.15	0.0	A	6	10
D	0.32	4.91	0.5	A	301	451

Main Results for each time segment

06:45 - 07:00

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
A	62	16	226	838	0.075	62	20	0.0	0.1	4.896	A
B	166	41	85	1099	0.151	165	203	0.0	0.2	4.075	A
C	5	1	219	1080	0.005	5	31	0.0	0.0	3.908	A
D	247	62	0.75	1115	0.222	246	223	0.0	0.3	4.252	A

07:00 - 07:15

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
A	75	19	271	816	0.091	75	24	0.1	0.1	5.127	A
B	198	49	102	1089	0.182	198	243	0.2	0.2	4.271	A
C	6	2	262	1054	0.006	6	38	0.0	0.0	4.006	A
D	295	74	0.90	1114	0.265	295	268	0.3	0.4	4.510	A

07:15 - 07:30

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
A	91	23	332	786	0.116	91	30	0.1	0.1	5.472	A
B	242	61	125	1076	0.225	242	298	0.2	0.3	4.565	A
C	8	2	321	1020	0.008	8	46	0.0	0.0	4.147	A
D	361	90	1	1114	0.324	361	328	0.4	0.5	4.904	A

07:30 - 07:45

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
A	91	23	333	786	0.116	91	30	0.1	0.1	5.474	A
B	242	61	126	1076	0.225	242	298	0.3	0.3	4.568	A
C	8	2	321	1020	0.008	8	46	0.0	0.0	4.148	A
D	361	90	1	1114	0.324	361	328	0.5	0.5	4.910	A

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
A	75	19	272	816	0.091	75	24	0.1	0.1	5.131	A
B	198	49	103	1089	0.182	198	244	0.3	0.2	4.276	A
C	6	2	263	1054	0.006	6	38	0.0	0.0	4.008	A
D	295	74	0.90	1114	0.265	295	268	0.5	0.4	4.517	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
A	62	16	228	838	0.075	63	20	0.1	0.1	4.905	A
B	166	41	86	1099	0.151	166	204	0.2	0.2	4.086	A
C	5	1	220	1079	0.005	5	32	0.0	0.0	3.913	A
D	247	62	0.75	1115	0.222	247	225	0.4	0.3	4.266	A

D2 - 2026 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ramsbury Drive_Portway	Standard Roundabout		A, B, C, D	5.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.95	A

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	57	100.000
B		ONE HOUR	✓	526	100.000
C		ONE HOUR	✓	80	100.000
D		ONE HOUR	✓	336	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	1	2	54
	B	1	0	518	7
	C	3	13	0	64
	D	63	247	26	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	2
	B	0	0	2	0
	C	0	0	0	2
	D	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.08	5.01	0.1	A	52	78
B	0.53	7.10	1.1	A	483	724
C	0.08	3.39	0.1	A	73	110
D	0.33	4.93	0.5	A	308	462

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
A	43	11	214	844	0.051	43	50	0.0	0.1	4.575	A
B	396	99	61	1112	0.356	394	196	0.0	0.6	5.093	A
C	60	15	46	1180	0.051	60	409	0.0	0.1	3.265	A
D	253	63	13	1108	0.228	252	94	0.0	0.3	4.228	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
A	51	13	257	823	0.062	51	60	0.1	0.1	4.751	A
B	473	118	74	1106	0.428	472	234	0.6	0.8	5.788	A
C	72	18	56	1175	0.061	72	490	0.1	0.1	3.315	A
D	302	76	15	1107	0.273	302	112	0.3	0.4	4.502	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
A	63	16	314	795	0.079	63	74	0.1	0.1	5.010	A
B	579	145	90	1096	0.528	578	287	0.8	1.1	7.060	A
C	88	22	68	1167	0.075	88	600	0.1	0.1	3.387	A
D	370	92	19	1105	0.335	369	137	0.4	0.5	4.928	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
A	63	16	315	795	0.079	63	74	0.1	0.1	5.012	A
B	579	145	90	1096	0.528	579	287	1.1	1.1	7.100	A
C	88	22	68	1167	0.075	88	601	0.1	0.1	3.387	A
D	370	92	19	1105	0.335	370	138	0.5	0.5	4.933	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
A	51	13	258	823	0.062	51	60	0.1	0.1	4.754	A
B	473	118	74	1105	0.428	474	235	1.1	0.8	5.831	A
C	72	18	56	1175	0.061	72	492	0.1	0.1	3.318	A
D	302	76	15	1107	0.273	303	113	0.5	0.4	4.513	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
A	43	11	216	844	0.051	43	51	0.1	0.1	4.583	A
B	396	99	62	1112	0.356	397	197	0.8	0.6	5.136	A
C	60	15	47	1180	0.051	60	412	0.1	0.1	3.268	A
D	253	63	13	1108	0.228	253	94	0.4	0.3	4.245	A

D3 - 2031 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ramsbury Drive_Portway	Standard Roundabout		A, B, C, D	4.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.96	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Base	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	86	100.000
B		ONE HOUR	✓	230	100.000
C		ONE HOUR	✓	8	100.000
D		ONE HOUR	✓	344	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	5	0	81
	B	0	0	6	224
	C	0	1	0	7
	D	28	278	38	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	6
	B	0	0	0	6
	C	0	0	0	20
	D	4	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.12	5.57	0.1	A	79	118
B	0.24	4.65	0.3	A	211	317
C	0.01	4.20	0.0	A	7	11
D	0.34	5.03	0.5	A	316	473

Main Results for each time segment

06:45 - 07:00

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
A	65	16	238	833	0.078	64	21	0.0	0.1	4.947	A
B	173	43	89	1097	0.158	172	213	0.0	0.2	4.118	A
C	6	2	229	1074	0.006	6	33	0.0	0.0	3.945	A
D	259	65	0.75	1115	0.232	258	234	0.0	0.3	4.310	A

07:00 - 07:15

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
A	77	19	285	809	0.096	77	25	0.1	0.1	5.193	A
B	207	52	107	1087	0.190	207	255	0.2	0.2	4.327	A
C	7	2	274	1048	0.007	7	40	0.0	0.0	4.050	A
D	309	77	0.90	1114	0.277	309	280	0.3	0.4	4.589	A

07:15 - 07:30

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
A	95	24	349	778	0.122	95	31	0.1	0.1	5.562	A
B	253	63	131	1073	0.236	253	312	0.2	0.3	4.645	A
C	9	2	335	1012	0.009	9	48	0.0	0.0	4.201	A
D	379	95	1	1114	0.340	378	343	0.4	0.5	5.021	A

07:30 - 07:45

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
A	95	24	349	778	0.122	95	31	0.1	0.1	5.566	A
B	253	63	131	1073	0.236	253	313	0.3	0.3	4.647	A
C	9	2	336	1012	0.009	9	48	0.0	0.0	4.202	A
D	379	95	1	1114	0.340	379	344	0.5	0.5	5.027	A

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
A	77	19	285	809	0.096	77	25	0.1	0.1	5.197	A
B	207	52	107	1087	0.190	207	256	0.3	0.3	4.333	A
C	7	2	275	1047	0.007	7	40	0.0	0.0	4.052	A
D	309	77	0.90	1114	0.277	310	281	0.5	0.4	4.600	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	65	16	239	832	0.078	65	21	0.1	0.1	4.958	A
B	173	43	90	1096	0.158	173	214	0.3	0.2	4.128	A
C	6	2	230	1073	0.006	6	33	0.0	0.0	3.948	A
D	259	65	0.75	1115	0.232	259	235	0.4	0.3	4.326	A

D4 - 2031 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ramsbury Drive_Portway	Standard Roundabout		A, B, C, D	6.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.25	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	60	100.000
B		ONE HOUR	✓	553	100.000
C		ONE HOUR	✓	84	100.000
D		ONE HOUR	✓	352	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	1	2	57
	B	1	0	544	8
	C	3	14	0	67
	D	66	259	27	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	2
	B	0	0	2	0
	C	0	0	0	2
	D	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.08	5.09	0.1	A	55	83
B	0.56	7.57	1.3	A	507	761
C	0.08	3.41	0.1	A	77	116
D	0.35	5.06	0.5	A	323	485

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
A	45	11	225	839	0.054	45	52	0.0	0.1	4.618	A
B	416	104	64	1111	0.375	414	205	0.0	0.6	5.250	A
C	63	16	49	1178	0.054	63	429	0.0	0.1	3.278	A
D	265	66	14	1108	0.239	264	99	0.0	0.3	4.291	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
A	54	13	269	817	0.066	54	63	0.1	0.1	4.806	A
B	497	124	77	1103	0.451	496	246	0.6	0.8	6.036	A
C	76	19	59	1173	0.064	75	514	0.1	0.1	3.332	A
D	316	79	16	1106	0.286	316	119	0.3	0.4	4.587	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
A	66	17	330	787	0.084	66	77	0.1	0.1	5.086	A
B	609	152	95	1094	0.557	607	301	0.8	1.3	7.517	A
C	92	23	73	1165	0.079	92	629	0.1	0.1	3.409	A
D	388	97	20	1104	0.351	387	145	0.4	0.5	5.048	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
A	66	17	330	787	0.084	66	77	0.1	0.1	5.088	A
B	609	152	95	1094	0.557	609	302	1.3	1.3	7.572	A
C	92	23	73	1165	0.079	92	631	0.1	0.1	3.409	A
D	388	97	20	1104	0.351	388	145	0.5	0.5	5.059	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
A	54	13	270	817	0.066	54	63	0.1	0.1	4.810	A
B	497	124	77	1103	0.451	499	247	1.3	0.8	6.090	A
C	76	19	59	1173	0.064	76	517	0.1	0.1	3.333	A
D	316	79	16	1106	0.286	317	119	0.5	0.4	4.597	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
A	45	11	226	838	0.054	45	53	0.1	0.1	4.624	A
B	416	104	65	1111	0.375	417	207	0.8	0.6	5.303	A
C	63	16	50	1178	0.054	63	432	0.1	0.1	3.282	A
D	265	66	14	1108	0.239	265	99	0.4	0.3	4.308	A

D5 - 2031 | Base + Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ramsbury Drive_Portway	Standard Roundabout		A, B, C, D	5.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.19	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031	Base + Dev	AM	ONE HOUR	06:45	08:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	106	100.000
B		ONE HOUR	✓	234	100.000
C		ONE HOUR	✓	8	100.000
D		ONE HOUR	✓	344	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	7	0	99
	B	3	0	7	224
	C	0	1	0	7
	D	28	278	38	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	4
	B	0	0	0	12
	C	0	0	0	1
	D	1	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.15	5.65	0.2	A	97	146
B	0.24	4.99	0.4	A	215	322
C	0.01	3.67	0.0	A	7	11
D	0.34	5.22	0.5	A	316	473

Main Results for each time segment

06:45 - 07:00

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
A	80	20	237	833	0.096	79	23	0.0	0.1	4.954	A
B	176	44	103	1089	0.162	175	214	0.0	0.2	4.386	A
C	6	2	244	1065	0.006	6	34	0.0	0.0	3.428	A
D	259	65	3	1113	0.233	258	247	0.0	0.3	4.473	A

07:00 - 07:15

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
A	95	24	285	809	0.118	95	28	0.1	0.1	5.227	A
B	210	53	123	1078	0.195	210	257	0.2	0.3	4.623	A
C	7	2	293	1037	0.007	7	40	0.0	0.0	3.526	A
D	309	77	4	1113	0.278	309	296	0.3	0.4	4.764	A

07:15 - 07:30

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
A	117	29	349	778	0.150	117	34	0.1	0.2	5.644	A
B	258	64	151	1062	0.243	257	314	0.3	0.4	4.983	A
C	9	2	358	998	0.009	9	49	0.0	0.0	3.668	A
D	379	95	4	1113	0.340	378	363	0.4	0.5	5.216	A

07:30 - 07:45

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
A	117	29	349	778	0.150	117	34	0.2	0.2	5.648	A
B	258	64	151	1062	0.243	258	315	0.4	0.4	4.988	A
C	9	2	359	998	0.009	9	50	0.0	0.0	3.669	A
D	379	95	4	1113	0.340	379	363	0.5	0.5	5.222	A

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
A	95	24	285	809	0.118	95	28	0.2	0.1	5.233	A
B	210	53	123	1077	0.195	211	258	0.4	0.3	4.630	A
C	7	2	294	1036	0.007	7	41	0.0	0.0	3.530	A
D	309	77	4	1113	0.278	310	297	0.5	0.4	4.774	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
A	80	20	239	832	0.096	80	23	0.1	0.1	4.967	A
B	176	44	103	1089	0.162	176	216	0.3	0.2	4.399	A
C	6	2	246	1064	0.006	6	34	0.0	0.0	3.431	A
D	259	65	3	1113	0.233	259	249	0.4	0.3	4.489	A

D6 - 2031 | Base + Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ramsbury Drive_Portway	Standard Roundabout		A, B, C, D	6.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	107	100.000
B		ONE HOUR	✓	553	100.000
C		ONE HOUR	✓	88	100.000
D		ONE HOUR	✓	352	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	5	2	100
	B	1	0	544	8
	C	3	14	0	71
	D	66	259	27	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	0	1
	B	0	0	9	0
	C	0	0	0	1
	D	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.15	5.43	0.2	A	98	147
B	0.57	8.55	1.4	A	507	761
C	0.09	3.49	0.1	A	81	121
D	0.35	5.10	0.5	A	323	485

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
A	81	20	225	839	0.096	80	52	0.0	0.1	4.786	A
B	416	104	97	1092	0.381	414	208	0.0	0.7	5.751	A
C	66	17	82	1160	0.057	66	429	0.0	0.1	3.318	A
D	265	66	13	1108	0.239	264	134	0.0	0.3	4.322	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
A	96	24	269	817	0.118	96	63	0.1	0.1	5.040	A
B	497	124	116	1082	0.460	496	250	0.7	0.9	6.682	A
C	79	20	98	1150	0.069	79	514	0.1	0.1	3.387	A
D	316	79	16	1106	0.286	316	161	0.3	0.4	4.620	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
A	118	29	330	787	0.150	118	77	0.1	0.2	5.425	A
B	609	152	142	1067	0.571	607	306	0.9	1.4	8.479	A
C	97	24	120	1137	0.085	97	629	0.1	0.1	3.487	A
D	388	97	20	1104	0.351	387	197	0.4	0.5	5.087	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
A	118	29	330	787	0.150	118	77	0.2	0.2	5.429	A
B	609	152	142	1067	0.571	609	306	1.4	1.4	8.553	A
C	97	24	120	1137	0.085	97	631	0.1	0.1	3.487	A
D	388	97	20	1104	0.351	388	197	0.5	0.5	5.095	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
A	96	24	270	817	0.118	96	63	0.2	0.1	5.045	A
B	497	124	116	1081	0.460	499	250	1.4	0.9	6.750	A
C	79	20	98	1150	0.069	79	517	0.1	0.1	3.391	A
D	316	79	16	1106	0.286	317	161	0.5	0.4	4.632	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
A	81	20	226	838	0.096	81	53	0.1	0.1	4.797	A
B	416	104	97	1092	0.381	417	210	0.9	0.7	5.815	A
C	66	17	82	1159	0.057	66	432	0.1	0.1	3.319	A
D	265	66	14	1108	0.239	265	135	0.4	0.3	4.338	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
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Filename: J3_A345_Portway.j11
Path: R:\Reading\Projects\Transport Planning\Old Sarum\Working Documents\Modelling\Junctions10
Report generation date: 30/06/2026 15:35:20

»D1 - 2026 | Base | AM
»D2 - 2026 | Base | PM
»D3 - 2031 | Base | AM
»D4 - 2031 | Base | PM
»D5 - 2031 | Base + Dev | AM
»D6 - 2031 | Base + Dev | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 - Base									
Arm A	D1	0.5	5.51	0.32	A	D2	1.9	10.14	0.66	B
Arm B		1.1	4.90	0.52	A		1.3	5.30	0.56	A
Arm C		1.0	4.04	0.48	A		0.7	3.62	0.42	A
Arm D		0.0	6.48	0.01	A		0.0	3.40	0.01	A
	2031 - Base									
Arm A	D3	0.6	5.77	0.34	A	D4	2.3	11.73	0.70	B
Arm B		1.2	5.19	0.54	A		1.5	5.71	0.59	A
Arm C		1.1	4.27	0.51	A		0.8	3.78	0.44	A
Arm D		0.0	6.66	0.01	A		0.0	3.49	0.01	A
	2031 - Base + Dev									
Arm A	D5	0.6	5.95	0.36	A	D6	3.0	14.04	0.75	B
Arm B		1.3	5.39	0.56	A		1.5	5.85	0.60	A
Arm C		1.1	4.43	0.52	A		0.8	3.80	0.44	A
Arm D		0.0	6.82	0.01	A		0.0	3.50	0.01	A

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

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

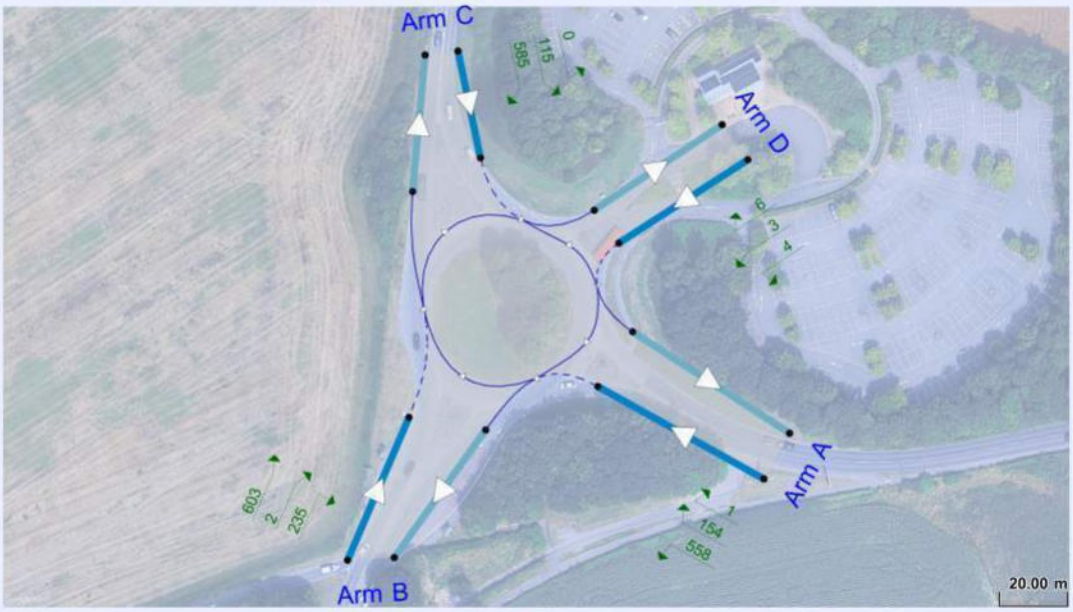
File summary

File Description

Title	J3 - A345_Portway
Location	Old Sarum
Site number	J4
Date	30/06/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RIDGE\ryancox
Description	

Units

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



Flows show original traffic demand (PCU/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031	Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2023	Base	AM	ONE HOUR	07:45	09:15	15	✓
D8	2023	Base	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D1,D2,D3,D4,D5,D6	100.000	100.000

D1 - 2026 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A345 / Portway	Standard Roundabout		A, B, C, D	4.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.65	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Portway		
B	A345 S		
C	A345 N		
D	P & R		

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
A	3.79	6.27	4.8	39.7	60.0	13.6		
B	3.45	7.15	8.6	49.5	60.0	14.1		
C	3.16	7.26	29.1	22.9	60.0	18.6		
D	4.16	5.92	6.8	20.0	60.0	19.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.552	1549
B	0.569	1645
C	0.603	1896
D	0.552	1611

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
A	Percentage	To bring results closer to observed queue data	88.00

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	299	100.000
B		ONE HOUR	✓	747	100.000
C		ONE HOUR	✓	779	100.000
D		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	222	73	4
	B	178	0	563	6
	C	145	631	0	3
	D	6	5	0	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	4	10	100
	B	2	0	6	100
	C	1	3	0	0
	D	100	67	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.32	5.51	0.5	2.1	A	274	412
B	0.52	4.90	1.1	1.5	A	685	1028
C	0.48	4.04	1.0	1.5	A	715	1072
D	0.01	6.48	0.0	0.9	A	10	15

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
A	225	56	477	1131	0.199	224	247	0.0	0.3	4.208	A
B	562	141	58	1612	0.349	560	644	0.0	0.6	3.600	A
C	586	147	141	1811	0.324	585	477	0.0	0.5	3.007	A
D	8	2	716	1216	0.007	8	10	0.0	0.0	5.467	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
A	269	67	571	1085	0.248	268	295	0.3	0.3	4.674	A
B	672	168	69	1605	0.418	671	771	0.6	0.8	4.056	A
C	700	175	169	1794	0.390	700	571	0.5	0.7	3.374	A
D	10	2	857	1139	0.009	10	12	0.0	0.0	5.852	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
A	329	82	699	1023	0.322	329	362	0.3	0.5	5.497	A
B	822	206	85	1597	0.515	821	943	0.8	1.1	4.883	A
C	858	214	207	1771	0.484	856	699	0.7	1.0	4.033	A
D	12	3	1049	1033	0.012	12	14	0.0	0.0	6.473	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
A	329	82	700	1022	0.322	329	362	0.5	0.5	5.509	A
B	822	206	85	1597	0.515	822	945	1.1	1.1	4.901	A
C	858	214	207	1771	0.484	858	700	1.0	1.0	4.044	A
D	12	3	1050	1032	0.012	12	14	0.0	0.0	6.478	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
A	269	67	573	1084	0.248	269	296	0.5	0.4	4.691	A
B	672	168	69	1605	0.418	673	773	1.1	0.8	4.075	A
C	700	175	169	1794	0.390	701	573	1.0	0.7	3.385	A
D	10	2	859	1137	0.009	10	12	0.0	0.0	5.859	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
A	225	56	479	1130	0.199	225	248	0.4	0.3	4.226	A
B	562	141	58	1612	0.349	563	647	0.8	0.6	3.623	A
C	586	147	142	1810	0.324	587	479	0.7	0.5	3.023	A
D	8	2	719	1215	0.007	8	10	0.0	0.0	5.476	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.26	0.00	0.00	0.26	0.26			N/A	N/A
B	0.56	0.56	1.05	1.48	1.53			N/A	N/A
C	0.49	0.00	0.00	0.49	0.49			N/A	N/A
D	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.35	0.00	0.00	0.35	0.35			N/A	N/A
B	0.75	0.11	0.89	1.46	1.53			N/A	N/A
C	0.65	0.10	0.84	1.40	1.47			N/A	N/A
D	0.02	0.02	0.46	0.83	0.87			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.50	0.03	0.27	0.50	0.51			N/A	N/A
B	1.11	0.03	0.27	1.11	1.11			N/A	N/A
C	0.96	0.03	0.26	0.96	0.96			N/A	N/A
D	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.50	0.03	0.33	1.48	2.14			N/A	N/A
B	1.11	0.03	0.28	1.11	1.52			N/A	N/A
C	0.96	0.03	0.28	0.96	1.37			N/A	N/A
D	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.35	0.00	0.00	0.35	0.35			N/A	N/A
B	0.76	0.52	1.03	1.47	1.53			N/A	N/A
C	0.66	0.56	1.03	1.44	1.49			N/A	N/A
D	0.02	0.00	0.00	0.02	0.02			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.27	0.00	0.00	0.27	0.27			N/A	N/A
B	0.57	0.06	0.68	1.40	1.49			N/A	N/A
C	0.49	0.00	0.00	0.49	0.49			N/A	N/A
D	0.01	0.00	0.00	0.01	0.01			N/A	N/A

D2 - 2026 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A345 / Portway	Standard Roundabout		A, B, C, D	6.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.21	A

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	635	100.000
B		ONE HOUR	✓	797	100.000
C		ONE HOUR	✓	667	100.000
D		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	507	127	1
	B	221	0	574	2
	C	108	557	2	0
	D	4	3	6	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	1	3	0
	B	1	0	0	100
	C	0	2	100	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.66	10.14	1.9	4.2	B	583	874
B	0.56	5.30	1.3	1.5	A	731	1097
C	0.42	3.62	0.7	2.5	A	612	918
D	0.01	3.40	0.0	0.5	A	12	18

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
A	478	120	426	1156	0.414	475	250	0.0	0.7	5.343	A
B	600	150	102	1587	0.378	598	800	0.0	0.6	3.644	A
C	502	126	168	1795	0.280	501	531	0.0	0.4	2.829	A
D	10	2	666	1244	0.008	10	2	0.0	0.0	2.916	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
A	571	143	510	1115	0.512	569	299	0.7	1.0	6.678	A
B	716	179	122	1575	0.455	716	958	0.6	0.8	4.199	A
C	600	150	201	1775	0.338	599	636	0.4	0.5	3.116	A
D	12	3	798	1171	0.010	12	3	0.0	0.0	3.103	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
A	699	175	625	1059	0.660	696	366	1.0	1.9	9.949	A
B	878	219	149	1560	0.563	876	1171	0.8	1.3	5.268	A
C	734	184	246	1747	0.420	734	779	0.5	0.7	3.611	A
D	14	4	976	1073	0.013	14	3	0.0	0.0	3.400	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
A	699	175	625	1059	0.660	699	367	1.9	1.9	10.137	B
B	878	219	150	1560	0.563	877	1175	1.3	1.3	5.298	A
C	734	184	247	1747	0.420	734	781	0.7	0.7	3.618	A
D	14	4	978	1072	0.013	14	3	0.0	0.0	3.403	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
A	571	143	511	1114	0.512	574	300	1.9	1.1	6.802	A
B	716	179	123	1575	0.455	718	963	1.3	0.8	4.229	A
C	600	150	202	1774	0.338	600	639	0.7	0.5	3.127	A
D	12	3	800	1170	0.010	12	3	0.0	0.0	3.107	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
A	478	120	428	1155	0.414	479	251	1.1	0.7	5.417	A
B	600	150	103	1586	0.378	601	805	0.8	0.6	3.670	A
C	502	126	169	1794	0.280	503	535	0.5	0.4	2.841	A
D	10	2	669	1242	0.008	10	2	0.0	0.0	2.923	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.71	0.56	1.01	1.42	1.47			N/A	N/A
B	0.61	0.55	1.00	1.41	1.46			N/A	N/A
C	0.39	0.00	0.00	0.39	0.39			N/A	N/A
D	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	1.05	0.08	0.90	1.85	2.49			N/A	N/A
B	0.83	0.09	0.85	1.50	1.54			N/A	N/A
C	0.52	0.52	1.02	1.43	1.48			N/A	N/A
D	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	1.91	0.03	0.28	1.91	4.16			N/A	N/A
B	1.27	0.03	0.26	1.27	1.27			N/A	N/A
C	0.73	0.03	0.26	0.73	0.73			N/A	N/A
D	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	1.94	0.03	0.28	1.94	2.66			N/A	N/A
B	1.28	0.03	0.27	1.28	1.28			N/A	N/A
C	0.74	0.03	0.28	0.74	2.53			N/A	N/A
D	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	1.08	0.08	0.93	1.90	2.57			N/A	N/A
B	0.85	0.31	0.97	1.41	1.47			N/A	N/A
C	0.52	0.52	1.02	1.43	1.48			N/A	N/A
D	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.72	0.05	0.47	1.40	1.95			N/A	N/A
B	0.61	0.07	0.72	1.35	1.43			N/A	N/A
C	0.40	0.00	0.00	0.40	0.40			N/A	N/A
D	0.01	0.00	0.00	0.01	0.01			N/A	N/A

D3 - 2031 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A345 / Portway	Standard Roundabout		A, B, C, D	4.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.90	A

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	313	100.000
B		ONE HOUR	✓	784	100.000
C		ONE HOUR	✓	817	100.000
D		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	233	76	4
	B	187	0	591	6
	C	152	662	0	3
	D	6	5	0	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	4	10	100
	B	2	0	6	100
	C	1	3	0	0
	D	100	67	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.34	5.77	0.6	2.5	A	287	431
B	0.54	5.19	1.2	1.5	A	719	1079
C	0.51	4.27	1.1	1.5	A	750	1125
D	0.01	6.66	0.0	0.9	A	10	15

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
A	236	59	500	1119	0.210	235	259	0.0	0.3	4.309	A
B	590	148	60	1611	0.366	588	675	0.0	0.6	3.698	A
C	615	154	148	1807	0.340	613	500	0.0	0.5	3.089	A
D	8	2	751	1197	0.007	8	10	0.0	0.0	5.557	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
A	281	70	599	1072	0.263	281	310	0.3	0.4	4.827	A
B	705	176	72	1604	0.439	704	808	0.6	0.8	4.212	A
C	734	184	177	1789	0.411	734	599	0.5	0.7	3.498	A
D	10	2	899	1115	0.009	10	12	0.0	0.0	5.975	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
A	345	86	733	1006	0.342	344	379	0.4	0.5	5.757	A
B	863	216	88	1595	0.541	862	989	0.8	1.2	5.163	A
C	900	225	216	1765	0.510	898	733	0.7	1.1	4.253	A
D	12	3	1100	1004	0.012	12	14	0.0	0.0	6.658	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
A	345	86	734	1006	0.343	345	380	0.5	0.6	5.773	A
B	863	216	88	1595	0.541	863	991	1.2	1.2	5.186	A
C	900	225	217	1765	0.510	900	734	1.1	1.1	4.267	A
D	12	3	1102	1003	0.012	12	14	0.0	0.0	6.665	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
A	281	70	601	1071	0.263	282	311	0.6	0.4	4.846	A
B	705	176	72	1604	0.439	706	811	1.2	0.8	4.235	A
C	734	184	178	1789	0.411	736	601	1.1	0.7	3.511	A
D	10	2	902	1114	0.009	10	12	0.0	0.0	5.986	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
A	236	59	503	1118	0.211	236	260	0.4	0.3	4.330	A
B	590	148	60	1611	0.366	591	678	0.8	0.6	3.727	A
C	615	154	149	1806	0.341	616	503	0.7	0.5	3.104	A
D	8	2	755	1195	0.007	8	10	0.0	0.0	5.566	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.28	0.00	0.00	0.28	0.28			N/A	N/A
B	0.61	0.58	1.05	1.48	1.53			N/A	N/A
C	0.53	0.53	1.03	1.44	1.49			N/A	N/A
D	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.37	0.00	0.00	0.37	0.37			N/A	N/A
B	0.82	0.10	0.90	1.10	1.10			N/A	N/A
C	0.71	0.10	0.84	1.41	1.48			N/A	N/A
D	0.02	0.02	0.46	0.83	0.87			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.55	0.03	0.27	0.55	0.55			N/A	N/A
B	1.23	0.03	0.27	1.23	1.23			N/A	N/A
C	1.06	0.03	0.26	1.06	1.06			N/A	N/A
D	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.55	0.03	0.32	1.47	2.52			N/A	N/A
B	1.24	0.03	0.28	1.24	1.31			N/A	N/A
C	1.06	0.03	0.27	1.06	1.45			N/A	N/A
D	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.38	0.00	0.00	0.38	0.38			N/A	N/A
B	0.83	0.39	1.02	1.47	1.53			N/A	N/A
C	0.72	0.56	1.03	1.44	1.49			N/A	N/A
D	0.02	0.00	0.00	0.02	0.02			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.28	0.00	0.00	0.28	0.28			N/A	N/A
B	0.61	0.07	0.75	1.42	1.50			N/A	N/A
C	0.53	0.06	0.60	1.35	1.45			N/A	N/A
D	0.01	0.00	0.00	0.01	0.01			N/A	N/A

D4 - 2031 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A345 / Portway	Standard Roundabout		A, B, C, D	6.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.90	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	666	100.000
B		ONE HOUR	✓	838	100.000
C		ONE HOUR	✓	700	100.000
D		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	532	133	1
	B	233	0	603	2
	C	113	585	2	0
	D	4	3	6	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	1	3	0
	B	1	0	0	100
	C	0	2	100	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.70	11.73	2.3	7.8	B	611	917
B	0.59	5.71	1.5	1.9	A	769	1153
C	0.44	3.78	0.8	2.2	A	642	963
D	0.01	3.49	0.0	0.5	A	12	18

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
A	501	125	447	1145	0.438	498	262	0.0	0.8	5.614	A
B	631	158	106	1584	0.398	628	839	0.0	0.7	3.771	A
C	527	132	177	1789	0.295	525	558	0.0	0.4	2.896	A
D	10	2	700	1225	0.008	10	2	0.0	0.0	2.961	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
A	599	150	535	1103	0.543	597	314	0.8	1.2	7.198	A
B	753	188	127	1572	0.479	752	1005	0.7	0.9	4.402	A
C	629	157	212	1768	0.356	629	668	0.4	0.6	3.215	A
D	12	3	838	1149	0.010	12	3	0.0	0.0	3.164	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
A	733	183	655	1044	0.702	729	385	1.2	2.3	11.413	B
B	923	231	155	1556	0.593	921	1229	0.9	1.4	5.664	A
C	771	193	259	1739	0.443	770	817	0.6	0.8	3.776	A
D	14	4	1026	1045	0.014	14	3	0.0	0.0	3.490	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
A	733	183	656	1044	0.703	733	385	2.3	2.3	11.729	B
B	923	231	156	1556	0.593	923	1233	1.4	1.5	5.707	A
C	771	193	260	1739	0.443	771	819	0.8	0.8	3.783	A
D	14	4	1027	1045	0.014	14	3	0.0	0.0	3.493	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
A	599	150	537	1102	0.543	603	315	2.3	1.2	7.381	A
B	753	188	129	1572	0.479	755	1011	1.5	0.9	4.440	A
C	629	157	213	1768	0.356	630	671	0.8	0.6	3.224	A
D	12	3	840	1148	0.010	12	3	0.0	0.0	3.168	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
A	501	125	449	1144	0.438	503	264	1.2	0.8	5.706	A
B	631	158	107	1584	0.398	632	845	0.9	0.7	3.800	A
C	527	132	178	1788	0.295	528	561	0.6	0.4	2.907	A
D	10	2	703	1223	0.008	10	2	0.0	0.0	2.968	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.78	0.56	1.01	1.42	1.47			N/A	N/A
B	0.66	0.55	1.00	1.41	1.46			N/A	N/A
C	0.42	0.00	0.00	0.42	0.42			N/A	N/A
D	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	1.18	0.07	0.88	2.37	3.21			N/A	N/A
B	0.92	0.08	0.86	1.50	1.87			N/A	N/A
C	0.56	0.08	0.76	1.37	1.45			N/A	N/A
D	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	2.30	0.03	0.29	2.30	7.84			N/A	N/A
B	1.44	0.03	0.26	1.44	1.44			N/A	N/A
C	0.80	0.03	0.26	0.80	0.80			N/A	N/A
D	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	2.34	0.03	0.28	2.34	4.14			N/A	N/A
B	1.45	0.03	0.27	1.45	1.45			N/A	N/A
C	0.81	0.03	0.28	0.81	2.16			N/A	N/A
D	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	1.23	0.07	0.86	2.56	3.55			N/A	N/A
B	0.93	0.22	0.98	1.42	1.42			N/A	N/A
C	0.57	0.56	1.02	1.43	1.48			N/A	N/A
D	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.80	0.04	0.43	1.78	2.75			N/A	N/A
B	0.67	0.07	0.72	1.38	1.47			N/A	N/A
C	0.43	0.00	0.00	0.43	0.43			N/A	N/A
D	0.01	0.00	0.00	0.01	0.01			N/A	N/A

D5 - 2031 | Base + Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A345 / Portway	Standard Roundabout		A, B, C, D	5.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.09	A

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	331	100.000
B		ONE HOUR	✓	805	100.000
C		ONE HOUR	✓	833	100.000
D		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	243	84	4
	B	208	0	591	6
	C	168	662	0	3
	D	6	5	0	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	4	10	100
	B	2	0	6	100
	C	1	3	0	0
	D	100	67	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.36	5.95	0.6	2.8	A	304	456
B	0.56	5.39	1.3	1.5	A	739	1108
C	0.52	4.43	1.1	1.5	A	764	1147
D	0.01	6.82	0.0	0.9	A	10	15

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
A	249	62	500	1120	0.223	248	286	0.0	0.3	4.375	A
B	606	152	66	1607	0.377	604	682	0.0	0.6	3.767	A
C	627	157	163	1797	0.349	625	506	0.0	0.5	3.145	A
D	8	2	779	1182	0.007	8	10	0.0	0.0	5.629	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
A	298	74	599	1072	0.278	297	343	0.3	0.4	4.929	A
B	724	181	79	1600	0.452	723	817	0.6	0.9	4.317	A
C	749	187	196	1778	0.421	748	606	0.5	0.7	3.585	A
D	10	2	932	1097	0.009	10	12	0.0	0.0	6.076	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
A	364	91	733	1006	0.362	364	420	0.4	0.6	5.934	A
B	886	222	97	1590	0.558	885	1000	0.9	1.3	5.360	A
C	917	229	240	1751	0.524	916	742	0.7	1.1	4.410	A
D	12	3	1141	982	0.012	12	14	0.0	0.0	6.812	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
A	364	91	734	1006	0.362	364	421	0.6	0.6	5.953	A
B	886	222	97	1590	0.558	886	1002	1.3	1.3	5.388	A
C	917	229	240	1751	0.524	917	743	1.1	1.1	4.427	A
D	12	3	1143	981	0.012	12	14	0.0	0.0	6.819	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
A	298	74	601	1071	0.278	298	344	0.6	0.4	4.948	A
B	724	181	79	1600	0.452	725	820	1.3	0.9	4.344	A
C	749	187	196	1777	0.421	750	608	1.1	0.8	3.600	A
D	10	2	935	1095	0.009	10	12	0.0	0.0	6.088	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
A	249	62	503	1118	0.223	250	288	0.4	0.3	4.399	A
B	606	152	66	1607	0.377	607	686	0.9	0.6	3.796	A
C	627	157	164	1797	0.349	628	509	0.8	0.6	3.163	A
D	8	2	782	1180	0.007	8	10	0.0	0.0	5.639	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.30	0.00	0.00	0.30	0.30			N/A	N/A
B	0.63	0.58	1.05	1.47	1.53			N/A	N/A
C	0.55	0.55	1.03	1.44	1.49			N/A	N/A
D	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.40	0.00	0.00	0.40	0.40			N/A	N/A
B	0.86	0.10	0.90	1.53	1.53			N/A	N/A
C	0.74	0.09	0.84	1.43	1.50			N/A	N/A
D	0.02	0.02	0.46	0.83	0.87			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.60	0.03	0.27	0.60	0.60			N/A	N/A
B	1.31	0.03	0.27	1.31	1.31			N/A	N/A
C	1.12	0.03	0.26	1.12	1.12			N/A	N/A
D	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.60	0.03	0.31	1.43	2.82			N/A	N/A
B	1.32	0.03	0.28	1.32	1.32			N/A	N/A
C	1.12	0.03	0.27	1.12	1.33			N/A	N/A
D	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.41	0.00	0.00	0.41	0.41			N/A	N/A
B	0.88	0.32	1.01	1.48	1.54			N/A	N/A
C	0.75	0.53	1.01	1.43	1.49			N/A	N/A
D	0.02	0.00	0.00	0.02	0.02			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.31	0.00	0.00	0.31	0.31			N/A	N/A
B	0.64	0.07	0.76	1.42	1.50			N/A	N/A
C	0.55	0.06	0.67	1.37	1.45			N/A	N/A
D	0.01	0.00	0.00	0.01	0.01			N/A	N/A

D6 - 2031 | Base + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A345 / Portway	Standard Roundabout		A, B, C, D	7.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	713	100.000
B		ONE HOUR	✓	840	100.000
C		ONE HOUR	✓	702	100.000
D		ONE HOUR	✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	558	154	1
	B	235	0	603	2
	C	115	585	2	0
	D	4	3	6	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	1	3	0
	B	1	0	0	100
	C	0	2	100	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A	0.75	14.04	3.0	13.2	B	654	981
B	0.60	5.85	1.5	1.9	A	771	1156
C	0.44	3.80	0.8	2.1	A	644	966
D	0.01	3.50	0.0	0.5	A	12	18

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
A	537	134	447	1145	0.469	533	265	0.0	0.9	5.931	A
B	632	158	122	1575	0.401	630	859	0.0	0.7	3.810	A
C	529	132	178	1788	0.296	527	573	0.0	0.4	2.902	A
D	10	2	703	1223	0.008	10	2	0.0	0.0	2.965	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
A	641	160	535	1103	0.581	639	318	0.9	1.4	7.842	A
B	755	189	146	1562	0.484	754	1028	0.7	0.9	4.470	A
C	631	158	214	1767	0.357	631	687	0.4	0.6	3.223	A
D	12	3	842	1147	0.010	12	3	0.0	0.0	3.170	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
A	785	196	655	1044	0.752	779	389	1.4	2.9	13.467	B
B	925	231	178	1543	0.599	923	1256	0.9	1.5	5.801	A
C	773	193	261	1738	0.445	772	839	0.6	0.8	3.790	A
D	14	4	1030	1043	0.014	14	3	0.0	0.0	3.498	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
A	785	196	656	1044	0.752	785	390	2.9	3.0	14.043	B
B	925	231	179	1543	0.600	925	1261	1.5	1.5	5.849	A
C	773	193	262	1738	0.445	773	842	0.8	0.8	3.797	A
D	14	4	1032	1042	0.014	14	3	0.0	0.0	3.501	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
A	641	160	537	1102	0.582	647	319	3.0	1.4	8.134	A
B	755	189	148	1561	0.484	757	1036	1.5	1.0	4.510	A
C	631	158	215	1766	0.357	632	691	0.8	0.6	3.235	A
D	12	3	844	1146	0.010	12	3	0.0	0.0	3.176	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
A	537	134	449	1144	0.469	539	267	1.4	0.9	6.050	A
B	632	158	123	1575	0.402	633	865	1.0	0.7	3.845	A
C	529	132	179	1788	0.296	529	577	0.6	0.4	2.915	A
D	10	2	706	1222	0.008	10	2	0.0	0.0	2.970	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.88	0.56	1.01	1.42	1.47			N/A	N/A
B	0.67	0.55	1.00	1.41	1.46			N/A	N/A
C	0.43	0.00	0.00	0.43	0.43			N/A	N/A
D	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	1.38	0.06	0.84	3.04	4.41			N/A	N/A
B	0.93	0.08	0.86	1.56	1.92			N/A	N/A
C	0.56	0.08	0.76	1.37	1.45			N/A	N/A
D	0.01	0.01	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	2.90	0.03	0.31	2.91	13.18			N/A	N/A
B	1.48	0.03	0.26	1.48	1.48			N/A	N/A
C	0.81	0.03	0.26	0.81	0.81			N/A	N/A
D	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	2.98	0.03	0.28	2.98	7.60			N/A	N/A
B	1.49	0.03	0.27	1.49	1.49			N/A	N/A
C	0.81	0.03	0.28	0.81	2.13			N/A	N/A
D	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	1.44	0.06	0.70	3.45	5.05			N/A	N/A
B	0.95	0.20	0.99	1.03	1.53			N/A	N/A
C	0.57	0.56	1.02	1.43	1.48			N/A	N/A
D	0.01	0.00	0.00	0.01	0.01			N/A	N/A

18:00 - 18:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A	0.91	0.04	0.39	2.18	3.77			N/A	N/A
B	0.68	0.07	0.72	1.40	1.48			N/A	N/A
C	0.43	0.00	0.00	0.43	0.43			N/A	N/A
D	0.01	0.00	0.00	0.01	0.01			N/A	N/A

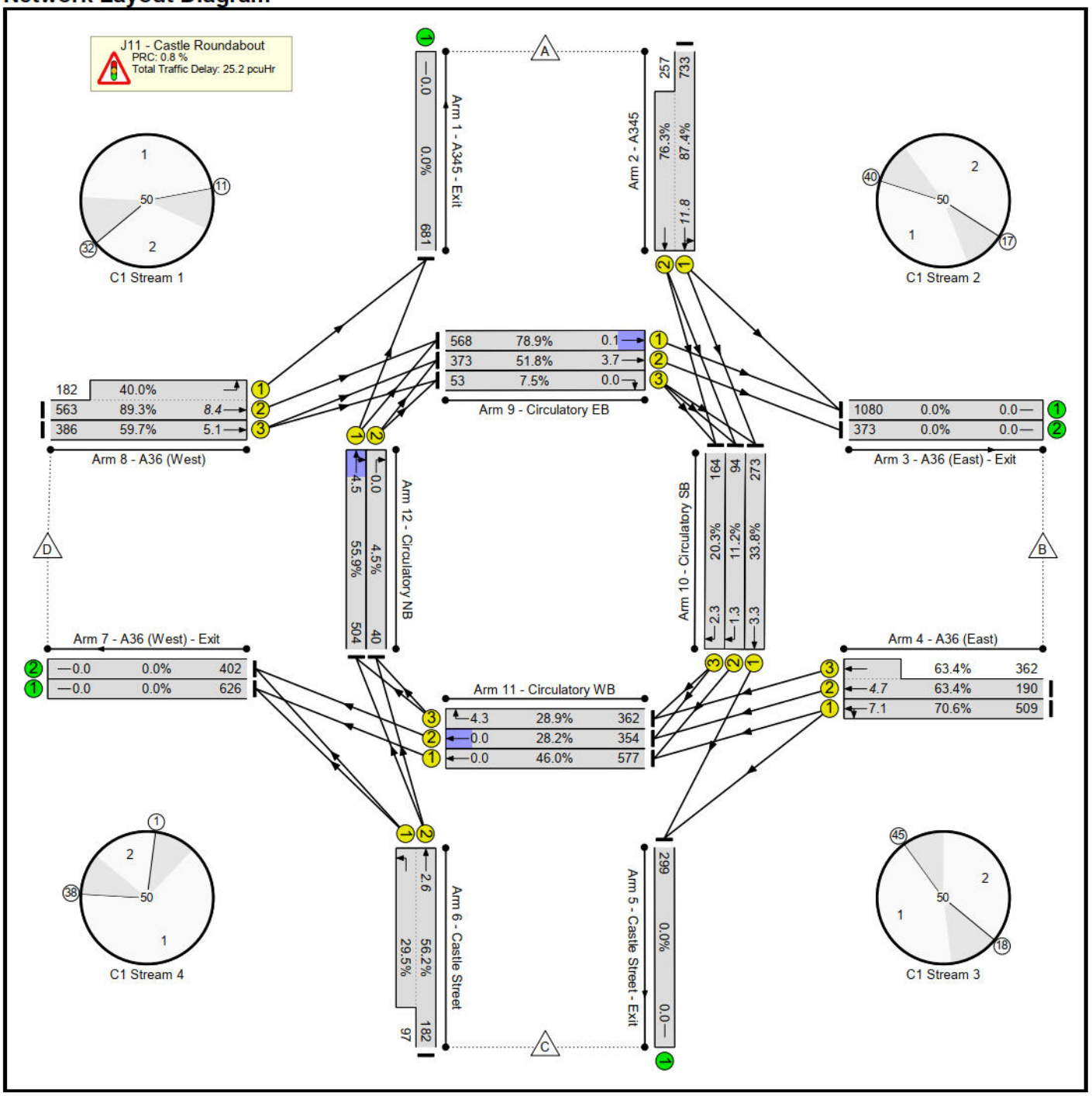
RIDGE LinSig Report

Project and User Details

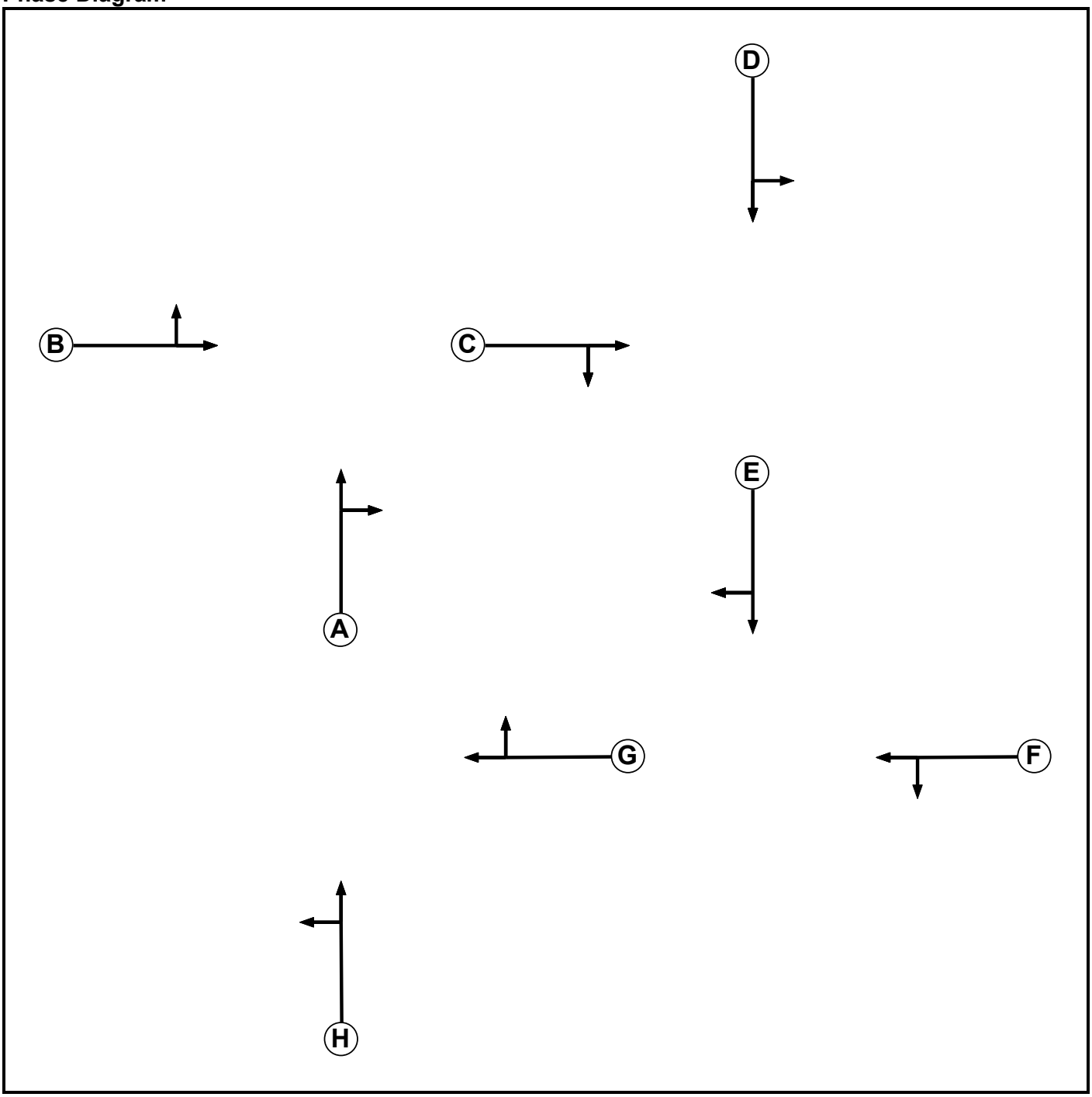
Project:	**22317 - Old Sarum Airfield, Salisbury**
Title:	**Castle Roundabout**
Location:	Salisbury, Wiltshire
Additional detail:	
File name:	J4 - Castle Roundabout.lsg3x
Author:	RC
Company:	RIDGE
Address:	
Linsig Version:	3, 2, 44, 1

Scenario 1: '2026 Base - AM' (FG1: '2026 Base - AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		5	-	-	-	-	-	-
B	6		-	-	-	-	-	-
C	-	-		5	-	-	-	-
D	-	-	5		-	-	-	-
E	-	-	-	-		5	-	-
F	-	-	-	-	6		-	-
G	-	-	-	-	-	-		5
H	-	-	-	-	-	-	5	

Lane Input Data

Junction: J11 - Castle Roundabout

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A345 - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (A345)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 3 Left	18.00
											Arm 10 Ahead	23.00
2/2 (A345)	U	D	2	3	20.5	Geom	-	3.50	0.00	Y	Arm 10 Ahead	23.00
3/1 (A36 (East) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/2 (A36 (East) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (A36 (East))	U	F	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Left	21.00
											Arm 11 Ahead	24.00
4/2 (A36 (East))	U	F	10	3	60.0	Geom	-	3.75	0.00	Y	Arm 11 Ahead	24.00
4/3 (A36 (East))	U	F	2	3	4.3	Geom	-	3.50	0.00	Y	Arm 11 Ahead	21.00
5/1 (Castle Street - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Castle Street)	U	H	2	3	42.6	Geom	-	3.00	0.00	Y	Arm 7 Left	30.00
6/2 (Castle Street)	U	H	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 12 Ahead	23.00

7/1 (A36 (West) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (A36 (West) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A36 (West))	U	B	2	3	31.3	Geom	-	4.00	0.00	Y	Arm 1 Left	30.00
8/2 (A36 (West))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 9 Ahead	25.00
8/3 (A36 (West))	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 9 Ahead	25.00
9/1 (Circulatory EB)	U	C	2	3	4.9	Geom	-	3.50	0.00	Y	Arm 3 Ahead	40.00
9/2 (Circulatory EB)	U	C	2	3	5.0	Geom	-	3.50	0.00	Y	Arm 3 Ahead	40.00
9/3 (Circulatory EB)	U	C	2	3	5.2	Geom	-	4.00	0.00	Y	Arm 10 Right	17.00
10/1 (Circulatory SB)	U	E	2	3	3.3	Geom	-	3.50	0.00	Y	Arm 5 Ahead	21.00
10/2 (Circulatory SB)	U	E	2	3	3.1	User	1900	-	-	-	-	-
10/3 (Circulatory SB)	U	E	2	3	3.0	Geom	-	3.50	0.00	Y	Arm 11 Right	21.00
11/1 (Circulatory WB)	U	G	2	3	7.8	User	1900	-	-	-	-	-
11/2 (Circulatory WB)	U	G	2	3	7.8	User	1900	-	-	-	-	-
11/3 (Circulatory WB)	U	G	2	3	7.7	User	1900	-	-	-	-	-
12/1 (Circulatory NB)	U	A	2	3	4.7	Geom	-	3.75	0.00	Y	Arm 1 Ahead Arm 9 Right	25.00 25.00
12/2 (Circulatory NB)	U	A	2	3	5.2	Geom	-	3.75	0.00	Y	Arm 9 Right	20.00

Lane Saturation Flows

Junction: J11 - Castle Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A345 - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (A345)	3.50	0.00	Y	Arm 3 Left Arm 10 Ahead	18.00 23.00	69.8 % 30.2 %	1823	1823
2/2 (A345)	3.50	0.00	Y	Arm 10 Ahead	23.00	100.0 %	1845	1845
3/1 (A36 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A36 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A36 (East))	4.00	0.00	Y	Arm 5 Left Arm 11 Ahead	21.00 24.00	5.1 % 94.9 %	1896	1896
4/2 (A36 (East))	3.75	0.00	Y	Arm 11 Ahead	24.00	100.0 %	1873	1873
4/3 (A36 (East))	3.50	0.00	Y	Arm 11 Ahead	21.00	100.0 %	1834	1834
5/1 (Castle Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Castle Street)	3.00	0.00	Y	Arm 7 Left	30.00	100.0 %	1824	1824
6/2 (Castle Street)	3.00	0.00	Y	Arm 12 Ahead	23.00	100.0 %	1798	1798
7/1 (A36 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A36 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A36 (West))	4.00	0.00	Y	Arm 1 Left	30.00	100.0 %	1919	1919
8/2 (A36 (West))	3.50	0.00	Y	Arm 9 Ahead	25.00	100.0 %	1854	1854
8/3 (A36 (West))	4.00	0.00	Y	Arm 9 Ahead	25.00	100.0 %	1901	1901
9/1 (Circulatory EB)	3.50	0.00	Y	Arm 3 Ahead	40.00	100.0 %	1894	1894
9/2 (Circulatory EB)	3.50	0.00	Y	Arm 3 Ahead	40.00	100.0 %	1894	1894
9/3 (Circulatory EB)	4.00	0.00	Y	Arm 10 Right	17.00	100.0 %	1852	1852
10/1 (Circulatory SB)	3.50	0.00	Y	Arm 5 Ahead	21.00	100.0 %	1834	1834
10/2 (Circulatory SB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/3 (Circulatory SB)	3.50	0.00	Y	Arm 11 Right	21.00	100.0 %	1834	1834
11/1 (Circulatory WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

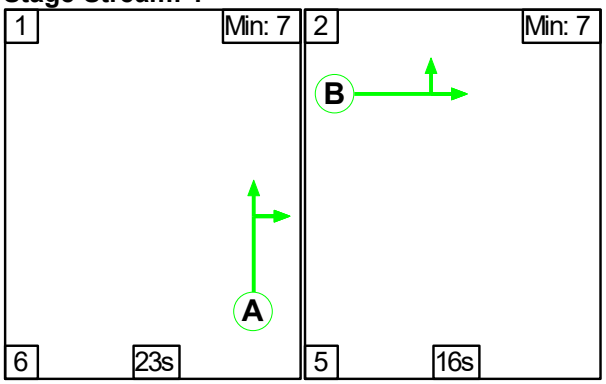
11/2 (Circulatory WB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/3 (Circulatory WB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (Circulatory NB)	3.75	0.00	Y	Arm 1 Ahead	25.00	99.0 %	1877	1877
				Arm 9 Right	25.00	1.0 %		
12/2 (Circulatory NB)	3.75	0.00	Y	Arm 9 Right	20.00	100.0 %	1851	1851

Lane Connector Input Data

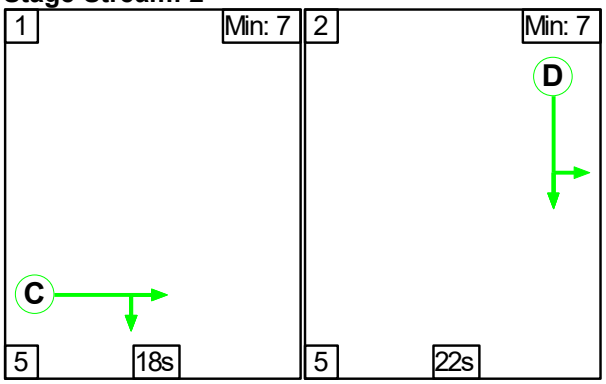
Junction: J11 - Castle Roundabout				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
2/1	3/1	Internal	39	35
2/1	10/1	Internal	5	N/A
2/2	10/2	Internal	5	N/A
2/2	10/3	Internal	5	N/A
4/1	5/1	Internal	39	35
4/1	11/1	Internal	8	N/A
4/2	11/2	Internal	7	N/A
4/3	11/3	Internal	2	N/A
6/1	7/1	Internal	39	35
6/1	7/2	Internal	39	35
6/2	12/1	Internal	6	N/A
6/2	12/2	Internal	5	N/A
8/1	1/1	Internal	39	35
8/2	9/1	Internal	6	N/A
8/3	9/2	Internal	6	N/A
8/3	9/3	Internal	6	N/A
9/1	3/1	Internal	39	35
9/2	3/2	Internal	39	35
9/3	10/1	Internal	5	N/A
9/3	10/2	Internal	5	N/A
9/3	10/3	Internal	32	N/A
10/1	5/1	Internal	39	35
10/2	11/1	Internal	8	N/A
10/3	11/2	Internal	7	N/A
10/3	11/3	Internal	6	N/A
11/1	7/1	Internal	39	35
11/2	7/2	Internal	39	35
11/3	12/1	Internal	5	N/A
11/3	12/2	Internal	5	N/A
12/1	1/1	Internal	39	35
12/1	9/1	Internal	3	N/A
12/2	9/2	Internal	3	N/A
12/2	9/3	Internal	3	N/A

Stage Sequence Diagram

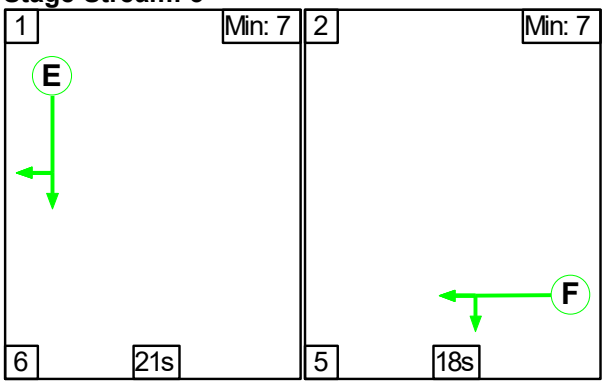
Stage Stream: 1



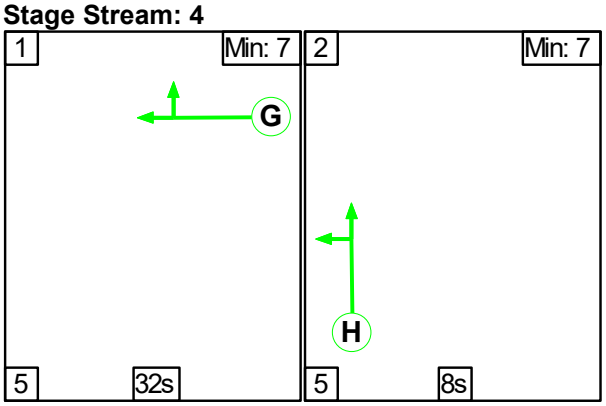
Stage Stream: 2



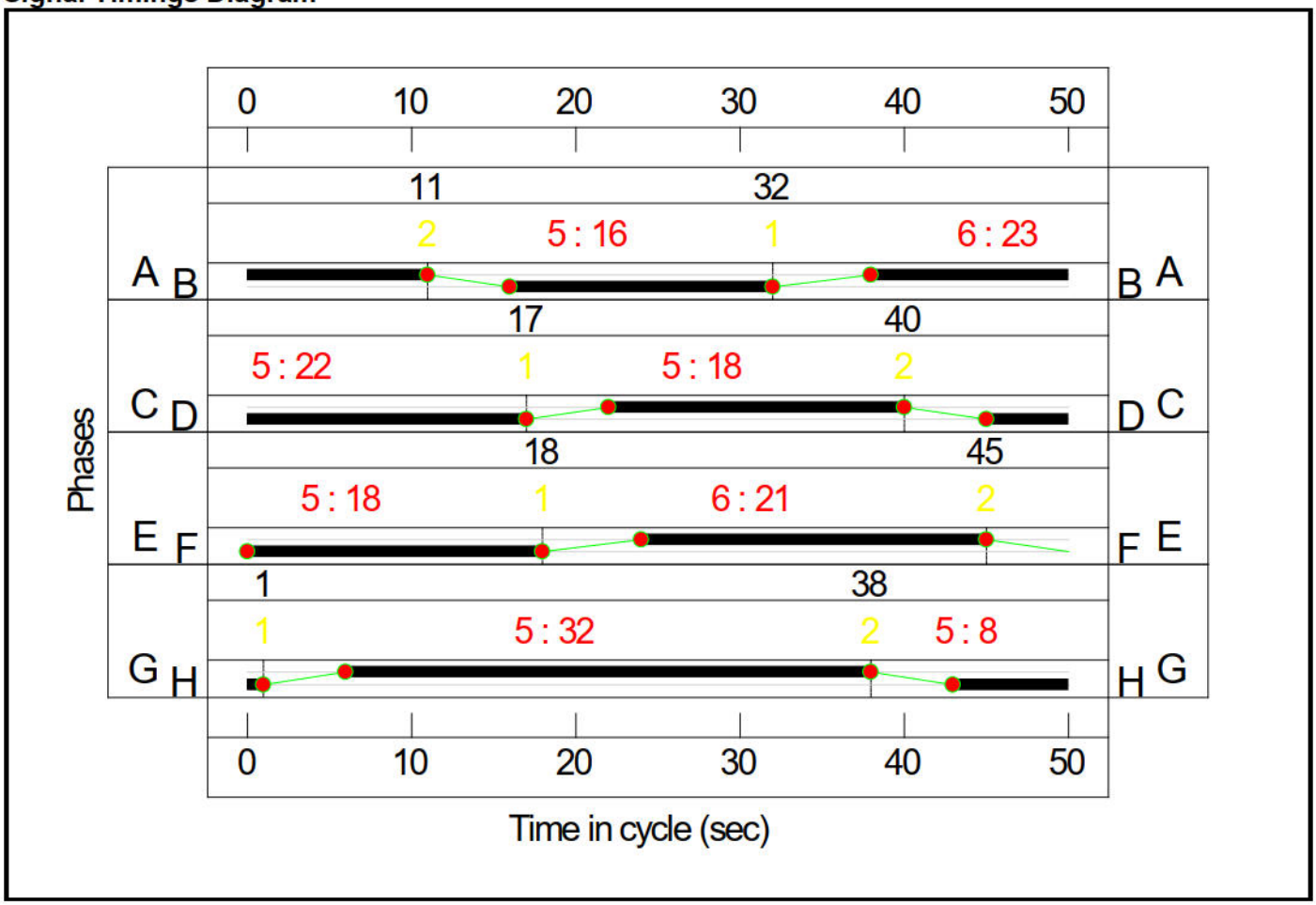
Stage Stream: 3



Stage Stream: 4



Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Castle Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**89.3%**	-
J11 - Castle Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**89.3%**	-
1/1	A345 - Exit	U	N/A	N/A	-		-	-	-	-	-	-	681	Inf	Inf	Inf	0.0%	681
2/1+2/2	A345 Left Ahead	U	2	N/A	D		1	22	45	17	-	-	990	1823:1845	1823	839+337	87.4 : 76.3%	990
3/1	A36 (East) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	1080	Inf	Inf	Inf	0.0%	1080
3/2	A36 (East) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	373	Inf	Inf	Inf	0.0%	373
4/1	A36 (East) Left Ahead	U	3	N/A	F		1	18	0	18	-	-	509	1896	1896	720	70.6%	509
4/2+4/3	A36 (East) Ahead	U	3	N/A	F		1	18	0	18	-	-	552	1873:1834	1873	300+571	63.4 : 63.4%	552
5/1	Castle Street - Exit	U	N/A	N/A	-		-	-	-	-	-	-	299	Inf	Inf	Inf	0.0%	299
6/2+6/1	Castle Street Left Ahead	U	4	N/A	H		1	8	43	1	-	-	279	1798:1824	1798	324+328	56.2 : 29.5%	279
7/1	A36 (West) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	626	Inf	Inf	Inf	0.0%	626
7/2	A36 (West) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	402	Inf	Inf	Inf	0.0%	402
8/2+8/1	A36 (West) Left Ahead	U	1	N/A	B		1	16	16	32	-	-	745	1854:1919	1854	630+455	89.3 : 40.0%	745
8/3	A36 (West) Ahead	U	1	N/A	B		1	16	16	32	-	-	386	1901	1901	646	59.7%	386
9/1	Circulatory EB Ahead	U	2	N/A	C		1	18	22	40	-	-	568	1894	1894	720	78.9%	568
9/2	Circulatory EB Ahead	U	2	N/A	C		1	18	22	40	-	-	373	1894	1894	720	51.8%	373
9/3	Circulatory EB Right	U	2	N/A	C		1	18	22	40	-	-	53	1852	1852	704	7.5%	53

10/1	Circulatory SB Ahead	U	3	N/A	E		1	21	24	45	-	-	273	1834	1834	807	33.8%	273
10/2	Circulatory SB Right	U	3	N/A	E		1	21	24	45	-	-	94	1900	1900	836	11.2%	94
10/3	Circulatory SB Right	U	3	N/A	E		1	21	24	45	-	-	164	1834	1834	807	20.3%	164
11/1	Circulatory WB Ahead	U	4	N/A	G		1	32	6	38	-	-	577	1900	1900	1254	46.0%	577
11/2	Circulatory WB Ahead	U	4	N/A	G		1	32	6	38	-	-	354	1900	1900	1254	28.2%	354
11/3	Circulatory WB Right	U	4	N/A	G		1	32	6	38	-	-	362	1900	1900	1254	28.9%	362
12/1	Circulatory NB Ahead Right	U	1	N/A	A		1	23	38	11	-	-	504	1877	1877	901	55.9%	504
12/2	Circulatory NB Right	U	1	N/A	A		1	23	38	11	-	-	40	1851	1851	888	4.5%	40

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Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: Castle Roundabout	**-**	**18.3**	**6.8**	**0.0**	**25.2**	**-**	**4573.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.3%**	**25.2**	**-**
J11 - Castle Roundabout	**-**	**18.3**	**6.8**	**0.0**	**25.2**	**-**	**4573.5**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.3%**	**25.2**	**-**
1/1	681	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
2/1+2/2	990	3.1	2.6	-	5.7 (4.4+1.3)	20.7 (21.6:17.9)	819.0	0.8	5.1	9.2	2.6	11.8	-	0.00	87.4 : 76.3%	5.7	-
3/1	1080	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
3/2	373	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	509	1.9	1.2	-	3.0	21.6	427.6	0.8	4.1	5.9	1.2	7.1	-	0.00	70.6%	3.0	-
4/2+4/3	552	2.1	0.9	-	3.0 (1.2+1.8)	19.3 (22.6:17.6)	438.5	0.8	2.9	3.8	0.9	4.7	-	0.00	63.4 : 63.4%	3.0	-
5/1	299	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/2+6/1	279	1.4	0.4	-	1.8 (1.2+0.6)	23.2 (23.5:22.6)	247.2	0.9	2.0	2.3	0.4	2.6	-	0.00	56.2 : 29.5%	1.8	-
7/1	626	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/2	402	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/2+8/1	745	3.1	1.1	-	4.1 (3.3+0.9)	20.0 (20.9:17.3)	660.3	0.9	4.8	7.4	1.1	8.4	-	0.00	89.3 : 40.0%	4.1	-
8/3	386	1.5	0.7	-	2.2	20.5	316.5	0.8	3.3	4.4	0.7	5.1	-	0.00	59.7%	2.2	-
9/1	568	0.0	0.0	-	0.0	0.2	227.5	0.4	0.1	0.1	0.0	0.1	0.50	0.00	78.9%	0.0	Yes
9/2	373	0.2	0.0	-	0.2	2.4	269.6	0.7	0.6	3.7	0.0	3.7	-	0.00	51.8%	0.2	Yes
9/3	53	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.00	7.5%	0.0	Yes
10/1	273	1.0	0.0	-	1.0	13.7	236.4	0.9	3.0	3.3	0.0	3.3	-	0.00	33.8%	1.0	Yes
10/2	94	0.5	0.0	-	0.5	18.6	93.0	1.0	1.3	1.3	0.0	1.3	-	0.00	11.2%	0.5	Yes
10/3	164	0.9	0.0	-	0.9	19.8	164.0	1.0	2.2	2.3	0.0	2.3	-	0.00	20.3%	0.9	Yes
11/1	577	0.0	0.0	-	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	-	0.00	46.0%	0.0	Yes
11/2	354	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.50	0.00	28.2%	0.0	Yes
11/3	362	0.3	0.0	-	0.3	3.2	311.3	0.9	1.0	4.3	0.0	4.3	-	0.00	28.9%	0.3	Yes

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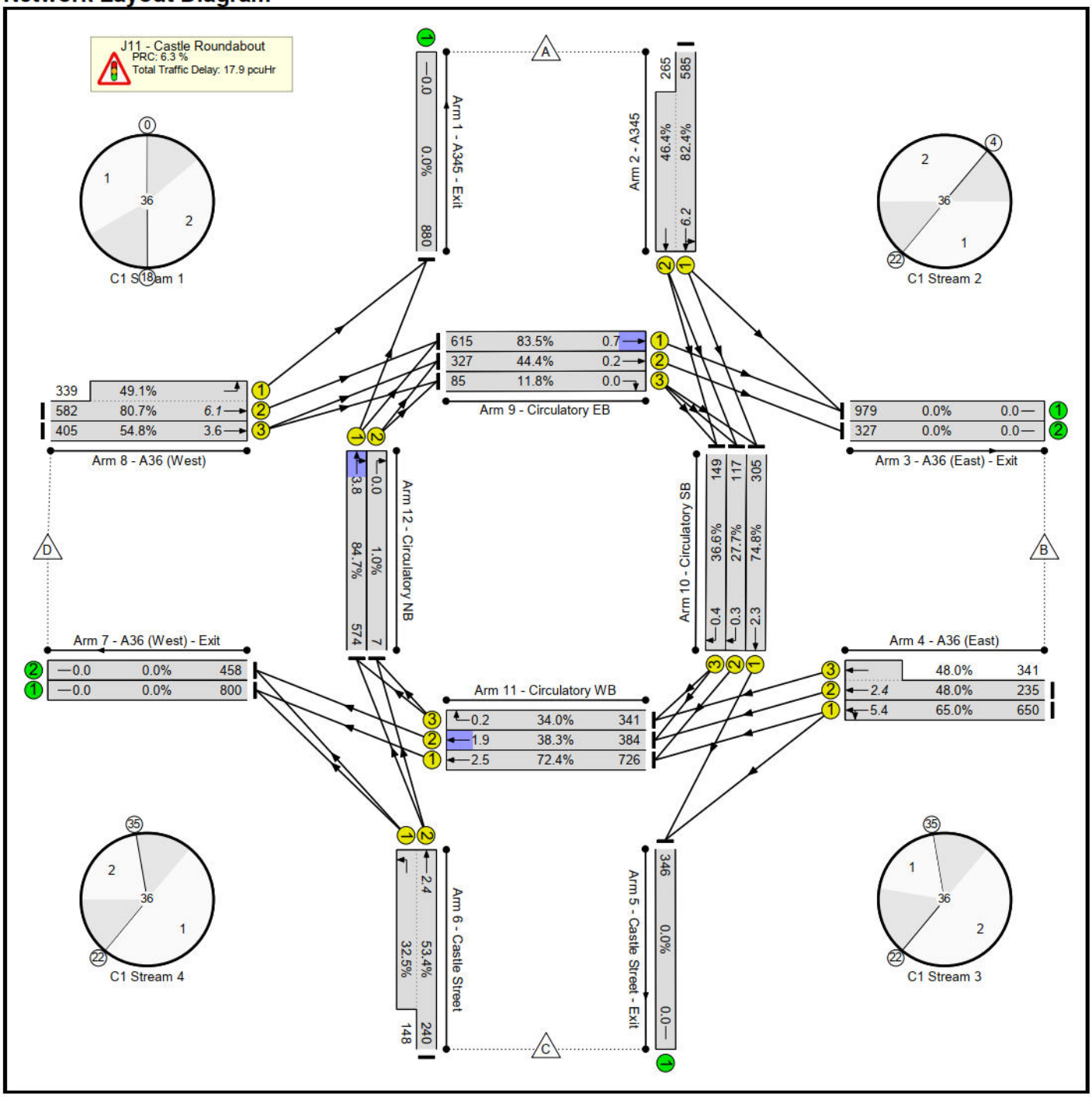
12/1	504	2.3	0.0	-	2.3	16.5	362.0	0.7	4.5	4.5	0.0	4.5	0.50	0.00	55.9%	2.3	Yes
12/2	40	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.00	4.5%	0.0	Yes

C1	Stream: 1 PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):	8.66	Cycle Time (s):	50
C1	Stream: 2 PRC for Signalled Lanes (%):	3.0	Total Delay for Signalled Lanes (pcuHr):	5.96	Cycle Time (s):	50
C1	Stream: 3 PRC for Signalled Lanes (%):	27.4	Total Delay for Signalled Lanes (pcuHr):	8.44	Cycle Time (s):	50
C1	Stream: 4 PRC for Signalled Lanes (%):	60.0	Total Delay for Signalled Lanes (pcuHr):	2.12	Cycle Time (s):	50
	PRC Over All Lanes (%):	0.8	Total Delay Over All Lanes(pcuHr):	25.18		

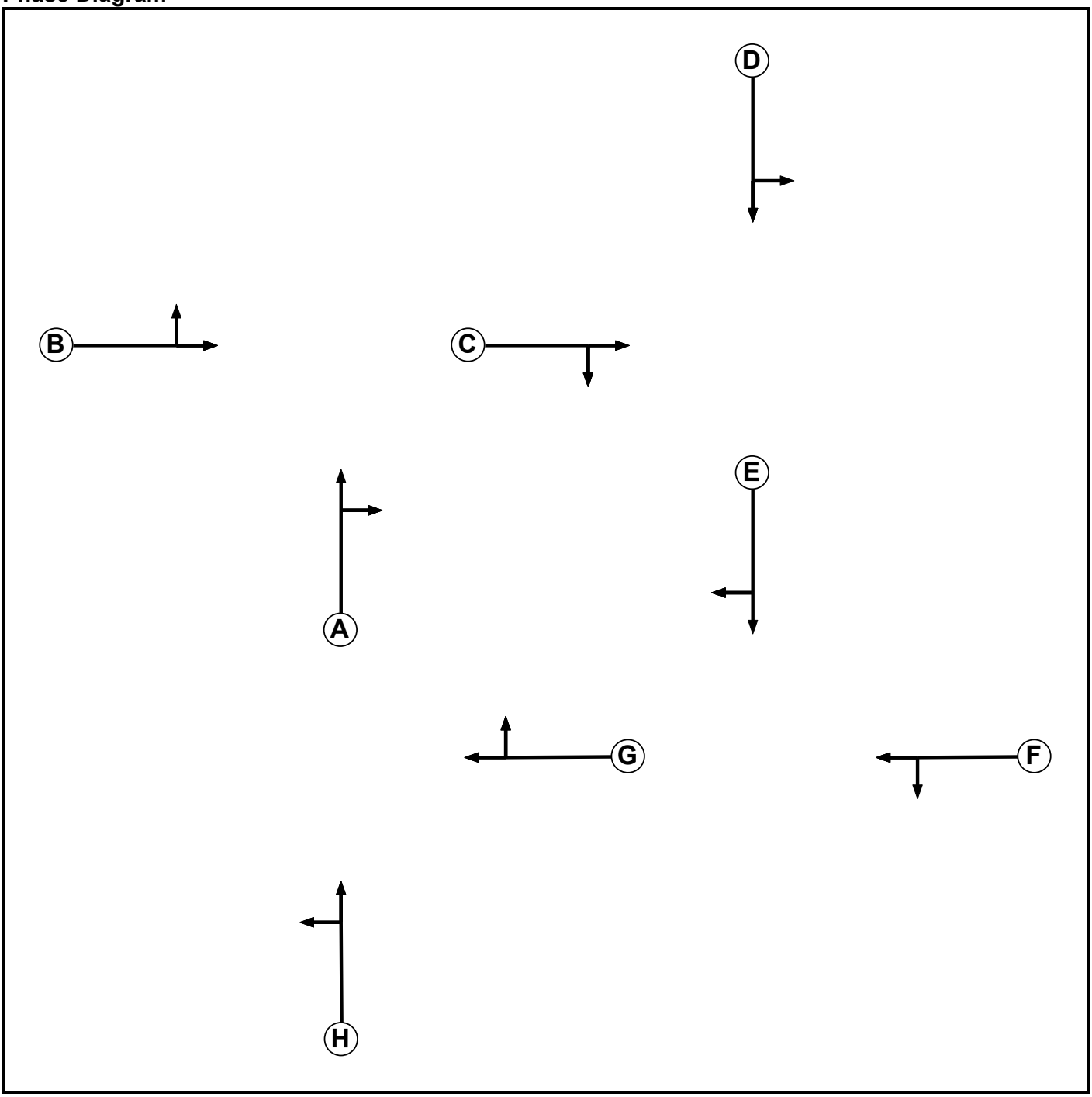
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Scenario 2: '2026 Base - PM' (FG2: '2026 Base - PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		5	-	-	-	-	-	-
B	6		-	-	-	-	-	-
C	-	-		5	-	-	-	-
D	-	-	5		-	-	-	-
E	-	-	-	-		5	-	-
F	-	-	-	-	6		-	-
G	-	-	-	-	-	-		5
H	-	-	-	-	-	-	5	

Lane Input Data

Junction: J11 - Castle Roundabout

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A345 - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (A345)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 3 Left	18.00
											Arm 10 Ahead	23.00
2/2 (A345)	U	D	2	3	20.5	Geom	-	3.50	0.00	Y	Arm 10 Ahead	23.00
3/1 (A36 (East) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/2 (A36 (East) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (A36 (East))	U	F	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Left	21.00
											Arm 11 Ahead	24.00
4/2 (A36 (East))	U	F	10	3	60.0	Geom	-	3.75	0.00	Y	Arm 11 Ahead	24.00
4/3 (A36 (East))	U	F	2	3	4.3	Geom	-	3.50	0.00	Y	Arm 11 Ahead	21.00
5/1 (Castle Street - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Castle Street)	U	H	2	3	42.6	Geom	-	3.00	0.00	Y	Arm 7 Left	30.00
6/2 (Castle Street)	U	H	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 12 Ahead	23.00

7/1 (A36 (West) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (A36 (West) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A36 (West))	U	B	2	3	31.3	Geom	-	4.00	0.00	Y	Arm 1 Left	30.00
8/2 (A36 (West))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 9 Ahead	25.00
8/3 (A36 (West))	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 9 Ahead	25.00
9/1 (Circulatory EB)	U	C	2	3	4.9	Geom	-	3.50	0.00	Y	Arm 3 Ahead	40.00
9/2 (Circulatory EB)	U	C	2	3	5.0	Geom	-	3.50	0.00	Y	Arm 3 Ahead	40.00
9/3 (Circulatory EB)	U	C	2	3	5.2	Geom	-	4.00	0.00	Y	Arm 10 Right	17.00
10/1 (Circulatory SB)	U	E	2	3	3.3	Geom	-	3.50	0.00	Y	Arm 5 Ahead	21.00
10/2 (Circulatory SB)	U	E	2	3	3.1	User	1900	-	-	-	-	-
10/3 (Circulatory SB)	U	E	2	3	3.0	Geom	-	3.50	0.00	Y	Arm 11 Right	21.00
11/1 (Circulatory WB)	U	G	2	3	7.8	User	1900	-	-	-	-	-
11/2 (Circulatory WB)	U	G	2	3	7.8	User	1900	-	-	-	-	-
11/3 (Circulatory WB)	U	G	2	3	7.7	User	1900	-	-	-	-	-
12/1 (Circulatory NB)	U	A	2	3	4.7	Geom	-	3.75	0.00	Y	Arm 1 Ahead Arm 9 Right	25.00 25.00
12/2 (Circulatory NB)	U	A	2	3	5.2	Geom	-	3.75	0.00	Y	Arm 9 Right	20.00

Lane Saturation Flows

Junction: J11 - Castle Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A345 - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (A345)	3.50	0.00	Y	Arm 3 Left Arm 10 Ahead	18.00 23.00	62.2 % 37.8 %	1825	1825
2/2 (A345)	3.50	0.00	Y	Arm 10 Ahead	23.00	100.0 %	1845	1845
3/1 (A36 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A36 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A36 (East))	4.00	0.00	Y	Arm 5 Left Arm 11 Ahead	21.00 24.00	6.3 % 93.7 %	1895	1895
4/2 (A36 (East))	3.75	0.00	Y	Arm 11 Ahead	24.00	100.0 %	1873	1873
4/3 (A36 (East))	3.50	0.00	Y	Arm 11 Ahead	21.00	100.0 %	1834	1834
5/1 (Castle Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Castle Street)	3.00	0.00	Y	Arm 7 Left	30.00	100.0 %	1824	1824
6/2 (Castle Street)	3.00	0.00	Y	Arm 12 Ahead	23.00	100.0 %	1798	1798
7/1 (A36 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A36 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A36 (West))	4.00	0.00	Y	Arm 1 Left	30.00	100.0 %	1919	1919
8/2 (A36 (West))	3.50	0.00	Y	Arm 9 Ahead	25.00	100.0 %	1854	1854
8/3 (A36 (West))	4.00	0.00	Y	Arm 9 Ahead	25.00	100.0 %	1901	1901
9/1 (Circulatory EB)	3.50	0.00	Y	Arm 3 Ahead	40.00	100.0 %	1894	1894
9/2 (Circulatory EB)	3.50	0.00	Y	Arm 3 Ahead	40.00	100.0 %	1894	1894
9/3 (Circulatory EB)	4.00	0.00	Y	Arm 10 Right	17.00	100.0 %	1852	1852
10/1 (Circulatory SB)	3.50	0.00	Y	Arm 5 Ahead	21.00	100.0 %	1834	1834
10/2 (Circulatory SB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/3 (Circulatory SB)	3.50	0.00	Y	Arm 11 Right	21.00	100.0 %	1834	1834
11/1 (Circulatory WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

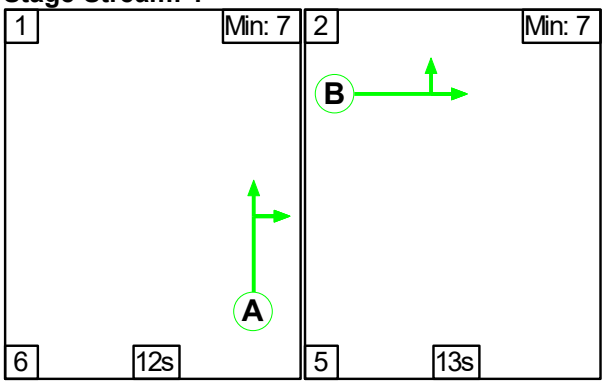
11/2 (Circulatory WB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/3 (Circulatory WB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (Circulatory NB)	3.75	0.00	Y	Arm 1 Ahead	25.00	94.3 %	1877	1877
				Arm 9 Right	25.00	5.7 %		
12/2 (Circulatory NB)	3.75	0.00	Y	Arm 9 Right	20.00	100.0 %	1851	1851

Lane Connector Input Data

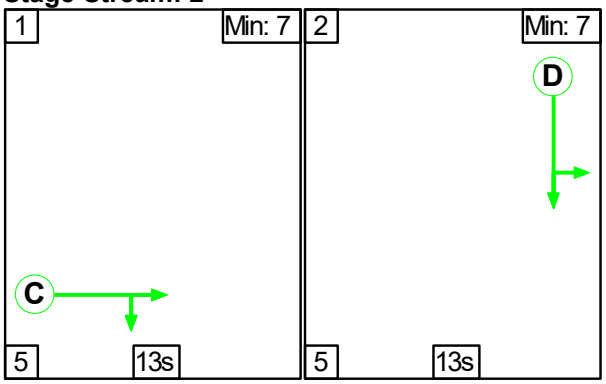
Junction: J11 - Castle Roundabout				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
2/1	3/1	Internal	39	35
2/1	10/1	Internal	5	N/A
2/2	10/2	Internal	5	N/A
2/2	10/3	Internal	5	N/A
4/1	5/1	Internal	39	35
4/1	11/1	Internal	8	N/A
4/2	11/2	Internal	7	N/A
4/3	11/3	Internal	2	N/A
6/1	7/1	Internal	39	35
6/1	7/2	Internal	39	35
6/2	12/1	Internal	6	N/A
6/2	12/2	Internal	5	N/A
8/1	1/1	Internal	39	35
8/2	9/1	Internal	6	N/A
8/3	9/2	Internal	6	N/A
8/3	9/3	Internal	6	N/A
9/1	3/1	Internal	39	35
9/2	3/2	Internal	39	35
9/3	10/1	Internal	5	N/A
9/3	10/2	Internal	5	N/A
9/3	10/3	Internal	32	N/A
10/1	5/1	Internal	39	35
10/2	11/1	Internal	8	N/A
10/3	11/2	Internal	7	N/A
10/3	11/3	Internal	6	N/A
11/1	7/1	Internal	39	35
11/2	7/2	Internal	39	35
11/3	12/1	Internal	5	N/A
11/3	12/2	Internal	5	N/A
12/1	1/1	Internal	39	35
12/1	9/1	Internal	3	N/A
12/2	9/2	Internal	3	N/A
12/2	9/3	Internal	3	N/A

Stage Sequence Diagram

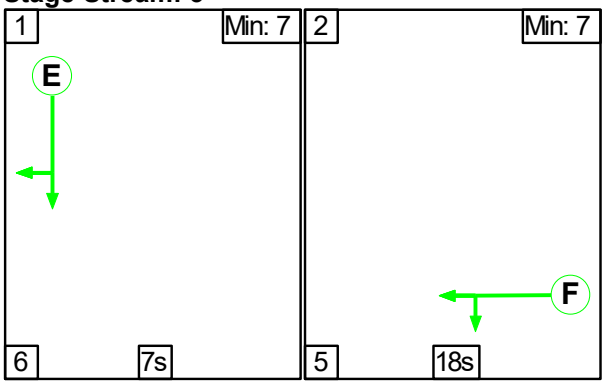
Stage Stream: 1



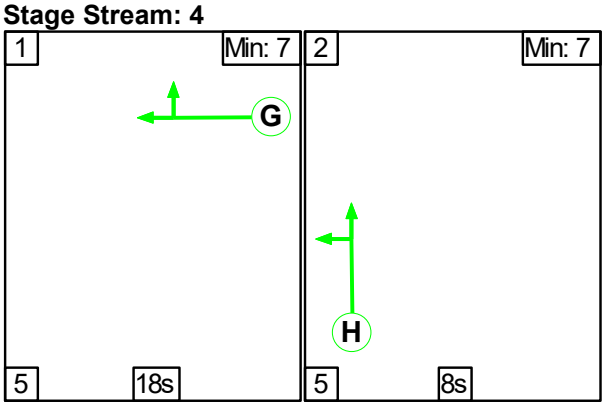
Stage Stream: 2



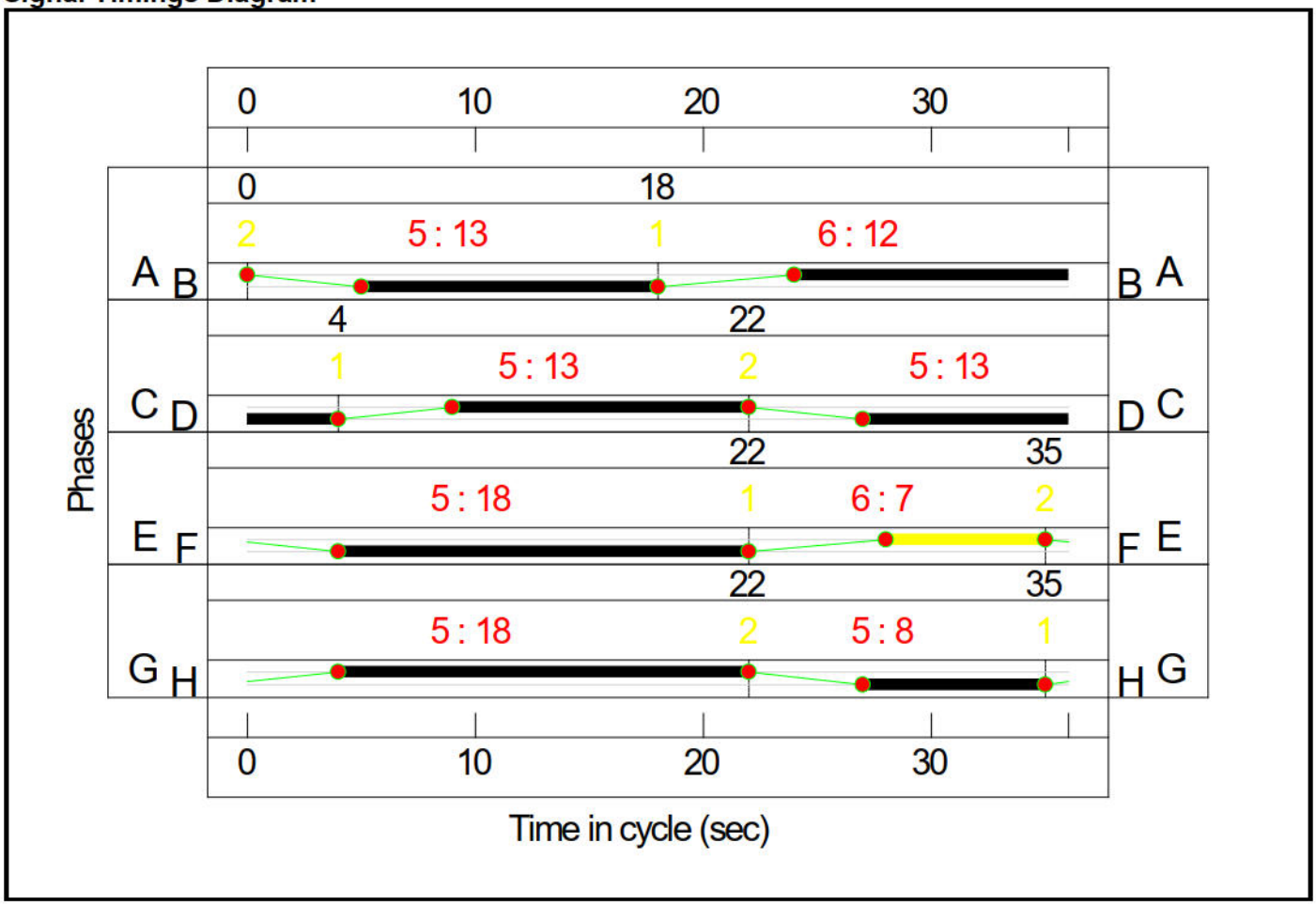
Stage Stream: 3



Stage Stream: 4



Signal Timings Diagram



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Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Castle Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**84.7%**	-
J11 - Castle Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**84.7%**	-
1/1	A345 - Exit	U	N/A	N/A	-		-	-	-	-	-	-	880	Inf	Inf	Inf	0.0%	880
2/1+2/2	A345 Left Ahead	U	2	N/A	D		1	13	27	4	-	-	850	1825:1845	1825	710+571	82.4 : 46.4%	850
3/1	A36 (East) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	979	Inf	Inf	Inf	0.0%	979
3/2	A36 (East) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	327	Inf	Inf	Inf	0.0%	327
4/1	A36 (East) Left Ahead	U	3	N/A	F		1	18	4	22	-	-	650	1895	1895	1000	65.0%	650
4/2+4/3	A36 (East) Ahead	U	3	N/A	F		1	18	4	22	-	-	576	1873:1834	1873	489+710	48.0 : 48.0%	576
5/1	Castle Street - Exit	U	N/A	N/A	-		-	-	-	-	-	-	346	Inf	Inf	Inf	0.0%	346
6/2+6/1	Castle Street Left Ahead	U	4	N/A	H		1	8	27	35	-	-	388	1798:1824	1798	449+456	53.4 : 32.5%	388
7/1	A36 (West) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	800	Inf	Inf	Inf	0.0%	800
7/2	A36 (West) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	458	Inf	Inf	Inf	0.0%	458
8/2+8/1	A36 (West) Left Ahead	U	1	N/A	B		1	13	5	18	-	-	921	1854:1919	1854	721+691	80.7 : 49.1%	921
8/3	A36 (West) Ahead	U	1	N/A	B		1	13	5	18	-	-	405	1901	1901	739	54.8%	405
9/1	Circulatory EB Ahead	U	2	N/A	C		1	13	9	22	-	-	615	1894	1894	737	83.5%	615
9/2	Circulatory EB Ahead	U	2	N/A	C		1	13	9	22	-	-	327	1894	1894	737	44.4%	327
9/3	Circulatory EB Right	U	2	N/A	C		1	13	9	22	-	-	85	1852	1852	720	11.8%	85

10/1	Circulatory SB Ahead	U	3	N/A	E		1	7	28	35	-	-	305	1834	1834	408	74.8%	305
10/2	Circulatory SB Right	U	3	N/A	E		1	7	28	35	-	-	117	1900	1900	422	27.7%	117
10/3	Circulatory SB Right	U	3	N/A	E		1	7	28	35	-	-	149	1834	1834	408	36.6%	149
11/1	Circulatory WB Ahead	U	4	N/A	G		1	18	4	22	-	-	726	1900	1900	1003	72.4%	726
11/2	Circulatory WB Ahead	U	4	N/A	G		1	18	4	22	-	-	384	1900	1900	1003	38.3%	384
11/3	Circulatory WB Right	U	4	N/A	G		1	18	4	22	-	-	341	1900	1900	1003	34.0%	341
12/1	Circulatory NB Ahead Right	U	1	N/A	A		1	12	24	0	-	-	574	1877	1877	678	84.7%	574
12/2	Circulatory NB Right	U	1	N/A	A		1	12	24	0	-	-	7	1851	1851	668	1.0%	7

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Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: Castle Roundabout	**-**	**13.6**	**4.3**	**0.0**	**17.9**	**-**	**4164.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.7%**	**17.9**	**-**
J11 - Castle Roundabout	**-**	**13.6**	**4.3**	**0.0**	**17.9**	**-**	**4164.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.7%**	**17.9**	**-**
1/1	880	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
2/1+2/2	850	2.2	1.0	-	3.2 (2.3+0.9)	13.4 (14.1:12.0)	704.0	0.8	3.3	5.2	1.0	6.2	-	0.00	82.4 : 46.4%	3.2	-
3/1	979	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
3/2	327	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	650	1.1	0.9	-	2.0	11.2	451.4	0.7	2.7	4.5	0.9	5.4	-	0.00	65.0%	2.0	-
4/2+4/3	576	1.1	0.5	-	1.6 (0.8+0.7)	9.9 (12.8:7.8)	372.2	0.6	1.4	1.9	0.5	2.4	-	0.00	48.0 : 48.0%	1.6	-
5/1	346	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/2+6/1	388	1.2	0.4	-	1.6 (1.0+0.6)	14.9 (15.2:14.5)	325.9	0.8	1.7	2.1	0.4	2.4	-	0.00	53.4 : 32.5%	1.6	-
7/1	800	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/2	458	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/2+8/1	921	2.4	0.9	-	3.3 (2.2+1.1)	12.9 (13.5:11.8)	762.2	0.8	3.2	5.2	0.9	6.1	-	0.00	80.7 : 49.1%	3.3	-
8/3	405	1.0	0.6	-	1.6	13.9	303.8	0.8	2.3	3.0	0.6	3.6	-	0.00	54.8%	1.6	-
9/1	615	0.3	0.0	-	0.3	1.6	65.3	0.1	0.7	0.7	0.0	0.7	0.50	0.00	83.5%	0.3	Yes
9/2	327	0.1	0.0	-	0.1	1.4	24.8	0.1	0.2	0.2	0.0	0.2	-	0.00	44.4%	0.1	Yes
9/3	85	0.0	0.0	-	0.0	1.2	4.7	0.1	0.0	0.0	0.0	0.0	-	0.00	11.8%	0.0	Yes
10/1	305	1.3	0.0	-	1.3	15.4	228.4	0.7	2.2	2.3	0.0	2.3	-	0.00	74.8%	1.3	Yes
10/2	117	0.2	0.0	-	0.2	6.5	33.2	0.3	0.3	0.3	0.0	0.3	-	0.00	27.7%	0.2	Yes
10/3	149	0.3	0.0	-	0.3	6.5	41.4	0.3	0.4	0.4	0.0	0.4	-	0.00	36.6%	0.3	Yes
11/1	726	0.6	0.0	-	0.6	3.2	252.3	0.3	1.7	2.5	0.0	2.5	-	0.00	72.4%	0.6	Yes
11/2	384	0.3	0.0	-	0.3	2.8	194.7	0.5	0.9	1.9	0.0	1.9	0.50	0.00	38.3%	0.3	Yes
11/3	341	0.1	0.0	-	0.1	0.9	18.9	0.1	0.2	0.2	0.0	0.2	-	0.00	34.0%	0.1	Yes

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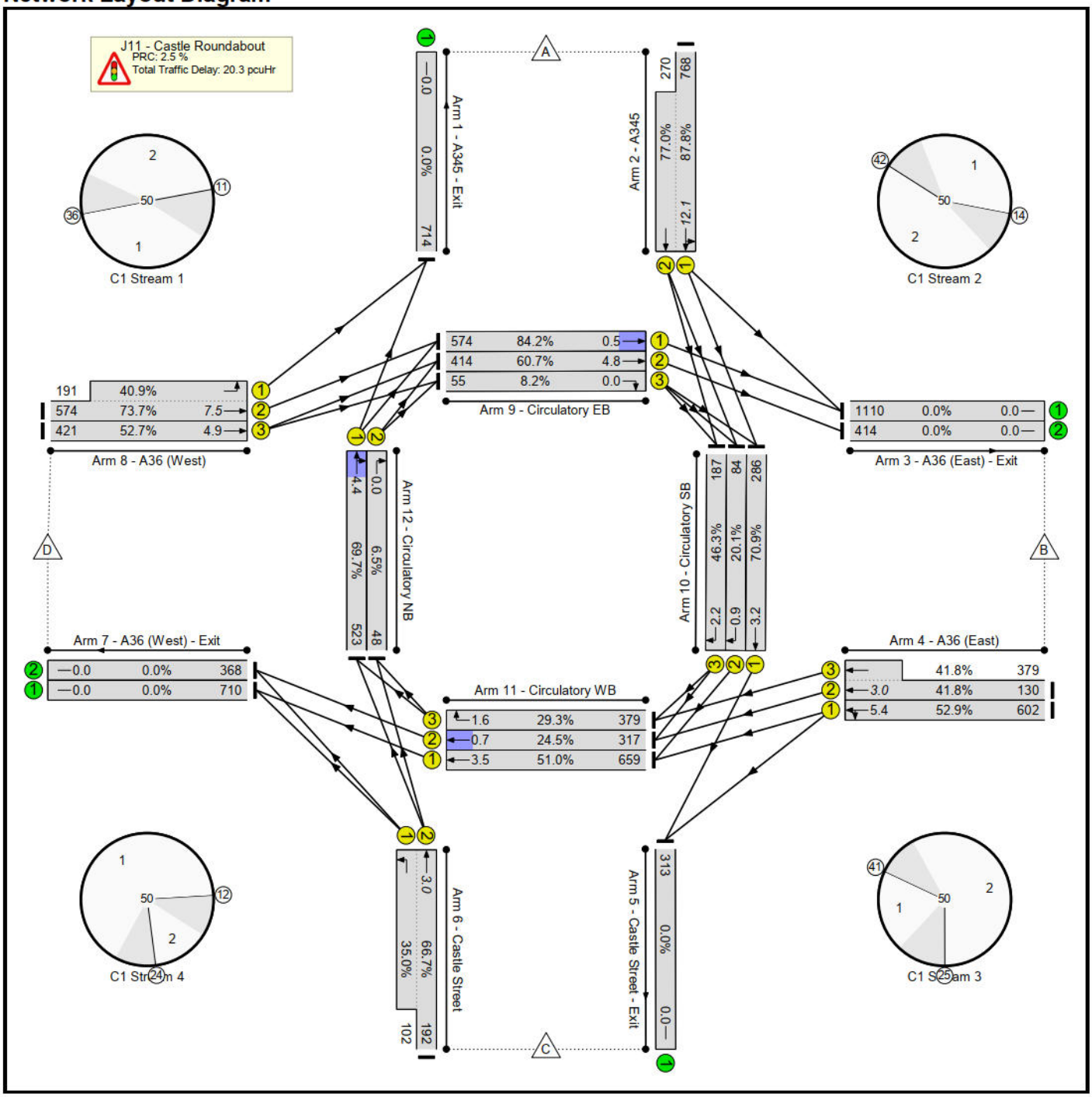
12/1	574	1.4	0.0	-	1.4	8.7	380.0	0.7	3.2	3.8	0.0	3.8	0.50	0.00	84.7%	1.4	Yes
12/2	7	0.0	0.0	-	0.0	2.4	0.8	0.1	0.0	0.0	0.0	0.0	-	0.00	1.0%	0.0	Yes

C1	Stream: 1 PRC for Signalled Lanes (%):	6.3	Total Delay for Signalled Lanes (pcuHr):	6.24	Cycle Time (s):	36
C1	Stream: 2 PRC for Signalled Lanes (%):	7.8	Total Delay for Signalled Lanes (pcuHr):	3.60	Cycle Time (s):	36
C1	Stream: 3 PRC for Signalled Lanes (%):	20.3	Total Delay for Signalled Lanes (pcuHr):	5.39	Cycle Time (s):	36
C1	Stream: 4 PRC for Signalled Lanes (%):	24.3	Total Delay for Signalled Lanes (pcuHr):	2.64	Cycle Time (s):	36
	PRC Over All Lanes (%):	6.3	Total Delay Over All Lanes(pcuHr):	17.87		

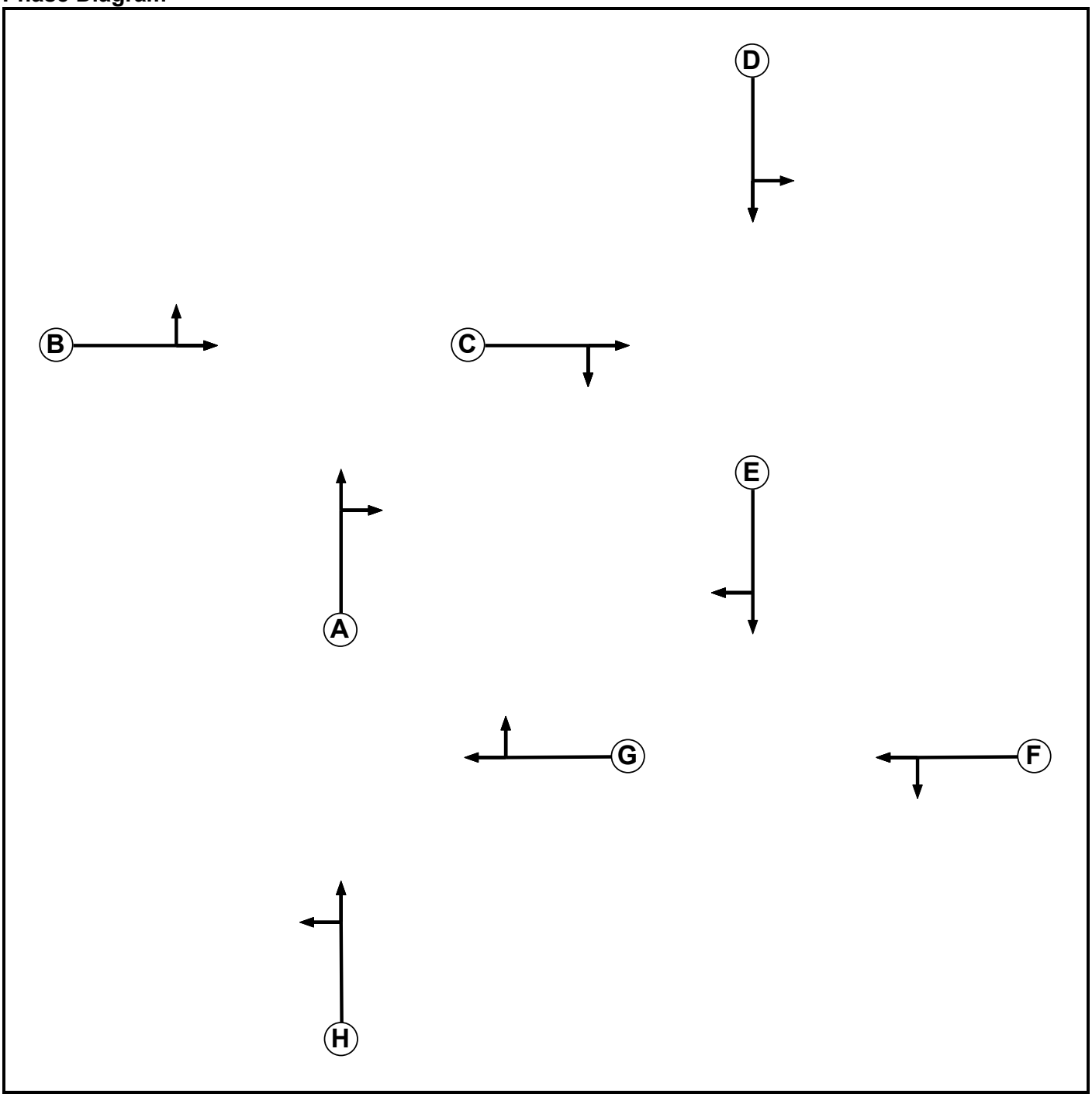
RIDGE LinSig Report

Scenario 3: '2031 Base - AM' (FG3: '2031 Base - AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		5	-	-	-	-	-	-
B	6		-	-	-	-	-	-
C	-	-		5	-	-	-	-
D	-	-	5		-	-	-	-
E	-	-	-	-		5	-	-
F	-	-	-	-	6		-	-
G	-	-	-	-	-	-		5
H	-	-	-	-	-	-	5	

Lane Input Data

Junction: J11 - Castle Roundabout

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A345 - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (A345)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 3 Left	18.00
											Arm 10 Ahead	23.00
2/2 (A345)	U	D	2	3	20.5	Geom	-	3.50	0.00	Y	Arm 10 Ahead	23.00
3/1 (A36 (East) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/2 (A36 (East) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (A36 (East))	U	F	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Left	21.00
											Arm 11 Ahead	24.00
4/2 (A36 (East))	U	F	10	3	60.0	Geom	-	3.75	0.00	Y	Arm 11 Ahead	24.00
4/3 (A36 (East))	U	F	2	3	4.3	Geom	-	3.50	0.00	Y	Arm 11 Ahead	21.00
5/1 (Castle Street - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Castle Street)	U	H	2	3	42.6	Geom	-	3.00	0.00	Y	Arm 7 Left	30.00
6/2 (Castle Street)	U	H	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 12 Ahead	23.00

7/1 (A36 (West) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (A36 (West) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A36 (West))	U	B	2	3	31.3	Geom	-	4.00	0.00	Y	Arm 1 Left	30.00
8/2 (A36 (West))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 9 Ahead	25.00
8/3 (A36 (West))	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 9 Ahead	25.00
9/1 (Circulatory EB)	U	C	2	3	4.9	Geom	-	3.50	0.00	Y	Arm 3 Ahead	40.00
9/2 (Circulatory EB)	U	C	2	3	5.0	Geom	-	3.50	0.00	Y	Arm 3 Ahead	40.00
9/3 (Circulatory EB)	U	C	2	3	5.2	Geom	-	4.00	0.00	Y	Arm 10 Right	17.00
10/1 (Circulatory SB)	U	E	2	3	3.3	Geom	-	3.50	0.00	Y	Arm 5 Ahead	21.00
10/2 (Circulatory SB)	U	E	2	3	3.1	User	1900	-	-	-	-	-
10/3 (Circulatory SB)	U	E	2	3	3.0	Geom	-	3.50	0.00	Y	Arm 11 Right	21.00
11/1 (Circulatory WB)	U	G	2	3	7.8	User	1900	-	-	-	-	-
11/2 (Circulatory WB)	U	G	2	3	7.8	User	1900	-	-	-	-	-
11/3 (Circulatory WB)	U	G	2	3	7.7	User	1900	-	-	-	-	-
12/1 (Circulatory NB)	U	A	2	3	4.7	Geom	-	3.75	0.00	Y	Arm 1 Ahead Arm 9 Right	25.00 25.00
12/2 (Circulatory NB)	U	A	2	3	5.2	Geom	-	3.75	0.00	Y	Arm 9 Right	20.00

Lane Saturation Flows

Junction: J11 - Castle Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A345 - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (A345)	3.50	0.00	Y	Arm 3 Left Arm 10 Ahead	18.00 23.00	69.8 % 30.2 %	1823	1823
2/2 (A345)	3.50	0.00	Y	Arm 10 Ahead	23.00	100.0 %	1845	1845
3/1 (A36 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A36 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A36 (East))	4.00	0.00	Y	Arm 5 Left Arm 11 Ahead	21.00 24.00	4.5 % 95.5 %	1896	1896
4/2 (A36 (East))	3.75	0.00	Y	Arm 11 Ahead	24.00	100.0 %	1873	1873
4/3 (A36 (East))	3.50	0.00	Y	Arm 11 Ahead	21.00	100.0 %	1834	1834
5/1 (Castle Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Castle Street)	3.00	0.00	Y	Arm 7 Left	30.00	100.0 %	1824	1824
6/2 (Castle Street)	3.00	0.00	Y	Arm 12 Ahead	23.00	100.0 %	1798	1798
7/1 (A36 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A36 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A36 (West))	4.00	0.00	Y	Arm 1 Left	30.00	100.0 %	1919	1919
8/2 (A36 (West))	3.50	0.00	Y	Arm 9 Ahead	25.00	100.0 %	1854	1854
8/3 (A36 (West))	4.00	0.00	Y	Arm 9 Ahead	25.00	100.0 %	1901	1901
9/1 (Circulatory EB)	3.50	0.00	Y	Arm 3 Ahead	40.00	100.0 %	1894	1894
9/2 (Circulatory EB)	3.50	0.00	Y	Arm 3 Ahead	40.00	100.0 %	1894	1894
9/3 (Circulatory EB)	4.00	0.00	Y	Arm 10 Right	17.00	100.0 %	1852	1852
10/1 (Circulatory SB)	3.50	0.00	Y	Arm 5 Ahead	21.00	100.0 %	1834	1834
10/2 (Circulatory SB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/3 (Circulatory SB)	3.50	0.00	Y	Arm 11 Right	21.00	100.0 %	1834	1834
11/1 (Circulatory WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

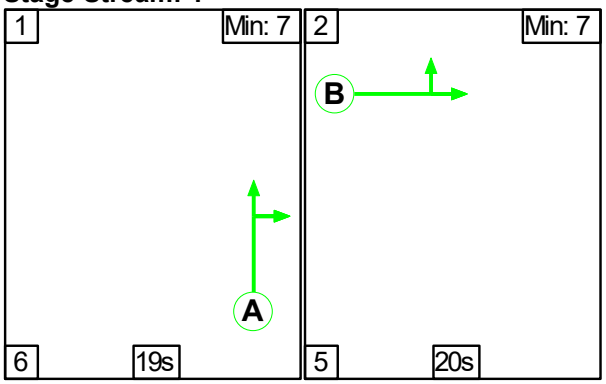
11/2 (Circulatory WB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/3 (Circulatory WB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (Circulatory NB)	3.75	0.00	Y	Arm 1 Ahead	25.00	100.0 %	1877	1877
				Arm 9 Right	25.00	0.0 %		
12/2 (Circulatory NB)	3.75	0.00	Y	Arm 9 Right	20.00	100.0 %	1851	1851

Lane Connector Input Data

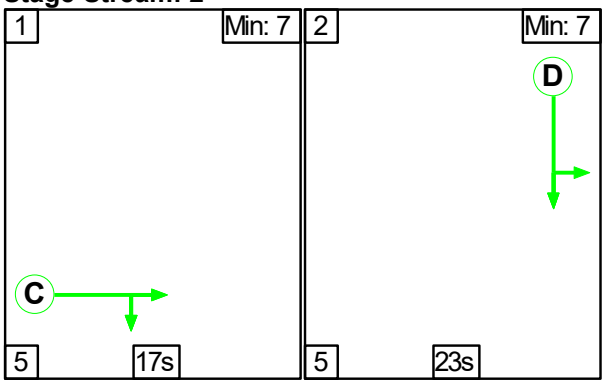
Junction: J11 - Castle Roundabout				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
2/1	3/1	Internal	39	35
2/1	10/1	Internal	5	N/A
2/2	10/2	Internal	5	N/A
2/2	10/3	Internal	5	N/A
4/1	5/1	Internal	39	35
4/1	11/1	Internal	8	N/A
4/2	11/2	Internal	7	N/A
4/3	11/3	Internal	2	N/A
6/1	7/1	Internal	39	35
6/1	7/2	Internal	39	35
6/2	12/1	Internal	6	N/A
6/2	12/2	Internal	5	N/A
8/1	1/1	Internal	39	35
8/2	9/1	Internal	6	N/A
8/3	9/2	Internal	6	N/A
8/3	9/3	Internal	6	N/A
9/1	3/1	Internal	39	35
9/2	3/2	Internal	39	35
9/3	10/1	Internal	5	N/A
9/3	10/2	Internal	5	N/A
9/3	10/3	Internal	32	N/A
10/1	5/1	Internal	39	35
10/2	11/1	Internal	8	N/A
10/3	11/2	Internal	7	N/A
10/3	11/3	Internal	6	N/A
11/1	7/1	Internal	39	35
11/2	7/2	Internal	39	35
11/3	12/1	Internal	5	N/A
11/3	12/2	Internal	5	N/A
12/1	1/1	Internal	39	35
12/1	9/1	Internal	3	N/A
12/2	9/2	Internal	3	N/A
12/2	9/3	Internal	3	N/A

Stage Sequence Diagram

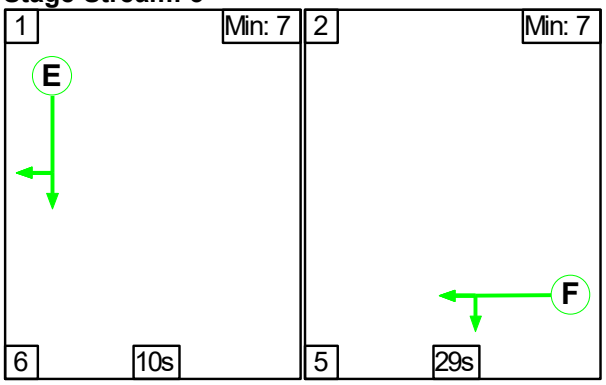
Stage Stream: 1



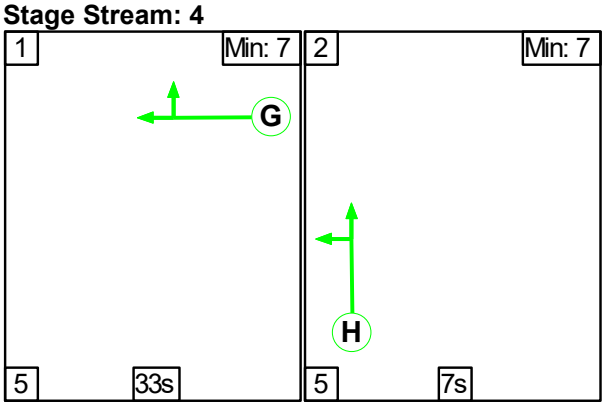
Stage Stream: 2



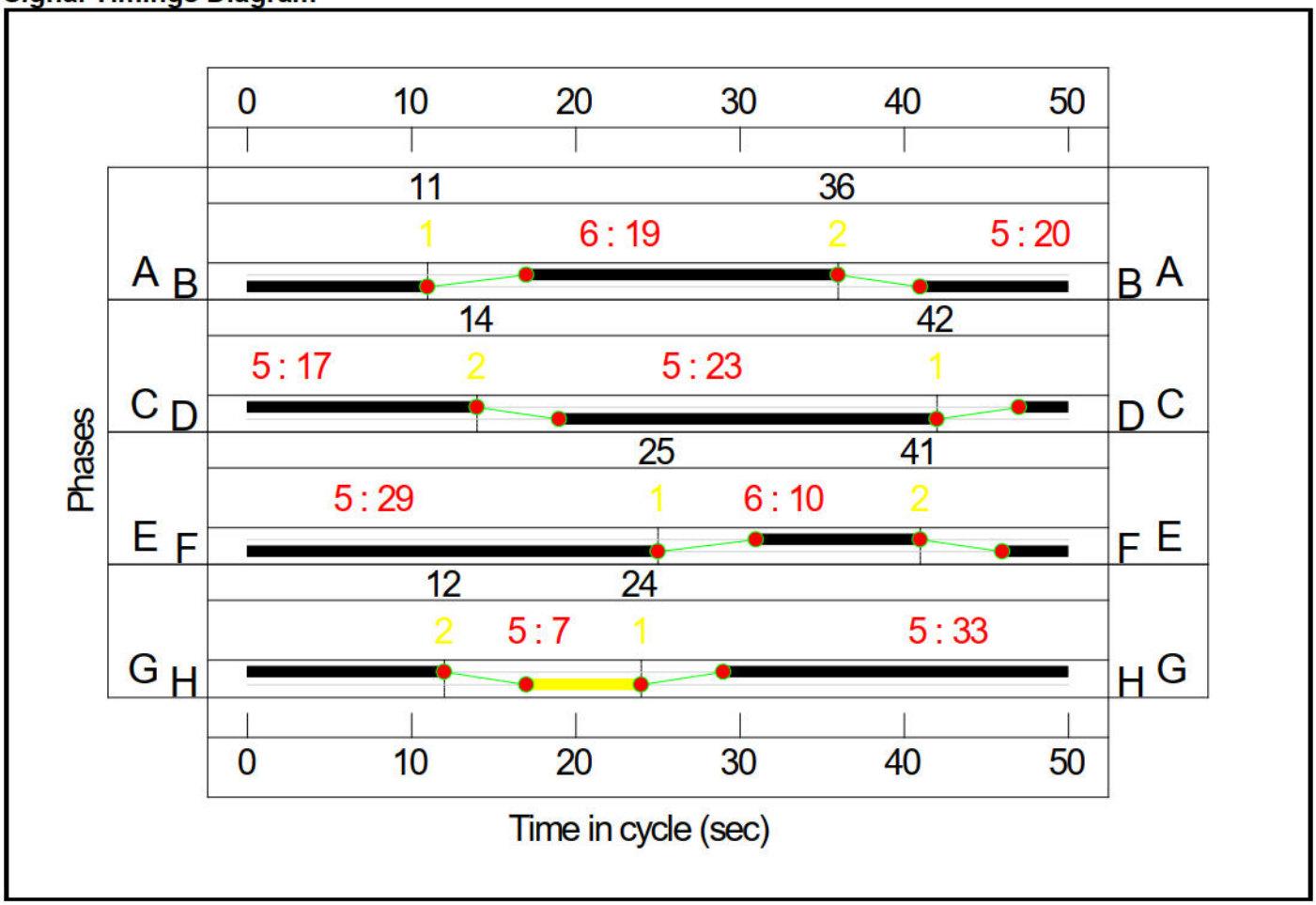
Stage Stream: 3



Stage Stream: 4



Signal Timings Diagram



RIDGE LinSig Report

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Castle Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**87.8%**	-
J11 - Castle Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**87.8%**	-
1/1	A345 - Exit	U	N/A	N/A	-		-	-	-	-	-	-	714	Inf	Inf	Inf	0.0%	714
2/1+2/2	A345 Left Ahead	U	2	N/A	D		1	23	19	42	-	-	1038	1823:1845	1823	875+351	87.8 : 77.0%	1038
3/1	A36 (East) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	1110	Inf	Inf	Inf	0.0%	1110
3/2	A36 (East) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	414	Inf	Inf	Inf	0.0%	414
4/1	A36 (East) Left Ahead	U	3	N/A	F		1	29	46	25	-	-	602	1896	1896	1138	52.9%	602
4/2+4/3	A36 (East) Ahead	U	3	N/A	F		1	29	46	25	-	-	509	1873:1834	1873	311+907	41.8 : 41.8%	509
5/1	Castle Street - Exit	U	N/A	N/A	-		-	-	-	-	-	-	313	Inf	Inf	Inf	0.0%	313
6/2+6/1	Castle Street Left Ahead	U	4	N/A	H		1	7	17	24	-	-	294	1798:1824	1798	288+292	66.7 : 35.0%	294
7/1	A36 (West) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	710	Inf	Inf	Inf	0.0%	710
7/2	A36 (West) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	368	Inf	Inf	Inf	0.0%	368
8/2+8/1	A36 (West) Left Ahead	U	1	N/A	B		1	20	41	11	-	-	765	1854:1919	1854	779+467	73.7 : 40.9%	765
8/3	A36 (West) Ahead	U	1	N/A	B		1	20	41	11	-	-	421	1901	1901	798	52.7%	421
9/1	Circulatory EB Ahead	U	2	N/A	C		1	17	47	14	-	-	574	1894	1894	682	84.2%	574
9/2	Circulatory EB Ahead	U	2	N/A	C		1	17	47	14	-	-	414	1894	1894	682	60.7%	414
9/3	Circulatory EB Right	U	2	N/A	C		1	17	47	14	-	-	55	1852	1852	667	8.2%	55

10/1	Circulatory SB Ahead	U	3	N/A	E		1	10	31	41	-	-	286	1834	1834	403	70.9%	286
10/2	Circulatory SB Right	U	3	N/A	E		1	10	31	41	-	-	84	1900	1900	418	20.1%	84
10/3	Circulatory SB Right	U	3	N/A	E		1	10	31	41	-	-	187	1834	1834	403	46.3%	187
11/1	Circulatory WB Ahead	U	4	N/A	G		1	33	29	12	-	-	659	1900	1900	1292	51.0%	659
11/2	Circulatory WB Ahead	U	4	N/A	G		1	33	29	12	-	-	317	1900	1900	1292	24.5%	317
11/3	Circulatory WB Right	U	4	N/A	G		1	33	29	12	-	-	379	1900	1900	1292	29.3%	379
12/1	Circulatory NB Ahead Right	U	1	N/A	A		1	19	17	36	-	-	523	1877	1877	751	69.7%	523
12/2	Circulatory NB Right	U	1	N/A	A		1	19	17	36	-	-	48	1851	1851	740	6.5%	48

RIDGE LinSig Report

Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: Castle Roundabout	**-**	**14.8**	**5.5**	**0.0**	**20.3**	**-**	**4837.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**87.8%**	**20.3**	**-**
J11 - Castle Roundabout	**-**	**14.8**	**5.5**	**0.0**	**20.3**	**-**	**4837.6**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**87.8%**	**20.3**	**-**
1/1	714	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
2/1+2/2	1038	3.1	2.7	-	5.8 (4.5+1.3)	20.0 (21.0:17.2)	837.8	0.8	5.1	9.4	2.7	12.1	-	0.00	87.8 : 77.0%	5.8	-
3/1	1110	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
3/2	414	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	602	1.0	0.6	-	1.5	9.2	349.2	0.6	3.0	4.8	0.6	5.4	-	0.00	52.9%	1.5	-
4/2+4/3	509	0.8	0.4	-	1.2 (0.4+0.8)	8.4 (11.0:7.6)	267.5	0.5	1.9	2.6	0.4	3.0	-	0.00	41.8 : 41.8%	1.2	-
5/1	313	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/2+6/1	294	1.6	0.5	-	2.1 (1.4+0.7)	25.7 (26.0:25.0)	270.2	0.9	2.1	2.5	0.5	3.0	-	0.00	66.7 : 35.0%	2.1	-
7/1	710	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/2	368	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/2+8/1	765	2.4	0.8	-	3.2 (2.5+0.7)	15.2 (15.9:13.1)	604.4	0.8	4.3	6.7	0.8	7.5	-	0.00	73.7 : 40.9%	3.2	-
8/3	421	1.3	0.6	-	1.8	15.6	311.5	0.7	3.2	4.3	0.6	4.9	-	0.00	52.7%	1.8	-
9/1	574	0.4	0.0	-	0.4	2.5	516.5	0.9	0.5	0.5	0.0	0.5	0.50	0.00	84.2%	0.4	Yes
9/2	414	0.6	0.0	-	0.6	4.9	348.1	0.8	1.0	4.8	0.0	4.8	-	0.00	60.7%	0.6	Yes
9/3	55	0.0	0.0	-	0.0	1.9	3.3	0.1	0.0	0.0	0.0	0.0	-	0.00	8.2%	0.0	Yes
10/1	286	0.9	0.0	-	0.9	11.5	230.9	0.8	2.0	3.2	0.0	3.2	-	0.00	70.9%	0.9	Yes
10/2	84	0.2	0.0	-	0.2	8.2	67.4	0.8	0.9	0.9	0.0	0.9	-	0.00	20.1%	0.2	Yes
10/3	187	0.5	0.0	-	0.5	9.0	160.8	0.9	1.9	2.2	0.0	2.2	-	0.00	46.3%	0.5	Yes
11/1	659	0.6	0.0	-	0.6	3.4	249.0	0.4	2.3	3.5	0.0	3.5	-	0.00	51.0%	0.6	Yes
11/2	317	0.1	0.0	-	0.1	1.3	47.3	0.1	0.5	0.7	0.0	0.7	0.50	0.00	24.5%	0.1	Yes
11/3	379	0.3	0.0	-	0.3	3.0	113.7	0.3	1.5	1.6	0.0	1.6	-	0.00	29.3%	0.3	Yes

RIDGE LinSig Report

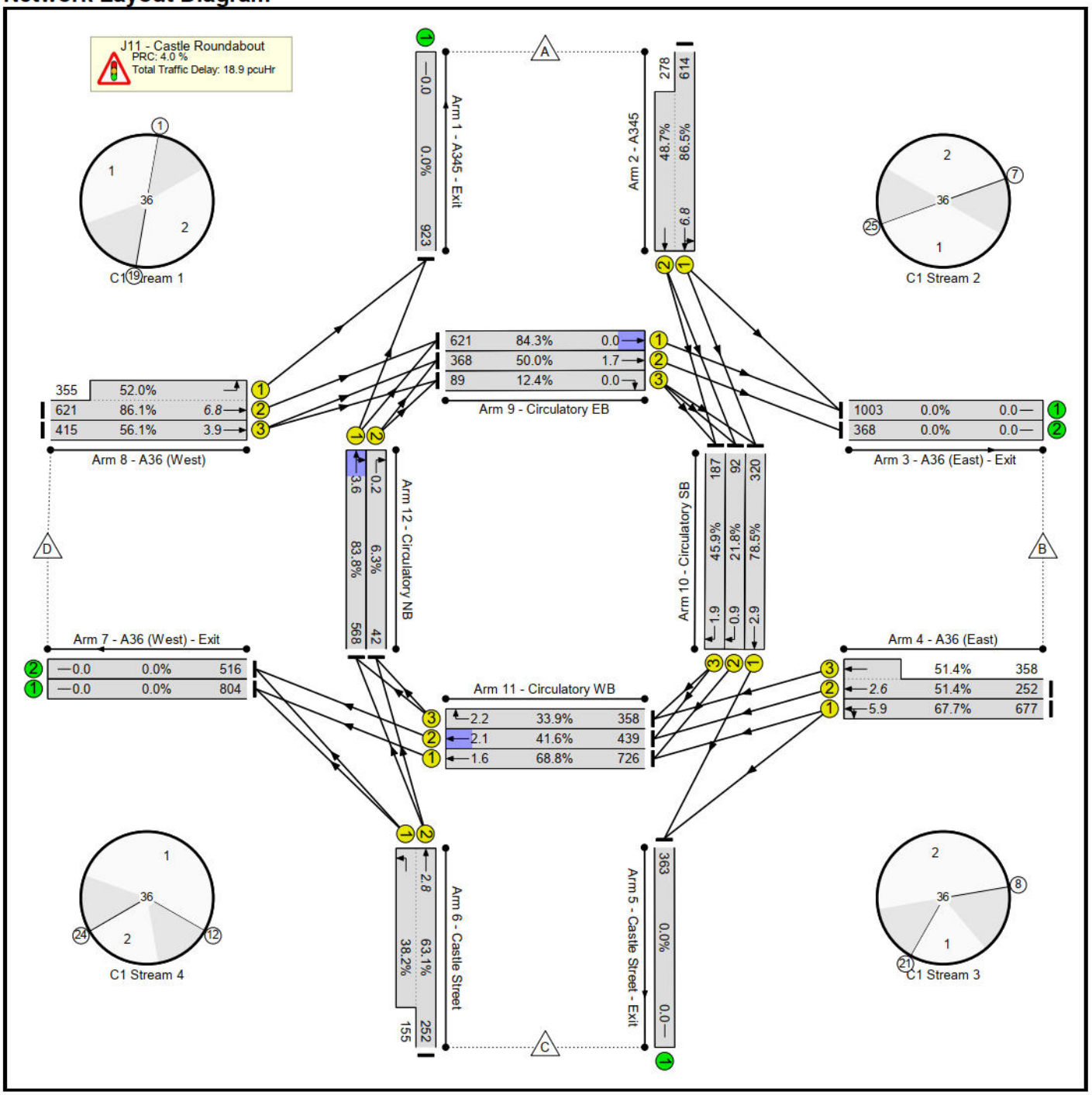
12/1	523	1.0	0.0	-	1.0	6.7	459.9	0.9	3.4	4.4	0.0	4.4	0.50	0.00	69.7%	1.0	Yes
12/2	48	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.00	6.5%	0.0	Yes

C1	Stream: 1 PRC for Signalled Lanes (%):	22.1	Total Delay for Signalled Lanes (pcuHr):	6.02	Cycle Time (s): 50
C1	Stream: 2 PRC for Signalled Lanes (%):	2.5	Total Delay for Signalled Lanes (pcuHr):	6.76	Cycle Time (s): 50
C1	Stream: 3 PRC for Signalled Lanes (%):	27.0	Total Delay for Signalled Lanes (pcuHr):	4.31	Cycle Time (s): 50
C1	Stream: 4 PRC for Signalled Lanes (%):	34.9	Total Delay for Signalled Lanes (pcuHr):	3.16	Cycle Time (s): 50
	PRC Over All Lanes (%):	2.5	Total Delay Over All Lanes(pcuHr):	20.26	

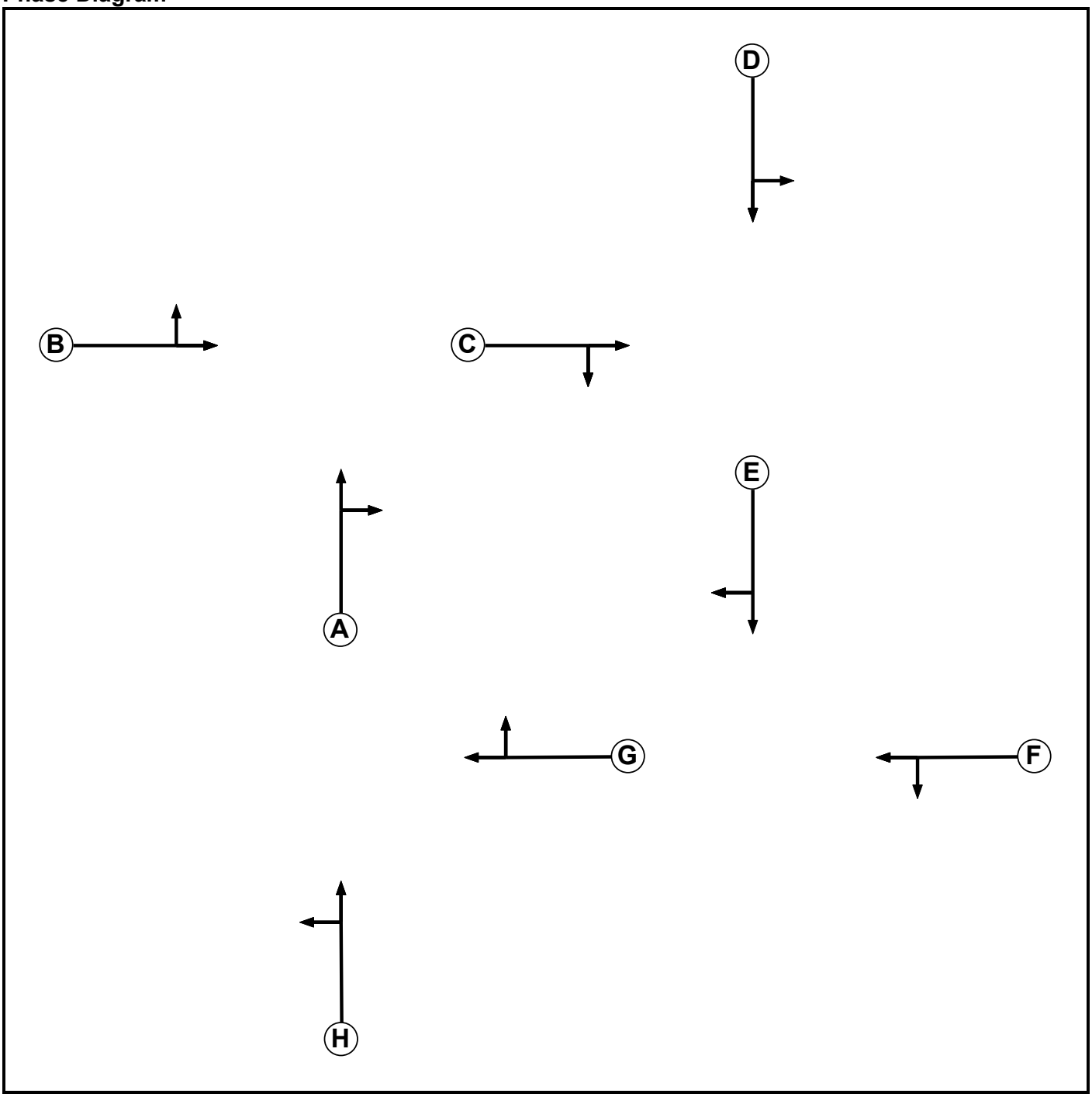
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Scenario 4: '2031 Base - PM' (FG4: '2031 Base - PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		5	-	-	-	-	-	-
B	6		-	-	-	-	-	-
C	-	-		5	-	-	-	-
D	-	-	5		-	-	-	-
E	-	-	-	-		5	-	-
F	-	-	-	-	6		-	-
G	-	-	-	-	-	-		5
H	-	-	-	-	-	-	5	

Lane Input Data

Junction: J11 - Castle Roundabout

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A345 - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (A345)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 3 Left	18.00
											Arm 10 Ahead	23.00
2/2 (A345)	U	D	2	3	20.5	Geom	-	3.50	0.00	Y	Arm 10 Ahead	23.00
3/1 (A36 (East) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/2 (A36 (East) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (A36 (East))	U	F	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Left	21.00
											Arm 11 Ahead	24.00
4/2 (A36 (East))	U	F	10	3	60.0	Geom	-	3.75	0.00	Y	Arm 11 Ahead	24.00
4/3 (A36 (East))	U	F	2	3	4.3	Geom	-	3.50	0.00	Y	Arm 11 Ahead	21.00
5/1 (Castle Street - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Castle Street)	U	H	2	3	42.6	Geom	-	3.00	0.00	Y	Arm 7 Left	30.00
6/2 (Castle Street)	U	H	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 12 Ahead	23.00

7/1 (A36 (West) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (A36 (West) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A36 (West))	U	B	2	3	31.3	Geom	-	4.00	0.00	Y	Arm 1 Left	30.00
8/2 (A36 (West))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 9 Ahead	25.00
8/3 (A36 (West))	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 9 Ahead	25.00
9/1 (Circulatory EB)	U	C	2	3	4.9	Geom	-	3.50	0.00	Y	Arm 3 Ahead	40.00
9/2 (Circulatory EB)	U	C	2	3	5.0	Geom	-	3.50	0.00	Y	Arm 3 Ahead	40.00
9/3 (Circulatory EB)	U	C	2	3	5.2	Geom	-	4.00	0.00	Y	Arm 10 Right	17.00
10/1 (Circulatory SB)	U	E	2	3	3.3	Geom	-	3.50	0.00	Y	Arm 5 Ahead	21.00
10/2 (Circulatory SB)	U	E	2	3	3.1	User	1900	-	-	-	-	-
10/3 (Circulatory SB)	U	E	2	3	3.0	Geom	-	3.50	0.00	Y	Arm 11 Right	21.00
11/1 (Circulatory WB)	U	G	2	3	7.8	User	1900	-	-	-	-	-
11/2 (Circulatory WB)	U	G	2	3	7.8	User	1900	-	-	-	-	-
11/3 (Circulatory WB)	U	G	2	3	7.7	User	1900	-	-	-	-	-
12/1 (Circulatory NB)	U	A	2	3	4.7	Geom	-	3.75	0.00	Y	Arm 1 Ahead Arm 9 Right	25.00 25.00
12/2 (Circulatory NB)	U	A	2	3	5.2	Geom	-	3.75	0.00	Y	Arm 9 Right	20.00

Lane Saturation Flows

Junction: J11 - Castle Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A345 - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (A345)	3.50	0.00	Y	Arm 3 Left Arm 10 Ahead	18.00 23.00	62.2 % 37.8 %	1825	1825
2/2 (A345)	3.50	0.00	Y	Arm 10 Ahead	23.00	100.0 %	1845	1845
3/1 (A36 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A36 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A36 (East))	4.00	0.00	Y	Arm 5 Left Arm 11 Ahead	21.00 24.00	6.4 % 93.6 %	1895	1895
4/2 (A36 (East))	3.75	0.00	Y	Arm 11 Ahead	24.00	100.0 %	1873	1873
4/3 (A36 (East))	3.50	0.00	Y	Arm 11 Ahead	21.00	100.0 %	1834	1834
5/1 (Castle Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Castle Street)	3.00	0.00	Y	Arm 7 Left	30.00	100.0 %	1824	1824
6/2 (Castle Street)	3.00	0.00	Y	Arm 12 Ahead	23.00	100.0 %	1798	1798
7/1 (A36 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A36 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A36 (West))	4.00	0.00	Y	Arm 1 Left	30.00	100.0 %	1919	1919
8/2 (A36 (West))	3.50	0.00	Y	Arm 9 Ahead	25.00	100.0 %	1854	1854
8/3 (A36 (West))	4.00	0.00	Y	Arm 9 Ahead	25.00	100.0 %	1901	1901
9/1 (Circulatory EB)	3.50	0.00	Y	Arm 3 Ahead	40.00	100.0 %	1894	1894
9/2 (Circulatory EB)	3.50	0.00	Y	Arm 3 Ahead	40.00	100.0 %	1894	1894
9/3 (Circulatory EB)	4.00	0.00	Y	Arm 10 Right	17.00	100.0 %	1852	1852
10/1 (Circulatory SB)	3.50	0.00	Y	Arm 5 Ahead	21.00	100.0 %	1834	1834
10/2 (Circulatory SB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/3 (Circulatory SB)	3.50	0.00	Y	Arm 11 Right	21.00	100.0 %	1834	1834
11/1 (Circulatory WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

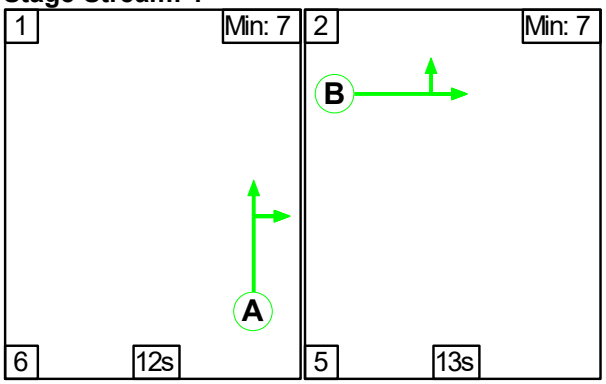
11/2 (Circulatory WB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/3 (Circulatory WB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (Circulatory NB)	3.75	0.00	Y	Arm 1 Ahead	25.00	100.0 %	1877	1877
				Arm 9 Right	25.00	0.0 %		
12/2 (Circulatory NB)	3.75	0.00	Y	Arm 9 Right	20.00	100.0 %	1851	1851

Lane Connector Input Data

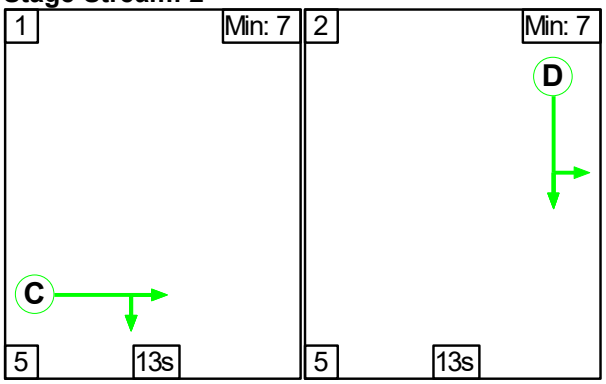
Junction: J11 - Castle Roundabout				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
2/1	3/1	Internal	39	35
2/1	10/1	Internal	5	N/A
2/2	10/2	Internal	5	N/A
2/2	10/3	Internal	5	N/A
4/1	5/1	Internal	39	35
4/1	11/1	Internal	8	N/A
4/2	11/2	Internal	7	N/A
4/3	11/3	Internal	2	N/A
6/1	7/1	Internal	39	35
6/1	7/2	Internal	39	35
6/2	12/1	Internal	6	N/A
6/2	12/2	Internal	5	N/A
8/1	1/1	Internal	39	35
8/2	9/1	Internal	6	N/A
8/3	9/2	Internal	6	N/A
8/3	9/3	Internal	6	N/A
9/1	3/1	Internal	39	35
9/2	3/2	Internal	39	35
9/3	10/1	Internal	5	N/A
9/3	10/2	Internal	5	N/A
9/3	10/3	Internal	32	N/A
10/1	5/1	Internal	39	35
10/2	11/1	Internal	8	N/A
10/3	11/2	Internal	7	N/A
10/3	11/3	Internal	6	N/A
11/1	7/1	Internal	39	35
11/2	7/2	Internal	39	35
11/3	12/1	Internal	5	N/A
11/3	12/2	Internal	5	N/A
12/1	1/1	Internal	39	35
12/1	9/1	Internal	3	N/A
12/2	9/2	Internal	3	N/A
12/2	9/3	Internal	3	N/A

Stage Sequence Diagram

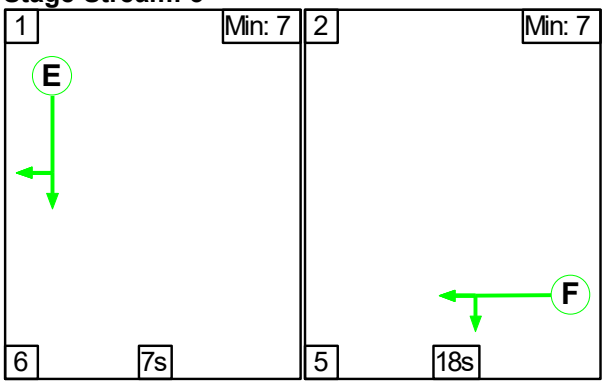
Stage Stream: 1



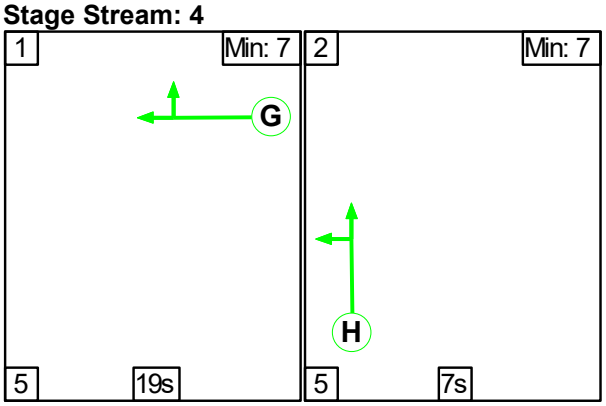
Stage Stream: 2



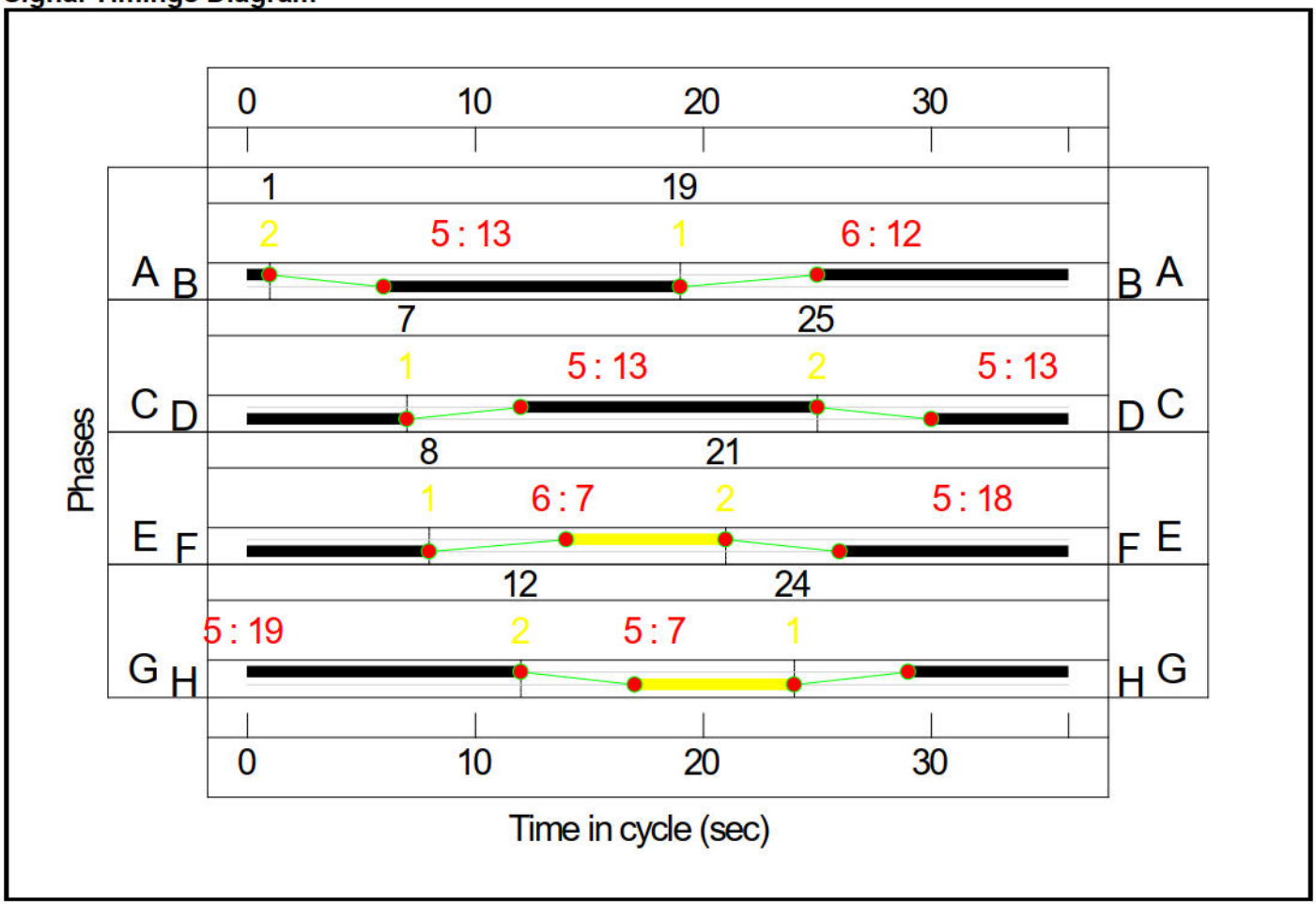
Stage Stream: 3



Stage Stream: 4



Signal Timings Diagram



RIDGE LinSig Report

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Castle Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**86.5%**	-
J11 - Castle Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**86.5%**	-
1/1	A345 - Exit	U	N/A	N/A	-		-	-	-	-	-	-	923	Inf	Inf	Inf	0.0%	923
2/1+2/2	A345 Left Ahead	U	2	N/A	D		1	13	30	7	-	-	892	1825:1845	1825	710+571	86.5 : 48.7%	892
3/1	A36 (East) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	1003	Inf	Inf	Inf	0.0%	1003
3/2	A36 (East) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	368	Inf	Inf	Inf	0.0%	368
4/1	A36 (East) Left Ahead	U	3	N/A	F		1	18	26	8	-	-	677	1895	1895	1000	67.7%	677
4/2+4/3	A36 (East) Ahead	U	3	N/A	F		1	18	26	8	-	-	610	1873:1834	1873	490+697	51.4 : 51.4%	610
5/1	Castle Street - Exit	U	N/A	N/A	-		-	-	-	-	-	-	363	Inf	Inf	Inf	0.0%	363
6/2+6/1	Castle Street Left Ahead	U	4	N/A	H		1	7	17	24	-	-	407	1798:1824	1798	400+405	63.1 : 38.2%	407
7/1	A36 (West) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	804	Inf	Inf	Inf	0.0%	804
7/2	A36 (West) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	516	Inf	Inf	Inf	0.0%	516
8/2+8/1	A36 (West) Left Ahead	U	1	N/A	B		1	13	6	19	-	-	976	1854:1919	1854	721+683	86.1 : 52.0%	976
8/3	A36 (West) Ahead	U	1	N/A	B		1	13	6	19	-	-	415	1901	1901	739	56.1%	415
9/1	Circulatory EB Ahead	U	2	N/A	C		1	13	12	25	-	-	621	1894	1894	737	84.3%	621
9/2	Circulatory EB Ahead	U	2	N/A	C		1	13	12	25	-	-	368	1894	1894	737	50.0%	368
9/3	Circulatory EB Right	U	2	N/A	C		1	13	12	25	-	-	89	1852	1852	720	12.4%	89

10/1	Circulatory SB Ahead	U	3	N/A	E		1	7	14	21	-	-	320	1834	1834	408	78.5%	320
10/2	Circulatory SB Right	U	3	N/A	E		1	7	14	21	-	-	92	1900	1900	422	21.8%	92
10/3	Circulatory SB Right	U	3	N/A	E		1	7	14	21	-	-	187	1834	1834	408	45.9%	187
11/1	Circulatory WB Ahead	U	4	N/A	G		1	19	29	12	-	-	726	1900	1900	1056	68.8%	726
11/2	Circulatory WB Ahead	U	4	N/A	G		1	19	29	12	-	-	439	1900	1900	1056	41.6%	439
11/3	Circulatory WB Right	U	4	N/A	G		1	19	29	12	-	-	358	1900	1900	1056	33.9%	358
12/1	Circulatory NB Ahead Right	U	1	N/A	A		1	12	25	1	-	-	568	1877	1877	678	83.8%	568
12/2	Circulatory NB Right	U	1	N/A	A		1	12	25	1	-	-	42	1851	1851	668	6.3%	42

RIDGE LinSig Report

Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: Castle Roundabout	**-**	**14.0**	**5.0**	**0.0**	**18.9**	**-**	**5064.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**86.5%**	**18.9**	**-**
J11 - Castle Roundabout	**-**	**14.0**	**5.0**	**0.0**	**18.9**	**-**	**5064.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**86.5%**	**18.9**	**-**
1/1	923	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
2/1+2/2	892	2.3	1.1	-	3.5 (2.5+1.0)	14.1 (14.7:12.5)	755.9	0.8	3.4	5.6	1.1	6.8	-	0.00	86.5 : 48.7%	3.5	-
3/1	1003	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
3/2	368	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	677	1.2	1.0	-	2.2	11.8	488.9	0.7	2.8	4.9	1.0	5.9	-	0.00	67.7%	2.2	-
4/2+4/3	610	1.2	0.5	-	1.7 (0.9+0.8)	10.2 (13.2:8.1)	404.8	0.7	1.5	2.1	0.5	2.6	-	0.00	51.4 : 51.4%	1.7	-
5/1	363	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/2+6/1	407	1.4	0.5	-	1.9 (1.2+0.7)	16.9 (17.2:16.4)	353.2	0.9	1.8	2.2	0.5	2.8	-	0.00	63.1 : 38.2%	1.9	-
7/1	804	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/2	516	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/2+8/1	976	2.6	1.1	-	3.7 (2.5+1.2)	13.6 (14.3:12.4)	825.6	0.8	3.5	5.7	1.1	6.8	-	0.00	86.1 : 52.0%	3.7	-
8/3	415	1.0	0.6	-	1.6	14.1	322.8	0.8	2.3	3.2	0.6	3.9	-	0.00	56.1%	1.6	-
9/1	621	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.50	0.00	84.3%	0.0	Yes
9/2	368	0.2	0.0	-	0.2	2.4	166.4	0.5	0.4	1.7	0.0	1.7	-	0.00	50.0%	0.2	Yes
9/3	89	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.00	12.4%	0.0	Yes
10/1	320	1.0	0.0	-	1.0	11.2	286.4	0.9	2.6	2.9	0.0	2.9	-	0.00	78.5%	1.0	Yes
10/2	92	0.3	0.0	-	0.3	12.0	91.4	1.0	0.9	0.9	0.0	0.9	-	0.00	21.8%	0.3	Yes
10/3	187	0.7	0.0	-	0.7	12.9	187.0	1.0	1.8	1.9	0.0	1.9	-	0.00	45.9%	0.7	Yes
11/1	726	0.5	0.0	-	0.5	2.5	162.4	0.2	1.6	1.6	0.0	1.6	-	0.00	68.8%	0.5	Yes
11/2	439	0.5	0.0	-	0.5	4.2	208.0	0.5	2.1	2.1	0.0	2.1	0.50	0.00	41.6%	0.5	Yes
11/3	358	0.1	0.0	-	0.1	0.6	218.8	0.6	0.0	2.2	0.0	2.2	-	0.00	33.9%	0.1	Yes

RIDGE LinSig Report

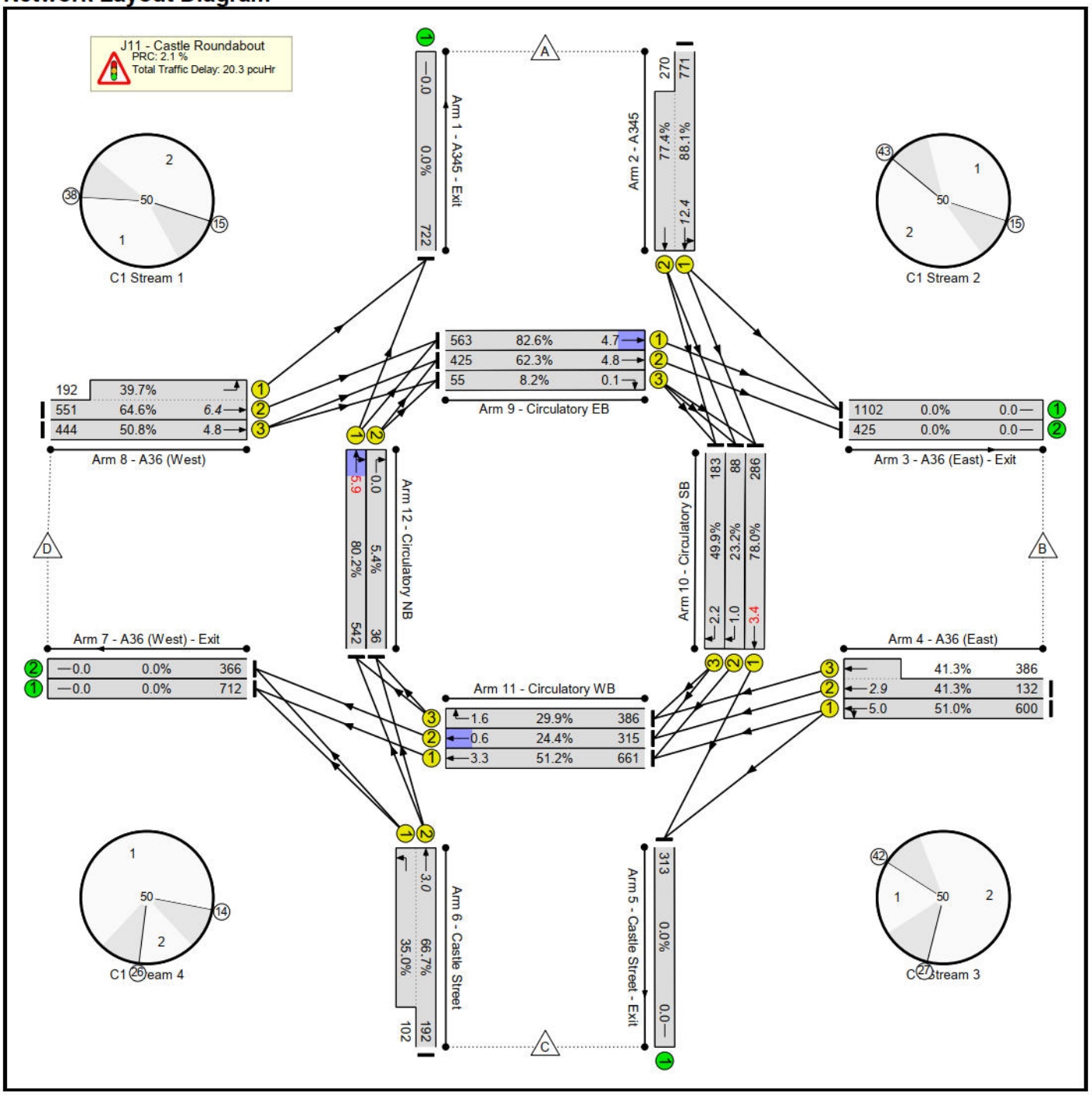
12/1	568	1.0	0.0	-	1.0	6.3	568.0	1.0	1.5	3.6	0.0	3.6	0.50	0.00	83.8%	1.0	Yes
12/2	42	0.0	0.0	-	0.0	1.2	25.0	0.6	0.1	0.2	0.0	0.2	-	0.00	6.3%	0.0	Yes

C1	Stream: 1 PRC for Signalled Lanes (%):	4.5	Total Delay for Signalled Lanes (pcuHr):	6.32	Cycle Time (s): 36
C1	Stream: 2 PRC for Signalled Lanes (%):	4.0	Total Delay for Signalled Lanes (pcuHr):	3.73	Cycle Time (s): 36
C1	Stream: 3 PRC for Signalled Lanes (%):	14.6	Total Delay for Signalled Lanes (pcuHr):	5.91	Cycle Time (s): 36
C1	Stream: 4 PRC for Signalled Lanes (%):	30.9	Total Delay for Signalled Lanes (pcuHr):	2.98	Cycle Time (s): 36
	PRC Over All Lanes (%):	4.0	Total Delay Over All Lanes(pcuHr):	18.95	

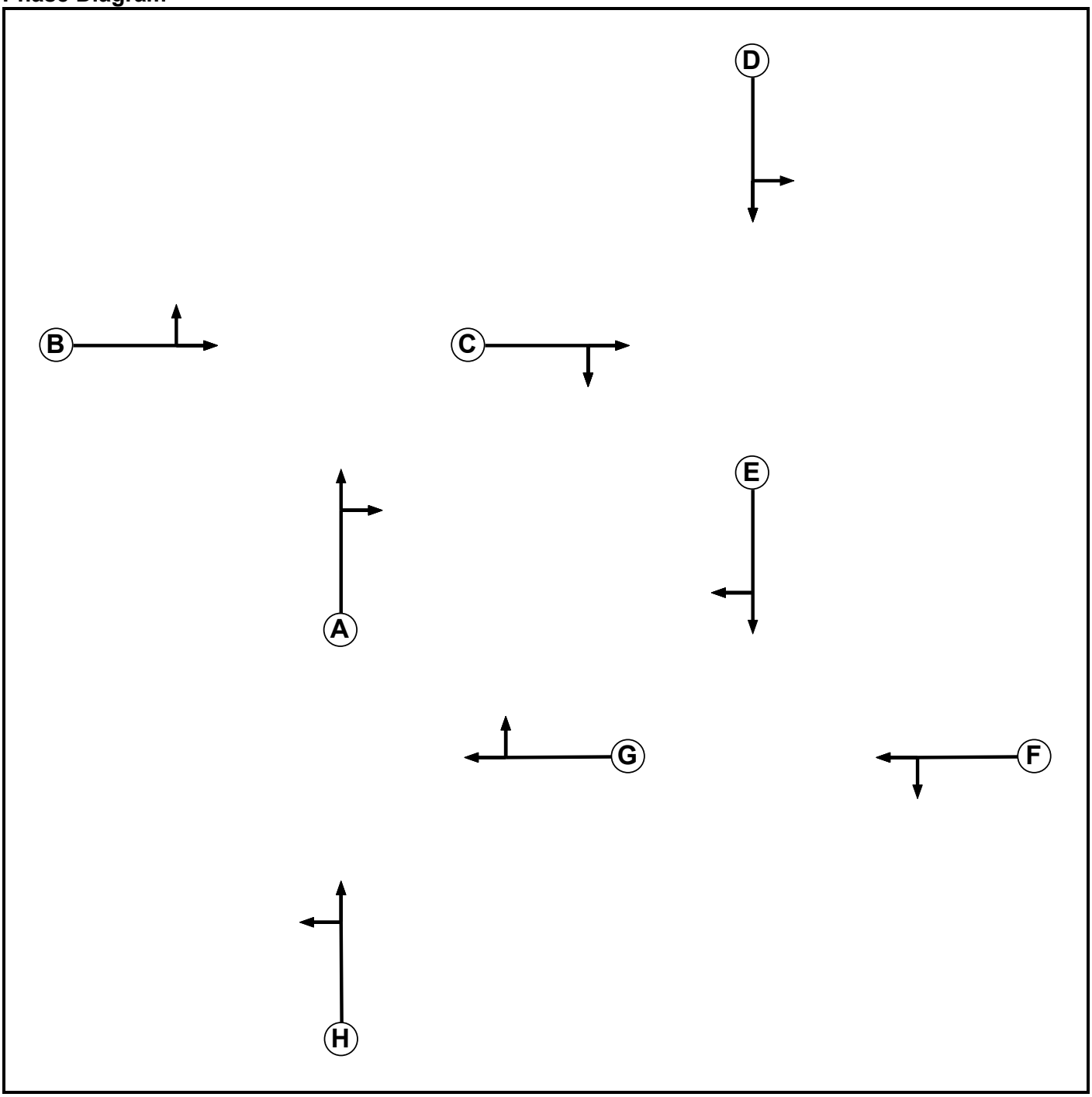
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Scenario 5: '2031 Base + Development - AM' (FG5: '2031 Base + Development - AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		5	-	-	-	-	-	-
B	6		-	-	-	-	-	-
C	-	-		5	-	-	-	-
D	-	-	5		-	-	-	-
E	-	-	-	-		5	-	-
F	-	-	-	-	6		-	-
G	-	-	-	-	-	-		5
H	-	-	-	-	-	-	5	

Lane Input Data

Junction: J11 - Castle Roundabout

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A345 - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (A345)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 3 Left	18.00
											Arm 10 Ahead	23.00
2/2 (A345)	U	D	2	3	20.5	Geom	-	3.50	0.00	Y	Arm 10 Ahead	23.00
3/1 (A36 (East) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/2 (A36 (East) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (A36 (East))	U	F	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Left	21.00
											Arm 11 Ahead	24.00
4/2 (A36 (East))	U	F	10	3	60.0	Geom	-	3.75	0.00	Y	Arm 11 Ahead	24.00
4/3 (A36 (East))	U	F	2	3	4.3	Geom	-	3.50	0.00	Y	Arm 11 Ahead	21.00
5/1 (Castle Street - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Castle Street)	U	H	2	3	42.6	Geom	-	3.00	0.00	Y	Arm 7 Left	30.00
6/2 (Castle Street)	U	H	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 12 Ahead	23.00

7/1 (A36 (West) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (A36 (West) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A36 (West))	U	B	2	3	31.3	Geom	-	4.00	0.00	Y	Arm 1 Left	30.00
8/2 (A36 (West))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 9 Ahead	25.00
8/3 (A36 (West))	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 9 Ahead	25.00
9/1 (Circulatory EB)	U	C	2	3	4.9	Geom	-	3.50	0.00	Y	Arm 3 Ahead	40.00
9/2 (Circulatory EB)	U	C	2	3	5.0	Geom	-	3.50	0.00	Y	Arm 3 Ahead	40.00
9/3 (Circulatory EB)	U	C	2	3	5.2	Geom	-	4.00	0.00	Y	Arm 10 Right	17.00
10/1 (Circulatory SB)	U	E	2	3	3.3	Geom	-	3.50	0.00	Y	Arm 5 Ahead	21.00
10/2 (Circulatory SB)	U	E	2	3	3.1	User	1900	-	-	-	-	-
10/3 (Circulatory SB)	U	E	2	3	3.0	Geom	-	3.50	0.00	Y	Arm 11 Right	21.00
11/1 (Circulatory WB)	U	G	2	3	7.8	User	1900	-	-	-	-	-
11/2 (Circulatory WB)	U	G	2	3	7.8	User	1900	-	-	-	-	-
11/3 (Circulatory WB)	U	G	2	3	7.7	User	1900	-	-	-	-	-
12/1 (Circulatory NB)	U	A	2	3	4.7	Geom	-	3.75	0.00	Y	Arm 1 Ahead Arm 9 Right	25.00 25.00
12/2 (Circulatory NB)	U	A	2	3	5.2	Geom	-	3.75	0.00	Y	Arm 9 Right	20.00

Lane Saturation Flows

Junction: J11 - Castle Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A345 - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (A345)	3.50	0.00	Y	Arm 3 Left Arm 10 Ahead	18.00 23.00	69.9 % 30.1 %	1823	1823
2/2 (A345)	3.50	0.00	Y	Arm 10 Ahead	23.00	100.0 %	1845	1845
3/1 (A36 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A36 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A36 (East))	4.00	0.00	Y	Arm 5 Left Arm 11 Ahead	21.00 24.00	4.5 % 95.5 %	1896	1896
4/2 (A36 (East))	3.75	0.00	Y	Arm 11 Ahead	24.00	100.0 %	1873	1873
4/3 (A36 (East))	3.50	0.00	Y	Arm 11 Ahead	21.00	100.0 %	1834	1834
5/1 (Castle Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Castle Street)	3.00	0.00	Y	Arm 7 Left	30.00	100.0 %	1824	1824
6/2 (Castle Street)	3.00	0.00	Y	Arm 12 Ahead	23.00	100.0 %	1798	1798
7/1 (A36 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A36 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A36 (West))	4.00	0.00	Y	Arm 1 Left	30.00	100.0 %	1919	1919
8/2 (A36 (West))	3.50	0.00	Y	Arm 9 Ahead	25.00	100.0 %	1854	1854
8/3 (A36 (West))	4.00	0.00	Y	Arm 9 Ahead	25.00	100.0 %	1901	1901
9/1 (Circulatory EB)	3.50	0.00	Y	Arm 3 Ahead	40.00	100.0 %	1894	1894
9/2 (Circulatory EB)	3.50	0.00	Y	Arm 3 Ahead	40.00	100.0 %	1894	1894
9/3 (Circulatory EB)	4.00	0.00	Y	Arm 10 Right	17.00	100.0 %	1852	1852
10/1 (Circulatory SB)	3.50	0.00	Y	Arm 5 Ahead	21.00	100.0 %	1834	1834
10/2 (Circulatory SB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/3 (Circulatory SB)	3.50	0.00	Y	Arm 11 Right	21.00	100.0 %	1834	1834
11/1 (Circulatory WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

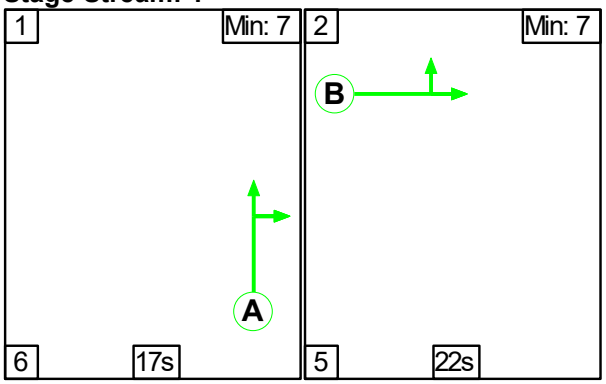
11/2 (Circulatory WB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/3 (Circulatory WB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (Circulatory NB)	3.75	0.00	Y	Arm 1 Ahead	25.00	97.8 %	1877	1877
				Arm 9 Right	25.00	2.2 %		
12/2 (Circulatory NB)	3.75	0.00	Y	Arm 9 Right	20.00	100.0 %	1851	1851

Lane Connector Input Data

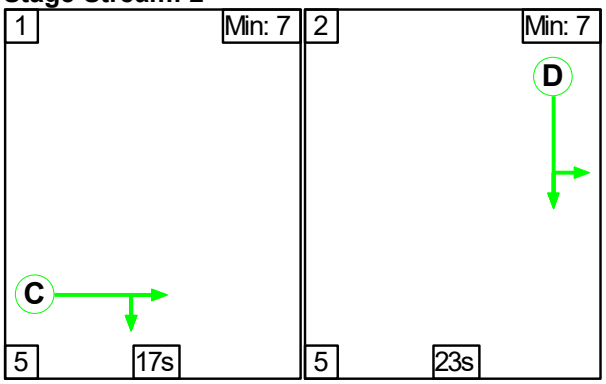
Junction: J11 - Castle Roundabout				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
2/1	3/1	Internal	39	35
2/1	10/1	Internal	5	N/A
2/2	10/2	Internal	5	N/A
2/2	10/3	Internal	5	N/A
4/1	5/1	Internal	39	35
4/1	11/1	Internal	8	N/A
4/2	11/2	Internal	7	N/A
4/3	11/3	Internal	2	N/A
6/1	7/1	Internal	39	35
6/1	7/2	Internal	39	35
6/2	12/1	Internal	6	N/A
6/2	12/2	Internal	5	N/A
8/1	1/1	Internal	39	35
8/2	9/1	Internal	6	N/A
8/3	9/2	Internal	6	N/A
8/3	9/3	Internal	6	N/A
9/1	3/1	Internal	39	35
9/2	3/2	Internal	39	35
9/3	10/1	Internal	5	N/A
9/3	10/2	Internal	5	N/A
9/3	10/3	Internal	32	N/A
10/1	5/1	Internal	39	35
10/2	11/1	Internal	8	N/A
10/3	11/2	Internal	7	N/A
10/3	11/3	Internal	6	N/A
11/1	7/1	Internal	39	35
11/2	7/2	Internal	39	35
11/3	12/1	Internal	5	N/A
11/3	12/2	Internal	5	N/A
12/1	1/1	Internal	39	35
12/1	9/1	Internal	3	N/A
12/2	9/2	Internal	3	N/A
12/2	9/3	Internal	3	N/A

Stage Sequence Diagram

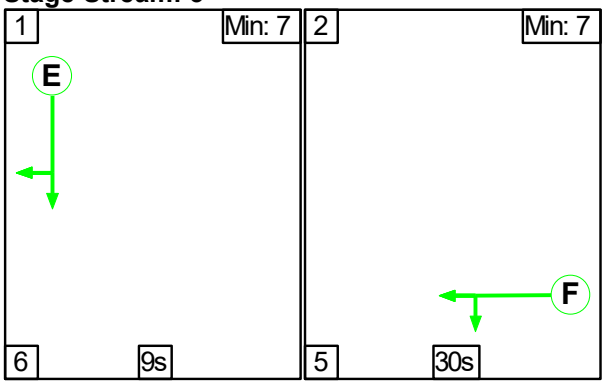
Stage Stream: 1



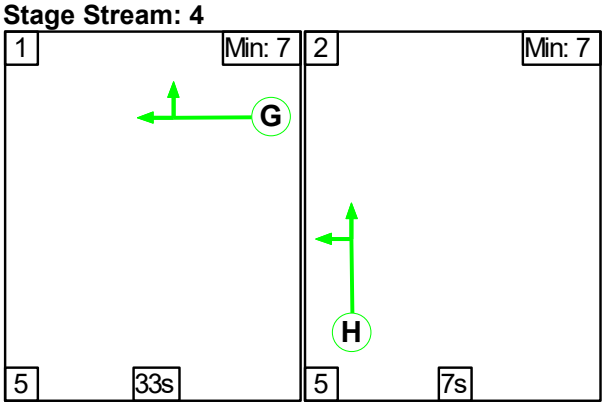
Stage Stream: 2



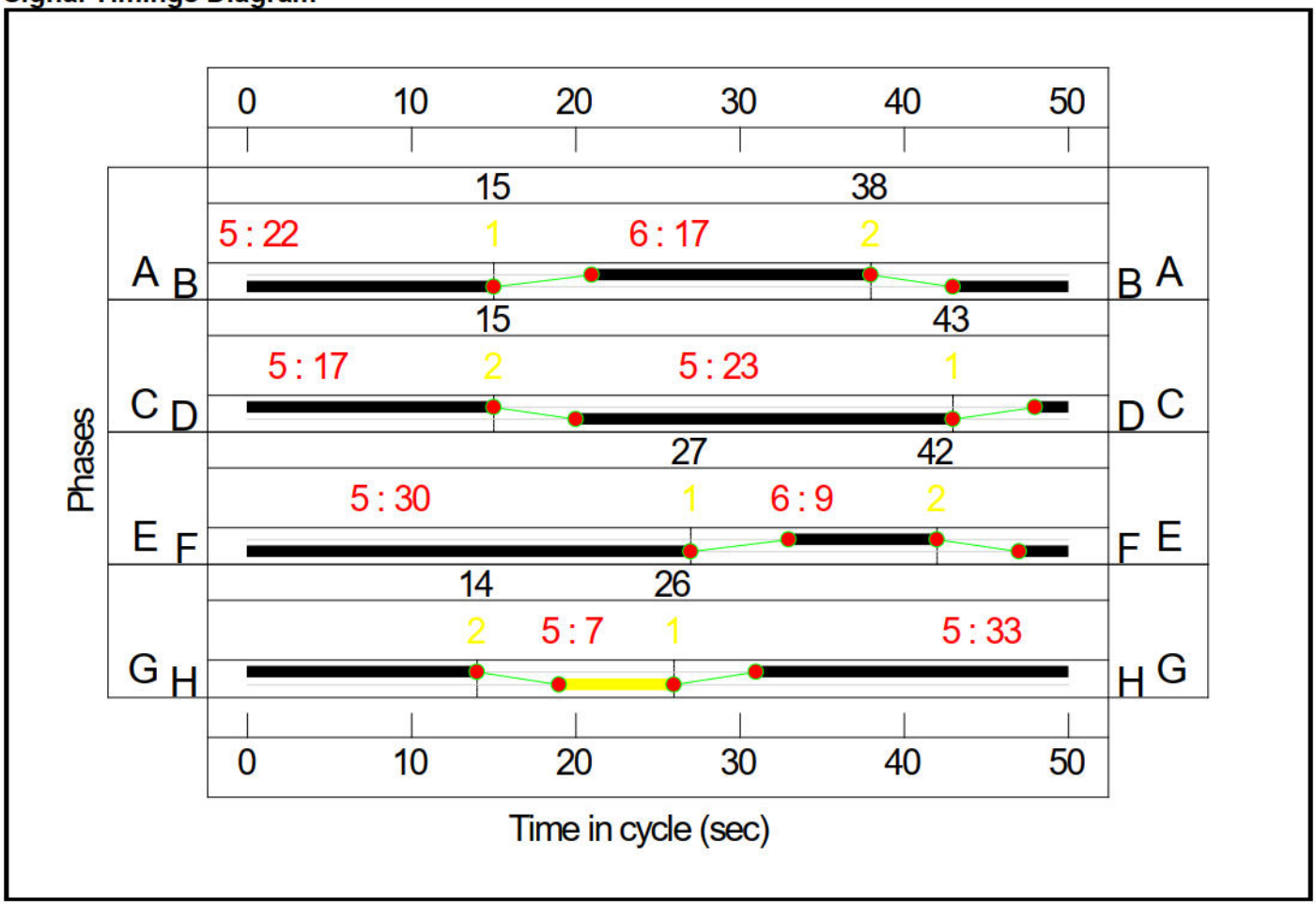
Stage Stream: 3



Stage Stream: 4



Signal Timings Diagram



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Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Castle Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**88.1%**	-
J11 - Castle Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**88.1%**	-
1/1	A345 - Exit	U	N/A	N/A	-		-	-	-	-	-	-	722	Inf	Inf	Inf	0.0%	722
2/1+2/2	A345 Left Ahead	U	2	N/A	D		1	23	20	43	-	-	1041	1823:1845	1823	875+349	88.1 : 77.4%	1041
3/1	A36 (East) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	1102	Inf	Inf	Inf	0.0%	1102
3/2	A36 (East) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	425	Inf	Inf	Inf	0.0%	425
4/1	A36 (East) Left Ahead	U	3	N/A	F		1	30	47	27	-	-	600	1896	1896	1176	51.0%	600
4/2+4/3	A36 (East) Ahead	U	3	N/A	F		1	30	47	27	-	-	518	1873:1834	1873	320+935	41.3 : 41.3%	518
5/1	Castle Street - Exit	U	N/A	N/A	-		-	-	-	-	-	-	313	Inf	Inf	Inf	0.0%	313
6/2+6/1	Castle Street Left Ahead	U	4	N/A	H		1	7	19	26	-	-	294	1798:1824	1798	288+292	66.7 : 35.0%	294
7/1	A36 (West) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	712	Inf	Inf	Inf	0.0%	712
7/2	A36 (West) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	366	Inf	Inf	Inf	0.0%	366
8/2+8/1	A36 (West) Left Ahead	U	1	N/A	B		1	22	43	15	-	-	743	1854:1919	1854	853+483	64.6 : 39.7%	743
8/3	A36 (West) Ahead	U	1	N/A	B		1	22	43	15	-	-	444	1901	1901	874	50.8%	444
9/1	Circulatory EB Ahead	U	2	N/A	C		1	17	48	15	-	-	563	1894	1894	682	82.6%	563
9/2	Circulatory EB Ahead	U	2	N/A	C		1	17	48	15	-	-	425	1894	1894	682	62.3%	425
9/3	Circulatory EB Right	U	2	N/A	C		1	17	48	15	-	-	55	1852	1852	667	8.2%	55

10/1	Circulatory SB Ahead	U	3	N/A	E		1	9	33	42	-	-	286	1834	1834	367	78.0%	286
10/2	Circulatory SB Right	U	3	N/A	E		1	9	33	42	-	-	88	1900	1900	380	23.2%	88
10/3	Circulatory SB Right	U	3	N/A	E		1	9	33	42	-	-	183	1834	1834	367	49.9%	183
11/1	Circulatory WB Ahead	U	4	N/A	G		1	33	31	14	-	-	661	1900	1900	1292	51.2%	661
11/2	Circulatory WB Ahead	U	4	N/A	G		1	33	31	14	-	-	315	1900	1900	1292	24.4%	315
11/3	Circulatory WB Right	U	4	N/A	G		1	33	31	14	-	-	386	1900	1900	1292	29.9%	386
12/1	Circulatory NB Ahead Right	U	1	N/A	A		1	17	21	38	-	-	542	1877	1877	676	80.2%	542
12/2	Circulatory NB Right	U	1	N/A	A		1	17	21	38	-	-	36	1851	1851	666	5.4%	36

RIDGE LinSig Report

Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: Castle Roundabout	**-**	**15.0**	**5.3**	**0.0**	**20.3**	**-**	**4836.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.1%**	**20.3**	**-**
J11 - Castle Roundabout	**-**	**15.0**	**5.3**	**0.0**	**20.3**	**-**	**4836.1**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.1%**	**20.3**	**-**
1/1	722	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
2/1+2/2	1041	3.1	2.8	-	5.9 (4.6+1.3)	20.3 (21.3:17.5)	855.9	0.8	5.1	9.6	2.8	12.4	-	0.00	88.1 : 77.4%	5.9	-
3/1	1102	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
3/2	425	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	600	0.9	0.5	-	1.4	8.4	324.0	0.5	2.8	4.5	0.5	5.0	-	0.00	51.0%	1.4	-
4/2+4/3	518	0.8	0.4	-	1.1 (0.4+0.8)	7.9 (10.3:7.0)	261.8	0.5	1.8	2.6	0.4	2.9	-	0.00	41.3 : 41.3%	1.1	-
5/1	313	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/2+6/1	294	1.6	0.5	-	2.1 (1.4+0.7)	25.7 (26.0:25.0)	270.2	0.9	2.1	2.5	0.5	3.0	-	0.00	66.7 : 35.0%	2.1	-
7/1	712	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/2	366	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/2+8/1	743	2.0	0.6	-	2.6 (2.1+0.6)	12.8 (13.4:11.1)	534.0	0.7	3.8	5.8	0.6	6.4	-	0.00	64.6 : 39.7%	2.6	-
8/3	444	1.2	0.5	-	1.7	13.7	310.8	0.7	3.1	4.3	0.5	4.8	-	0.00	50.8%	1.7	-
9/1	563	0.7	0.0	-	0.7	4.6	507.9	0.9	1.1	4.7	0.0	4.7	0.50	0.00	82.6%	0.7	Yes
9/2	425	0.6	0.0	-	0.6	5.4	349.2	0.8	1.1	4.8	0.0	4.8	-	0.00	62.3%	0.6	Yes
9/3	55	0.1	0.0	-	0.1	3.5	6.6	0.1	0.1	0.1	0.0	0.1	-	0.00	8.2%	0.1	Yes
10/1	286	1.0	0.0	-	1.0	12.4	242.1	0.8	2.1	3.4	0.0	3.4	-	0.00	78.0%	1.0	Yes
10/2	88	0.2	0.0	-	0.2	9.0	72.3	0.8	0.9	1.0	0.0	1.0	-	0.00	23.2%	0.2	Yes
10/3	183	0.5	0.0	-	0.5	9.9	161.0	0.9	1.9	2.2	0.0	2.2	-	0.00	49.9%	0.5	Yes
11/1	661	0.6	0.0	-	0.6	3.2	240.7	0.4	2.2	3.3	0.0	3.3	-	0.00	51.2%	0.6	Yes
11/2	315	0.1	0.0	-	0.1	1.2	44.9	0.1	0.5	0.6	0.0	0.6	0.50	0.00	24.4%	0.1	Yes
11/3	386	0.3	0.0	-	0.3	3.0	115.8	0.3	1.5	1.6	0.0	1.6	-	0.00	29.9%	0.3	Yes

RIDGE LinSig Report

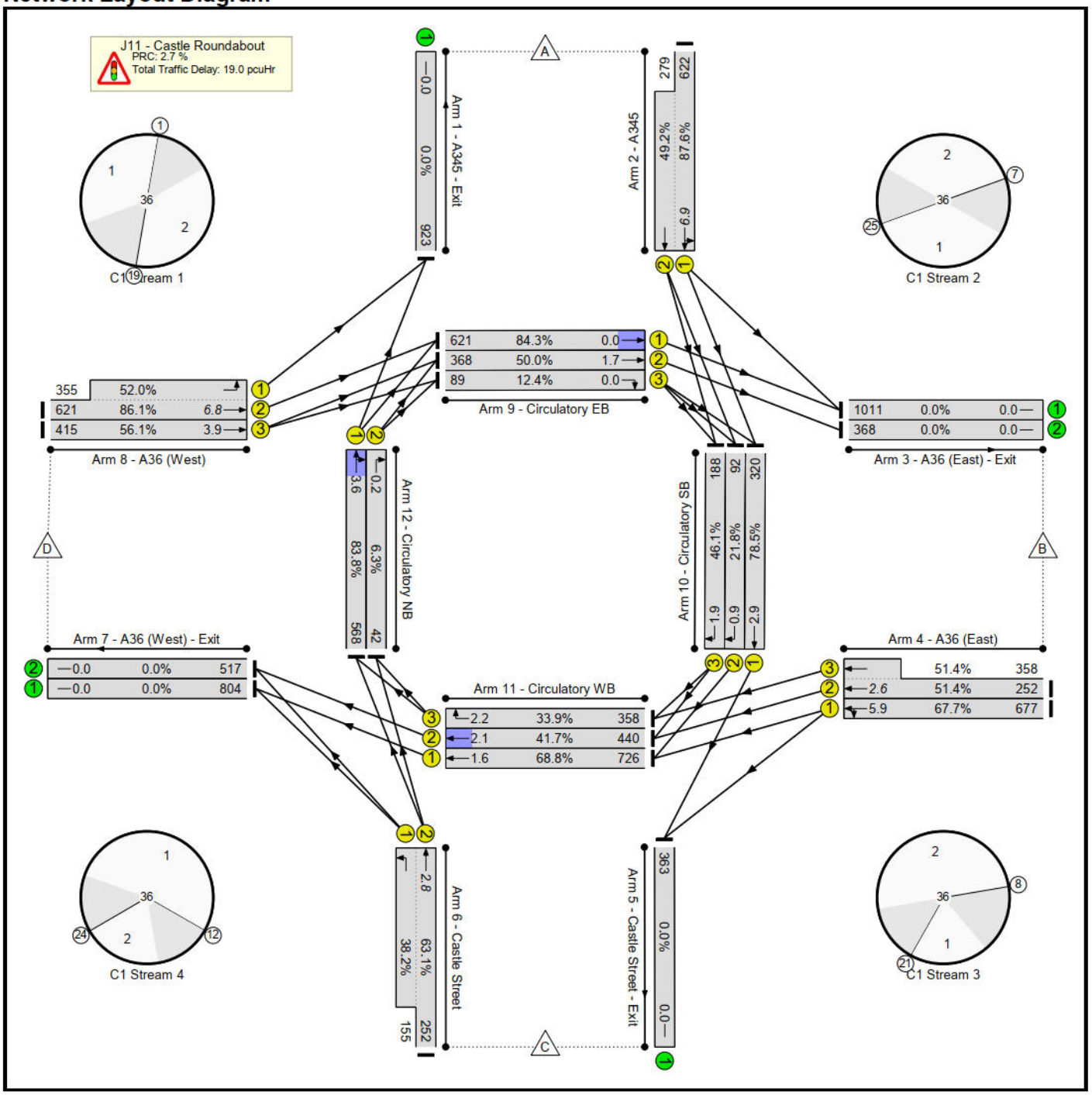
12/1	542	1.3	0.0	-	1.3	8.8	538.9	1.0	3.7	5.9	0.0	5.9	0.50	0.00	80.2%	1.3	Yes
12/2	36	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.00	5.4%	0.0	Yes

C1	Stream: 1 PRC for Signalled Lanes (%):	12.2	Total Delay for Signalled Lanes (pcuHr):	5.65	Cycle Time (s): 50
C1	Stream: 2 PRC for Signalled Lanes (%):	2.1	Total Delay for Signalled Lanes (pcuHr):	7.27	Cycle Time (s): 50
C1	Stream: 3 PRC for Signalled Lanes (%):	15.4	Total Delay for Signalled Lanes (pcuHr):	4.24	Cycle Time (s): 50
C1	Stream: 4 PRC for Signalled Lanes (%):	34.9	Total Delay for Signalled Lanes (pcuHr):	3.10	Cycle Time (s): 50
	PRC Over All Lanes (%):	2.1	Total Delay Over All Lanes(pcuHr):	20.26	

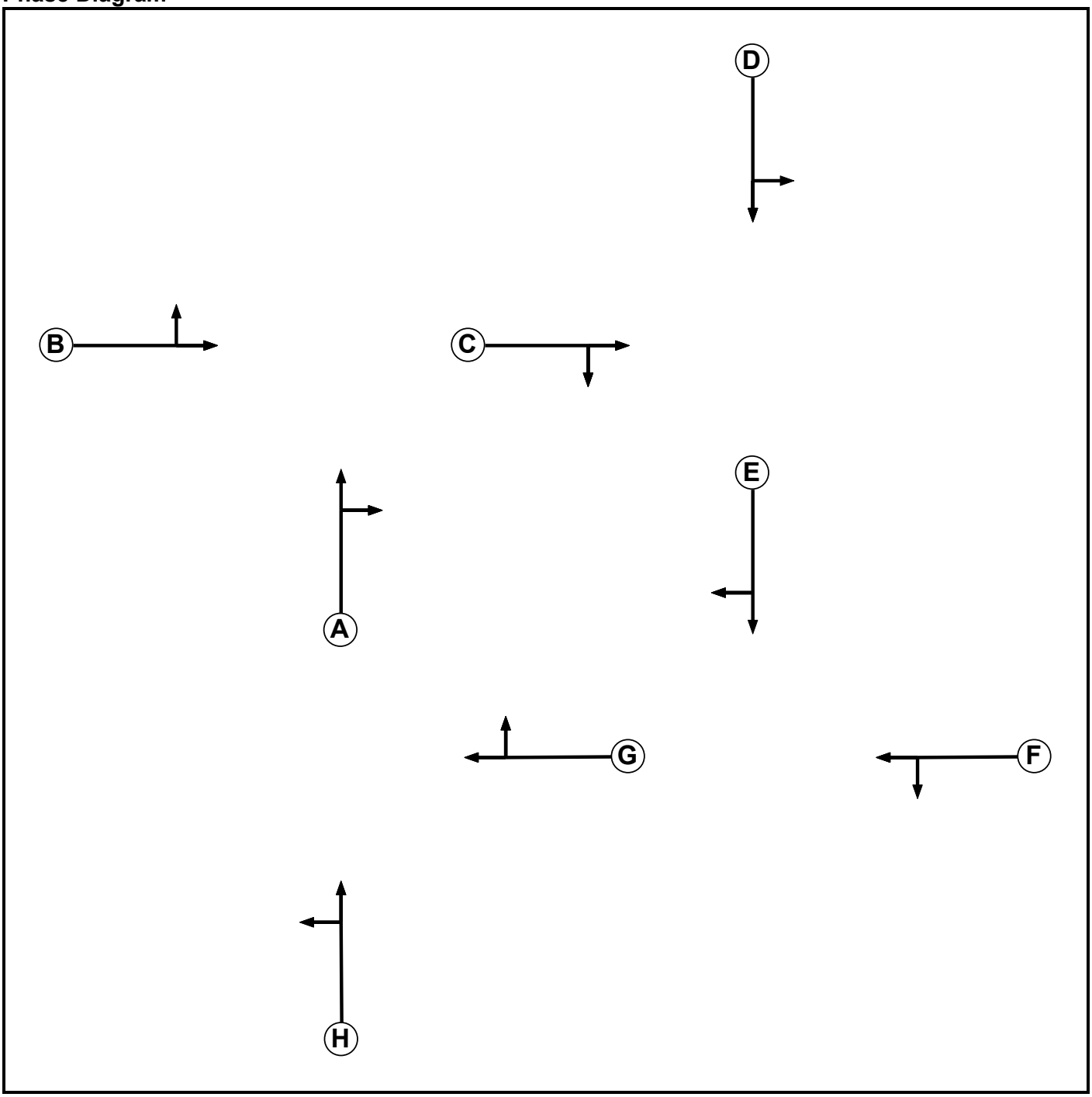
RIDGE LinSig Report

Scenario 6: '2031 Base + Development - PM' (FG6: '2031 Base + Development - PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Phase Diagram



Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		5	-	-	-	-	-	-
B	6		-	-	-	-	-	-
C	-	-		5	-	-	-	-
D	-	-	5		-	-	-	-
E	-	-	-	-		5	-	-
F	-	-	-	-	6		-	-
G	-	-	-	-	-	-		5
H	-	-	-	-	-	-	5	

Lane Input Data

Junction: J11 - Castle Roundabout

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A345 - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/1 (A345)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 3 Left	18.00
											Arm 10 Ahead	23.00
2/2 (A345)	U	D	2	3	20.5	Geom	-	3.50	0.00	Y	Arm 10 Ahead	23.00
3/1 (A36 (East) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/2 (A36 (East) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (A36 (East))	U	F	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Left	21.00
											Arm 11 Ahead	24.00
4/2 (A36 (East))	U	F	10	3	60.0	Geom	-	3.75	0.00	Y	Arm 11 Ahead	24.00
4/3 (A36 (East))	U	F	2	3	4.3	Geom	-	3.50	0.00	Y	Arm 11 Ahead	21.00
5/1 (Castle Street - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Castle Street)	U	H	2	3	42.6	Geom	-	3.00	0.00	Y	Arm 7 Left	30.00
6/2 (Castle Street)	U	H	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 12 Ahead	23.00

7/1 (A36 (West) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (A36 (West) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A36 (West))	U	B	2	3	31.3	Geom	-	4.00	0.00	Y	Arm 1 Left	30.00
8/2 (A36 (West))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 9 Ahead	25.00
8/3 (A36 (West))	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 9 Ahead	25.00
9/1 (Circulatory EB)	U	C	2	3	4.9	Geom	-	3.50	0.00	Y	Arm 3 Ahead	40.00
9/2 (Circulatory EB)	U	C	2	3	5.0	Geom	-	3.50	0.00	Y	Arm 3 Ahead	40.00
9/3 (Circulatory EB)	U	C	2	3	5.2	Geom	-	4.00	0.00	Y	Arm 10 Right	17.00
10/1 (Circulatory SB)	U	E	2	3	3.3	Geom	-	3.50	0.00	Y	Arm 5 Ahead	21.00
10/2 (Circulatory SB)	U	E	2	3	3.1	User	1900	-	-	-	-	-
10/3 (Circulatory SB)	U	E	2	3	3.0	Geom	-	3.50	0.00	Y	Arm 11 Right	21.00
11/1 (Circulatory WB)	U	G	2	3	7.8	User	1900	-	-	-	-	-
11/2 (Circulatory WB)	U	G	2	3	7.8	User	1900	-	-	-	-	-
11/3 (Circulatory WB)	U	G	2	3	7.7	User	1900	-	-	-	-	-
12/1 (Circulatory NB)	U	A	2	3	4.7	Geom	-	3.75	0.00	Y	Arm 1 Ahead Arm 9 Right	25.00 25.00
12/2 (Circulatory NB)	U	A	2	3	5.2	Geom	-	3.75	0.00	Y	Arm 9 Right	20.00

Lane Saturation Flows

Junction: J11 - Castle Roundabout								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A345 - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
2/1 (A345)	3.50	0.00	Y	Arm 3 Left Arm 10 Ahead	18.00 23.00	62.7 % 37.3 %	1825	1825
2/2 (A345)	3.50	0.00	Y	Arm 10 Ahead	23.00	100.0 %	1845	1845
3/1 (A36 (East) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A36 (East) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A36 (East))	4.00	0.00	Y	Arm 5 Left Arm 11 Ahead	21.00 24.00	6.4 % 93.6 %	1895	1895
4/2 (A36 (East))	3.75	0.00	Y	Arm 11 Ahead	24.00	100.0 %	1873	1873
4/3 (A36 (East))	3.50	0.00	Y	Arm 11 Ahead	21.00	100.0 %	1834	1834
5/1 (Castle Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Castle Street)	3.00	0.00	Y	Arm 7 Left	30.00	100.0 %	1824	1824
6/2 (Castle Street)	3.00	0.00	Y	Arm 12 Ahead	23.00	100.0 %	1798	1798
7/1 (A36 (West) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (A36 (West) - Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A36 (West))	4.00	0.00	Y	Arm 1 Left	30.00	100.0 %	1919	1919
8/2 (A36 (West))	3.50	0.00	Y	Arm 9 Ahead	25.00	100.0 %	1854	1854
8/3 (A36 (West))	4.00	0.00	Y	Arm 9 Ahead	25.00	100.0 %	1901	1901
9/1 (Circulatory EB)	3.50	0.00	Y	Arm 3 Ahead	40.00	100.0 %	1894	1894
9/2 (Circulatory EB)	3.50	0.00	Y	Arm 3 Ahead	40.00	100.0 %	1894	1894
9/3 (Circulatory EB)	4.00	0.00	Y	Arm 10 Right	17.00	100.0 %	1852	1852
10/1 (Circulatory SB)	3.50	0.00	Y	Arm 5 Ahead	21.00	100.0 %	1834	1834
10/2 (Circulatory SB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/3 (Circulatory SB)	3.50	0.00	Y	Arm 11 Right	21.00	100.0 %	1834	1834
11/1 (Circulatory WB Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

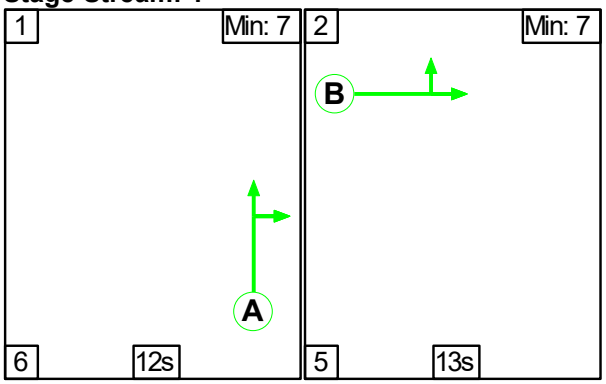
11/2 (Circulatory WB Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
11/3 (Circulatory WB Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
12/1 (Circulatory NB)	3.75	0.00	Y	Arm 1 Ahead	25.00	100.0 %	1877	1877
				Arm 9 Right	25.00	0.0 %		
12/2 (Circulatory NB)	3.75	0.00	Y	Arm 9 Right	20.00	100.0 %	1851	1851

Lane Connector Input Data

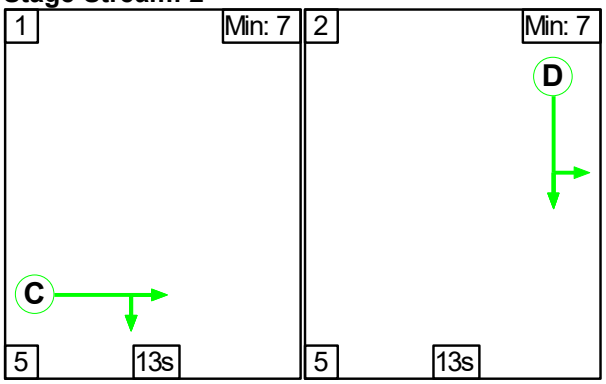
Junction: J11 - Castle Roundabout				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
2/1	3/1	Internal	39	35
2/1	10/1	Internal	5	N/A
2/2	10/2	Internal	5	N/A
2/2	10/3	Internal	5	N/A
4/1	5/1	Internal	39	35
4/1	11/1	Internal	8	N/A
4/2	11/2	Internal	7	N/A
4/3	11/3	Internal	2	N/A
6/1	7/1	Internal	39	35
6/1	7/2	Internal	39	35
6/2	12/1	Internal	6	N/A
6/2	12/2	Internal	5	N/A
8/1	1/1	Internal	39	35
8/2	9/1	Internal	6	N/A
8/3	9/2	Internal	6	N/A
8/3	9/3	Internal	6	N/A
9/1	3/1	Internal	39	35
9/2	3/2	Internal	39	35
9/3	10/1	Internal	5	N/A
9/3	10/2	Internal	5	N/A
9/3	10/3	Internal	32	N/A
10/1	5/1	Internal	39	35
10/2	11/1	Internal	8	N/A
10/3	11/2	Internal	7	N/A
10/3	11/3	Internal	6	N/A
11/1	7/1	Internal	39	35
11/2	7/2	Internal	39	35
11/3	12/1	Internal	5	N/A
11/3	12/2	Internal	5	N/A
12/1	1/1	Internal	39	35
12/1	9/1	Internal	3	N/A
12/2	9/2	Internal	3	N/A
12/2	9/3	Internal	3	N/A

Stage Sequence Diagram

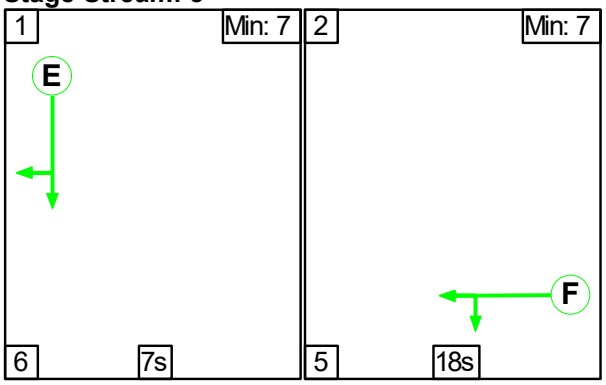
Stage Stream: 1



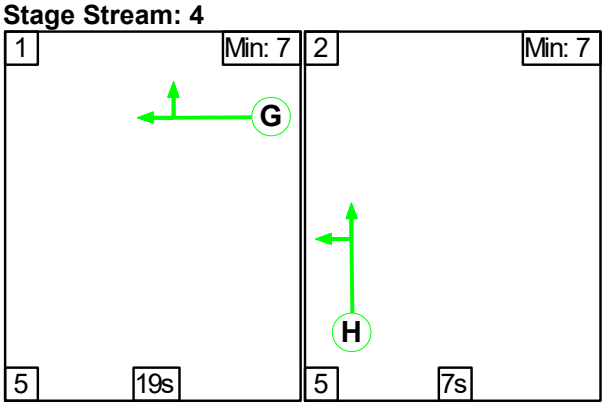
Stage Stream: 2



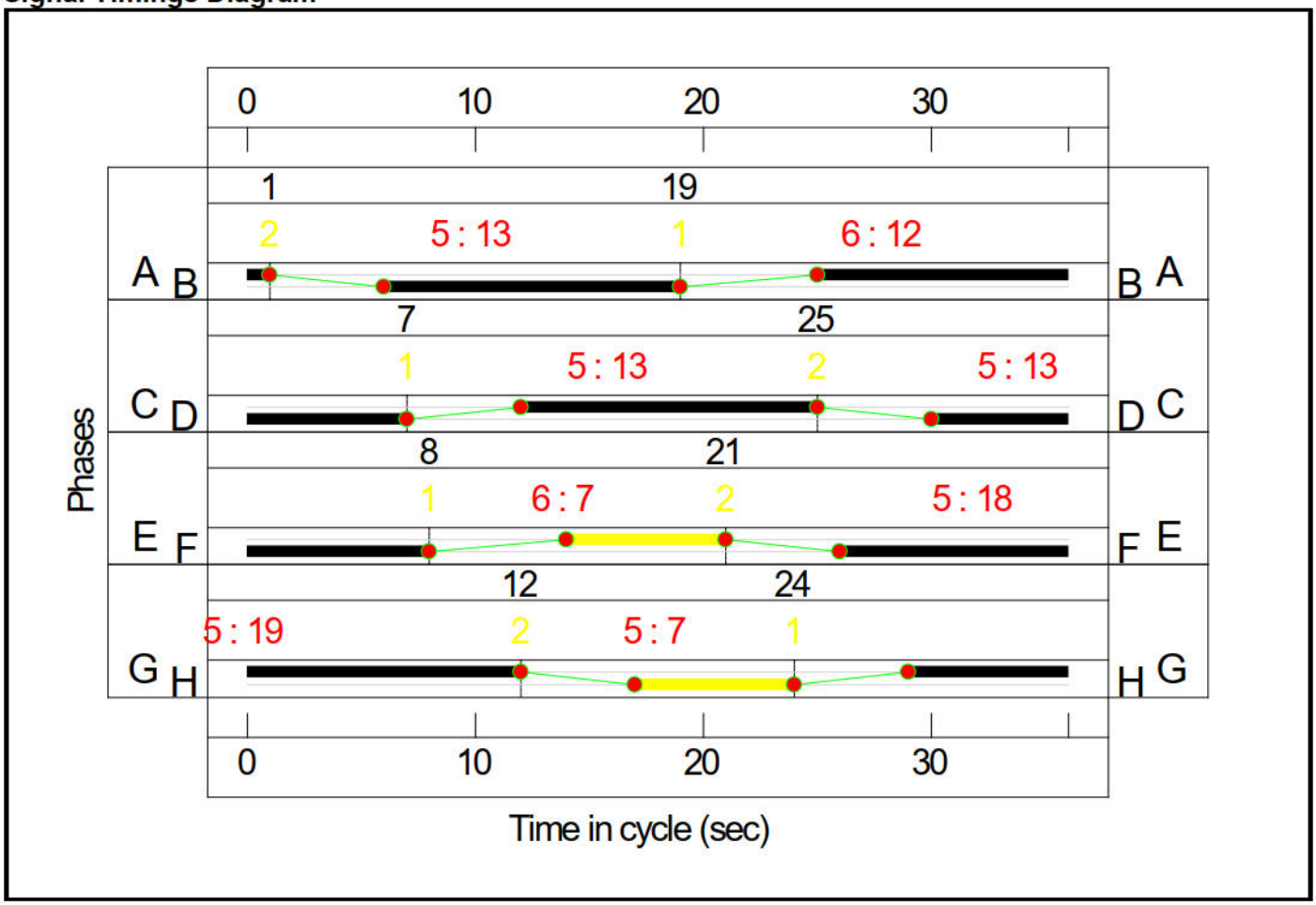
Stage Stream: 3



Stage Stream: 4



Signal Timings Diagram



RIDGE LinSig Report

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Start Green (s)	End Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Castle Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**87.6%**	-
J11 - Castle Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	-	-	-	-	**87.6%**	-
1/1	A345 - Exit	U	N/A	N/A	-		-	-	-	-	-	-	923	Inf	Inf	Inf	0.0%	923
2/1+2/2	A345 Left Ahead	U	2	N/A	D		1	13	30	7	-	-	901	1825:1845	1825	710+567	87.6 : 49.2%	901
3/1	A36 (East) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	1011	Inf	Inf	Inf	0.0%	1011
3/2	A36 (East) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	368	Inf	Inf	Inf	0.0%	368
4/1	A36 (East) Left Ahead	U	3	N/A	F		1	18	26	8	-	-	677	1895	1895	1000	67.7%	677
4/2+4/3	A36 (East) Ahead	U	3	N/A	F		1	18	26	8	-	-	610	1873:1834	1873	490+697	51.4 : 51.4%	610
5/1	Castle Street - Exit	U	N/A	N/A	-		-	-	-	-	-	-	363	Inf	Inf	Inf	0.0%	363
6/2+6/1	Castle Street Left Ahead	U	4	N/A	H		1	7	17	24	-	-	407	1798:1824	1798	400+405	63.1 : 38.2%	407
7/1	A36 (West) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	804	Inf	Inf	Inf	0.0%	804
7/2	A36 (West) - Exit	U	N/A	N/A	-		-	-	-	-	-	-	517	Inf	Inf	Inf	0.0%	517
8/2+8/1	A36 (West) Left Ahead	U	1	N/A	B		1	13	6	19	-	-	976	1854:1919	1854	721+683	86.1 : 52.0%	976
8/3	A36 (West) Ahead	U	1	N/A	B		1	13	6	19	-	-	415	1901	1901	739	56.1%	415
9/1	Circulatory EB Ahead	U	2	N/A	C		1	13	12	25	-	-	621	1894	1894	737	84.3%	621
9/2	Circulatory EB Ahead	U	2	N/A	C		1	13	12	25	-	-	368	1894	1894	737	50.0%	368
9/3	Circulatory EB Right	U	2	N/A	C		1	13	12	25	-	-	89	1852	1852	720	12.4%	89

10/1	Circulatory SB Ahead	U	3	N/A	E		1	7	14	21	-	-	320	1834	1834	408	78.5%	320
10/2	Circulatory SB Right	U	3	N/A	E		1	7	14	21	-	-	92	1900	1900	422	21.8%	92
10/3	Circulatory SB Right	U	3	N/A	E		1	7	14	21	-	-	188	1834	1834	408	46.1%	188
11/1	Circulatory WB Ahead	U	4	N/A	G		1	19	29	12	-	-	726	1900	1900	1056	68.8%	726
11/2	Circulatory WB Ahead	U	4	N/A	G		1	19	29	12	-	-	440	1900	1900	1056	41.7%	440
11/3	Circulatory WB Right	U	4	N/A	G		1	19	29	12	-	-	358	1900	1900	1056	33.9%	358
12/1	Circulatory NB Ahead Right	U	1	N/A	A		1	12	25	1	-	-	568	1877	1877	678	83.8%	568
12/2	Circulatory NB Right	U	1	N/A	A		1	12	25	1	-	-	42	1851	1851	668	6.3%	42

RIDGE LinSig Report

Item	Leaving (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Uniform Stops (stops)	Av. Uniform Stops Per PCU (stops/pcu)	Back of Uniform Q At End of Red(pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	De-sliver Threshold (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Weighted Total Delay (pcuHr)	Ignoring Random Delay ?
Network: Castle Roundabout	**-**	**14.0**	**5.0**	**0.0**	**19.0**	**-**	**5074.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**87.6%**	**19.0**	**-**
J11 - Castle Roundabout	**-**	**14.0**	**5.0**	**0.0**	**19.0**	**-**	**5074.7**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**87.6%**	**19.0**	**-**
1/1	923	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
2/1+2/2	901	2.4	1.2	-	3.6 (2.6+1.0)	14.3 (15.0:12.7)	763.9	0.8	3.5	5.7	1.2	6.9	-	0.00	87.6 : 49.2%	3.6	-
3/1	1011	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
3/2	368	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
4/1	677	1.2	1.0	-	2.2	11.8	488.9	0.7	2.8	4.9	1.0	5.9	-	0.00	67.7%	2.2	-
4/2+4/3	610	1.2	0.5	-	1.7 (0.9+0.8)	10.2 (13.2:8.1)	404.8	0.7	1.5	2.1	0.5	2.6	-	0.00	51.4 : 51.4%	1.7	-
5/1	363	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
6/2+6/1	407	1.4	0.5	-	1.9 (1.2+0.7)	16.9 (17.2:16.4)	353.2	0.9	1.8	2.2	0.5	2.8	-	0.00	63.1 : 38.2%	1.9	-
7/1	804	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
7/2	517	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.00	0.0%	0.0	-
8/2+8/1	976	2.6	1.1	-	3.7 (2.5+1.2)	13.6 (14.3:12.4)	825.6	0.8	3.5	5.7	1.1	6.8	-	0.00	86.1 : 52.0%	3.7	-
8/3	415	1.0	0.6	-	1.6	14.1	322.8	0.8	2.3	3.2	0.6	3.9	-	0.00	56.1%	1.6	-
9/1	621	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.50	0.00	84.3%	0.0	Yes
9/2	368	0.2	0.0	-	0.2	2.4	166.4	0.5	0.4	1.7	0.0	1.7	-	0.00	50.0%	0.2	Yes
9/3	89	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.00	12.4%	0.0	Yes
10/1	320	1.0	0.0	-	1.0	11.1	286.4	0.9	2.6	2.9	0.0	2.9	-	0.00	78.5%	1.0	Yes
10/2	92	0.3	0.0	-	0.3	12.0	91.4	1.0	0.9	0.9	0.0	0.9	-	0.00	21.8%	0.3	Yes
10/3	188	0.7	0.0	-	0.7	12.9	188.0	1.0	1.8	1.9	0.0	1.9	-	0.00	46.1%	0.7	Yes
11/1	726	0.5	0.0	-	0.5	2.5	162.4	0.2	1.6	1.6	0.0	1.6	-	0.00	68.8%	0.5	Yes
11/2	440	0.5	0.0	-	0.5	4.3	209.0	0.5	2.1	2.1	0.0	2.1	0.50	0.00	41.7%	0.5	Yes
11/3	358	0.1	0.0	-	0.1	0.6	218.8	0.6	0.0	2.2	0.0	2.2	-	0.00	33.9%	0.1	Yes

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12/1	568	1.0	0.0	-	1.0	6.3	568.0	1.0	1.5	3.6	0.0	3.6	0.50	0.00	83.8%	1.0	Yes
12/2	42	0.0	0.0	-	0.0	1.2	25.0	0.6	0.1	0.2	0.0	0.2	-	0.00	6.3%	0.0	Yes

C1	Stream: 1 PRC for Signalled Lanes (%):	4.5	Total Delay for Signalled Lanes (pcuHr):	6.32	Cycle Time (s): 36
C1	Stream: 2 PRC for Signalled Lanes (%):	2.7	Total Delay for Signalled Lanes (pcuHr):	3.81	Cycle Time (s): 36
C1	Stream: 3 PRC for Signalled Lanes (%):	14.6	Total Delay for Signalled Lanes (pcuHr):	5.91	Cycle Time (s): 36
C1	Stream: 4 PRC for Signalled Lanes (%):	30.9	Total Delay for Signalled Lanes (pcuHr):	2.99	Cycle Time (s): 36
	PRC Over All Lanes (%):	2.7	Total Delay Over All Lanes(pcuHr):	19.04	