

SUMMARY OF McDONALD'S SURVEY INFORMATION

McDonald’s survey data - : Vehicle and Pedestrian counts

Traffic flows

Darlington			Bradford		Ripley		Average	
Friday								
Time	In	Out	In	Out	In	Out	In	Out
16:00 - 17:00	81	84	134	130	109	104	108	106
17:00 - 18:00	92	86	155	159	131	123	126	123
18:00 - 19:00	96	104	112	119	111	123	106	115
Total	269	274	401	408	351	350	340	344
Saturday								
Time	In	Out	In	Out	In	Out	In	Out
11:00 - 12:00	86	75	84	49	104	81	91	68
12:00 - 13:00	126	122	144	129	116	123	129	125
13:00 - 14:00	125	127	123	142	142	139	130	136
14:00 - 15:00	126	134	112	115	86	95	108	115
Total	463	458	463	435	448	438	458	444

Pedestrians

Friday								
Time	In	Out	In	Out	In	Out	In	Out
16:00	4	3	46	66	26	23	25	31
17:00	8	5	74	73	34	21	39	33
18:00	16	18	71	68	17	25	35	37
Total	28	26	191	207	77	69	99	101
Saturday								
Time	In	Out	In	Out	In	Out	In	Out
11:00	5	5	83	49	16	7	35	20
12:00	10	6	59	62	23	12	31	27
13:00	6	9	69	59	16	17	30	28
14:00	29	7	48	61	17	15	31	28
Total	50	27	259	231	72	51	127	103

Parking

Spaces occupied
(Recorded by beat survey)

Friday					
Time	Occupied	Occupied	Occupied	Occupied	Occupied
16:00	13	24	13	17	Average of all sites Parking demand Minimum13 Maximum22 Average18
16:15	13	23	15	17	
16:30	12	28	14	18	
16:45	15	32	18	22	
17:00	11	22	18	17	
17:15	14	28	13	18	
17:30	21	27	19	22	
17:45	19	17	19	18	
18:00	14	17	24	18	
18:15	13	19	26	19	
18:30	16	10	19	15	
18:45	13	10	16	13	
19:00	8	17	21	15	
Saturday					
Time	Occupied	Occupied	Occupied	Occupied	Occupied
11:00	11	10	13	11	Average of all sites Parking demand Minimum10 Maximum25 Average20
11:15	10	13	7	10	
11:30	13	16	19	16	
11:45	17	18	27	21	
12:00	24	23	27	25	
12:15	24	20	22	22	
12:30	27	20	21	23	
12:45	27	22	17	22	
13:00	26	31	19	25	
13:15	19	29	22	23	
13:30	20	23	26	23	
13:45	24	29	18	24	
14:00	30	19	24	24	
14:15	32	19	15	22	
14:30	19	20	17	19	
14:45	16	20	13	16	
15:00	7	18	15	13	

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

Customer activity types

Darlington			Bradford		Ripey		Total		Total %		
Customer activity types			Friday	Saturday	Friday	Saturday	Friday	Saturday	Friday	Saturday	
1	Drive in, park, use restaurant, drive out	51	73	55	95	81	133	187	301	18%	22%
2	Drive in, park, use restaurant, eat in vehicle, drive out	4	17	7	9	8	12	19	38	2%	3%
3	Drive in, drive thru, drive out	192	344	284	291	214	243	690	878	68%	65%
4	Drive in, use drive thru, park, eat in vehicle, drive out	12	9	35	31	17	16	64	56	6%	4%
5/6/7	Other	4	8	5	20	51	57	60	85	6%	6%
Total		263	451	386	446	371	461	1020	1358	100%	100%

Customer trips

		Friday	Saturday			Friday	Saturday			Friday	Saturday			Friday	Saturday
Additional	Same origin/destination, McDonald Same Purpose	42	39			38	42			43	28			123	109
Existing	Different O/D or Same O/D McDonald's not sole purpose	7	37			27	33			18	27			52	97
Shared	Shared with foodstore	21	12			10	18			10	22			41	52
Total		70	88			75	93			71	77			216	258

SATURDAY

Min	2
Max	10
Average	5

Min	1
Max	13
Average	7

	Friday			Saturday		
	In	DT	CP	In	DT	CP
0	17	11	6	21	15	6
100	10	4	6	14	9	5
200	5	4	1	9	7	2
300	4	4	0	7	5	2
400	4	4	0	4	2	2
500	14	14	0	15	10	5
600	38	29	9	31	21	10
700	71	52	19	42	33	9
800	81	52	29	74	48	26
900	82	55	27	86	57	29
1000	64	40	24	84	57	27
1100	74	40	34	91	52	39
1200	131	73	58	129	75	54
1300	106	57	49	130	78	52
1400	67	45	22	108	66	42
1500	99	63	36	95	60	35
1600	108	72	36	96	60	36
1700	126	77	49	89	57	32
1800	106	66	40	93	58	35
1900	97	58	39	67	45	22
2000	81	54	27	51	35	16
2100	63	42	21	44	34	10
2200	44	28	16	46	31	15
2300	20	12	8	17	11	6
	1511	956	555	1443	926	517

TRICS DATA: DRIVE THRU RESTAURANTS

9.1	Weekday
9.2	Saturday

Audit Code: d2a24d4e-197f-43af-942e-0f88555cc355

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: D - FAST FOOD - DRIVE THROUGH

Total Vehicles

Selected regions and areas:

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

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

APPENDIX 9.1
TRICS DATA: DRIVE THRU
RESTAURANTS WEEKDAY

Audit Code: d2a24d4e-197f-43af-942e-0f88555cc355

Primary Filtering Selection:

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

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

Public Transport Provision:

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

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

Selected survey days:

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

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

Selected survey types:

Manual count	10
Direction ATC Count	0

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

Selected Locations:

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

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

Selected Location Sub Categories:

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

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	6 days
Servicing vehicles Included	4 days

Audit Code: d2a24d4e-197f-43af-942e-0f88555cc355

Secondary Filtering Selection:

Use Class:

Not Known

10 surveys

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

Population within 500m Range:

0 - 3855

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	4 surveys
1.1 to 1.5	6 surveys

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

Audit Code: d2a24d4e-197f-43af-942e-0f88555cc355

Petrol filling station:

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

Travel Plan:

No	10 surveys
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	10 surveys
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This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

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

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

Audit Code: d2a24d4e-197f-43af-942e-0f88555cc355

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

Audit Code: d2a24d4e-197f-43af-942e-0f88555cc355

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Gross floor area: 360 sqm

Survey date: Wednesday 19/10/2022

Survey Type: Manual

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

REDDITCH

Suburban Area (PPS6 Out of Centre)

No Sub Category

Gross floor area: 436 sqm

Survey date: Friday 02/10/2020

Survey Type: Manual

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

BOGNOR REGIS

Edge of Town

Retail Zone

Gross floor area: 330 sqm

Survey date: Thursday 25/05/2023

Survey Type: Manual

DESELECTED SURVEYS

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

Audit Code: d2a24d4e-197f-43af-942e-0f88555cc355

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

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

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

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

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Audit Code: d2a24d4e-197f-43af-942e-0f88555cc355

Parameter Summary:

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

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



Audit Code: b54bc295-fe89-4d36-a595-74c8e6e1d54f

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: D - FAST FOOD - DRIVE THROUGH

Total Vehicles

Selected regions and areas:

03	SOUTH WEST	
	GS	GLOUCESTERSHIRE
	TB	TORBAY
		1 day
		1 day

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

APPENDIX 9.2
TRICS DATA: DRIVE THRU
RESTAURANTS SATURDAY

Audit Code: b54bc295-fe89-4d36-a595-74c8e6e1d54f

Primary Filtering Selection:

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

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

Public Transport Provision:

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

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

Selected survey days:

Saturday	2 days
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This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

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

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

Selected Location Sub Categories:

Out of Town	1 days
Retail Zone	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
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Audit Code: b54bc295-fe89-4d36-a595-74c8e6e1d54f

Secondary Filtering Selection:

Use Class:

Not Known 2 surveys

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

Population within 500m Range:

100 - 1091

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000	2 surveys
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This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	2 surveys
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: b54bc295-fe89-4d36-a595-74c8e6e1d54f

Petrol filling station:

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

Travel Plan:

No 2 surveys

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

PTAL Rating:

No PTAL Present 2 surveys

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

COVID-19 Restrictions:

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

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

Audit Code: b54bc295-fe89-4d36-a595-74c8e6e1d54f

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

DESELECTED SURVEYS

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

Audit Code: b54bc295-fe89-4d36-a595-74c8e6e1d54f

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

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

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

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

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Audit Code: b54bc295-fe89-4d36-a595-74c8e6e1d54f

Parameter Summary:

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

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

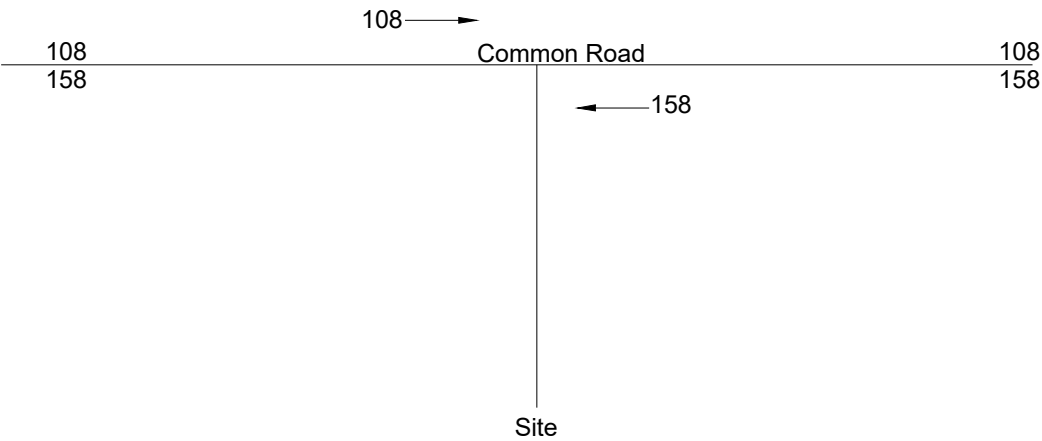
2024 ATC DATA

10.1	ATC Data
10.2	ATC Peak Hour Traffic Flows

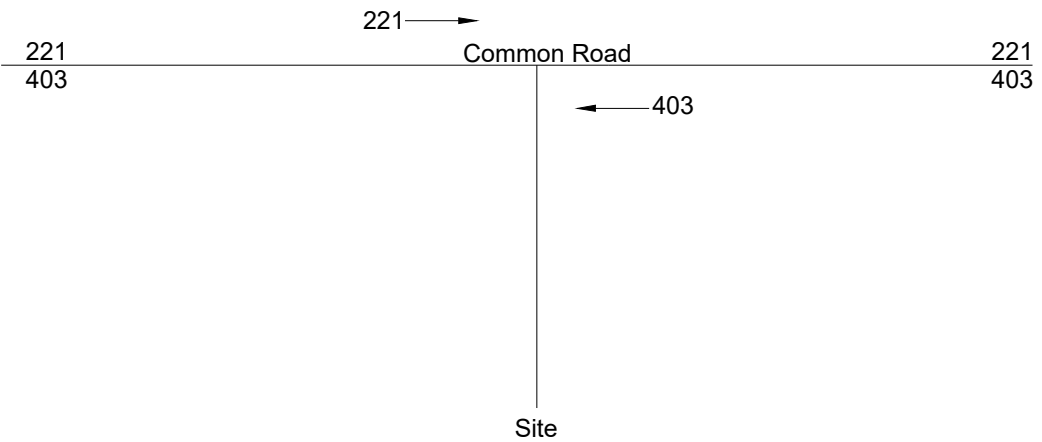
13452	MERTHYR TYDFIL			Site No: 13452001		Location	Site 1 - Durlais, Merthyr Tydfil		
Channel: Two way									
								5-Day	7-Day
TIME								Av	Av
PERIOD	Wed 12-Jun-24	Thu 13-Jun-24	Fri 14-Jun-24	Sat 15-Jun-24	Sun 16-Jun-24	Mon 17-Jun-24	Tue 18-Jun-24		
Week Begin: 12-Jun-24									
00:00	6	5	66	13	3	4	3	17	15
01:00	7	6	27	4	6	5	2	9	8
02:00	7	5	41	11	2	5	3	12	10
03:00	12	7	38	9	7	6	11	15	13
04:00	26	24	93	15	3	23	22	38	29
05:00	123	128	138	46	29	122	113	125	100
06:00	111	117	110	41	18	111	116	113	89
07:00	224	217	184	62	31	193	214	207	161
08:00	248	234	255	110	42	255	217	242	194
09:00	264	265	266	192	125	245	231	254	227
10:00	258	256	307	304	314	237	246	261	275
11:00	271	281	394	346	387	278	237	292	313
12:00	278	286	359	397	414	288	280	299	329
13:00	318	305	389	389	340	324	316	330	341
14:00	376	359	394	380	284	347	332	362	353
15:00	365	360	504	350	282	291	350	374	357
16:00	331	343	624	328	117	499	501	459	392
17:00	361	360	458	251	71	454	467	420	346
18:00	234	237	325	219	79	258	243	260	228
19:00	152	148	197	157	55	182	146	165	148
20:00	344	340	109	105	51	108	92	199	164
21:00	278	274	59	74	32	64	83	151	123
22:00	225	222	40	20	22	55	42	117	90
23:00	88	89	16	15	8	15	10	43	34
12H,7-19	3528	3503	4459	3328	2486	3669	3634	3758	3516
16H,6-22	4413	4382	4934	3705	2642	4134	4071	4387	4040
18H,6-24	4726	4693	4990	3740	2672	4204	4123	4547	4164
24H,0-24	4907	4868	5393	3838	2722	4369	4277	4763	4339

APPENDIX 10.1
ATC DATA

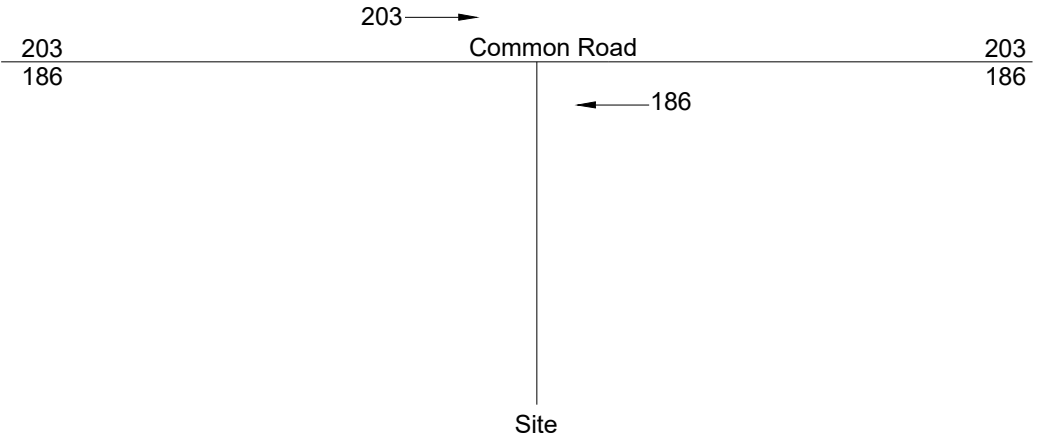
Data produced by
Auto Surveys Ltd



Weekday AM Peak 09:00 - 10:00 Hours



Weekday PM Peak 16:00 -17:00 Hours



Saturday Peak 13:00 -14:00 Hours



ADL
TRAFFIC & HIGHWAYS

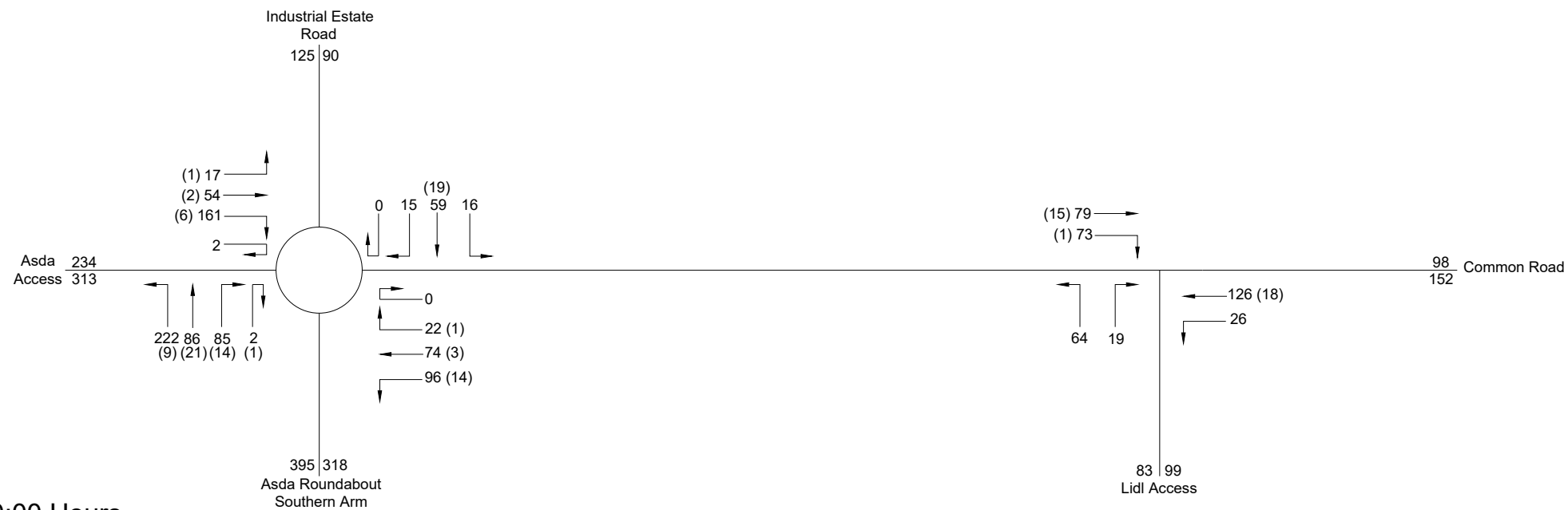
Title
ATC PEAK HOUR TRAFFIC FLOWS

Scale

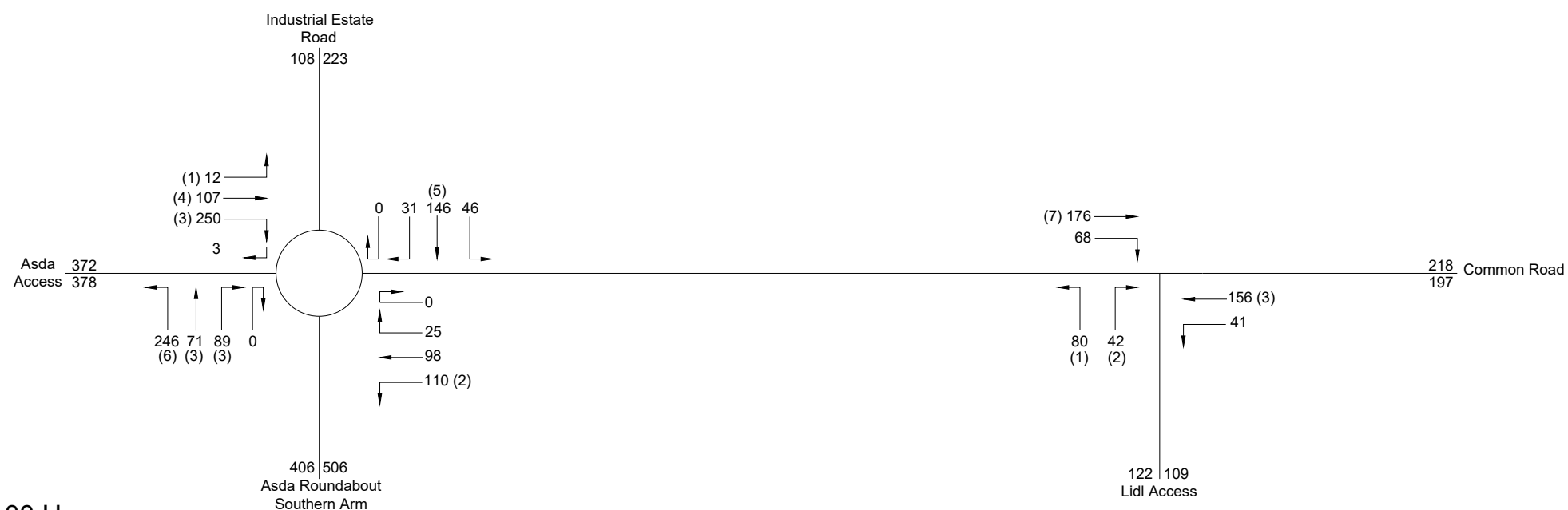
NTS@A3

APPENDIX 10.2

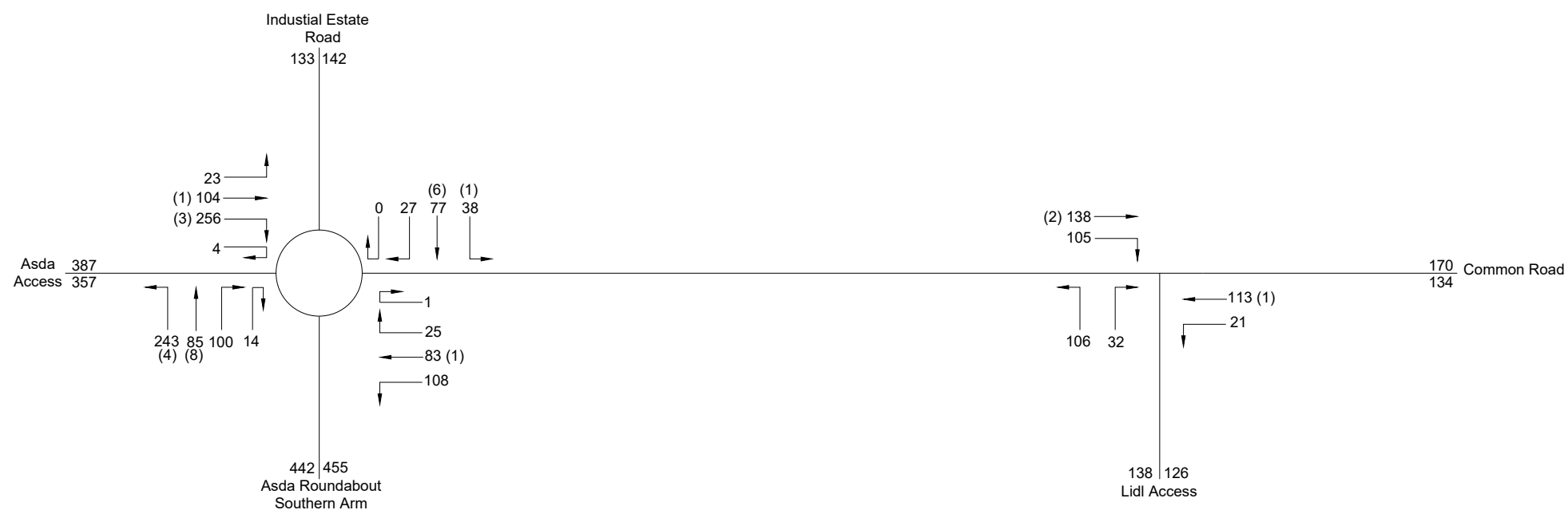
2025 SURVEYED TRAFFIC FLOWS



Weekday AM Peak 09:00 - 10:00 Hours



Weekday PM Peak 16:00 - 17:00 Hours



Saturday Peak 14:00 - 15:00 Hours



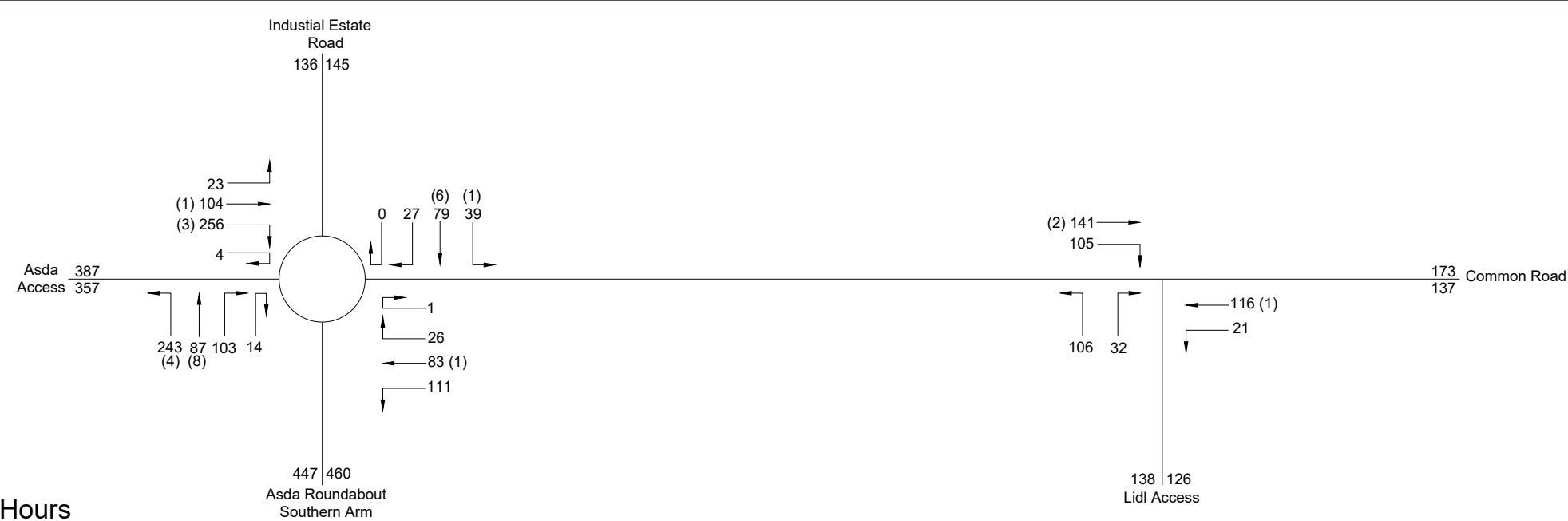
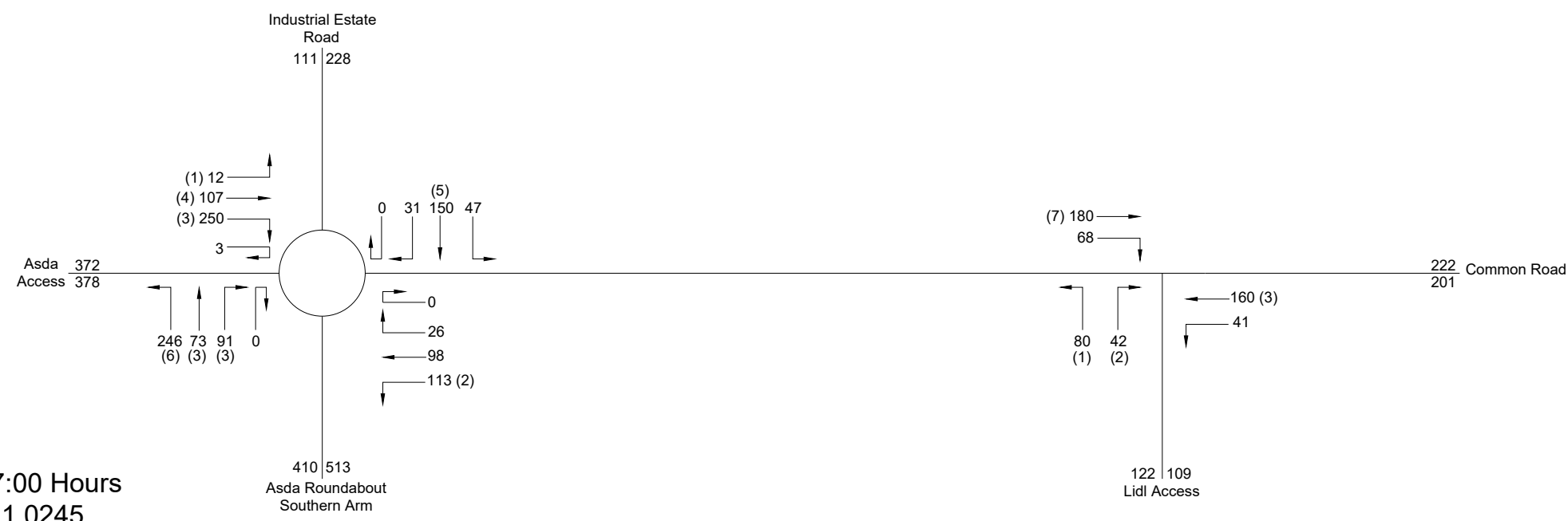
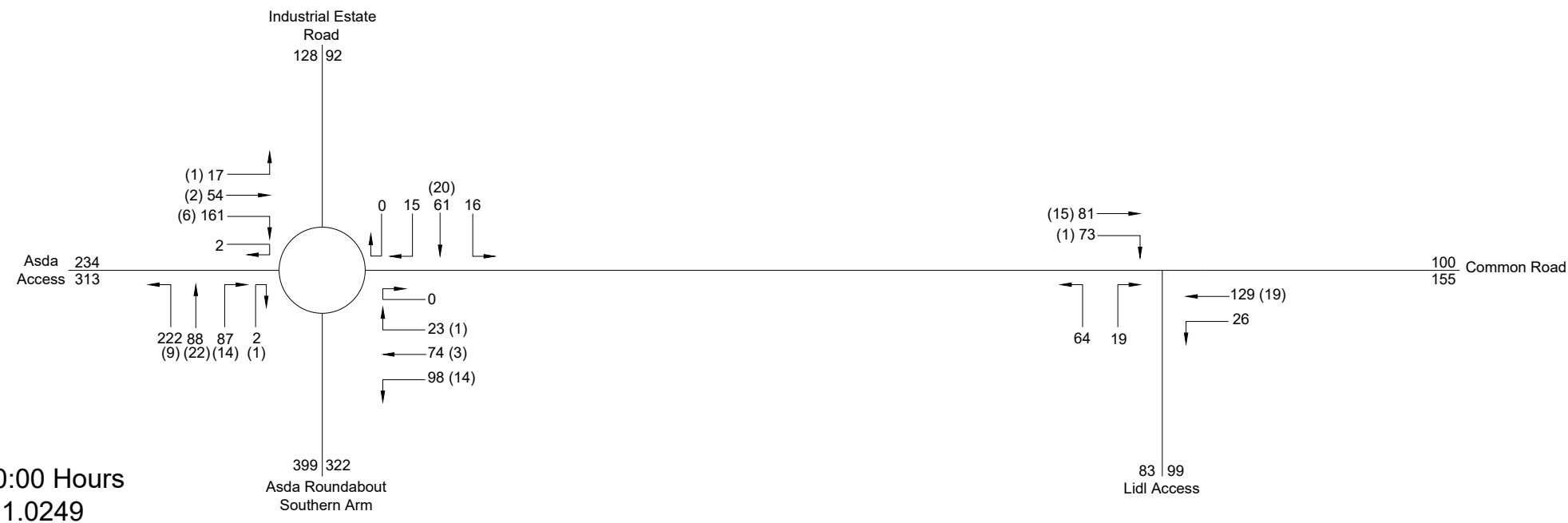
Title
2025 SURVEYED FLOWS

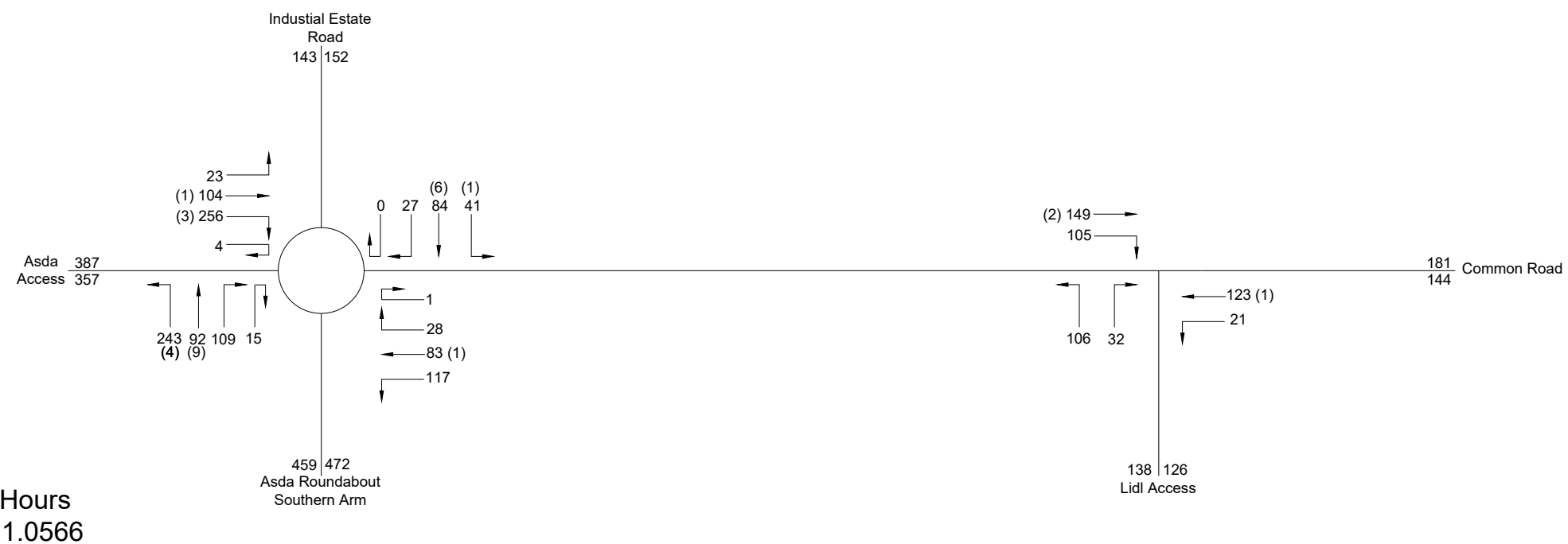
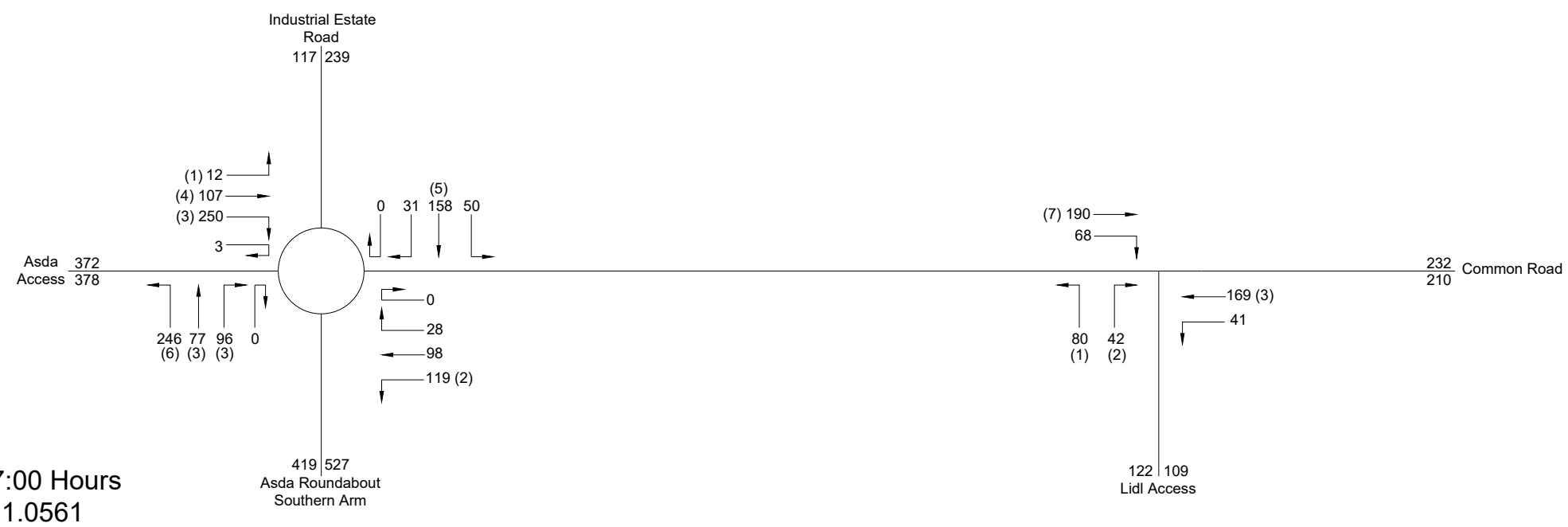
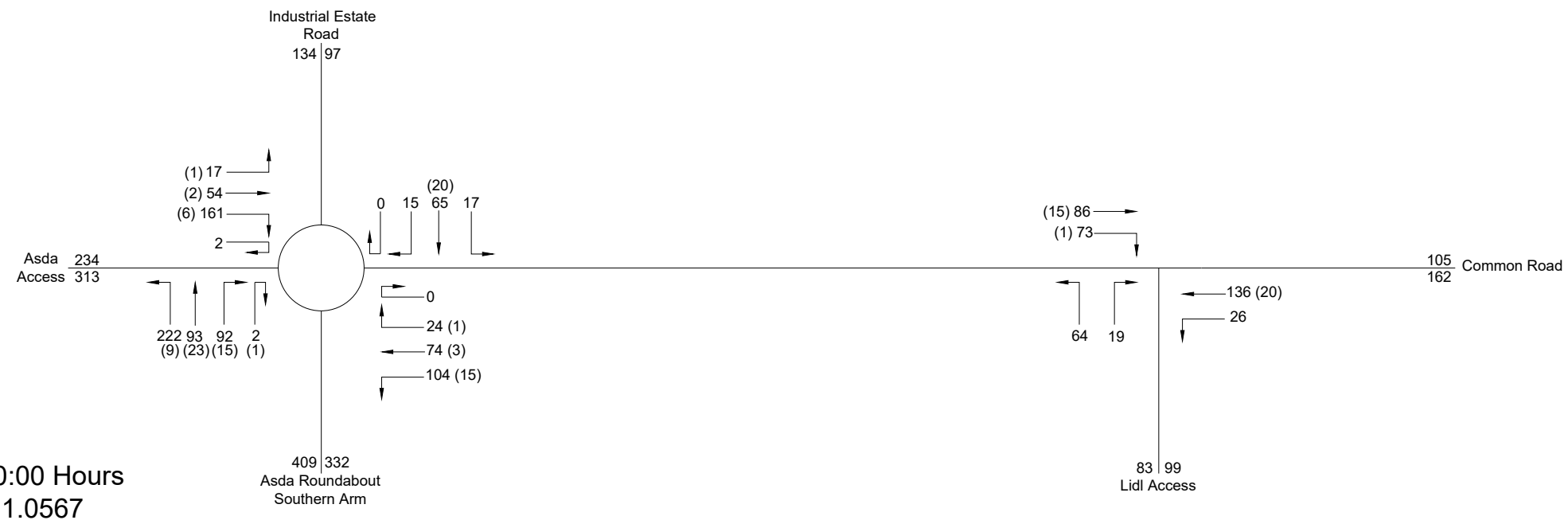
Scale
NTS@A3

APPENDIX 11.0

BASE FLOWS

12.1	2027 Base Flows
12.2	2032 Base Flows





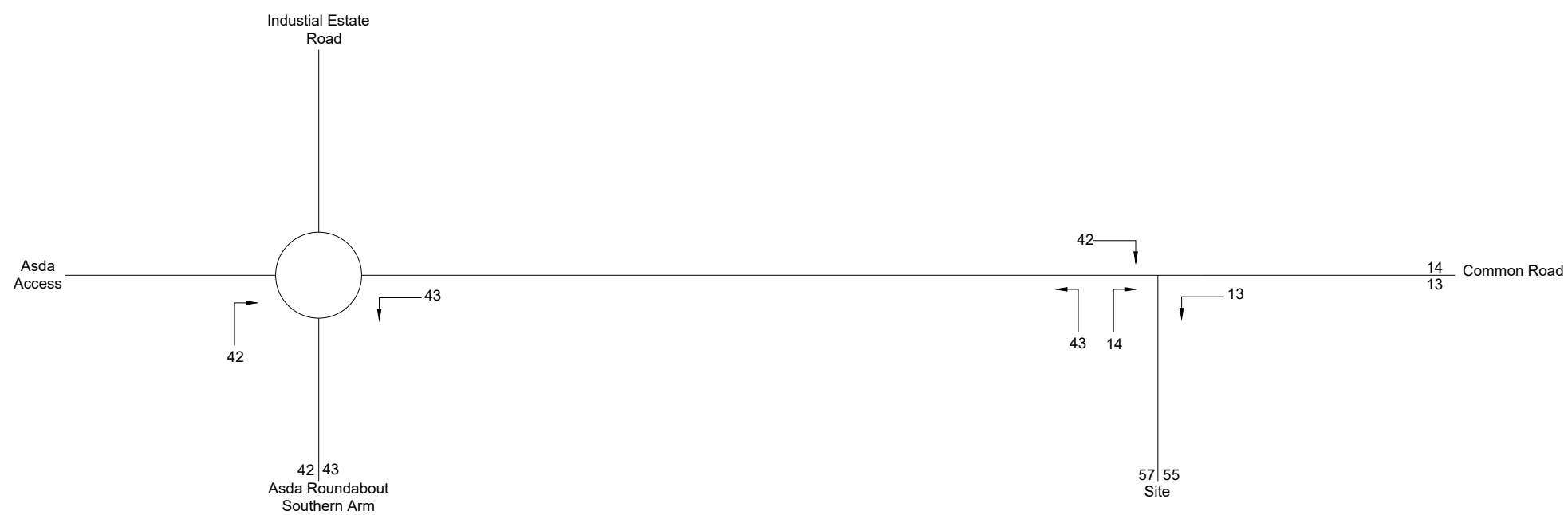
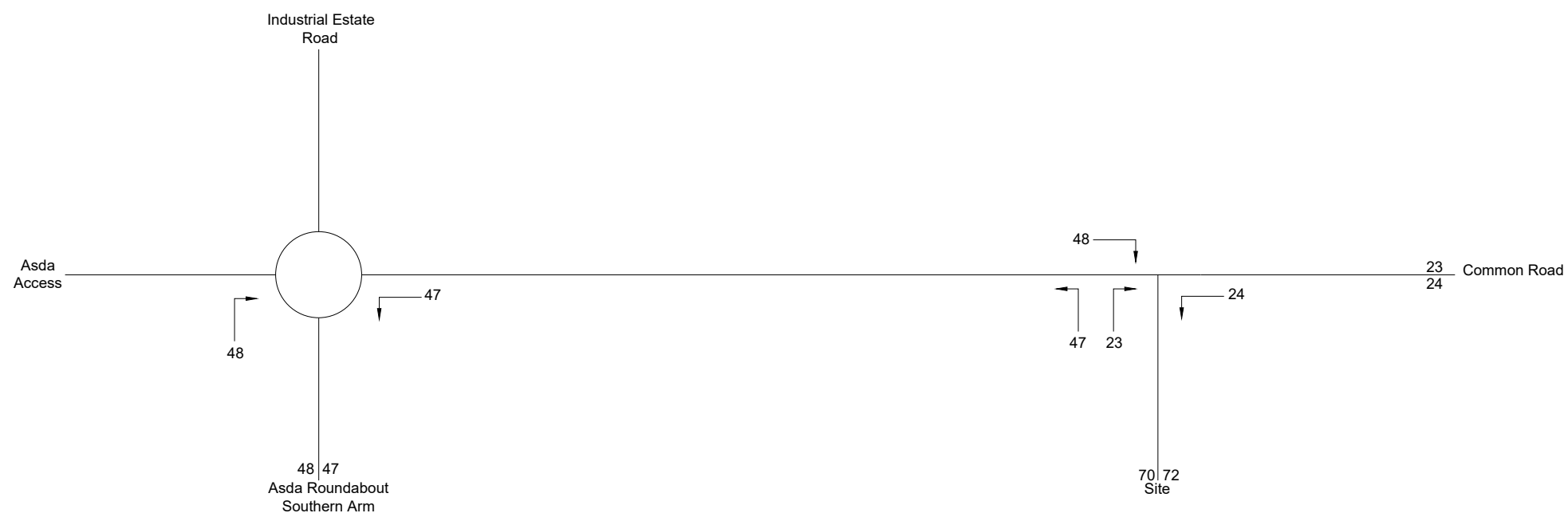
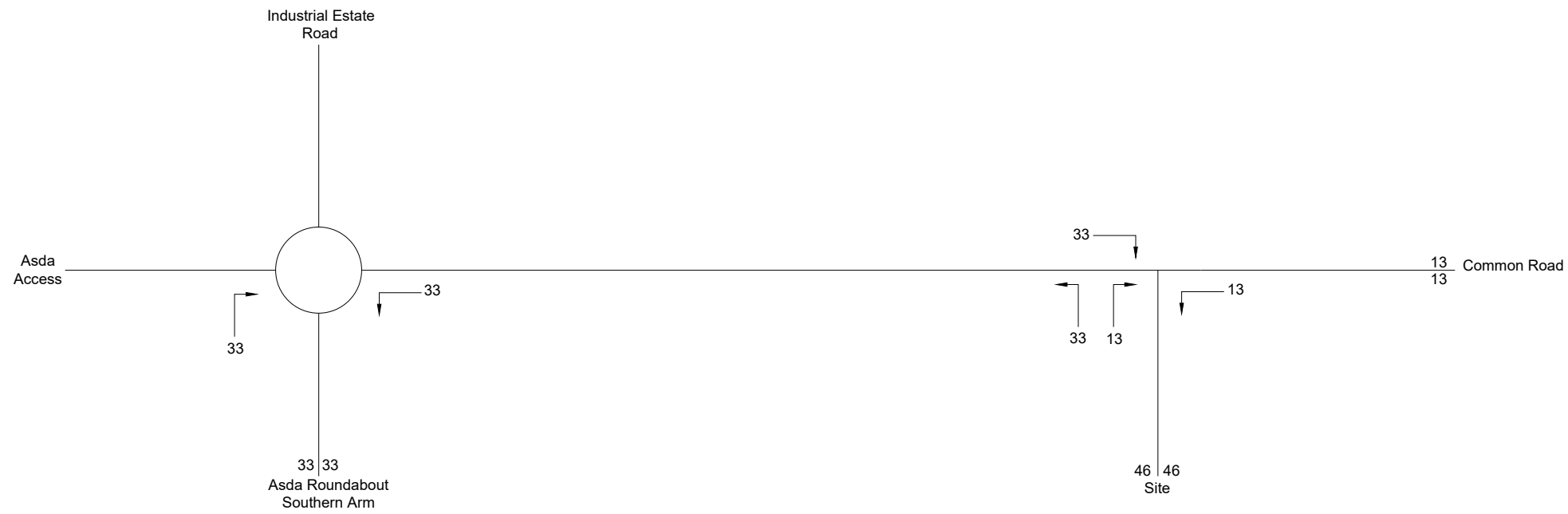
Title
2032 BASE FLOWS

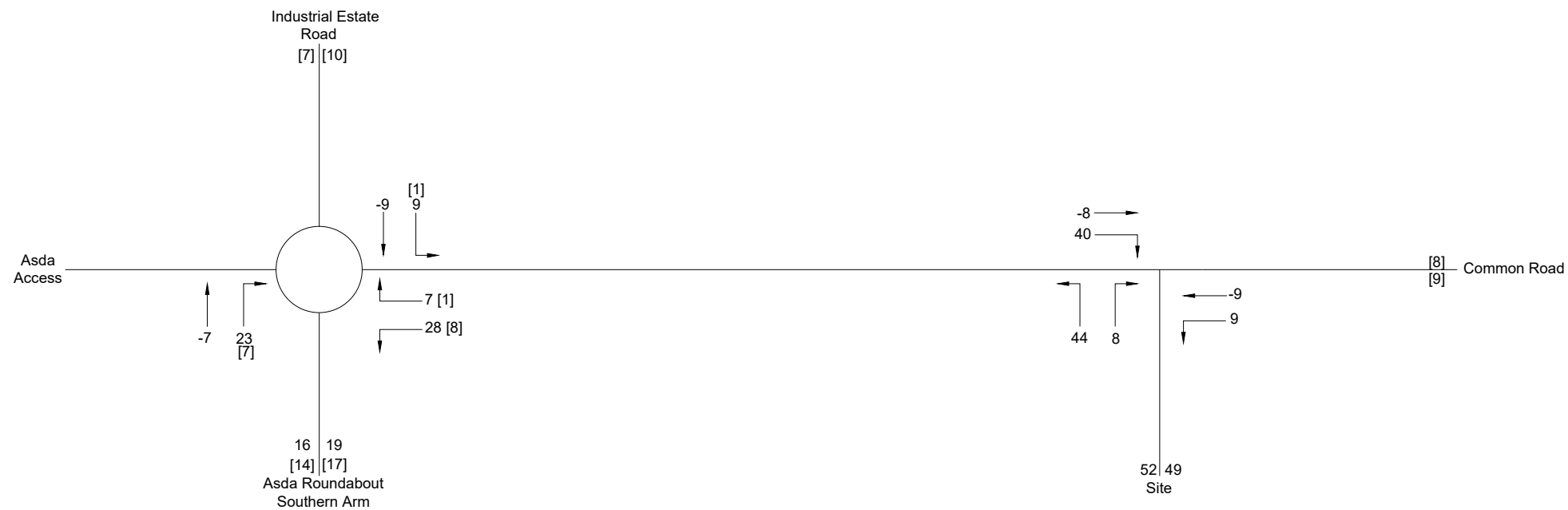
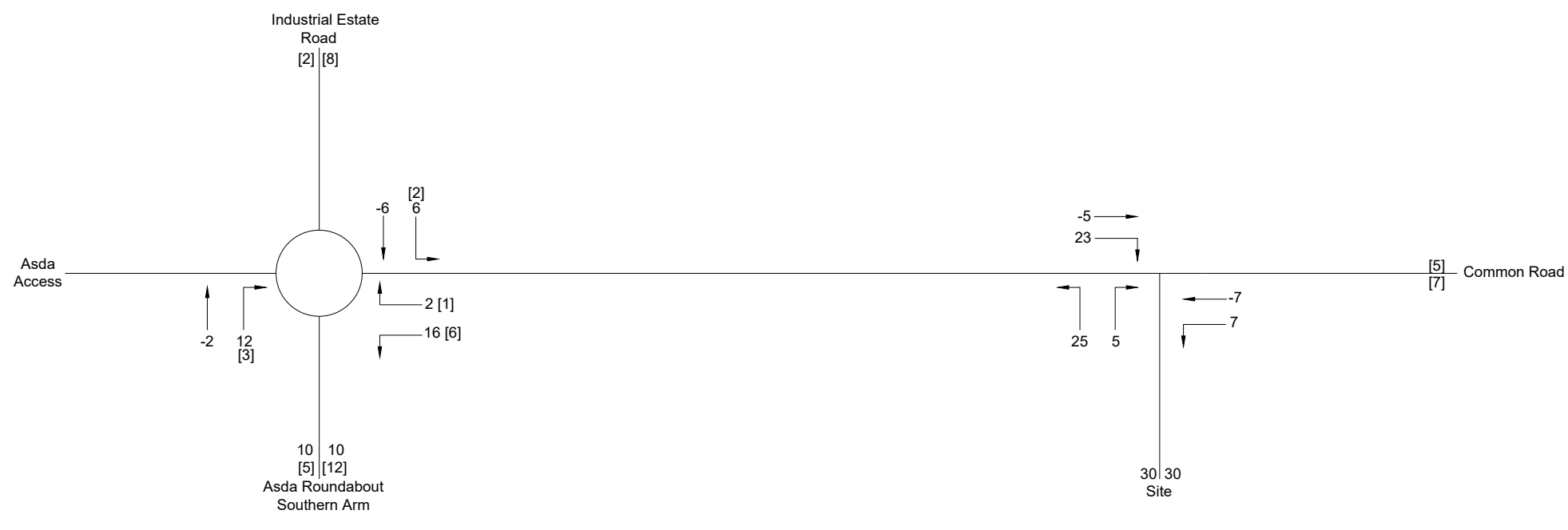
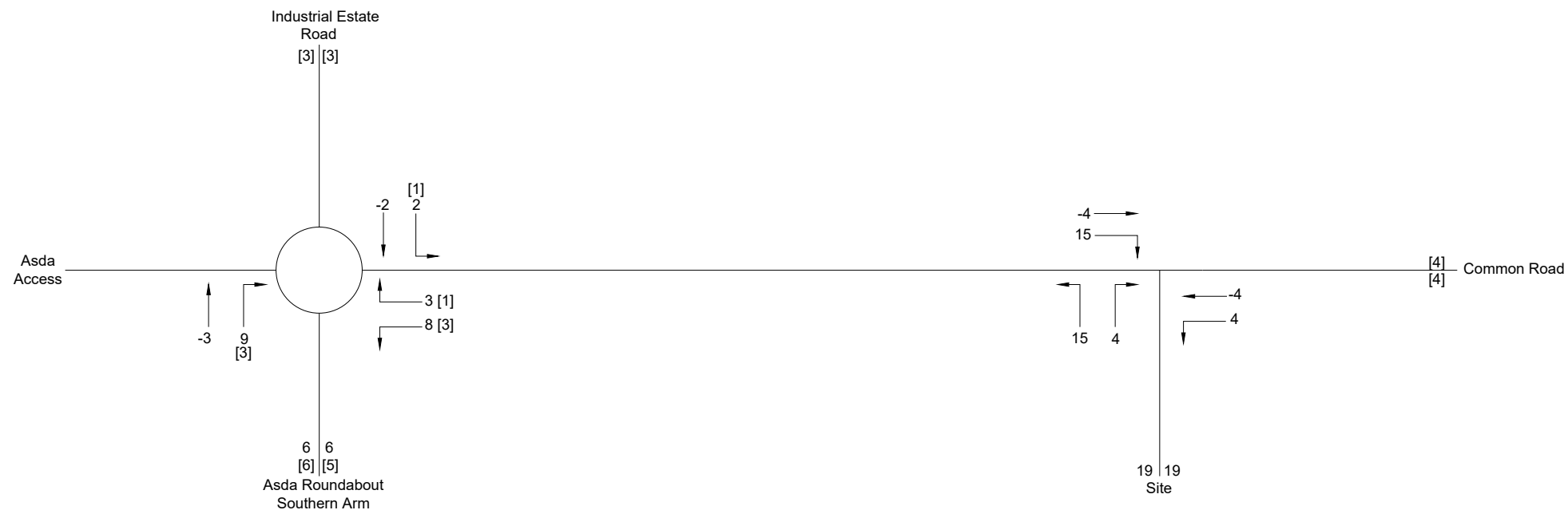
Scale
NTS@A3

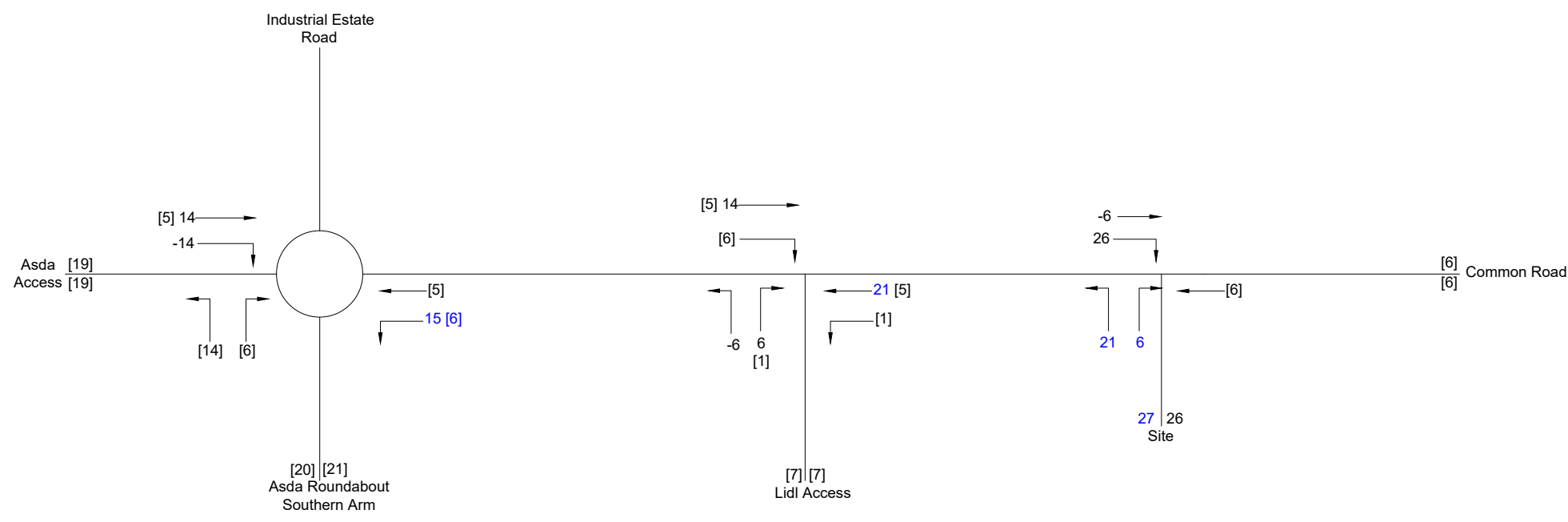
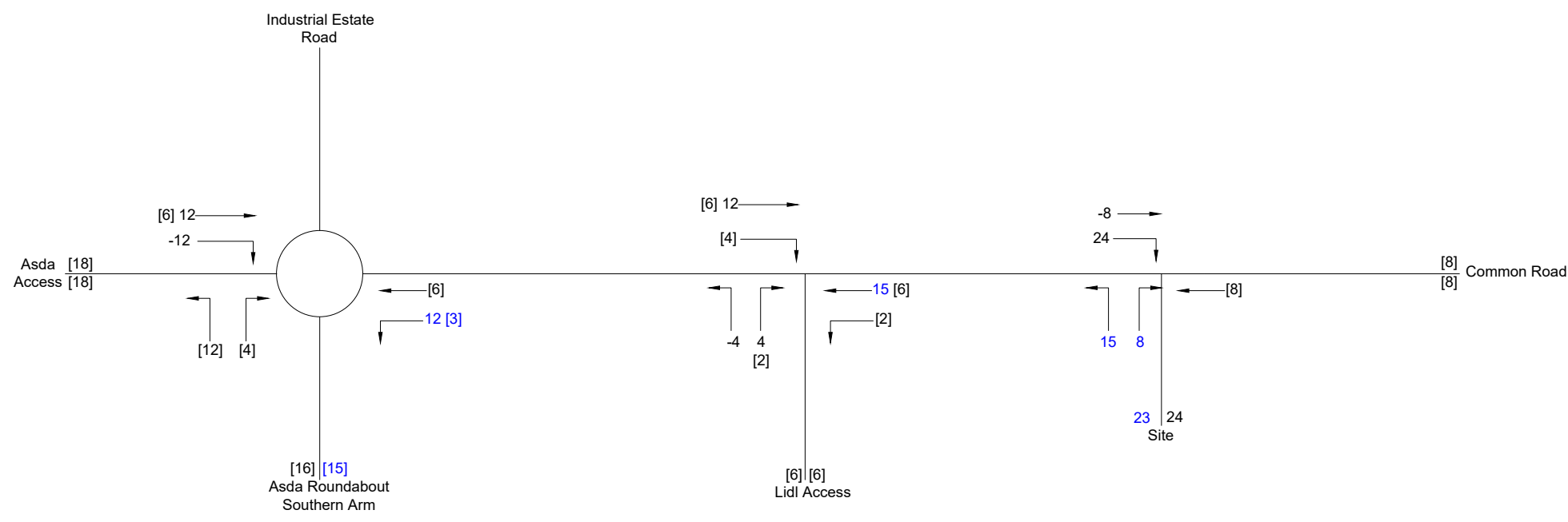
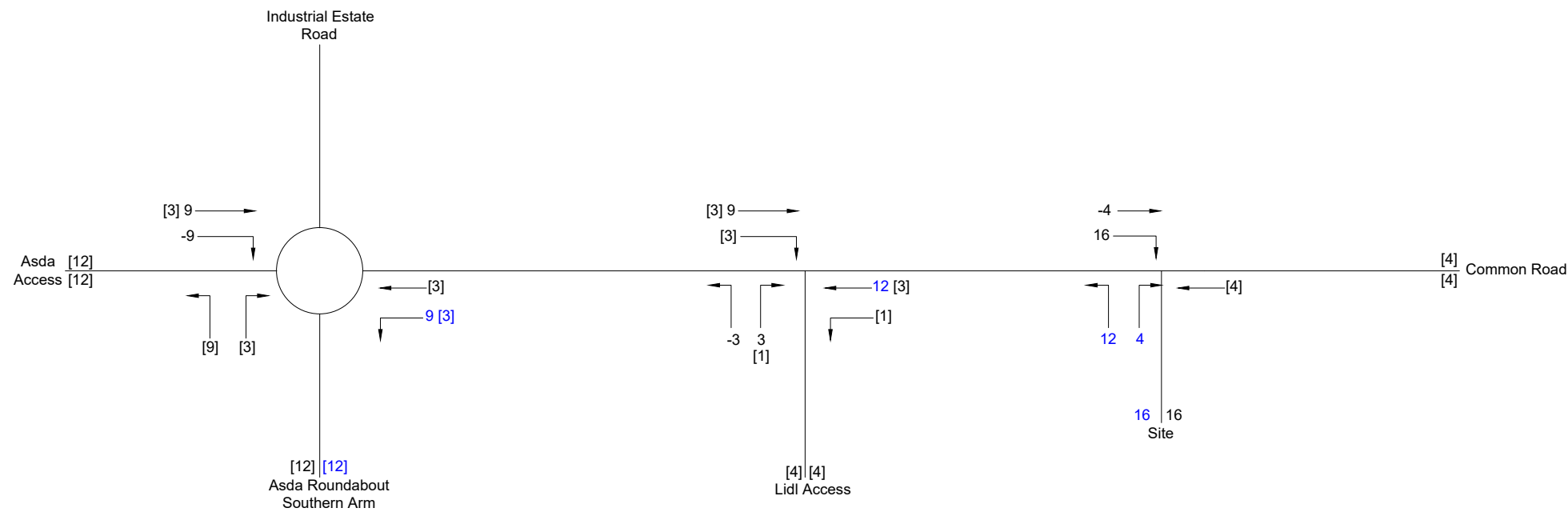
APPENDIX 12.2

PROPOSED McDONALD'S TRAFFIC

13.1	Additional Trips
13.2	Existing Trips
13.3	Shared Trips
13.4	Total McDonald's Trips

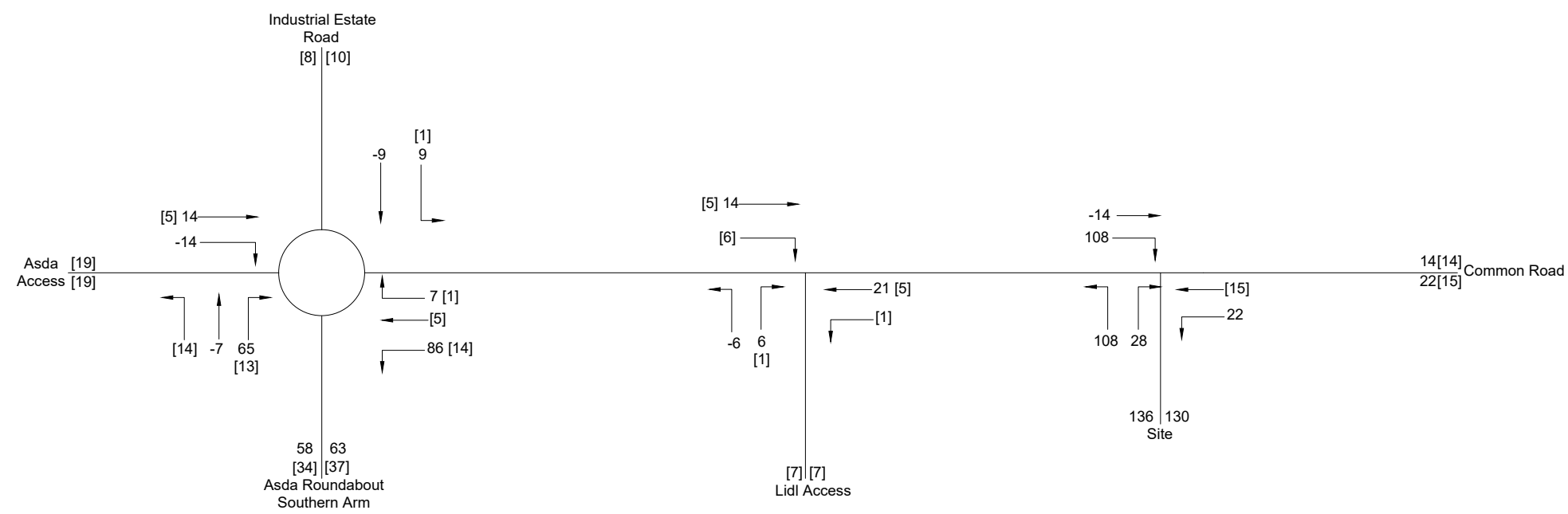
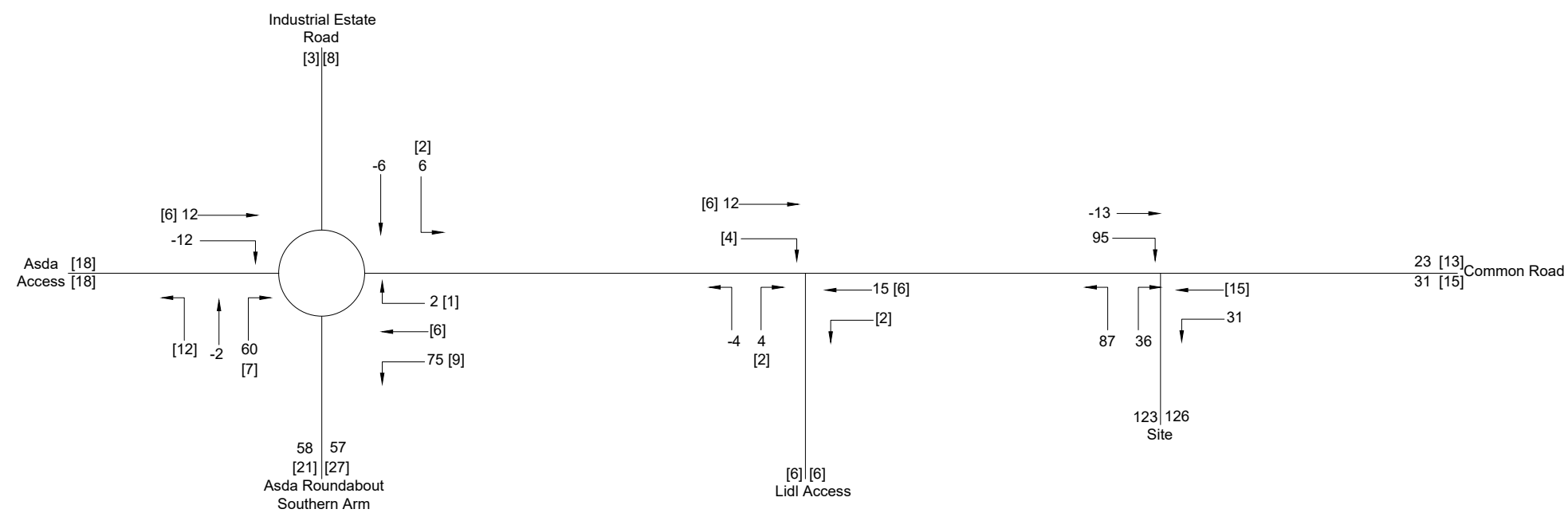
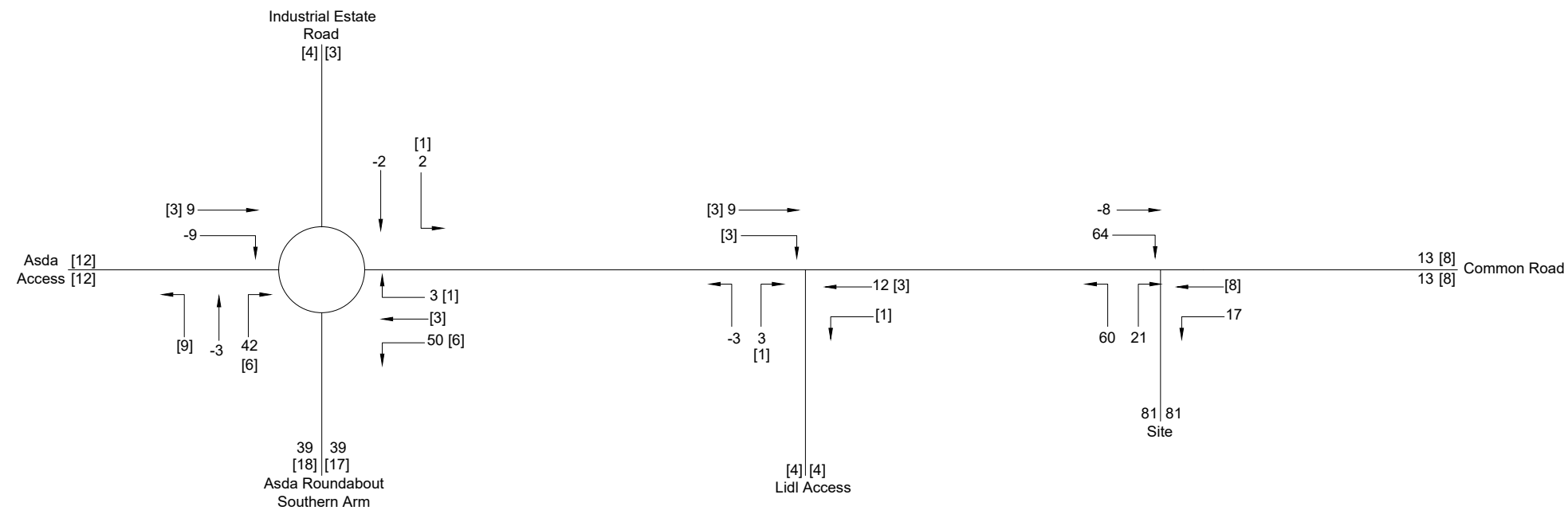






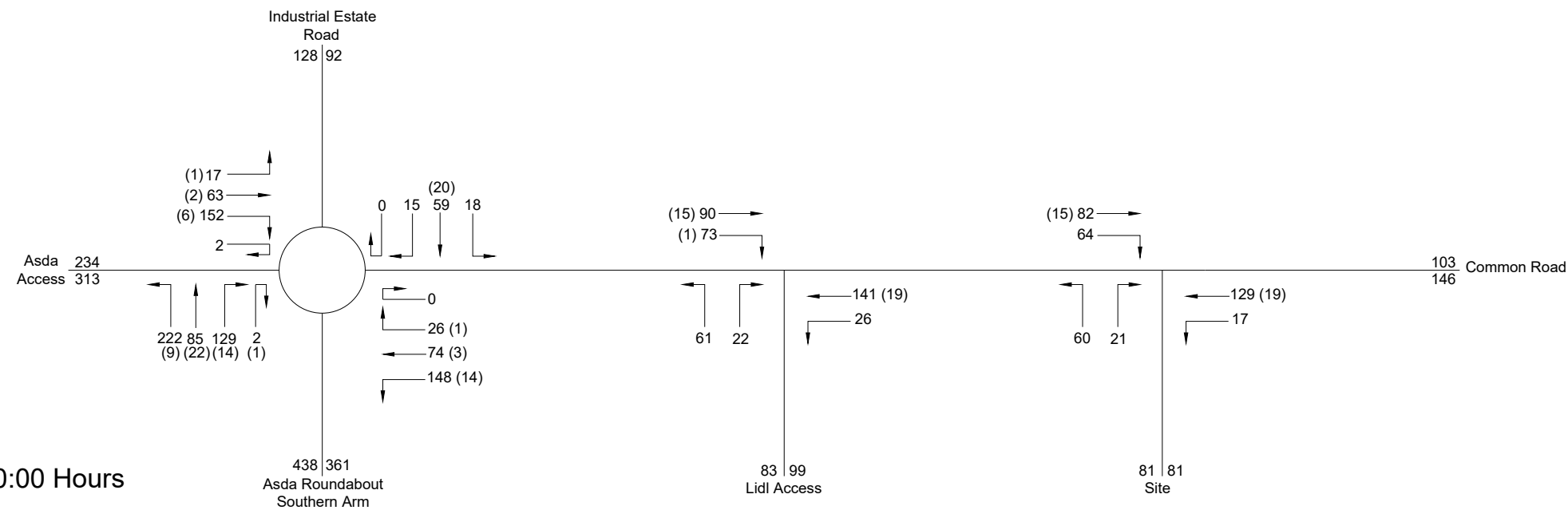
Title SHARED TRIPS

Scale NTS@A3 APPENDIX 13.3

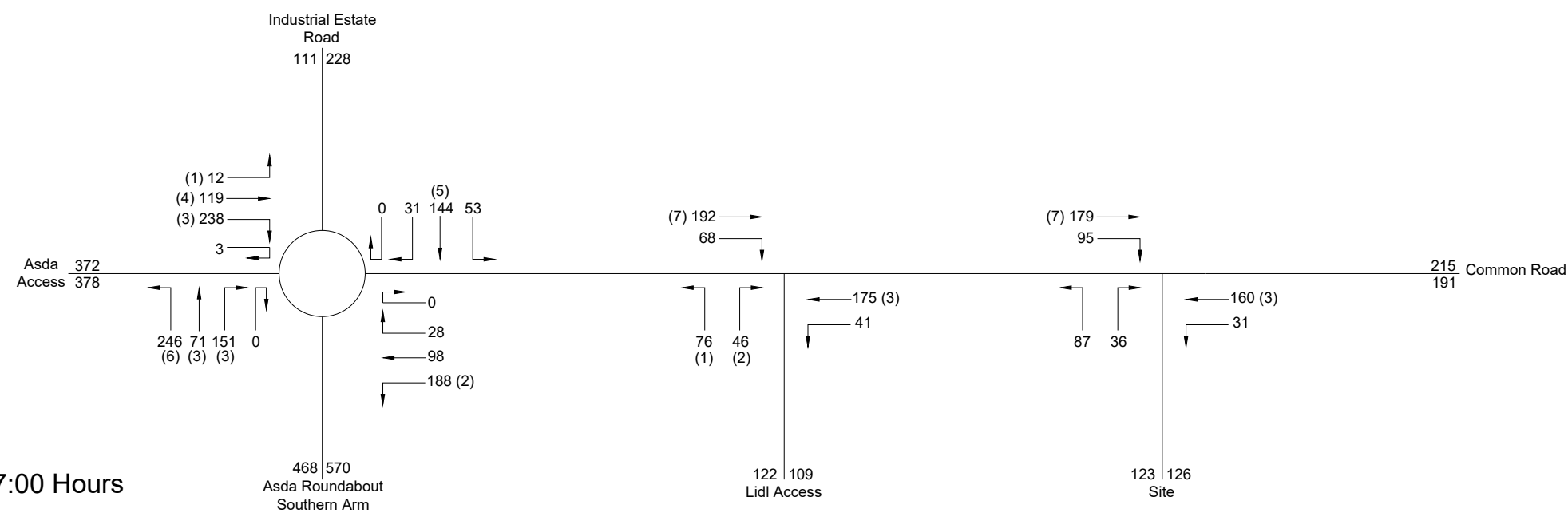


APPENDIX 4.0.**TOTAL FLOWS**

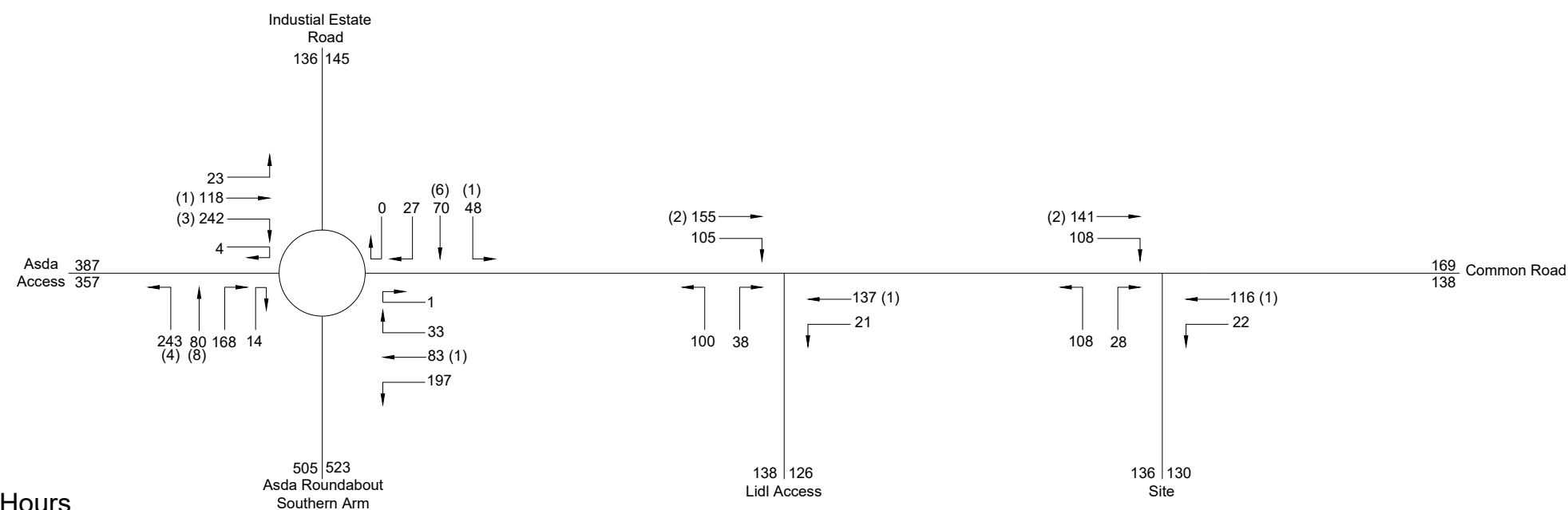
14.1	2027 Total Flows
14.2	2032 Total Flows



() = No of HGVs
Weekday AM Peak 09:00 - 10:00 Hours



() = No of HGVs
Weekday PM Peak 16:00 - 17:00 Hours



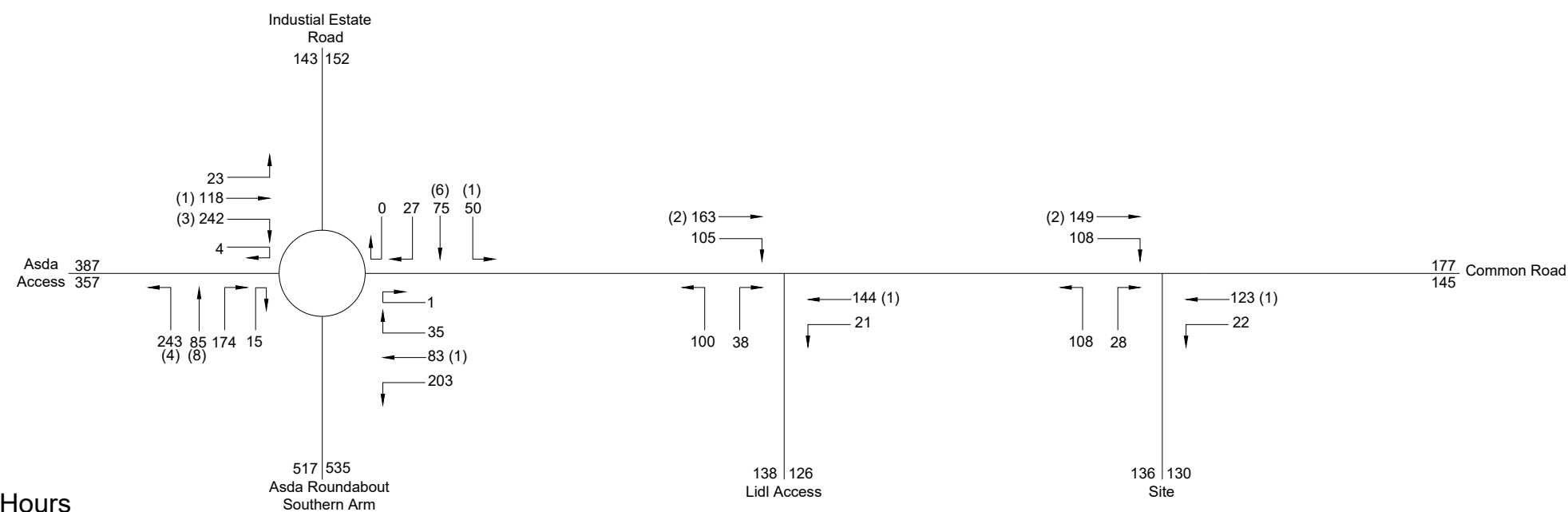
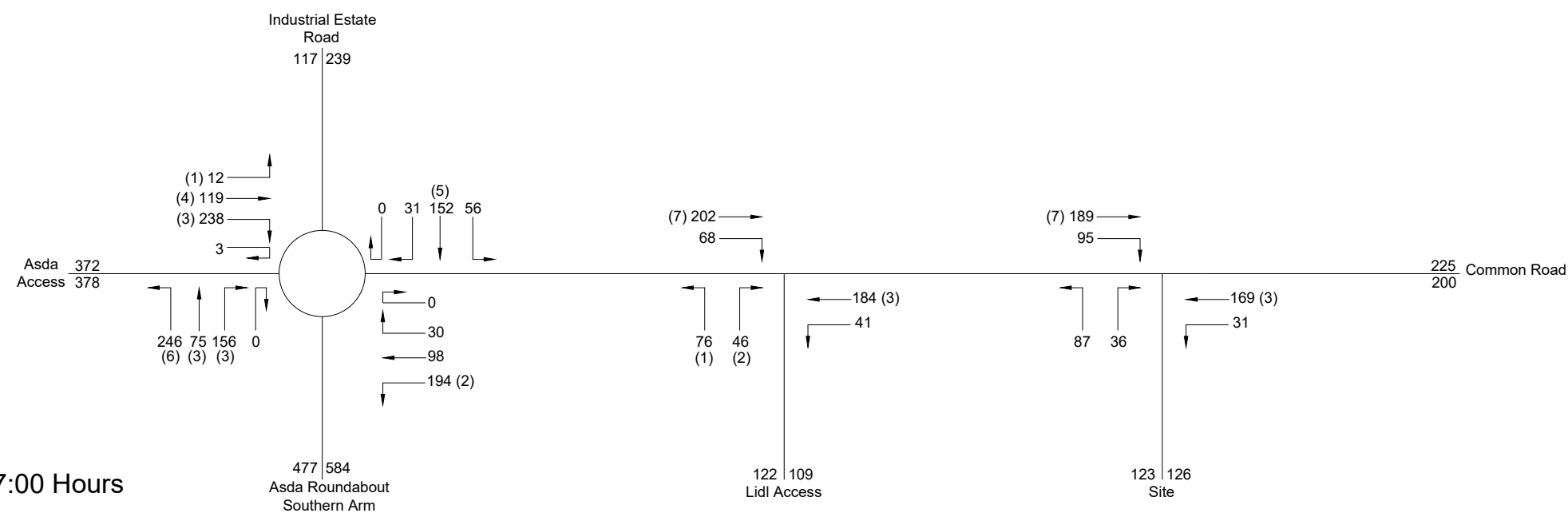
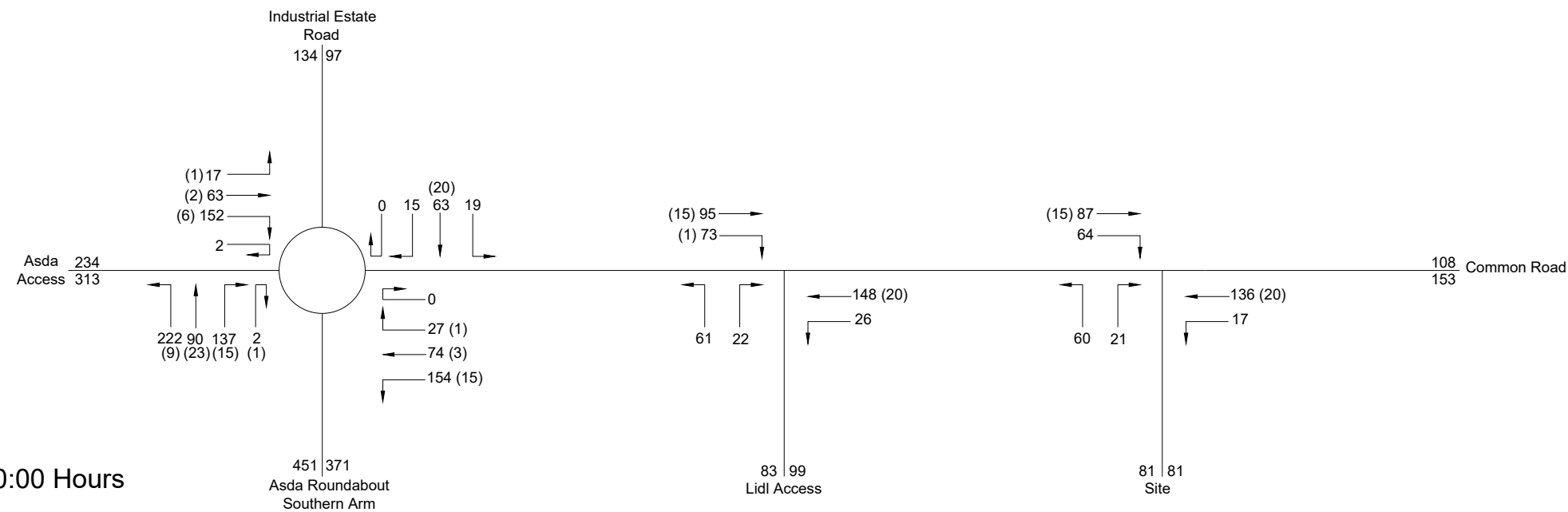
() = No of HGVs
Saturday Peak 14:00 - 15:00 Hours



Title
2027 TOTAL FLOWS

Scale
NTS@A3

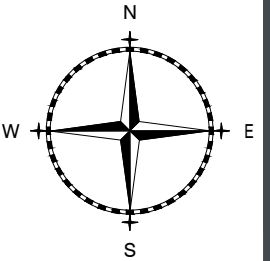
APPENDIX 14.1



Title 2032 TOTAL FLOWS	
Scale NTS@A3	APPENDIX 14.2

PICADY ASSESSMENT: SITE ACCESS JUNCTION

15.1	Junction Layout: Site Access Junction
15.2	Sensitivity Test Flows
15.3	Output Results



Common Road

DEMISE AREA
3,806 m²
APPROX. 0.88 ACRES

ELECTRIC PYLON

1 no. Grill Bays

Cycles

Patio
Entrance

McDonald's
Restaurant
NG50

DRIVE TOTEM 2
12M

BANNER FRAME

70.73m

6.69m

3.92m

3.92m

4.05m

4.09m

3.47m

3.72m

38.2m

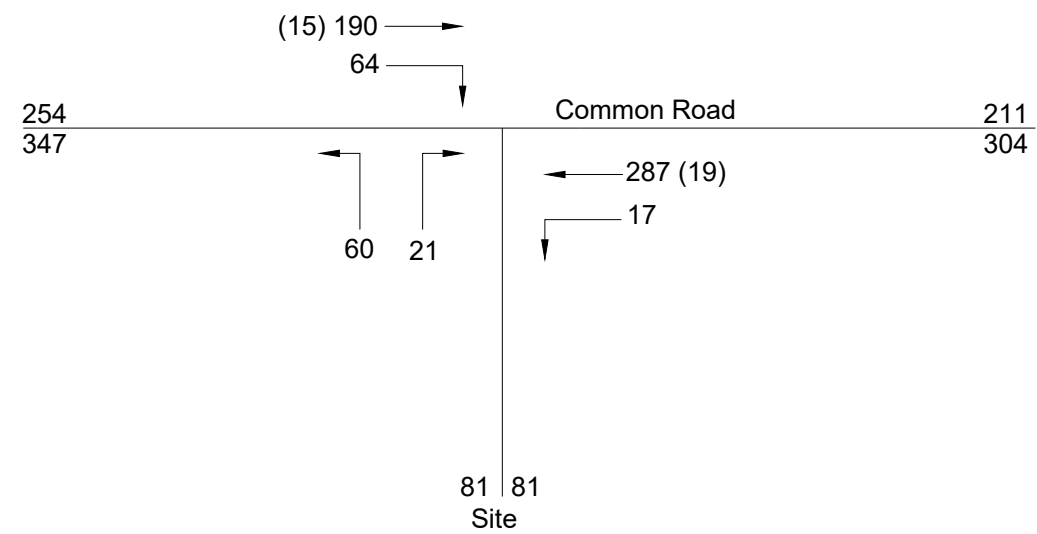
ADL

TRAFFIC & HIGHWAYS

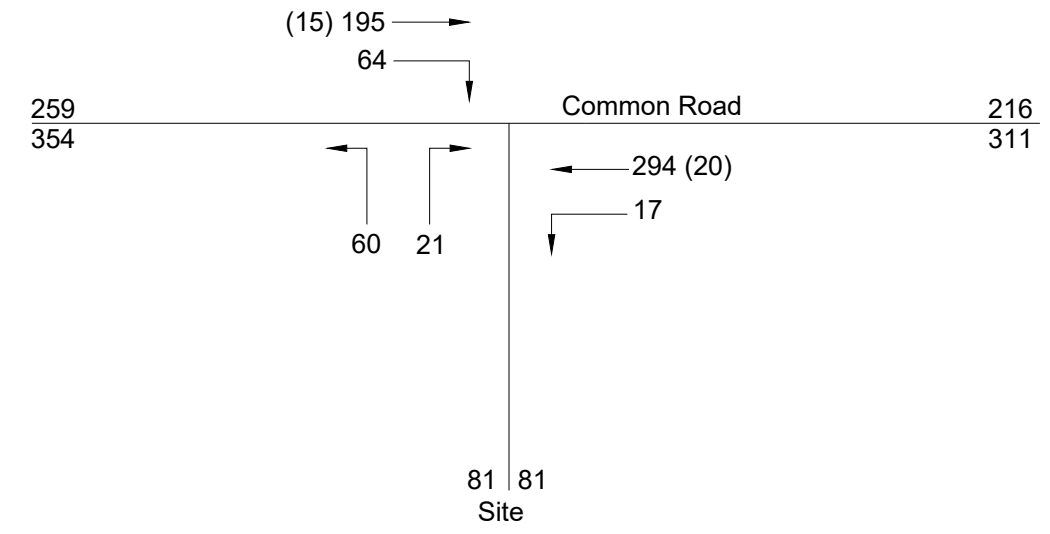
Title
JUNCTION LAYOUT: SITE ACCESS
JUNCTION

Scale
NTS@A3

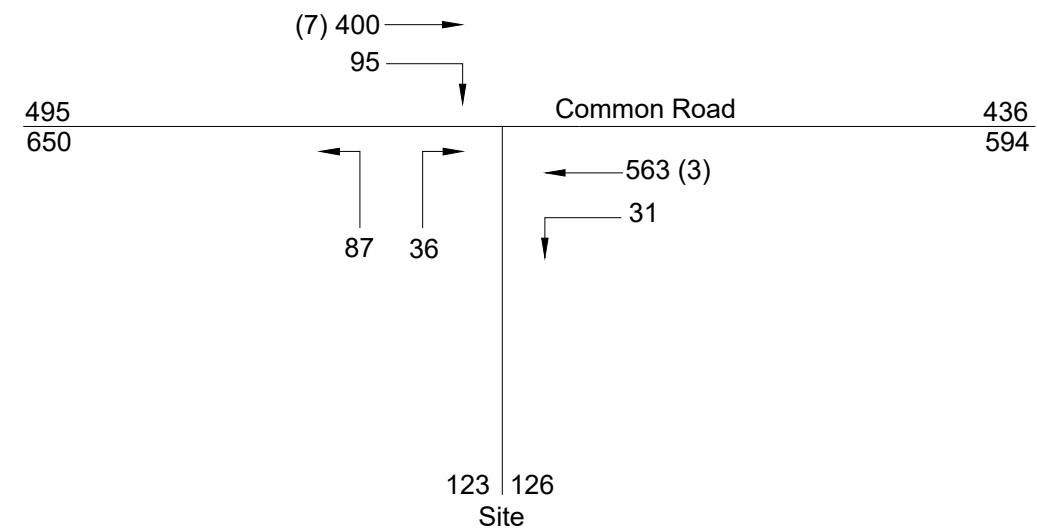
APPENDIX 15.1



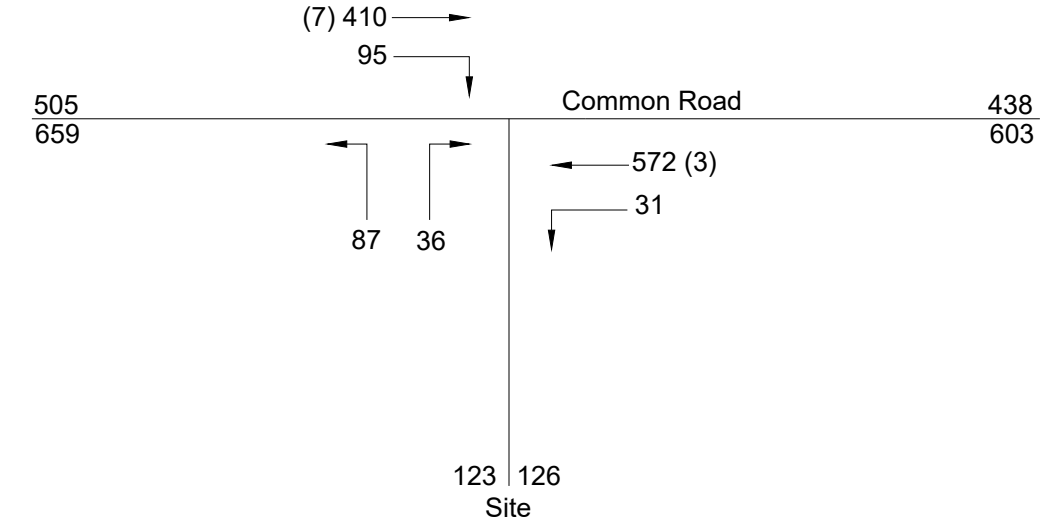
Weekday AM Peak
() = Number of HGV's
2027 Sensitivity Test



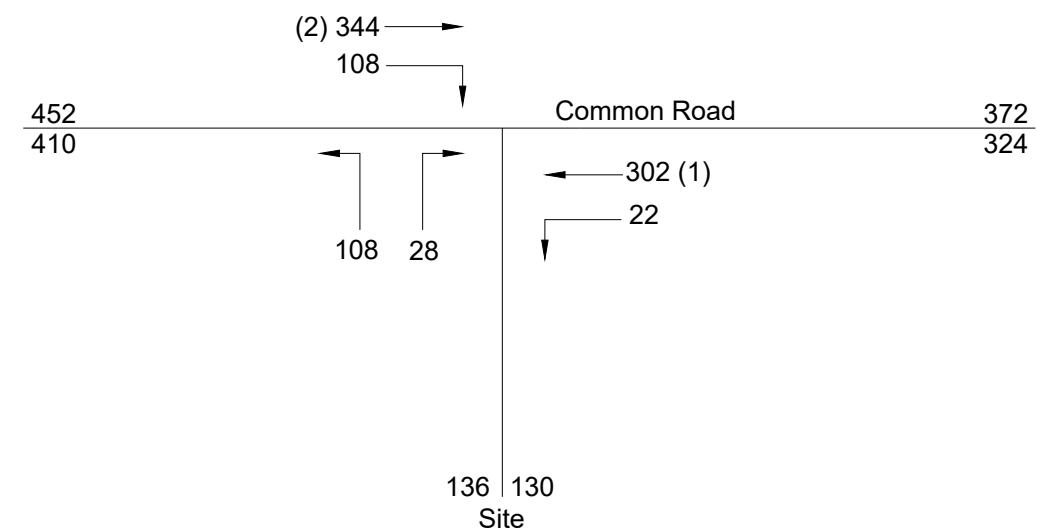
Weekday AM Peak
() = Number of HGV's
2032 Sensitivity Test



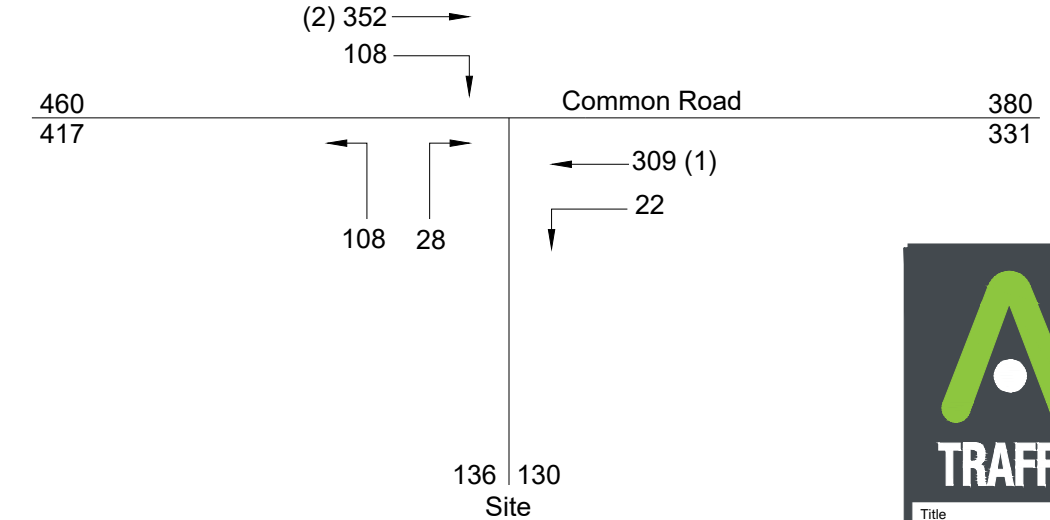
Weekday PM Peak
() = Number of HGV's
2027 Sensitivity Test



Weekday PM Peak
() = Number of HGV's
2032 Sensitivity Test



Saturday Peak
() = Number of HGV's
2027 Sensitivity Test



Saturday Peak
() = Number of HGV's
2032 Sensitivity Test

Junctions 11											
PICADY 11 - Priority Intersection Module											
Version: 11.0.0.2177											
© Copyright TRL Software Limited, 2024											
For sales and distribution information, program advice and maintenance, contact TRL Software:											
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com											
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution											

Filename: Site Access.j11

Path: T:\6100-6199\6197 McD's Merthyr Tydfil\2025 Work\Modelling

Report generation date: 04/04/2025 14:22:48

- »2027 | Total Flows | AM
- »2027 | Total Flows | PM
- »2027 | Total Flows | Saturday
- »2027 | Sensitivity Flows | AM
- »2027 | Sensitivity Flows | PM
- »2027 | Sensitivity Flows | Saturday
- »2032 | Total Flows | AM
- »2032 | Total Flows | PM
- »2032 | Total Flows | Saturday
- »2032 | Sensitivity Flows | AM
- »2032 | Sensitivity Flows | PM
- »2032 | Sensitivity Flows | Saturday

Summary of junction performance

	AM				PM				Saturday			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2027 - Sensitivity Flows											
Stream B-AC	D4	0.2	7.48	0.16	D5	0.4	11.24	0.30	D6	0.4	8.76	0.27
Stream C-AB		0.2	6.14	0.14		0.7	6.35	0.29		0.6	6.13	0.27
	2027 - Total Flows											
Stream B-AC	D1	0.2	6.75	0.14	D2	0.3	7.88	0.23	D3	0.3	7.53	0.24
Stream C-AB		0.2	6.41	0.12		0.3	6.36	0.20		0.3	6.58	0.22
	2032 - Sensitivity Flows											
Stream B-AC	D10	0.2	7.52	0.16	D11	0.4	11.38	0.30	D12	0.4	8.81	0.27
Stream C-AB		0.2	6.13	0.14		0.8	6.34	0.29		0.6	6.12	0.28
	2032 - Total Flows											
Stream B-AC	D7	0.2	6.78	0.14	D8	0.3	7.94	0.23	D9	0.3	7.57	0.24
Stream C-AB		0.2	6.39	0.13		0.3	6.33	0.20		0.4	6.56	0.22

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

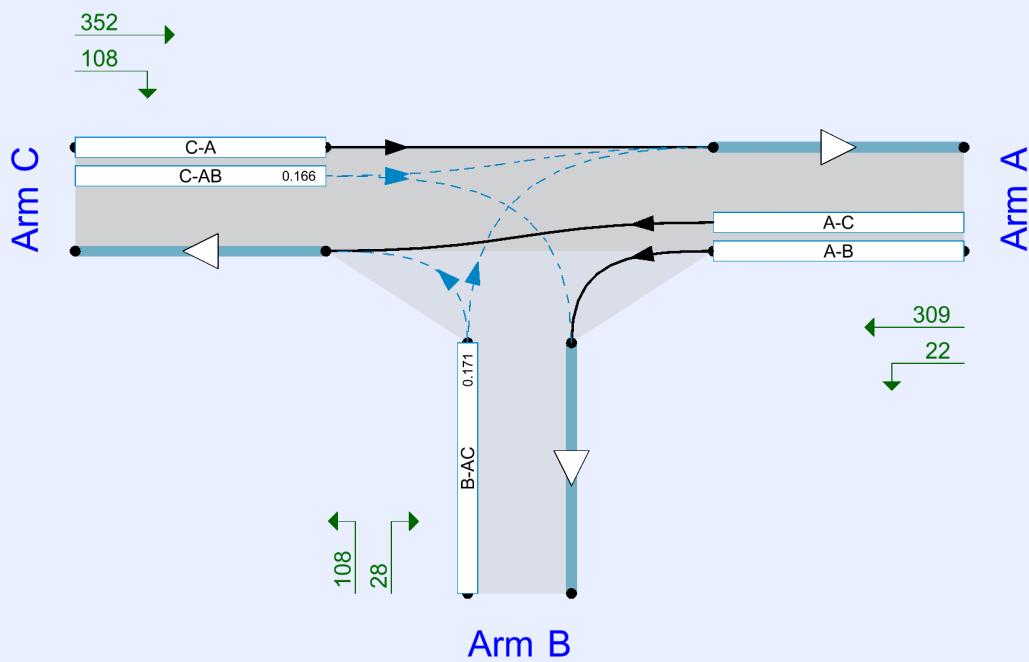
File summary

File Description

Title	
Location	
Site number	
Date	27/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADL\Peter
Description	

Units

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



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

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2027	Total Flows	AM	ONE HOUR	08:45	10:15	15
D2	2027	Total Flows	PM	ONE HOUR	15:45	17:15	15
D3	2027	Total Flows	Saturday	ONE HOUR	13:45	15:15	15
D4	2027	Sensitivity Flows	AM	ONE HOUR	08:45	10:15	15
D5	2027	Sensitivity Flows	PM	ONE HOUR	15:45	17:15	15
D6	2027	Sensitivity Flows	Saturday	ONE HOUR	13:45	15:15	15
D7	2032	Total Flows	AM	ONE HOUR	08:45	10:15	15
D8	2032	Total Flows	PM	ONE HOUR	15:45	17:15	15
D9	2032	Total Flows	Saturday	ONE HOUR	13:45	15:15	15
D10	2032	Sensitivity Flows	AM	ONE HOUR	08:45	10:15	15
D11	2032	Sensitivity Flows	PM	ONE HOUR	15:45	17:15	15
D12	2032	Sensitivity Flows	Saturday	ONE HOUR	13:45	15:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2027 | Total Flows | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.71	A

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.84			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.09	71	38

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	576	0.097	0.244	0.154	0.349
B-C	719	0.101	0.256	-	-
C-B	632	0.225	0.225	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2027	Total Flows	AM	ONE HOUR	08:45	10:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	146	100.000
B		✓	81	100.000
C		✓	146	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	17	129
	B	21	0	60
	C	82	64	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	15
	B	0	0	0
	C	18	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:45-09:00	A	110	110
	B	61	61
	C	110	110
09:00-09:15	A	131	131
	B	73	73
	C	131	131
09:15-09:30	A	161	161
	B	89	89
	C	161	161
09:30-09:45	A	161	161
	B	89	89
	C	161	161
09:45-10:00	A	131	131
	B	73	73
	C	131	131
10:00-10:15	A	110	110
	B	61	61
	C	110	110

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	6.75	0.2	A
C-AB	0.12	6.41	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	0.00	640	0.095	61	0.1	6.214	A
C-AB	53	0.00	648	0.082	53	0.1	6.134	A
C-A	57	0.00			57			
A-B	13	0.00			13			
A-C	97	0.00			97			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	632	0.115	73	0.1	6.431	A
C-AB	65	0.00	651	0.100	65	0.1	6.237	A
C-A	66	0.00			66			
A-B	15	0.00			15			
A-C	116	0.00			116			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	0.00	623	0.143	89	0.2	6.745	A
C-AB	82	0.00	656	0.125	82	0.2	6.390	A
C-A	79	0.00			79			
A-B	19	0.00			19			
A-C	142	0.00			142			

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	0.00	623	0.143	89	0.2	6.747	A
C-AB	82	0.00	656	0.125	82	0.2	6.407	A
C-A	79	0.00			79			
A-B	19	0.00			19			
A-C	142	0.00			142			

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	632	0.115	73	0.1	6.438	A
C-AB	65	0.00	651	0.100	65	0.1	6.265	A
C-A	66	0.00			66			
A-B	15	0.00			15			
A-C	116	0.00			116			

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	0.00	640	0.095	61	0.1	6.226	A
C-AB	53	0.00	648	0.082	53	0.1	6.155	A
C-A	57	0.00			57			
A-B	13	0.00			13			
A-C	97	0.00			97			

2027 | Total Flows | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2027	Total Flows	PM	ONE HOUR	15:45	17:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	191	100.000
B		✓	123	100.000
C		✓	274	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	31	160
	B	36	0	87
	C	179	95	0

Vehicle Mix

Heavy Vehicle %

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

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
15:45-16:00	A	144	144
	B	93	93
	C	206	206
16:00-16:15	A	172	172
	B	111	111
	C	246	246
16:15-16:30	A	210	210
	B	135	135
	C	302	302
16:30-16:45	A	210	210
	B	135	135
	C	302	302
16:45-17:00	A	172	172
	B	111	111
	C	246	246
17:00-17:15	A	144	144
	B	93	93
	C	206	206

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.23	7.88	0.3	A
C-AB	0.20	6.36	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	0.00	618	0.150	92	0.2	6.837	A
C-AB	89	0.00	689	0.129	88	0.2	6.028	A
C-A	117	0.00			117			
A-B	23	0.00			23			
A-C	120	0.00			120			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	0.00	607	0.182	110	0.2	7.244	A
C-AB	111	0.00	701	0.158	111	0.2	6.149	A
C-A	135	0.00			135			
A-B	28	0.00			28			
A-C	144	0.00			144			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	0.00	592	0.229	135	0.3	7.867	A
C-AB	144	0.00	718	0.201	144	0.3	6.340	A
C-A	157	0.00			157			
A-B	34	0.00			34			
A-C	176	0.00			176			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	0.00	592	0.229	135	0.3	7.877	A
C-AB	145	0.00	718	0.201	145	0.3	6.355	A
C-A	157	0.00			157			
A-B	34	0.00			34			
A-C	176	0.00			176			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	0.00	607	0.182	111	0.2	7.259	A
C-AB	111	0.00	701	0.158	111	0.2	6.175	A
C-A	135	0.00			135			
A-B	28	0.00			28			
A-C	144	0.00			144			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	0.00	618	0.150	93	0.2	6.860	A
C-AB	89	0.00	690	0.129	89	0.2	6.055	A
C-A	117	0.00			117			
A-B	23	0.00			23			
A-C	120	0.00			120			

2027 | Total Flows | Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2027	Total Flows	Saturday	ONE HOUR	13:45	15:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	138	100.000
B		✓	136	100.000
C		✓	249	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	22	116
	B	28	0	108
	C	141	108	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
13:45-14:00	A	104	104
	B	102	102
	C	187	187
14:00-14:15	A	124	124
	B	122	122
	C	224	224
14:15-14:30	A	152	152
	B	150	150
	C	274	274
14:30-14:45	A	152	152
	B	150	150
	C	274	274
14:45-15:00	A	124	124
	B	122	122
	C	224	224
15:00-15:15	A	104	104
	B	102	102
	C	187	187

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.24	7.53	0.3	A
C-AB	0.22	6.58	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	646	0.159	102	0.2	6.606	A
C-AB	96	0.00	679	0.142	96	0.2	6.178	A
C-A	91	0.00			91			
A-B	17	0.00			17			
A-C	87	0.00			87			

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	122	0.00	638	0.192	122	0.2	6.972	A
C-AB	119	0.00	688	0.173	119	0.2	6.335	A
C-A	105	0.00			105			
A-B	20	0.00			20			
A-C	104	0.00			104			

14:15 - 14:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	0.00	628	0.239	149	0.3	7.524	A
C-AB	153	0.00	701	0.218	153	0.3	6.572	A
C-A	121	0.00			121			
A-B	24	0.00			24			
A-C	128	0.00			128			

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	0.00	628	0.239	150	0.3	7.533	A
C-AB	153	0.00	702	0.218	153	0.3	6.584	A
C-A	121	0.00			121			
A-B	24	0.00			24			
A-C	128	0.00			128			

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	122	0.00	638	0.192	123	0.2	6.984	A
C-AB	119	0.00	688	0.173	120	0.3	6.352	A
C-A	105	0.00			105			
A-B	20	0.00			20			
A-C	104	0.00			104			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	646	0.159	103	0.2	6.630	A
C-AB	97	0.00	679	0.142	97	0.2	6.199	A
C-A	91	0.00			91			
A-B	17	0.00			17			
A-C	87	0.00			87			

2027 | Sensitivity Flows | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.78	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)
D4	2027	Sensitivity Flows	AM	ONE HOUR	08:45	10:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	304	100.000
B		✓	81	100.000
C		✓	254	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	17	287
	B	21	0	60
	C	190	64	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	7
	B	0	0	0
	C	8	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:45-09:00	A	229	229
	B	61	61
	C	191	191
09:00-09:15	A	273	273
	B	73	73
	C	228	228
09:15-09:30	A	335	335
	B	89	89
	C	280	280
09:30-09:45	A	335	335
	B	89	89
	C	280	280
09:45-10:00	A	273	273
	B	73	73
	C	228	228
10:00-10:15	A	229	229
	B	61	61
	C	191	191

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	7.48	0.2	A
C-AB	0.14	6.14	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	0.00	604	0.101	61	0.1	6.616	A
C-AB	61	0.00	677	0.090	61	0.1	5.927	A
C-A	130	0.00			130			
A-B	13	0.00			13			
A-C	216	0.00			216			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	590	0.123	73	0.1	6.957	A
C-AB	77	0.00	687	0.112	77	0.2	6.000	A
C-A	152	0.00			152			
A-B	15	0.00			15			
A-C	258	0.00			258			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	0.00	570	0.156	89	0.2	7.480	A
C-AB	101	0.00	701	0.144	100	0.2	6.121	A
C-A	179	0.00			179			
A-B	19	0.00			19			
A-C	316	0.00			316			

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	0.00	570	0.156	89	0.2	7.483	A
C-AB	101	0.00	701	0.144	101	0.2	6.136	A
C-A	179	0.00			179			
A-B	19	0.00			19			
A-C	316	0.00			316			

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	590	0.123	73	0.1	6.968	A
C-AB	77	0.00	687	0.112	77	0.2	6.034	A
C-A	152	0.00			152			
A-B	15	0.00			15			
A-C	258	0.00			258			

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	0.00	604	0.101	61	0.1	6.630	A
C-AB	61	0.00	677	0.090	61	0.1	5.954	A
C-A	130	0.00			130			
A-B	13	0.00			13			
A-C	216	0.00			216			

2027 | Sensitivity Flows | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.12	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027	Sensitivity Flows	PM	ONE HOUR	15:45	17:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	594	100.000
B		✓	123	100.000
C		✓	495	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	31	563
	B	36	0	87
	C	400	95	0

Vehicle Mix

Heavy Vehicle %

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

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
15:45-16:00	A	447	447
	B	93	93
	C	373	373
16:00-16:15	A	534	534
	B	111	111
	C	445	445
16:15-16:30	A	654	654
	B	135	135
	C	545	545
16:30-16:45	A	654	654
	B	135	135
	C	545	545
16:45-17:00	A	534	534
	B	111	111
	C	445	445
17:00-17:15	A	447	447
	B	93	93
	C	373	373

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.30	11.24	0.4	B
C-AB	0.29	6.35	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	0.00	527	0.176	92	0.2	8.252	A
C-AB	120	0.00	743	0.162	119	0.3	5.808	A
C-A	252	0.00			252			
A-B	23	0.00			23			
A-C	424	0.00			424			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	0.00	498	0.222	110	0.3	9.286	A
C-AB	161	0.00	769	0.209	161	0.4	5.972	A
C-A	284	0.00			284			
A-B	28	0.00			28			
A-C	506	0.00			506			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	0.00	456	0.297	135	0.4	11.201	B
C-AB	232	0.00	807	0.287	231	0.7	6.321	A
C-A	313	0.00			313			
A-B	34	0.00			34			
A-C	620	0.00			620			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	0.00	456	0.297	135	0.4	11.243	B
C-AB	232	0.00	808	0.287	232	0.7	6.353	A
C-A	313	0.00			313			
A-B	34	0.00			34			
A-C	620	0.00			620			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	0.00	497	0.222	111	0.3	9.329	A
C-AB	162	0.00	770	0.210	163	0.5	6.013	A
C-A	283	0.00			283			
A-B	28	0.00			28			
A-C	506	0.00			506			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	0.00	527	0.176	93	0.2	8.299	A
C-AB	121	0.00	744	0.163	121	0.3	5.847	A
C-A	252	0.00			252			
A-B	23	0.00			23			
A-C	424	0.00			424			

2027 | Sensitivity Flows | Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.55	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027	Sensitivity Flows	Saturday	ONE HOUR	13:45	15:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	324	100.000
B		✓	136	100.000
C		✓	452	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	22	302
	B	28	0	108
	C	344	108	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
13:45-14:00	A	244	244
	B	102	102
	C	340	340
14:00-14:15	A	291	291
	B	122	122
	C	406	406
14:15-14:30	A	357	357
	B	150	150
	C	498	498
14:30-14:45	A	357	357
	B	150	150
	C	498	498
14:45-15:00	A	291	291
	B	122	122
	C	406	406
15:00-15:15	A	244	244
	B	102	102
	C	340	340

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.27	8.76	0.4	A
C-AB	0.27	6.13	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	602	0.170	102	0.2	7.186	A
C-AB	124	0.00	753	0.165	123	0.3	5.729	A
C-A	216	0.00			216			
A-B	17	0.00			17			
A-C	227	0.00			227			

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	122	0.00	585	0.209	122	0.3	7.775	A
C-AB	162	0.00	779	0.208	161	0.4	5.860	A
C-A	245	0.00			245			
A-B	20	0.00			20			
A-C	271	0.00			271			

14:15 - 14:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	0.00	561	0.267	149	0.4	8.740	A
C-AB	223	0.00	815	0.274	222	0.6	6.113	A
C-A	274	0.00			274			
A-B	24	0.00			24			
A-C	333	0.00			333			

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	0.00	561	0.267	150	0.4	8.756	A
C-AB	224	0.00	815	0.274	223	0.6	6.134	A
C-A	274	0.00			274			
A-B	24	0.00			24			
A-C	333	0.00			333			

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	122	0.00	585	0.209	123	0.3	7.798	A
C-AB	162	0.00	779	0.208	163	0.4	5.885	A
C-A	244	0.00			244			
A-B	20	0.00			20			
A-C	271	0.00			271			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	602	0.170	103	0.2	7.221	A
C-AB	124	0.00	753	0.165	125	0.3	5.760	A
C-A	216	0.00			216			
A-B	17	0.00			17			
A-C	227	0.00			227			

2032 | Total Flows | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.64	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2032	Total Flows	AM	ONE HOUR	08:45	10:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	153	100.000
B		✓	81	100.000
C		✓	151	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	17	136
	B	21	0	60
	C	87	64	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	15
	B	0	0	0
	C	17	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:45-09:00	A	115	115
	B	61	61
	C	114	114
09:00-09:15	A	138	138
	B	73	73
	C	136	136
09:15-09:30	A	168	168
	B	89	89
	C	166	166
09:30-09:45	A	168	168
	B	89	89
	C	166	166
09:45-10:00	A	138	138
	B	73	73
	C	136	136
10:00-10:15	A	115	115
	B	61	61
	C	114	114

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.14	6.78	0.2	A
C-AB	0.13	6.39	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	0.00	638	0.096	61	0.1	6.230	A
C-AB	54	0.00	649	0.083	53	0.1	6.124	A
C-A	60	0.00			60			
A-B	13	0.00			13			
A-C	102	0.00			102			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	631	0.115	73	0.1	6.453	A
C-AB	65	0.00	653	0.100	65	0.1	6.225	A
C-A	70	0.00			70			
A-B	15	0.00			15			
A-C	122	0.00			122			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	0.00	620	0.144	89	0.2	6.774	A
C-AB	83	0.00	658	0.125	82	0.2	6.376	A
C-A	84	0.00			84			
A-B	19	0.00			19			
A-C	150	0.00			150			

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	0.00	620	0.144	89	0.2	6.777	A
C-AB	83	0.00	658	0.125	83	0.2	6.393	A
C-A	84	0.00			84			
A-B	19	0.00			19			
A-C	150	0.00			150			

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	631	0.115	73	0.1	6.457	A
C-AB	65	0.00	653	0.100	66	0.1	6.257	A
C-A	70	0.00			70			
A-B	15	0.00			15			
A-C	122	0.00			122			

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	0.00	638	0.096	61	0.1	6.243	A
C-AB	54	0.00	649	0.083	54	0.1	6.146	A
C-A	60	0.00			60			
A-B	13	0.00			13			
A-C	102	0.00			102			

2032 | Total Flows | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.93	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2032	Total Flows	PM	ONE HOUR	15:45	17:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	200	100.000
B		✓	123	100.000
C		✓	284	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	31	169
	B	36	0	87
	C	189	95	0

Vehicle Mix

Heavy Vehicle %

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

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
15:45-16:00	A	151	151
	B	93	93
	C	214	214
16:00-16:15	A	180	180
	B	111	111
	C	255	255
16:15-16:30	A	220	220
	B	135	135
	C	313	313
16:30-16:45	A	220	220
	B	135	135
	C	313	313
16:45-17:00	A	180	180
	B	111	111
	C	255	255
17:00-17:15	A	151	151
	B	93	93
	C	214	214

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.23	7.94	0.3	A
C-AB	0.20	6.33	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	0.00	616	0.150	92	0.2	6.866	A
C-AB	90	0.00	693	0.130	89	0.2	6.005	A
C-A	124	0.00			124			
A-B	23	0.00			23			
A-C	127	0.00			127			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	0.00	604	0.183	110	0.2	7.286	A
C-AB	113	0.00	706	0.160	112	0.2	6.123	A
C-A	143	0.00			143			
A-B	28	0.00			28			
A-C	152	0.00			152			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	0.00	589	0.230	135	0.3	7.926	A
C-AB	147	0.00	723	0.203	147	0.3	6.312	A
C-A	166	0.00			166			
A-B	34	0.00			34			
A-C	186	0.00			186			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	0.00	589	0.230	135	0.3	7.936	A
C-AB	147	0.00	723	0.204	147	0.3	6.328	A
C-A	165	0.00			165			
A-B	34	0.00			34			
A-C	186	0.00			186			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	0.00	604	0.183	111	0.2	7.297	A
C-AB	113	0.00	706	0.160	113	0.3	6.148	A
C-A	142	0.00			142			
A-B	28	0.00			28			
A-C	152	0.00			152			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	0.00	615	0.150	93	0.2	6.892	A
C-AB	90	0.00	693	0.130	90	0.2	6.031	A
C-A	124	0.00			124			
A-B	23	0.00			23			
A-C	127	0.00			127			

2032 | Total Flows | Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.57	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2032	Total Flows	Saturday	ONE HOUR	13:45	15:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	145	100.000
B		✓	136	100.000
C		✓	257	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	22	123
	B	28	0	108
	C	149	108	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
13:45-14:00	A	109	109
	B	102	102
	C	193	193
14:00-14:15	A	130	130
	B	122	122
	C	231	231
14:15-14:30	A	160	160
	B	150	150
	C	283	283
14:30-14:45	A	160	160
	B	150	150
	C	283	283
14:45-15:00	A	130	130
	B	122	122
	C	231	231
15:00-15:15	A	109	109
	B	102	102
	C	193	193

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.24	7.57	0.3	A
C-AB	0.22	6.56	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	644	0.159	102	0.2	6.626	A
C-AB	97	0.00	682	0.143	97	0.2	6.158	A
C-A	96	0.00			96			
A-B	17	0.00			17			
A-C	93	0.00			93			

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	122	0.00	636	0.192	122	0.2	7.001	A
C-AB	121	0.00	692	0.174	120	0.3	6.313	A
C-A	110	0.00			110			
A-B	20	0.00			20			
A-C	111	0.00			111			

14:15 - 14:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	0.00	625	0.240	149	0.3	7.563	A
C-AB	155	0.00	706	0.220	155	0.3	6.548	A
C-A	128	0.00			128			
A-B	24	0.00			24			
A-C	135	0.00			135			

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	0.00	625	0.240	150	0.3	7.572	A
C-AB	155	0.00	706	0.220	155	0.4	6.561	A
C-A	128	0.00			128			
A-B	24	0.00			24			
A-C	135	0.00			135			

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	122	0.00	636	0.192	123	0.2	7.011	A
C-AB	121	0.00	692	0.174	121	0.3	6.328	A
C-A	110	0.00			110			
A-B	20	0.00			20			
A-C	111	0.00			111			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	644	0.159	103	0.2	6.648	A
C-AB	97	0.00	682	0.143	98	0.2	6.182	A
C-A	96	0.00			96			
A-B	17	0.00			17			
A-C	93	0.00			93			

2032 | Sensitivity Flows | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.76	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2032	Sensitivity Flows	AM	ONE HOUR	08:45	10:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	311	100.000
B		✓	81	100.000
C		✓	259	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	17	294
	B	21	0	60
	C	195	64	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	7
	B	0	0	0
	C	8	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:45-09:00	A	234	234
	B	61	61
	C	195	195
09:00-09:15	A	280	280
	B	73	73
	C	233	233
09:15-09:30	A	342	342
	B	89	89
	C	285	285
09:30-09:45	A	342	342
	B	89	89
	C	285	285
09:45-10:00	A	280	280
	B	73	73
	C	233	233
10:00-10:15	A	234	234
	B	61	61
	C	195	195

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	7.52	0.2	A
C-AB	0.14	6.13	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	0.00	603	0.101	61	0.1	6.635	A
C-AB	61	0.00	679	0.091	61	0.1	5.919	A
C-A	134	0.00			134			
A-B	13	0.00			13			
A-C	221	0.00			221			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	588	0.124	73	0.1	6.983	A
C-AB	77	0.00	689	0.112	77	0.2	5.991	A
C-A	156	0.00			156			
A-B	15	0.00			15			
A-C	264	0.00			264			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	0.00	568	0.157	89	0.2	7.517	A
C-AB	102	0.00	703	0.145	101	0.2	6.109	A
C-A	184	0.00			184			
A-B	19	0.00			19			
A-C	324	0.00			324			

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	0.00	568	0.157	89	0.2	7.520	A
C-AB	102	0.00	703	0.145	102	0.2	6.128	A
C-A	183	0.00			183			
A-B	19	0.00			19			
A-C	324	0.00			324			

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	588	0.124	73	0.1	6.991	A
C-AB	77	0.00	689	0.112	78	0.2	6.023	A
C-A	155	0.00			155			
A-B	15	0.00			15			
A-C	264	0.00			264			

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	0.00	602	0.101	61	0.1	6.650	A
C-AB	62	0.00	679	0.091	62	0.1	5.946	A
C-A	133	0.00			133			
A-B	13	0.00			13			
A-C	221	0.00			221			

2032 | Sensitivity Flows | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.11	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2032	Sensitivity Flows	PM	ONE HOUR	15:45	17:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	603	100.000
B		✓	123	100.000
C		✓	505	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	31	572
	B	36	0	87
	C	410	95	0

Vehicle Mix

Heavy Vehicle %

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

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
15:45-16:00	A	454	454
	B	93	93
	C	380	380
16:00-16:15	A	542	542
	B	111	111
	C	454	454
16:15-16:30	A	664	664
	B	135	135
	C	556	556
16:30-16:45	A	664	664
	B	135	135
	C	556	556
16:45-17:00	A	542	542
	B	111	111
	C	454	454
17:00-17:15	A	454	454
	B	93	93
	C	380	380

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.30	11.38	0.4	B
C-AB	0.29	6.34	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	0.00	525	0.176	92	0.2	8.297	A
C-AB	122	0.00	747	0.163	121	0.3	5.786	A
C-A	258	0.00			258			
A-B	23	0.00			23			
A-C	431	0.00			431			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	0.00	495	0.223	110	0.3	9.356	A
C-AB	164	0.00	774	0.211	163	0.5	5.952	A
C-A	290	0.00			290			
A-B	28	0.00			28			
A-C	514	0.00			514			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	0.00	452	0.300	135	0.4	11.332	B
C-AB	237	0.00	813	0.291	235	0.7	6.306	A
C-A	319	0.00			319			
A-B	34	0.00			34			
A-C	630	0.00			630			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	0.00	452	0.300	135	0.4	11.375	B
C-AB	237	0.00	814	0.291	237	0.8	6.335	A
C-A	319	0.00			319			
A-B	34	0.00			34			
A-C	630	0.00			630			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	0.00	495	0.224	111	0.3	9.400	A
C-AB	164	0.00	775	0.212	165	0.5	5.992	A
C-A	290	0.00			290			
A-B	28	0.00			28			
A-C	514	0.00			514			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	0.00	525	0.177	93	0.2	8.345	A
C-AB	123	0.00	748	0.164	123	0.3	5.826	A
C-A	258	0.00			258			
A-B	23	0.00			23			
A-C	431	0.00			431			

2032 | Sensitivity Flows | Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.53	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2032	Sensitivity Flows	Saturday	ONE HOUR	13:45	15:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	331	100.000
B		✓	136	100.000
C		✓	460	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	22	309
	B	28	0	108
	C	352	108	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
13:45-14:00	A	249	249
	B	102	102
	C	346	346
14:00-14:15	A	298	298
	B	122	122
	C	414	414
14:15-14:30	A	364	364
	B	150	150
	C	506	506
14:30-14:45	A	364	364
	B	150	150
	C	506	506
14:45-15:00	A	298	298
	B	122	122
	C	414	414
15:00-15:15	A	249	249
	B	102	102
	C	346	346

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.27	8.81	0.4	A
C-AB	0.28	6.12	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	600	0.171	102	0.2	7.211	A
C-AB	125	0.00	756	0.166	124	0.3	5.712	A
C-A	221	0.00			221			
A-B	17	0.00			17			
A-C	233	0.00			233			

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	122	0.00	583	0.210	122	0.3	7.810	A
C-AB	164	0.00	782	0.209	163	0.4	5.844	A
C-A	250	0.00			250			
A-B	20	0.00			20			
A-C	278	0.00			278			

14:15 - 14:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	0.00	558	0.268	149	0.4	8.793	A
C-AB	227	0.00	819	0.277	226	0.6	6.100	A
C-A	280	0.00			280			
A-B	24	0.00			24			
A-C	340	0.00			340			

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	0.00	558	0.268	150	0.4	8.812	A
C-AB	227	0.00	820	0.277	227	0.6	6.121	A
C-A	279	0.00			279			
A-B	24	0.00			24			
A-C	340	0.00			340			

14:45 - 15:00

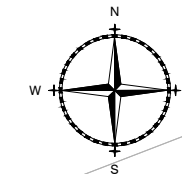
Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	122	0.00	583	0.210	123	0.3	7.834	A
C-AB	164	0.00	783	0.210	165	0.4	5.869	A
C-A	250	0.00			250			
A-B	20	0.00			20			
A-C	278	0.00			278			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	0.00	600	0.171	103	0.2	7.246	A
C-AB	126	0.00	756	0.166	126	0.3	5.744	A
C-A	221	0.00			221			
A-B	17	0.00			17			
A-C	233	0.00			233			

ARCADY ASSESSMENT: ASDA ROUNDABOUT

16.1	Junction Layout: Asda Roundabout
16.2	Output Results



3.63m

3.1m Flare Length

R50.9m

4.78m

43°

21.5°

5m Flare Length

R6.0m

6.13m

61°

30.5°

Ø30.90m

20.5°

41°

7m Flare Length

7.73m

R78.6m

R15.7m

2.2m Flare Length

6.30m

25.5°

51°

4.88m

LIDL

3.97m

Co

3.59m

ADL

TRAFFIC & HIGHWAYS

Title
ASDA ROUNDABOUT ARCADY

Scale
1:500@A3

APPENDIX 16.1

Junctions 11															
ARCADY 11 - Roundabout Module															
Version: 11.0.0.2177															
© Copyright TRL Software Limited, 2024															
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com															
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution															

Filename: Asda Roundabout.j11
 Path: T:\6100-6199\6197 McD's Merthyr Tydfil\2025 Work\Modelling
 Report generation date: 07/04/2025 14:57:08

- »2027 | Base Flows | Weekday AM
- »2027 | Base Flows | Weekday PM
- »2027 | Base Flows | Saturday
- »2027 | Total Flows | Weekday AM
- »2027 | Total Flows | Weekday PM
- »2027 | Total Flows | Saturday
- »2032 | Base Flows | Weekday AM
- »2032 | Base Flows | Weekday PM
- »2032 | Base Flows | Saturday
- »2032 | Total Flows | Weekday AM
- »2032 | Total Flows | Weekday PM
- »2032 | Total Flows | Saturday

Summary of junction performance

	Weekday AM					Weekday PM					Saturday				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2027 - Base Flows														
Arm 1	D1	0.2	2.93	0.14	A	D2	0.2	3.17	0.19	A	D3	0.2	3.00	0.17	A
Arm 2		0.4	3.61	0.28	A		0.4	3.48	0.30	A		0.5	3.59	0.32	A
Arm 3		0.3	4.42	0.23	A		0.6	5.23	0.37	A		0.6	5.49	0.39	A
Arm 4		0.1	4.18	0.09	A		0.3	4.68	0.24	A		0.2	4.42	0.16	A
	2027 - Total Flows														
Arm 1	D4	0.2	3.00	0.17	A	D5	0.3	3.37	0.24	A	D6	0.3	3.22	0.24	A
Arm 2		0.5	3.74	0.31	A		0.5	3.70	0.34	A		0.6	3.83	0.37	A
Arm 3		0.3	4.54	0.24	A		0.6	5.49	0.38	A		0.7	5.82	0.41	A
Arm 4		0.1	4.29	0.09	A		0.3	4.95	0.25	A		0.2	4.65	0.16	A
	2032 - Base Flows														
Arm 1	D7	0.2	2.95	0.14	A	D8	0.2	3.21	0.19	A	D9	0.2	3.03	0.17	A
Arm 2		0.5	3.66	0.29	A		0.5	3.52	0.31	A		0.5	3.65	0.33	A
Arm 3		0.3	4.45	0.23	A		0.6	5.28	0.37	A		0.7	5.56	0.39	A
Arm 4		0.1	4.19	0.09	A		0.3	4.77	0.25	A		0.2	4.45	0.17	A
	2032 - Total Flows														
Arm 1	D10	0.2	3.09	0.18	A	D11	0.3	3.42	0.25	A	D12	0.3	3.26	0.24	A
Arm 2		0.5	3.79	0.32	A		0.5	3.75	0.35	A		0.6	3.89	0.38	A
Arm 3		0.3	4.58	0.24	A		0.6	5.55	0.38	A		0.7	5.89	0.41	A
Arm 4		0.1	4.31	0.10	A		0.4	5.03	0.27	A		0.2	4.70	0.17	A

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

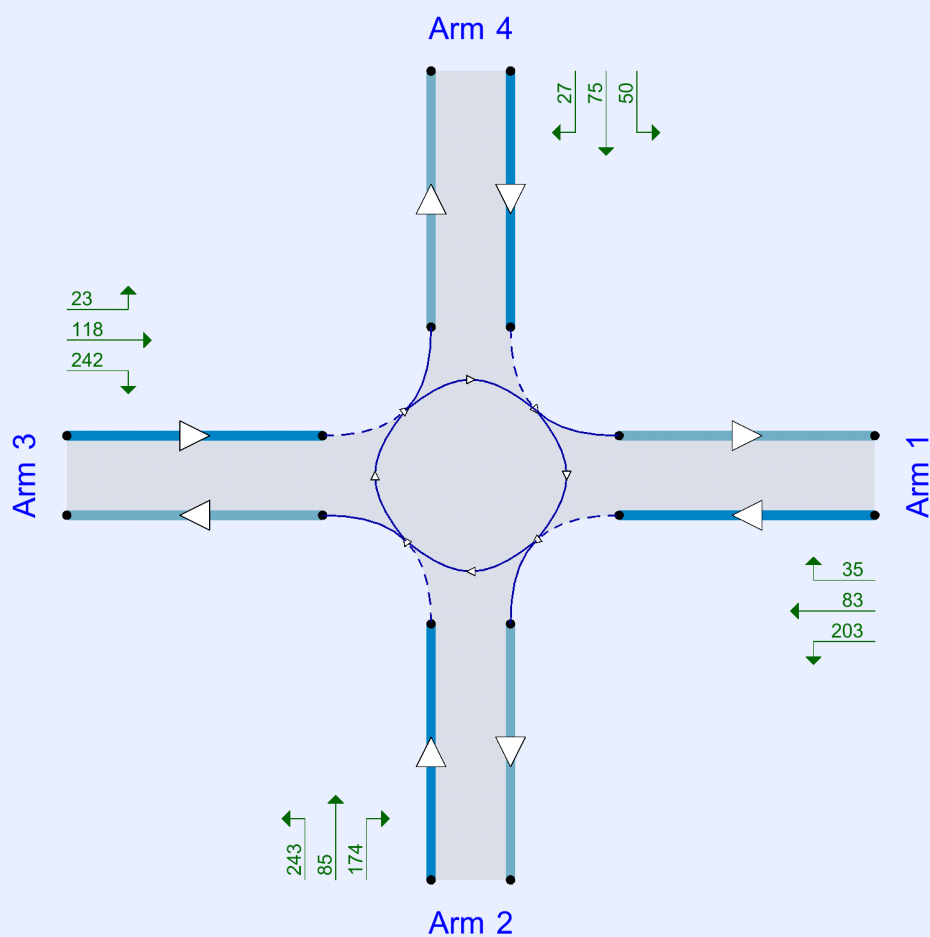
File summary

File Description

Title	
Location	
Site number	
Date	26/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADL\Peter
Description	

Units

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



Flows show original traffic demand (PCU/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2027	Base Flows	Weekday AM	ONE HOUR	08:45	10:15	15
D2	2027	Base Flows	Weekday PM	ONE HOUR	15:45	17:15	15
D3	2027	Base Flows	Saturday	ONE HOUR	13:45	15:15	15
D4	2027	Total Flows	Weekday AM	ONE HOUR	08:45	10:15	15
D5	2027	Total Flows	Weekday PM	ONE HOUR	15:45	17:15	15
D6	2027	Total Flows	Saturday	ONE HOUR	13:45	15:15	15
D7	2032	Base Flows	Weekday AM	ONE HOUR	08:45	10:15	15
D8	2032	Base Flows	Weekday PM	ONE HOUR	15:45	17:15	15
D9	2032	Base Flows	Saturday	ONE HOUR	13:45	15:15	15
D10	2032	Total Flows	Weekday AM	ONE HOUR	08:45	10:15	15
D11	2032	Total Flows	Weekday PM	ONE HOUR	15:45	17:15	15
D12	2032	Total Flows	Saturday	ONE HOUR	13:45	15:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2027 | Base Flows | Weekday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.73	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Common Road		
2	Asda Roundabout Southern Arm		
3	Asda Access		
4	Industrial Estate Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.97	7.73	7.0	78.6	30.9	20.5		
2	4.88	6.30	2.2	15.7	30.9	25.5		
3	3.59	6.13	5.0	6.0	30.9	30.5		
4	3.63	4.78	3.1	50.9	30.9	21.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.686	1735
2	0.642	1623
3	0.523	1221
4	0.600	1334

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2027	Base Flows	Weekday AM	ONE HOUR	08:45	10:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	195	100.000
2		✓	399	100.000
3		✓	234	100.000
4		✓	92	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	98	74	23
	2	87	2	222	88
	3	54	161	2	17
	4	16	61	15	0

Vehicle Mix

Heavy Vehicle %

	To				
	1	2	3	4	
From	1	0	14	4	4
	2	16	50	4	25
	3	4	4	0	6
	4	0	33	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.14	2.93	0.2	A
2	0.28	3.61	0.4	A
3	0.23	4.42	0.3	A
4	0.09	4.18	0.1	A

Main Results for each time segment

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	147	181	1611	0.091	146	0.1	2.674	A
2	300	86	1568	0.192	299	0.3	3.141	A
3	176	150	1142	0.154	175	0.2	3.876	A
4	69	229	1196	0.058	69	0.1	3.823	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	175	216	1586	0.111	175	0.1	2.775	A
2	359	102	1557	0.230	358	0.3	3.327	A
3	210	180	1127	0.187	210	0.2	4.087	A
4	83	275	1169	0.071	83	0.1	3.967	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	215	265	1553	0.138	215	0.2	2.926	A
2	439	125	1542	0.285	439	0.4	3.612	A
3	258	220	1106	0.233	257	0.3	4.416	A
4	101	337	1132	0.090	101	0.1	4.181	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	215	265	1553	0.138	215	0.2	2.926	A
2	439	126	1542	0.285	439	0.4	3.615	A
3	258	220	1106	0.233	258	0.3	4.418	A
4	101	337	1131	0.090	101	0.1	4.182	A

09:45 - 10:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	175	217	1586	0.111	175	0.1	2.778	A
2	359	103	1557	0.230	359	0.3	3.330	A
3	210	180	1127	0.187	211	0.2	4.092	A
4	83	275	1168	0.071	83	0.1	3.971	A

10:00 - 10:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	147	182	1610	0.091	147	0.1	2.676	A
2	300	86	1567	0.192	301	0.3	3.147	A
3	176	151	1142	0.154	176	0.2	3.881	A
4	69	231	1195	0.058	69	0.1	3.826	A

2027 | Base Flows | Weekday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.16	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2027	Base Flows	Weekday PM	ONE HOUR	15:45	17:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	237	100.000
2		✓	410	100.000
3		✓	372	100.000
4		✓	228	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	113	98	26
	2	91	0	246	73
	3	107	250	3	12
	4	47	150	31	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	2	0	0
	2	3	0	2	4
	3	4	1	0	8
	4	0	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.19	3.17	0.2	A
2	0.30	3.48	0.4	A
3	0.37	5.23	0.6	A
4	0.24	4.68	0.3	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	178	325	1512	0.118	178	0.1	2.723	A
2	309	119	1547	0.200	308	0.3	2.977	A
3	280	143	1146	0.244	279	0.3	4.229	A
4	172	338	1131	0.152	171	0.2	3.822	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	213	390	1467	0.145	213	0.2	2.896	A
2	369	142	1532	0.241	368	0.3	3.174	A
3	334	171	1132	0.296	334	0.4	4.604	A
4	205	405	1091	0.188	205	0.2	4.142	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	261	477	1407	0.185	261	0.2	3.168	A
2	451	174	1511	0.299	451	0.4	3.481	A
3	410	209	1112	0.368	409	0.6	5.224	A
4	251	496	1036	0.242	251	0.3	4.671	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	261	478	1407	0.185	261	0.2	3.170	A
2	451	174	1511	0.299	451	0.4	3.484	A
3	410	209	1111	0.369	410	0.6	5.233	A
4	251	497	1036	0.242	251	0.3	4.677	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	213	391	1467	0.145	213	0.2	2.899	A
2	369	142	1531	0.241	369	0.3	3.179	A
3	334	171	1131	0.296	335	0.4	4.618	A
4	205	406	1090	0.188	205	0.2	4.152	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	178	327	1510	0.118	179	0.1	2.728	A
2	309	119	1546	0.200	309	0.3	2.984	A
3	280	143	1146	0.244	280	0.3	4.247	A
4	172	340	1130	0.152	172	0.2	3.835	A

2027 | Base Flows | Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.19	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)
D3	2027	Base Flows	Saturday	ONE HOUR	13:45	15:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	221	100.000
2		✓	447	100.000
3		✓	387	100.000
4		✓	145	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	1	111	83	26
	2	103	14	243	87
	3	104	256	4	23
	4	39	79	27	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	0	1	0
	2	0	0	2	9
	3	1	1	0	0
	4	3	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.17	3.00	0.2	A
2	0.32	3.59	0.5	A
3	0.39	5.49	0.6	A
4	0.16	4.42	0.2	A

Main Results for each time segment

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	166	285	1539	0.108	166	0.1	2.631	A
2	337	106	1555	0.216	335	0.3	3.031	A
3	291	173	1130	0.258	290	0.3	4.317	A
4	109	361	1117	0.098	109	0.1	3.749	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	199	341	1501	0.132	199	0.2	2.774	A
2	402	127	1541	0.261	402	0.4	3.245	A
3	348	208	1112	0.313	347	0.5	4.748	A
4	130	433	1074	0.121	130	0.1	4.008	A

14:15 - 14:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	243	418	1448	0.168	243	0.2	2.998	A
2	492	155	1523	0.323	492	0.5	3.584	A
3	426	254	1088	0.392	425	0.6	5.478	A
4	160	530	1016	0.157	159	0.2	4.416	A

14:30 - 14:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	243	418	1448	0.168	243	0.2	2.999	A
2	492	155	1523	0.323	492	0.5	3.587	A
3	426	254	1088	0.392	426	0.6	5.489	A
4	160	531	1015	0.157	160	0.2	4.421	A

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	199	342	1500	0.132	199	0.2	2.779	A
2	402	127	1541	0.261	402	0.4	3.251	A
3	348	208	1112	0.313	349	0.5	4.764	A
4	130	434	1073	0.121	131	0.1	4.015	A

15:00 - 15:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	166	286	1538	0.108	167	0.1	2.636	A
2	337	106	1554	0.217	337	0.3	3.040	A
3	291	174	1130	0.258	292	0.4	4.337	A
4	109	363	1116	0.098	109	0.1	3.758	A

2027 | Total Flows | Weekday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2027	Total Flows	Weekday AM	ONE HOUR	08:45	10:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	248	100.000
2		✓	438	100.000
3		✓	234	100.000
4		✓	92	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	148	74	26
	2	129	2	222	85
	3	63	152	2	17
	4	18	59	15	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	10	4	4
	2	11	50	4	26
	3	3	4	0	6
	4	0	34	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.17	3.00	0.2	A
2	0.31	3.74	0.5	A
3	0.24	4.54	0.3	A
4	0.09	4.29	0.1	A

Main Results for each time segment

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	187	172	1616	0.116	186	0.1	2.706	A
2	330	88	1566	0.211	329	0.3	3.194	A
3	176	182	1126	0.156	175	0.2	3.929	A
4	69	261	1177	0.059	69	0.1	3.879	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	223	207	1593	0.140	223	0.2	2.824	A
2	394	105	1555	0.253	393	0.4	3.406	A
3	210	217	1107	0.190	210	0.2	4.166	A
4	83	313	1146	0.072	83	0.1	4.043	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	273	253	1561	0.175	273	0.2	3.003	A
2	482	129	1540	0.313	482	0.5	3.737	A
3	258	266	1082	0.238	257	0.3	4.531	A
4	101	383	1104	0.092	101	0.1	4.287	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	273	253	1561	0.175	273	0.2	3.004	A
2	482	129	1540	0.313	482	0.5	3.740	A
3	258	266	1082	0.238	258	0.3	4.536	A
4	101	383	1104	0.092	101	0.1	4.289	A

09:45 - 10:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	223	207	1593	0.140	223	0.2	2.827	A
2	394	105	1555	0.253	394	0.4	3.412	A
3	210	218	1107	0.190	211	0.2	4.171	A
4	83	313	1146	0.072	83	0.1	4.047	A

10:00 - 10:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	187	173	1616	0.116	187	0.1	2.708	A
2	330	88	1566	0.211	330	0.3	3.201	A
3	176	182	1126	0.157	176	0.2	3.940	A
4	69	262	1176	0.059	69	0.1	3.884	A

2027 | Total Flows | Weekday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.31	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027	Total Flows	Weekday PM	ONE HOUR	15:45	17:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	314	100.000
2		✓	468	100.000
3		✓	372	100.000
4		✓	228	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	188	98	28
	2	151	0	246	71
	3	119	238	3	12
	4	53	144	31	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	1	0	0
	2	2	0	2	4
	3	3	1	0	8
	4	0	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.24	3.37	0.3	A
2	0.34	3.70	0.5	A
3	0.38	5.49	0.6	A
4	0.25	4.95	0.3	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	236	312	1521	0.155	236	0.2	2.816	A
2	352	120	1546	0.228	351	0.3	3.080	A
3	280	188	1123	0.249	279	0.3	4.336	A
4	172	383	1104	0.156	171	0.2	3.951	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	282	374	1478	0.191	282	0.2	3.026	A
2	421	144	1530	0.275	420	0.4	3.318	A
3	334	225	1103	0.303	334	0.4	4.763	A
4	205	459	1058	0.194	205	0.2	4.322	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	346	457	1421	0.243	345	0.3	3.366	A
2	515	176	1510	0.341	515	0.5	3.699	A
3	410	275	1077	0.380	409	0.6	5.481	A
4	251	562	996	0.252	251	0.3	4.945	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	346	458	1421	0.243	346	0.3	3.368	A
2	515	176	1510	0.341	515	0.5	3.703	A
3	410	275	1077	0.380	410	0.6	5.493	A
4	251	563	996	0.252	251	0.3	4.952	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	282	375	1478	0.191	283	0.2	3.030	A
2	421	144	1530	0.275	421	0.4	3.322	A
3	334	225	1103	0.303	335	0.4	4.779	A
4	205	460	1057	0.194	205	0.2	4.331	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	236	314	1520	0.156	237	0.2	2.824	A
2	352	121	1545	0.228	353	0.3	3.088	A
3	280	188	1122	0.250	280	0.3	4.356	A
4	172	385	1102	0.156	172	0.2	3.965	A

2027 | Total Flows | Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.35	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027	Total Flows	Saturday	ONE HOUR	13:45	15:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	314	100.000
2		✓	505	100.000
3		✓	387	100.000
4		✓	145	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	1	197	83	33
	2	168	14	243	80
	3	118	242	4	23
	4	48	70	27	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	0	1	0
	2	0	0	2	10
	3	1	1	0	0
	4	2	9	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.24	3.22	0.3	A
2	0.37	3.83	0.6	A
3	0.41	5.82	0.7	A
4	0.16	4.65	0.2	A

Main Results for each time segment

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	236	268	1551	0.152	236	0.2	2.742	A
2	380	111	1551	0.245	379	0.3	3.143	A
3	291	222	1105	0.264	290	0.4	4.452	A
4	109	410	1088	0.100	109	0.1	3.855	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	282	321	1515	0.186	282	0.2	2.927	A
2	454	133	1537	0.295	454	0.4	3.403	A
3	348	266	1082	0.322	347	0.5	4.944	A
4	130	491	1039	0.125	130	0.1	4.155	A

14:15 - 14:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	346	392	1466	0.236	345	0.3	3.222	A
2	556	163	1518	0.366	555	0.6	3.829	A
3	426	326	1051	0.406	425	0.7	5.803	A
4	160	601	973	0.164	159	0.2	4.640	A

14:30 - 14:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	346	393	1465	0.236	346	0.3	3.223	A
2	556	163	1518	0.366	556	0.6	3.832	A
3	426	326	1050	0.406	426	0.7	5.819	A
4	160	602	972	0.164	160	0.2	4.645	A

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	282	322	1514	0.186	283	0.2	2.931	A
2	454	133	1537	0.295	455	0.4	3.408	A
3	348	266	1082	0.322	349	0.5	4.965	A
4	130	493	1038	0.126	131	0.2	4.162	A

15:00 - 15:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	236	269	1550	0.153	237	0.2	2.750	A
2	380	112	1551	0.245	381	0.3	3.153	A
3	291	223	1104	0.264	292	0.4	4.476	A
4	109	412	1086	0.101	109	0.1	3.866	A

2032 | Base Flows | Weekday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.76	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2032	Base Flows	Weekday AM	ONE HOUR	08:45	10:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	202	100.000
2		✓	409	100.000
3		✓	234	100.000
4		✓	97	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	104	74	24
	2	92	2	222	93
	3	54	161	2	17
	4	17	65	15	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	14	4	4
	2	16	50	4	25
	3	4	4	0	6
	4	0	31	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.14	2.95	0.2	A
2	0.29	3.66	0.5	A
3	0.23	4.45	0.3	A
4	0.09	4.19	0.1	A

Main Results for each time segment

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	152	184	1609	0.095	152	0.1	2.691	A
2	308	86	1567	0.196	307	0.3	3.167	A
3	176	158	1138	0.155	175	0.2	3.887	A
4	73	233	1194	0.061	73	0.1	3.816	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	182	220	1584	0.115	181	0.1	2.795	A
2	368	103	1556	0.236	367	0.3	3.360	A
3	210	190	1122	0.188	210	0.2	4.110	A
4	87	279	1166	0.075	87	0.1	3.965	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	222	269	1550	0.144	222	0.2	2.953	A
2	450	127	1541	0.292	450	0.5	3.658	A
3	258	232	1100	0.234	257	0.3	4.449	A
4	107	342	1128	0.095	107	0.1	4.187	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	222	270	1550	0.144	222	0.2	2.953	A
2	450	127	1541	0.292	450	0.5	3.661	A
3	258	232	1099	0.234	258	0.3	4.452	A
4	107	342	1128	0.095	107	0.1	4.188	A

09:45 - 10:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	182	221	1583	0.115	182	0.1	2.797	A
2	368	103	1556	0.236	368	0.3	3.366	A
3	210	190	1122	0.188	211	0.2	4.115	A
4	87	280	1166	0.075	87	0.1	3.969	A

10:00 - 10:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	152	185	1608	0.095	152	0.1	2.695	A
2	308	87	1567	0.197	308	0.3	3.176	A
3	176	159	1138	0.155	176	0.2	3.900	A
4	73	234	1193	0.061	73	0.1	3.819	A

2032 | Base Flows | Weekday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.21	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)
D8	2032	Base Flows	Weekday PM	ONE HOUR	15:45	17:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	245	100.000
2		✓	419	100.000
3		✓	372	100.000
4		✓	239	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	119	98	28
	2	96	0	246	77
	3	107	250	3	12
	4	50	158	31	0

Vehicle Mix

Heavy Vehicle %

	To				
	1	2	3	4	
From	1	0	2	0	0
	2	3	0	2	4
	3	4	1	0	8
	4	0	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.19	3.21	0.2	A
2	0.31	3.52	0.5	A
3	0.37	5.28	0.6	A
4	0.25	4.77	0.3	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	184	331	1507	0.122	184	0.1	2.744	A
2	315	120	1546	0.204	314	0.3	2.997	A
3	280	151	1142	0.245	279	0.3	4.250	A
4	180	342	1129	0.159	179	0.2	3.863	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	220	397	1462	0.151	220	0.2	2.925	A
2	377	144	1530	0.246	376	0.3	3.200	A
3	334	181	1126	0.297	334	0.4	4.634	A
4	215	409	1088	0.198	215	0.2	4.202	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	270	486	1401	0.192	270	0.2	3.210	A
2	461	176	1510	0.306	461	0.4	3.519	A
3	410	221	1105	0.371	409	0.6	5.272	A
4	263	501	1033	0.255	263	0.3	4.765	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	270	487	1401	0.193	270	0.2	3.212	A
2	461	176	1510	0.306	461	0.5	3.522	A
3	410	221	1105	0.371	410	0.6	5.281	A
4	263	502	1032	0.255	263	0.3	4.772	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	220	398	1462	0.151	220	0.2	2.928	A
2	377	144	1530	0.246	377	0.3	3.203	A
3	334	181	1126	0.297	335	0.4	4.646	A
4	215	411	1087	0.198	215	0.3	4.211	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	184	333	1506	0.122	185	0.1	2.750	A
2	315	121	1545	0.204	316	0.3	3.006	A
3	280	151	1142	0.245	280	0.3	4.267	A
4	180	344	1127	0.160	180	0.2	3.876	A

2032 | Base Flows | Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.23	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2032	Base Flows	Saturday	ONE HOUR	13:45	15:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	229	100.000
2		✓	459	100.000
3		✓	387	100.000
4		✓	152	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	1	117	83	28
	2	109	15	243	92
	3	104	256	4	23
	4	41	84	27	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	0	1	0
	2	0	0	2	10
	3	1	1	0	0
	4	2	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.17	3.03	0.2	A
2	0.33	3.65	0.5	A
3	0.39	5.56	0.7	A
4	0.17	4.45	0.2	A

Main Results for each time segment

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	172	289	1536	0.112	172	0.1	2.648	A
2	346	107	1554	0.222	344	0.3	3.061	A
3	291	184	1125	0.259	290	0.4	4.345	A
4	114	367	1114	0.103	114	0.1	3.754	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	206	347	1497	0.138	206	0.2	2.797	A
2	413	128	1540	0.268	412	0.4	3.286	A
3	348	220	1106	0.315	347	0.5	4.790	A
4	137	439	1070	0.128	137	0.2	4.023	A

14:15 - 14:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	252	424	1444	0.175	252	0.2	3.031	A
2	505	157	1522	0.332	505	0.5	3.642	A
3	426	269	1080	0.395	425	0.7	5.543	A
4	167	538	1011	0.166	167	0.2	4.449	A

14:30 - 14:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	252	425	1443	0.175	252	0.2	3.032	A
2	505	157	1522	0.332	505	0.5	3.646	A
3	426	270	1080	0.395	426	0.7	5.557	A
4	167	538	1010	0.166	167	0.2	4.454	A

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	206	348	1496	0.138	206	0.2	2.802	A
2	413	129	1540	0.268	413	0.4	3.289	A
3	348	221	1106	0.315	349	0.5	4.806	A
4	137	440	1069	0.128	137	0.2	4.028	A

15:00 - 15:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	172	291	1535	0.112	173	0.1	2.653	A
2	346	108	1553	0.222	346	0.3	3.069	A
3	291	185	1124	0.259	292	0.4	4.366	A
4	114	369	1112	0.103	115	0.1	3.763	A

2032 | Total Flows | Weekday AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2032	Total Flows	Weekday AM	ONE HOUR	08:45	10:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	255	100.000
2		✓	451	100.000
3		✓	234	100.000
4		✓	97	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	154	74	27
	2	137	2	222	90
	3	63	152	2	17
	4	19	63	15	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	14	4	4
	2	11	50	4	25
	3	3	4	0	6
	4	0	32	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.18	3.09	0.2	A
2	0.32	3.79	0.5	A
3	0.24	4.58	0.3	A
4	0.10	4.31	0.1	A

Main Results for each time segment

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	192	175	1614	0.119	191	0.1	2.776	A
2	340	89	1566	0.217	338	0.3	3.221	A
3	176	192	1120	0.157	175	0.2	3.952	A
4	73	267	1173	0.062	73	0.1	3.881	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	229	210	1590	0.144	229	0.2	2.903	A
2	405	106	1555	0.261	405	0.4	3.443	A
3	210	230	1101	0.191	210	0.2	4.196	A
4	87	320	1142	0.076	87	0.1	4.051	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	281	257	1558	0.180	281	0.2	3.094	A
2	497	130	1539	0.323	496	0.5	3.791	A
3	258	282	1074	0.240	257	0.3	4.577	A
4	107	391	1099	0.097	107	0.1	4.307	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	281	258	1558	0.180	281	0.2	3.094	A
2	497	130	1539	0.323	497	0.5	3.795	A
3	258	282	1073	0.240	258	0.3	4.581	A
4	107	392	1098	0.097	107	0.1	4.308	A

09:45 - 10:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	229	211	1590	0.144	229	0.2	2.905	A
2	405	106	1554	0.261	406	0.4	3.449	A
3	210	230	1100	0.191	211	0.2	4.202	A
4	87	320	1141	0.076	87	0.1	4.055	A

10:00 - 10:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	192	176	1614	0.119	192	0.1	2.783	A
2	340	89	1566	0.217	340	0.3	3.229	A
3	176	193	1120	0.157	176	0.2	3.962	A
4	73	268	1173	0.062	73	0.1	3.886	A

2032 | Total Flows | Weekday PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.36	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2032	Total Flows	Weekday PM	ONE HOUR	15:45	17:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	322	100.000
2		✓	477	100.000
3		✓	372	100.000
4		✓	239	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	194	98	30
	2	156	0	246	75
	3	119	238	3	12
	4	56	152	31	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	1	0	0
	2	2	0	2	4
	3	3	1	0	8
	4	0	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.25	3.42	0.3	A
2	0.35	3.75	0.5	A
3	0.38	5.55	0.6	A
4	0.27	5.03	0.4	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	242	318	1517	0.160	242	0.2	2.839	A
2	359	122	1545	0.233	358	0.3	3.101	A
3	280	196	1118	0.250	279	0.3	4.358	A
4	180	387	1102	0.163	179	0.2	3.973	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	289	381	1474	0.196	289	0.2	3.057	A
2	429	146	1529	0.280	428	0.4	3.346	A
3	334	234	1098	0.305	334	0.4	4.795	A
4	215	463	1056	0.204	215	0.3	4.361	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	355	466	1415	0.251	354	0.3	3.414	A
2	525	178	1508	0.348	525	0.5	3.742	A
3	410	287	1071	0.383	409	0.6	5.533	A
4	263	567	993	0.265	263	0.4	5.020	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	355	467	1415	0.251	355	0.3	3.415	A
2	525	178	1508	0.348	525	0.5	3.746	A
3	410	287	1071	0.383	410	0.6	5.545	A
4	263	568	993	0.265	263	0.4	5.027	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	289	382	1473	0.197	290	0.2	3.064	A
2	429	146	1529	0.280	429	0.4	3.353	A
3	334	235	1098	0.305	335	0.4	4.809	A
4	215	465	1055	0.204	215	0.3	4.371	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	242	320	1515	0.160	243	0.2	2.847	A
2	359	122	1544	0.233	359	0.3	3.108	A
3	280	197	1118	0.251	280	0.3	4.380	A
4	180	389	1100	0.164	180	0.2	3.989	A

2032 | Total Flows | Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.39	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2032	Total Flows	Saturday	ONE HOUR	13:45	15:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	322	100.000
2		✓	517	100.000
3		✓	387	100.000
4		✓	152	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	1	203	83	35
	2	174	15	243	85
	3	118	242	4	23
	4	50	75	27	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	0	1	0
	2	0	0	2	9
	3	1	1	0	0
	4	2	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.24	3.26	0.3	A
2	0.38	3.89	0.6	A
3	0.41	5.89	0.7	A
4	0.17	4.70	0.2	A

Main Results for each time segment

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	242	272	1548	0.157	242	0.2	2.761	A
2	389	113	1550	0.251	388	0.3	3.167	A
3	291	233	1099	0.265	290	0.4	4.481	A
4	114	415	1084	0.106	114	0.1	3.874	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	289	326	1511	0.192	289	0.2	2.953	A
2	465	135	1536	0.303	464	0.4	3.437	A
3	348	278	1075	0.324	347	0.5	4.989	A
4	137	497	1035	0.132	137	0.2	4.186	A

14:15 - 14:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	355	399	1461	0.243	354	0.3	3.260	A
2	569	165	1517	0.375	569	0.6	3.883	A
3	426	341	1043	0.409	425	0.7	5.877	A
4	167	609	968	0.173	167	0.2	4.695	A

14:30 - 14:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	355	400	1461	0.243	355	0.3	3.262	A
2	569	165	1517	0.375	569	0.6	3.888	A
3	426	341	1042	0.409	426	0.7	5.895	A
4	167	610	968	0.173	167	0.2	4.700	A

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	289	327	1510	0.192	290	0.2	2.957	A
2	465	135	1536	0.303	465	0.4	3.445	A
3	348	279	1075	0.324	349	0.5	5.008	A
4	137	499	1034	0.132	137	0.2	4.193	A

15:00 - 15:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	242	274	1547	0.157	243	0.2	2.769	A
2	389	113	1550	0.251	390	0.3	3.177	A
3	291	234	1099	0.265	292	0.4	4.507	A
4	114	418	1083	0.106	115	0.1	3.884	A