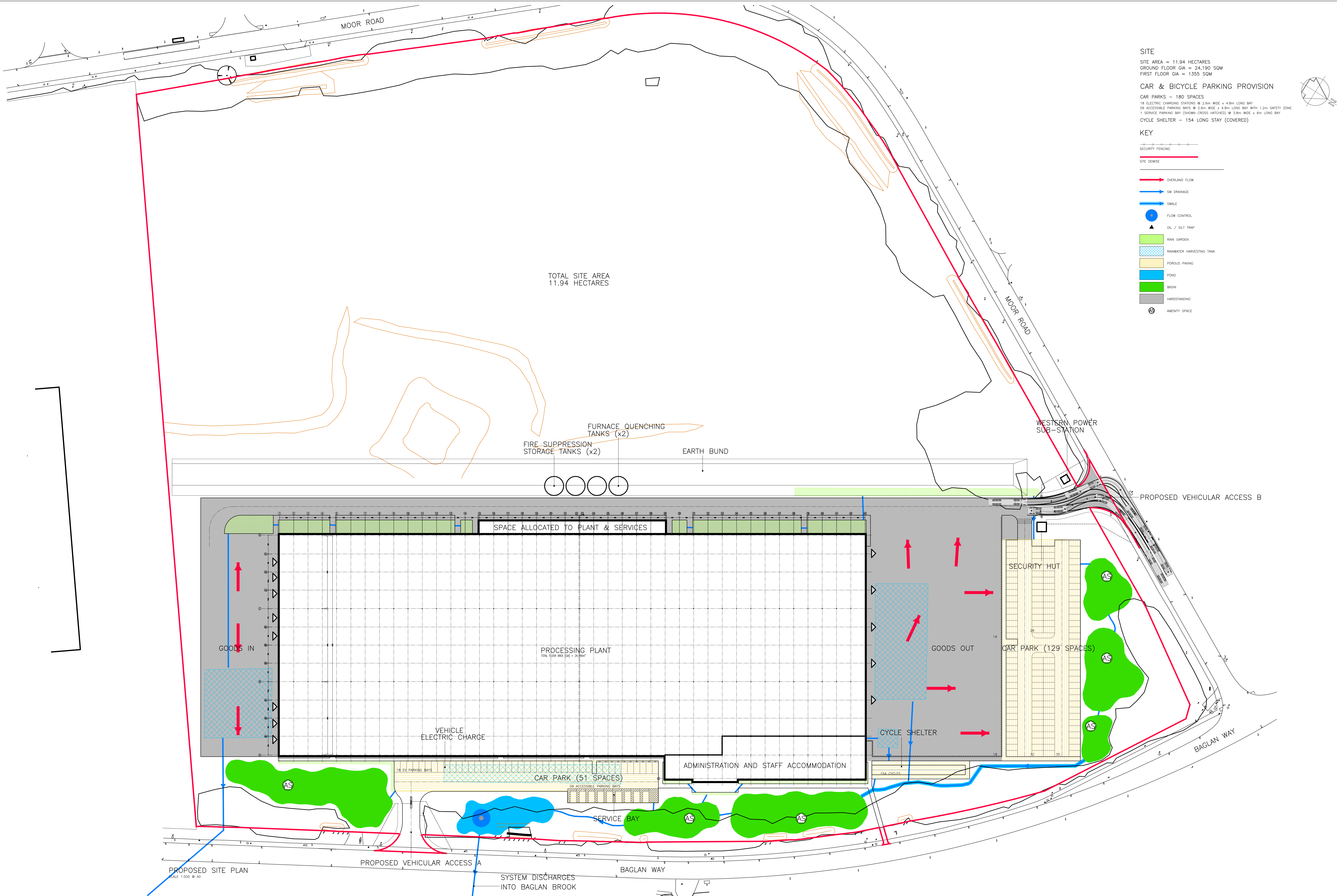
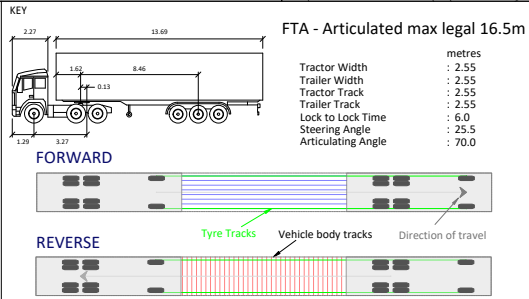
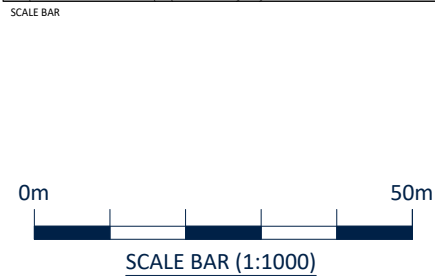
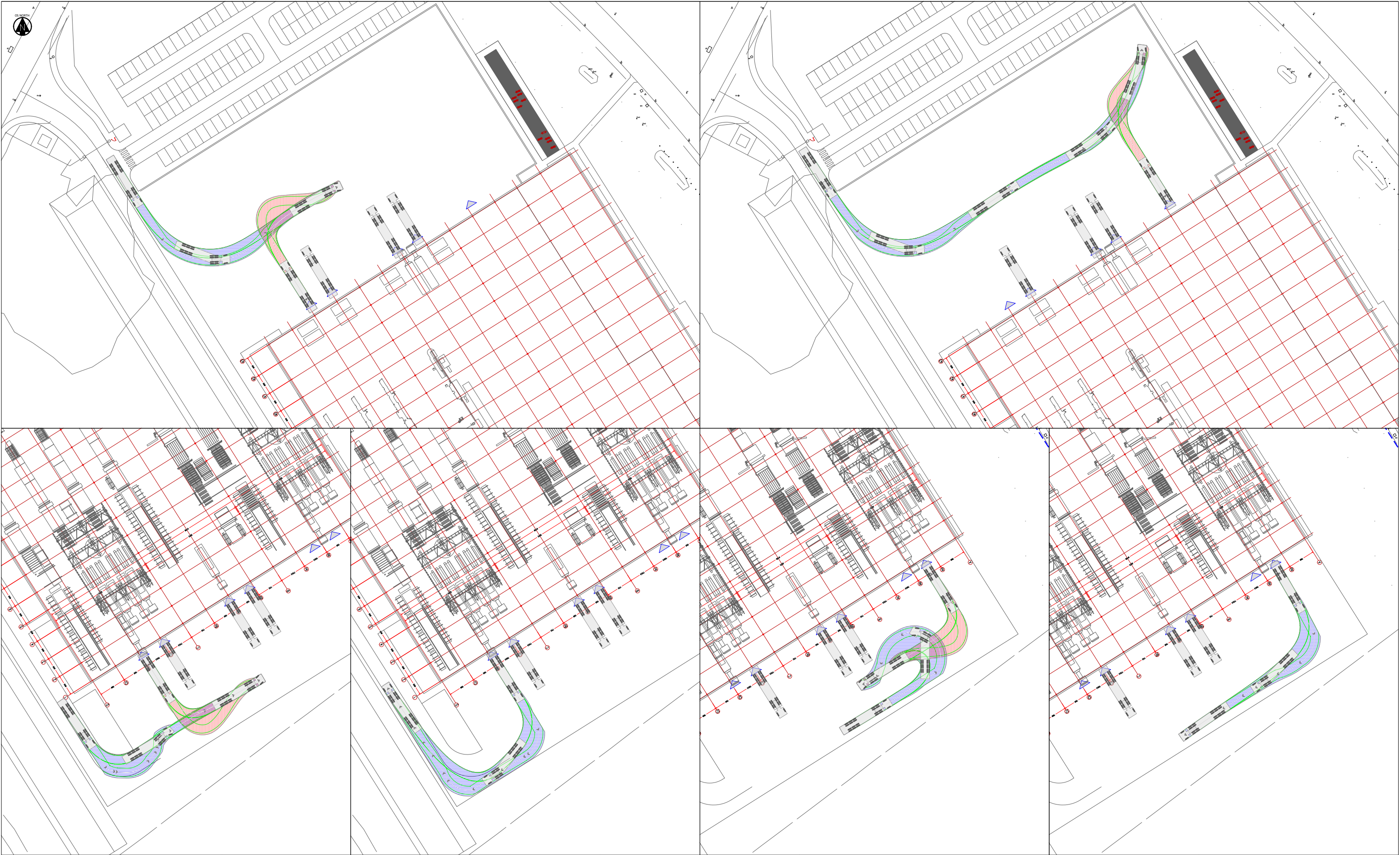




- SITE**
- SITE AREA = 11.94 HECTARES
GROUND FLOOR GIA = 24,190 SQM
FIRST FLOOR GIA = 1355 SQM
- CAR & BICYCLE PARKING PROVISION**
- CAR PARKS – 180 SPACES
18 ELECTRIC CHARGING STATIONS @ 2.6m WIDE x 4.8m LONG BAY
09 ACCESSIBLE PARKING BAYS @ 2.6m WIDE x 4.8m LONG BAY WITH 1.2m SAFETY ZONE
1 SERVICE PARKING BAY (SHOWN CROSS HATCHED) @ 3.8m WIDE x 6m LONG BAY
CYCLE SHELTER – 154 LONG STAY (COVERED)
- KEY**
- SECURITY FENCING
 - SITE DEMISE
 - OVERLAND FLOW
 - SW DRAINAGE
 - SWALE
 - FLOW CONTROL
 - DE / SILT TRAP
 - RAIN GARDEN
 - RAINWATER HARVESTING TANK
 - POROUS PAVING
 - POND
 - BASIN
 - HARDSTANDING
 - AMENITY SPACE

Rev	Job No	Drawing No	Scale	No. REVISION				No. REVISION				No. REVISION				NOTES	REFER ALSO TO THE FOLLOWING Drawings:	CLIENT	james&nicholas	COPYRIGHT													
				by	date	by	date	by	date	by	date	by	date	by	date																		
	21.49	A03	1:500 @ A0	A	VEHICULAR ACCESS (A) & KERB RADIIUS AMENDED TO 12m. VEHICULAR ACCESS B KERB RADIIUS AMENDED TO 15m. BARRIER TO 'M' & BARRIER REPOSITIONED.	AP	18.10.21	1	PLANT & SERVICES PUSHED BEYOND PREVIOUS ENVELOPE 1 WEEK UPDATED.	AO	04.05.22				1	Do not scale from this drawing		 CJ CONSTRUCTION (WALES) LTD	 GLASS SYSTEMS UK'S NUMBER ONE	Grove House, Grove Place, Port Talbot SA13 1XA • Tel 01639 885431 • Fax 01639 891687 admin@jamesandnicholas.com • www.jamesandnicholas.com James & Nicholas Limited Liability Partnership. Registered in the UK No. OC303071	<table><tr><td>drawn</td><td>AP</td><td>checked</td><td>AO</td></tr><tr><td>approved</td><td>JEN</td><td>date</td><td>03.08.2021</td></tr><tr><td>date</td><td>10.08.2021</td><td>date</td><td>10.08.2021</td></tr></table>	drawn	AP	checked	AO	approved	JEN	date	03.08.2021	date	10.08.2021	date	10.08.2021
drawn	AP	checked	AO																														
approved	JEN	date	03.08.2021																														
date	10.08.2021	date	10.08.2021																														
				B	CAR PARK & VEHICULAR ACCESS AMENDED TO INCLUDE FOOTPATH AND PEDESTRIAN ACCESS GATE. SERVICE CAR PARK BAY ADDED.	AP	01.11.21								2	All dimensions to be checked on site																	
				C	CAR PARK & CYCLE SHELTER RELOCATED TO NORTH EAST CORNER OF BUILDING. SECURITY BUILDING LOCATION AMENDED. VEHICULAR ACCESS AMENDED TO INCLUDE FOOTPATH AND PEDESTRIAN ACCESS GATE.	AO	25.01.22								3	'As built' drawings are prepared, in part, based upon information furnished by others. While this information is believed to be reliable, James & Nicholas LLP assume no responsibility for the accuracy of 'As built' drawings or for any errors or omissions that may have been incorporated into them as a result of incorrect information provided to us by others. Those relying on an 'As built' drawing are advised to obtain independent verification of its accuracy.																	
				D	SITE DRAINAGE STRATEGY INCORPORATED WITH LAYOUT. CAR PARKING & CYCLES PROVISION UPDATED IN LINE WITH PLANNING REQUIREMENTS.	AO	25.01.22																										
				E	FURTHER REVISIONS TO CYCLES PROVISION AND ACCESS. BRACKING WEDGE INDEX OF SITE BOUNDARY.	AO	25.01.22																										
				F	AMENITY SPACE INDICATED WITH ANNOTATION.	AO	28.01.22																										
				G	GROUND FLOOR GROSS INTERNAL AREA (GIA) INDICATED ON LAYOUT.	AO	28.02.22																										
				H	SUBS STRATEGY REVEALED WESTERN POWER SUB-STATION & FURNACE QUENCHING TANKS INDICATED.	AO	15.03.22																										
				I	SUBS STRATEGY REVISED.	AO	28.03.22																										
				J	BUILDING ENVELOPE EXPANDED.	AO	28.03.22																										
												</																					

Appendix E Swept Path Analysis



NOTES

REVISIONS (CONTINUED)

REVISIONS

P03	14/04/22	Third Issue.	AR	DC
P02	30/01/22	Second Issue.	AR	DC
P01	24/08/21	First Issue.	AR	DC
Rev	Date	Description	By	App



11-13 PENHILL ROAD
CARDIFF
CF11 9PQ
t: 02920 619 361
e: info@apextp.co.uk

CLIENT
CJ CONSTRUCTION (WALES) LTD

PROJECT
BAGLAN WAY, BAGLAN

TITLE
ARTICULATED VEHICLE SWEEP PATH
ANALYSIS

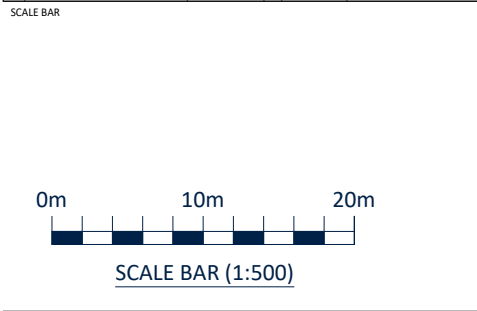
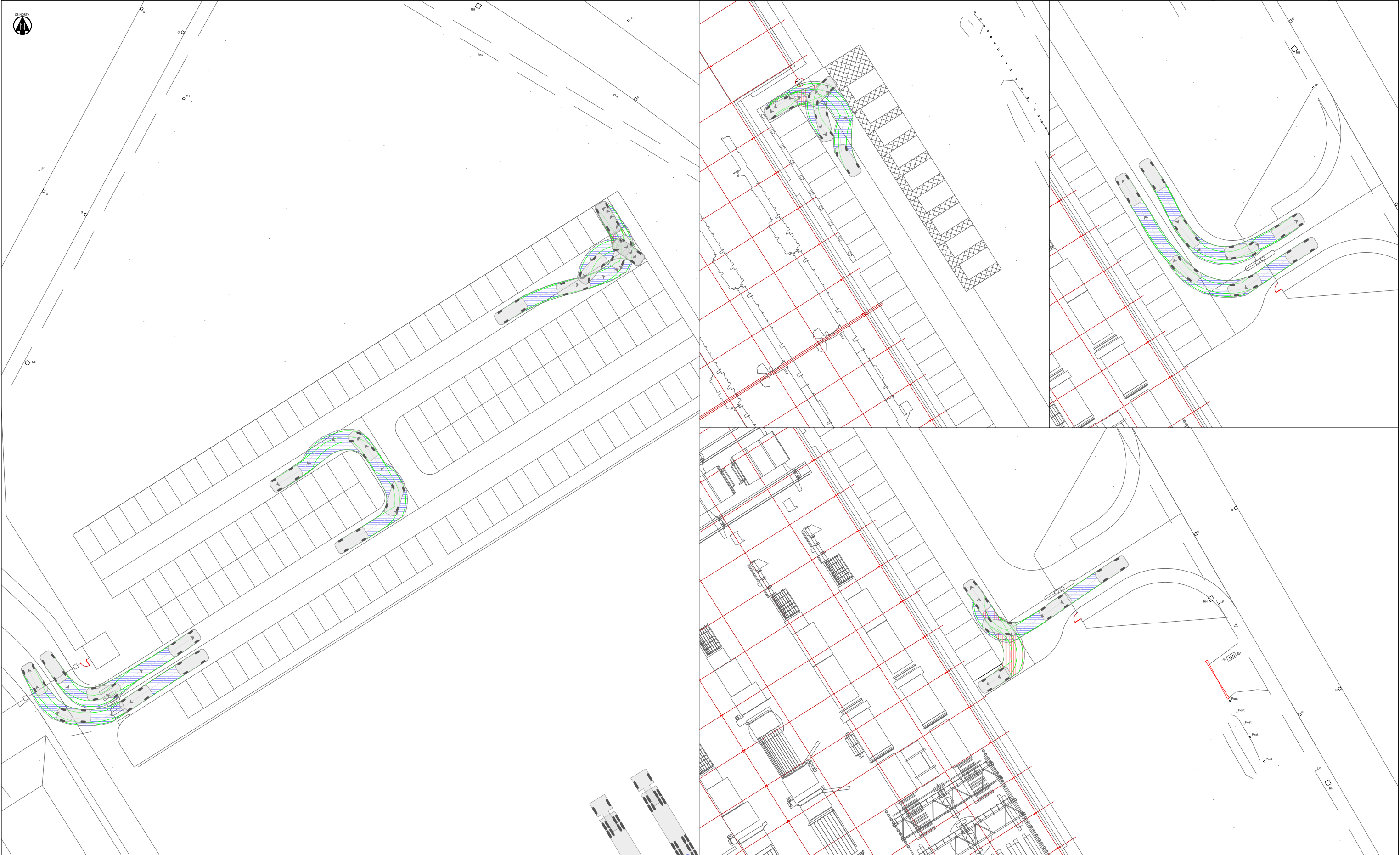
PROJECT NO.
C21-049

SCALE @ A3
1:1000

STATUS DESCRIPTION
INFORMATION

STATUS
S2

DRAWING NO.
C21049-ATP-DR-TP-002



KEY

2010 BMW 5-Series

Width : 1.86 metres
Track : 1.85
Lock to Lock Time : 6.0
Steering Angle : 36.9

4.90
0.67 2.97

FORWARD
Tyre Tracks
Vehicle body tracks
Direction of travel

REVERSE

NOTES

REVISIONS (CONTINUED)

Rev	Date	Description	By	App
PO2	14/04/22	Second Issue.	AR	DC
PO1	30/01/22	First Issue.	DC	DC

REVISIONS

Rev	Date	Description	By	App
PO2	14/04/22	Second Issue.	AR	DC
PO1	30/01/22	First Issue.	DC	DC

Apex
TRANSPORT PLANNING

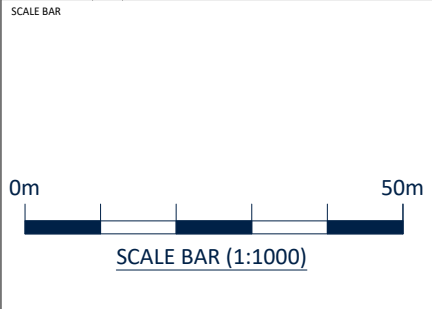
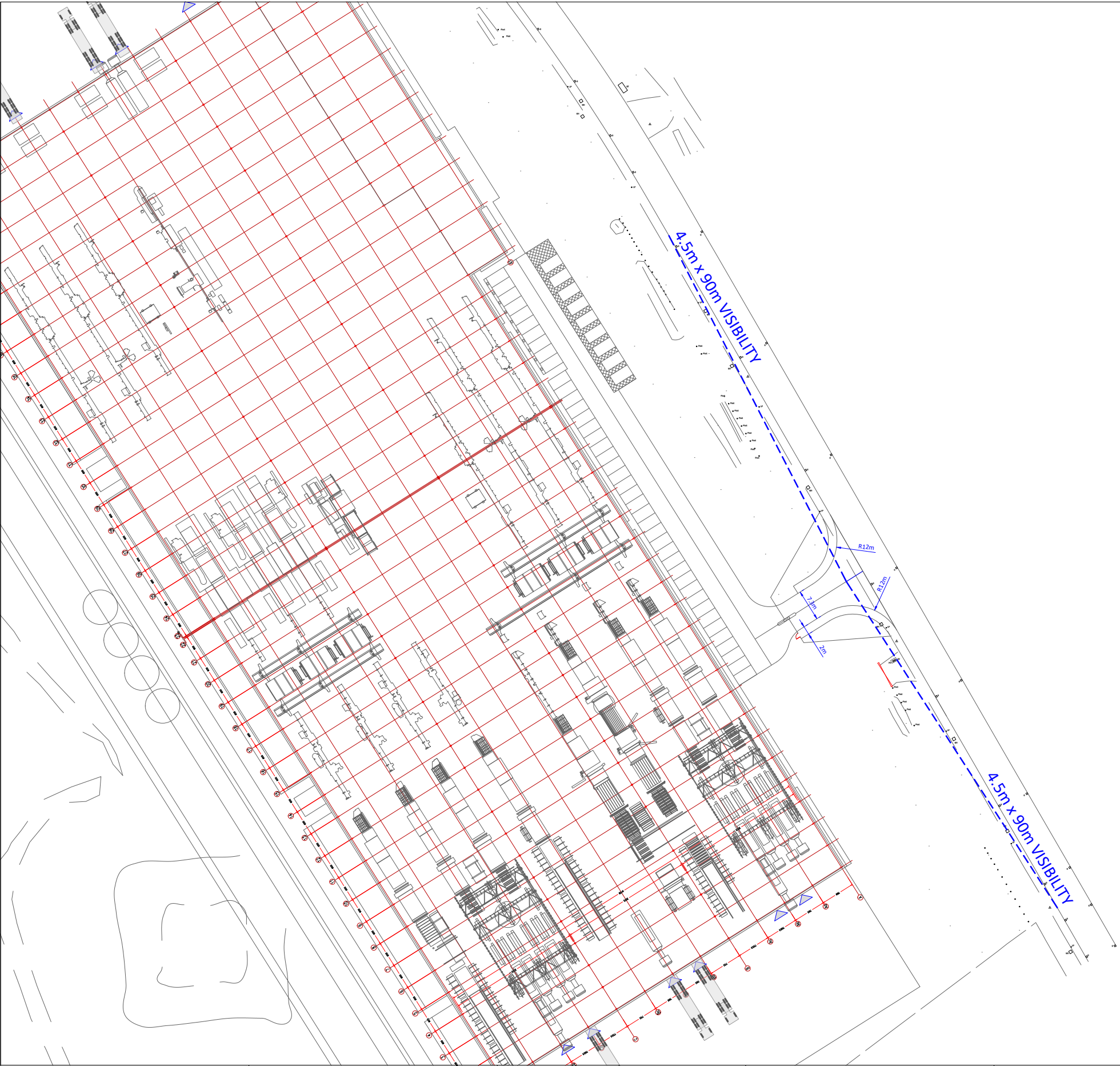
11-13 PENHILL ROAD
CARDIFF
CF11 9PQ
t: 02920 619 361
e: info@apextp.co.uk

CLIENT
CJ CONSTRUCTION (WALES) LTD

PROJECT
BAGLAN WAY, BAGLAN

TITLE LARGE CAR SWEPT PATH ANALYSIS	
PROJECT NO. C21-049	SCALE @ A3 1:500
STATUS DESCRIPTION INFORMATION	STATUS S2
DRAWING NO. C21049-ATP-DR-TP-003	

Appendix F Baglan Way Access Arrangements



NOTES

REVISIONS (CONTINUED)

REVISIONS

P02	14/04/22	Second Issue.	AR	DC
P01	30/01/22	First Issue.	DC	DC
Rev	Date	Description	By	App

11-13 PENHILL ROAD
CARDIFF
CF11 9PQ
t: 02920 619 361
e: info@apextp.co.uk

CLIENT

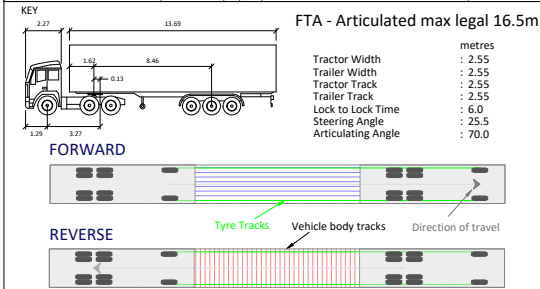
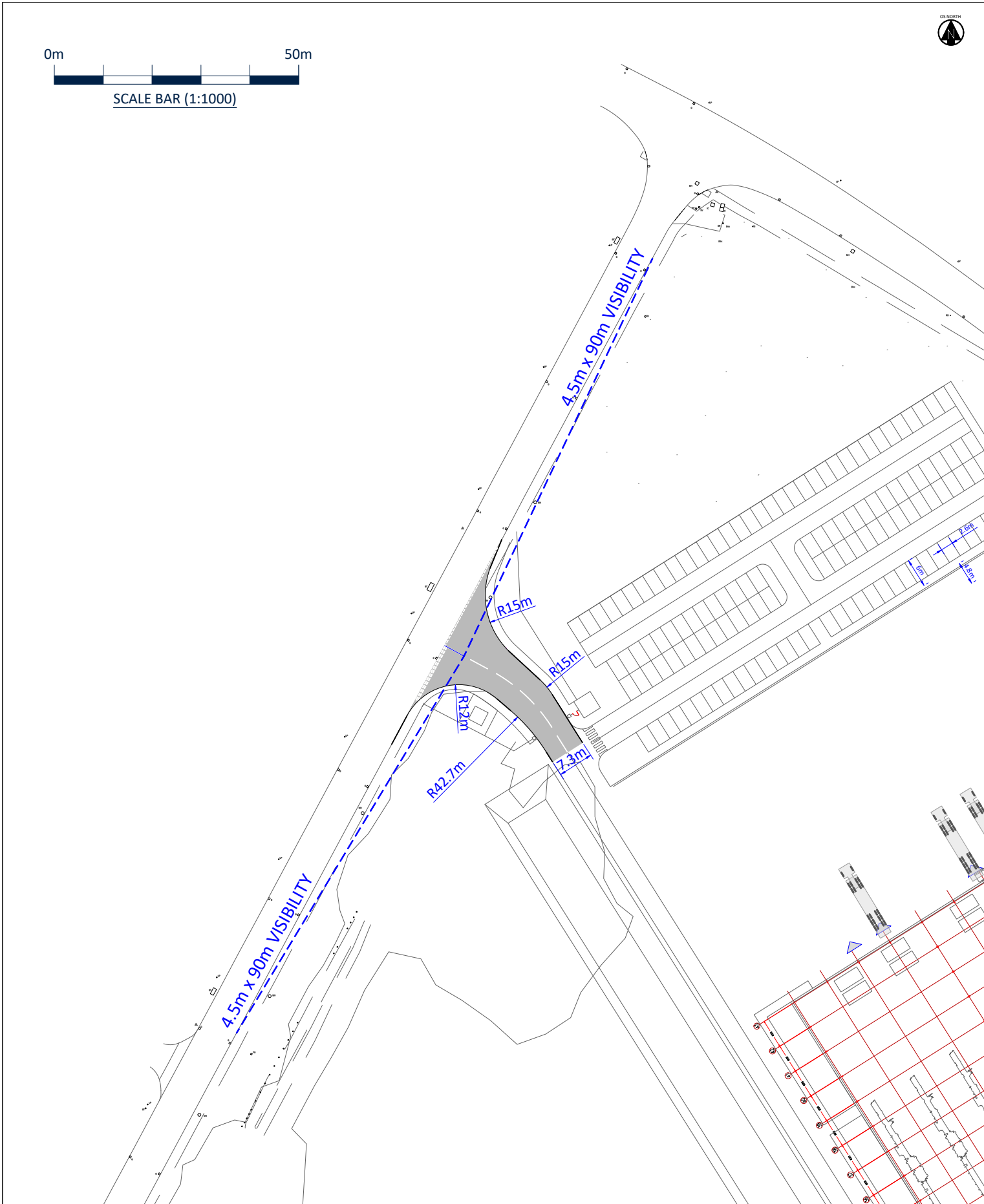
CJ CONSTRUCTION (WALES) LTD

PROJECT

BAGLAN WAY, BAGLAN

TITLE	
GENERAL ARRANGEMENT SITE ACCESS LAYOUT - BAGLAN WAY	
PROJECT NO.	SCALE @ A3
C21-049	1:1000
STATUS DESCRIPTION	
INFORMATION	
DRAWING NO.	
C21049-ATP-DR-TP-004	
STATUS	
S2	

Appendix G Moor Road Access Arrangements



NOTES

REVISIONS (CONTINUED)

REVISIONS				
P05	14/04/22	Fifth Issue.	AR	DC
P04	30/01/22	Fourth Issue.	DC	DC
P03	20/01/22	Third Issue.	GP	DC
P02	21/10/21	Second Issue.	GP	DC
P01	15/09/21	First Issue.	GP	DC
Rev	Date	Description	By	App



11-13 PENHILL ROAD
CARDIFF
CF11 9PQ
t: 02920 619 361
e: info@apextp.co.uk

CLIENT
CJ CONSTRUCTION (WALES) LTD

PROJECT
BAGLAN WAY, BAGLAN

TITLE
GENERAL ARRANGEMENT SITE ACCESS
LAYOUT - MOOR ROAD

PROJECT NO.
C21-049

SCALE @ A3
AS SHOWN

STATUS DESCRIPTION
INFORMATION

STATUS
S2

DRAWING NO.
C21049-ATP-DR-TP-001

Appendix H First Principles Movements Analysis

Person Movements

Time Period	Office Staff			Shift Staff			Drivers			Visitors / Parcel Deliveries			Operational Vehicles - Goods Leaving			Operational Vehicles - Suppliers			Total		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
00:00-01:00			0			0			0			0			0			0	0	0	0
01:00-02:00			0			0			0			0			0			0	0	0	0
02:00-03:00			0			0			0			0			0			0	0	0	0
03:00-04:00			0			0	3		3			0		3	3			0	3	3	6
04:00-05:00			0			0	4		4			0		4	4			0	4	4	8
05:00-06:00			0	180		180	4		4			0		4	4			0	184	4	188
06:00-07:00			0		140	140	4		4			0		4	4		1	1	4	145	149
07:00-08:00			0			0	3		3			0		3	3	2		2	5	3	8
08:00-09:00	65		65			0	3		3			0		3	3	2	2	4	70	5	75
09:00-10:00			0			0	3		3	2	2	4		3	3	2	2	4	7	7	14
10:00-11:00			0			0	3		3	2	2	4		3	3	2	2	4	7	7	14
11:00-12:00			0			0	3		3	2	2	4		3	3	2	2	4	7	7	14
12:00-13:00			0			0		3	3	2	2	4	3		3	2	2	4	7	7	14
13:00-14:00			0	140		140		4	4	2	2	4	4		4	2	2	4	148	8	156
14:00-15:00			0		180	180		4	4	2	2	4	4		4		2	2	6	188	194
15:00-16:00			0			0		4	4	2	2	4	4		4			0	6	6	12
16:00-17:00			0			0		3	3	2	2	4	3		3			0	5	5	10
17:00-18:00		65	65			0		3	3			0	3		3			0	3	68	71
18:00-19:00			0			0		3	3			0	3		3			0	3	3	6
19:00-20:00			0			0		3	3			0	3		3			0	3	3	6
20:00-21:00			0			0		3	3			0	3		3			0	3	3	6
21:00-22:00			0	140		140			0			0			0			0	140	0	140
22:00-23:00			0		140	140			0			0			0	1		1	1	140	141
23:00-24:00			0			0			0			0			0			0	0	0	0
Total	65	65	130	460	460	920	30	30	60	16	16	32	30	30	60	15	15	30	616	616	1232
12 Hours	65	65	130	140	180	320	15	24	39	16	16	32	24	15	39	14	14	28	274	314	588

Time Period	Office Staff			Shift Staff			Drivers			Visitors / Parcel Deliveries			Operational Vehicles - Goods Leaving			Operational Vehicles - Suppliers			Total			HGVs			Lights access a (Baglan Way)			Lights access b (Moor Road)			
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	
00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00-04:00	0	0	0	0	0	0	3	0	3	0	0	0	0	3	3	0	0	0	3	3	6	0	3	3	0	0	0	3	0	3	3
04:00-05:00	0	0	0	0	0	0	4	0	4	0	0	0	0	4	4	0	0	0	4	4	8	0	4	4	0	0	0	4	0	4	4
05:00-06:00	0	0	0	130	0	130	4	0	4	0	0	0	0	4	4	0	0	0	134	4	138	0	4	4	0	0	0	134	0	134	0
06:00-07:00	0	0	0	0	101	101	4	0	4	0	0	0	0	4	4	0	1	1	4	106	110	0	5	5	0	0	0	4	101	105	105
07:00-08:00	0	0	0	0	0	0	2	0	2	0	0	0	0	3	3	2	0	2	4	3	7	2	3	5	0	0	0	2	0	2	2
08:00-09:00	47	0	47	0	0	0	2	0	2	0	0	0	0	3	3	2	2	4	51	5	56	2	5	7	47	0	47	2	0	2	2
09:00-10:00	0	0	0	0	0	0	2	0	2	2	2	4	0	3	3	2	2	4	6	7	13	2	5	7	2	2	4	2	0	2	2
10:00-11:00	0	0	0	0	0	0	3	0	3	2	2	4	0	3	3	2	2	4	7	7	14	2	5	7	2	2	4	3	0	3	3
11:00-12:00	0	0	0	0	0	0	3	0	3	2	2	4	0	3	3	2	2	4	7	7	14	2	5	7	2	2	4	3	0	3	3
12:00-13:00	0	0	0	0	0	0	0	3	3	2	2	4	3	0	3	2	2	4	7	7	14	5	2	7	2	2	4	0	3	3	3
13:00-14:00	0	0	0	101	0	101	0	4	4	2	2	4	4	0	4	2	2	4	109	8	117	6	2	8	2	2	4	101	4	105	105
14:00-15:00	0	0	0	0	130	130	0	4	4	2	2	4	4	0	4	0	2	2	6	138	144	4	2	6	2	2	4	0	134	134	134
15:00-16:00	0	0	0	0	0	0	0	4	4	2	2	4	4	0	4	0	0	0	6	6	12	4	0	4	2	2	4	0	4	4	4
16:00-17:00	0	0	0	0	0	0	0	2	2	2	2	4	3	0	3	0	0	0	5	4	9	3	0	3	2	2	4	0	2	2	2
17:00-18:00	0	47	47	0	0	0	0	2	2	0	0	0	3	0	3	0	0	0	3	49	52	3	0	3	0	47	47				

Car Driver + Motorcycle	72.14%
----------------------------	--------

Appendix I TRICS Outputs - Industrial Units

Calculation Reference: AUDIT-502501-210705-0727

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	CW CORNWALL	2 days
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
10	WALES	
	CF CARDIFF	1 days
	MT MERTHYR TYDFIL	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 10200 to 43325 (units: sqm)
 Range Selected by User: 10000 to 50000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 06/10/16

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	1 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	7

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:

Industrial Zone	8
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

Not Known	10 days
-----------	---------

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	3 days
15,001 to 20,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	7 days

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

Travel Plan:

No	10 days
----	---------

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

PTAL Rating:

No PTAL Present	10 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CF-02-C-02	BAKERY	CARDIFF
	MAES-Y-COED ROAD		
	CARDIFF		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	14125 sqm	
	Survey date: THURSDAY	06/10/16	Survey Type: MANUAL
2	CH-02-C-01	BAKERY	CHESHIRE
	GADBROOK PARK		
	NORTHWICH		
	HIGH SHURLACH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	15000 sqm	
	Survey date: THURSDAY	21/06/07	Survey Type: MANUAL
3	CW-02-C-01	FOOD DISTRIBUTION	CORNWALL
	WILSON WAY		
	CAMBORNE		
	POOL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	10200 sqm	
	Survey date: FRIDAY	08/06/07	Survey Type: MANUAL
4	CW-02-C-02	LIGHTING COMPANY	CORNWALL
	NORMANDY WAY		
	BODMIN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	17675 sqm	
	Survey date: WEDNESDAY	06/06/07	Survey Type: MANUAL
5	DS-02-C-01	BAKERY	DERBYSHIRE
	STUBLEY LANE		
	NEAR SHEFFIELD		
	DRONFIELD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	23500 sqm	
	Survey date: THURSDAY	22/06/06	Survey Type: MANUAL
6	DV-02-C-01	TUBE MANUFACTURE	DEVON
	PLYMBRIDGE ROAD		
	PLYMOUTH		
	ESTOVER		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	20000 sqm	
	Survey date: TUESDAY	17/07/12	Survey Type: MANUAL
7	MT-02-C-01	CONFECTIONERY	MERTHYR TYDFIL
	HIGH STREET		
	MERTHYR TYDFIL		
	DOWLAIS		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	15450 sqm	
	Survey date: TUESDAY	09/10/07	Survey Type: MANUAL
8	NF-02-C-02	GROCERY FACTORY	NORFOLK
	HARDWICK ROAD		
	KINGS LYNN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	43325 sqm	
	Survey date: MONDAY	19/09/05	Survey Type: MANUAL
9	NR-02-C-01	PAPER COMPANY	NORTHAMPTONSHIRE
	RHOSILI ROAD		
	NORTHAMPTON		
	BRACKMILLS		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11500 sqm	
	Survey date: THURSDAY	27/11/08	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	WY-02-C-02	FLUID SYSTEMS	WEST YORKSHIRE
	BROWN LANE WEST		
	LEEDS		
	HOLBECK		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	13350 sqm	
	Survey date: MONDAY	19/10/15	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	13350	0.457	1	13350	0.000	1	13350	0.457
07:00 - 08:00	10	18413	0.232	10	18413	0.082	10	18413	0.314
08:00 - 09:00	10	18413	0.192	10	18413	0.054	10	18413	0.246
09:00 - 10:00	10	18413	0.112	10	18413	0.070	10	18413	0.182
10:00 - 11:00	10	18413	0.080	10	18413	0.074	10	18413	0.154
11:00 - 12:00	10	18413	0.068	10	18413	0.062	10	18413	0.130
12:00 - 13:00	10	18413	0.089	10	18413	0.105	10	18413	0.194
13:00 - 14:00	10	18413	0.220	10	18413	0.110	10	18413	0.330
14:00 - 15:00	10	18413	0.131	10	18413	0.270	10	18413	0.401
15:00 - 16:00	10	18413	0.091	10	18413	0.175	10	18413	0.266
16:00 - 17:00	10	18413	0.060	10	18413	0.236	10	18413	0.296
17:00 - 18:00	10	18413	0.047	10	18413	0.141	10	18413	0.188
18:00 - 19:00	10	18413	0.049	10	18413	0.080	10	18413	0.129
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.828			1.459			3.287	

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

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

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Parameter summary

Trip rate parameter range selected:	10200 - 43325 (units: sqm)
Survey date range:	01/01/03 - 06/10/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	13350	0.000	1	13350	0.000	1	13350	0.000
07:00 - 08:00	10	18413	0.010	10	18413	0.012	10	18413	0.022
08:00 - 09:00	10	18413	0.017	10	18413	0.015	10	18413	0.032
09:00 - 10:00	10	18413	0.032	10	18413	0.015	10	18413	0.047
10:00 - 11:00	10	18413	0.027	10	18413	0.015	10	18413	0.042
11:00 - 12:00	10	18413	0.023	10	18413	0.012	10	18413	0.035
12:00 - 13:00	10	18413	0.024	10	18413	0.013	10	18413	0.037
13:00 - 14:00	10	18413	0.021	10	18413	0.016	10	18413	0.037
14:00 - 15:00	10	18413	0.022	10	18413	0.015	10	18413	0.037
15:00 - 16:00	10	18413	0.013	10	18413	0.010	10	18413	0.023
16:00 - 17:00	10	18413	0.012	10	18413	0.012	10	18413	0.024
17:00 - 18:00	10	18413	0.005	10	18413	0.005	10	18413	0.010
18:00 - 19:00	10	18413	0.008	10	18413	0.008	10	18413	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.214			0.148			0.362

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	13350	0.000	1	13350	0.000	1	13350	0.000
07:00 - 08:00	10	18413	0.000	10	18413	0.000	10	18413	0.000
08:00 - 09:00	10	18413	0.000	10	18413	0.000	10	18413	0.000
09:00 - 10:00	10	18413	0.000	10	18413	0.000	10	18413	0.000
10:00 - 11:00	10	18413	0.000	10	18413	0.000	10	18413	0.000
11:00 - 12:00	10	18413	0.000	10	18413	0.000	10	18413	0.000
12:00 - 13:00	10	18413	0.001	10	18413	0.000	10	18413	0.001
13:00 - 14:00	10	18413	0.000	10	18413	0.000	10	18413	0.000
14:00 - 15:00	10	18413	0.001	10	18413	0.000	10	18413	0.001
15:00 - 16:00	10	18413	0.000	10	18413	0.000	10	18413	0.000
16:00 - 17:00	10	18413	0.000	10	18413	0.000	10	18413	0.000
17:00 - 18:00	10	18413	0.000	10	18413	0.000	10	18413	0.000
18:00 - 19:00	10	18413	0.000	10	18413	0.000	10	18413	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.000			0.002

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	13350	0.015	1	13350	0.000	1	13350	0.015
07:00 - 08:00	10	18413	0.005	10	18413	0.003	10	18413	0.008
08:00 - 09:00	10	18413	0.004	10	18413	0.001	10	18413	0.005
09:00 - 10:00	10	18413	0.001	10	18413	0.001	10	18413	0.002
10:00 - 11:00	10	18413	0.001	10	18413	0.003	10	18413	0.004
11:00 - 12:00	10	18413	0.001	10	18413	0.001	10	18413	0.002
12:00 - 13:00	10	18413	0.001	10	18413	0.001	10	18413	0.002
13:00 - 14:00	10	18413	0.014	10	18413	0.004	10	18413	0.018
14:00 - 15:00	10	18413	0.005	10	18413	0.018	10	18413	0.023
15:00 - 16:00	10	18413	0.001	10	18413	0.004	10	18413	0.005
16:00 - 17:00	10	18413	0.001	10	18413	0.006	10	18413	0.007
17:00 - 18:00	10	18413	0.003	10	18413	0.002	10	18413	0.005
18:00 - 19:00	10	18413	0.002	10	18413	0.004	10	18413	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.048			0.102

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.

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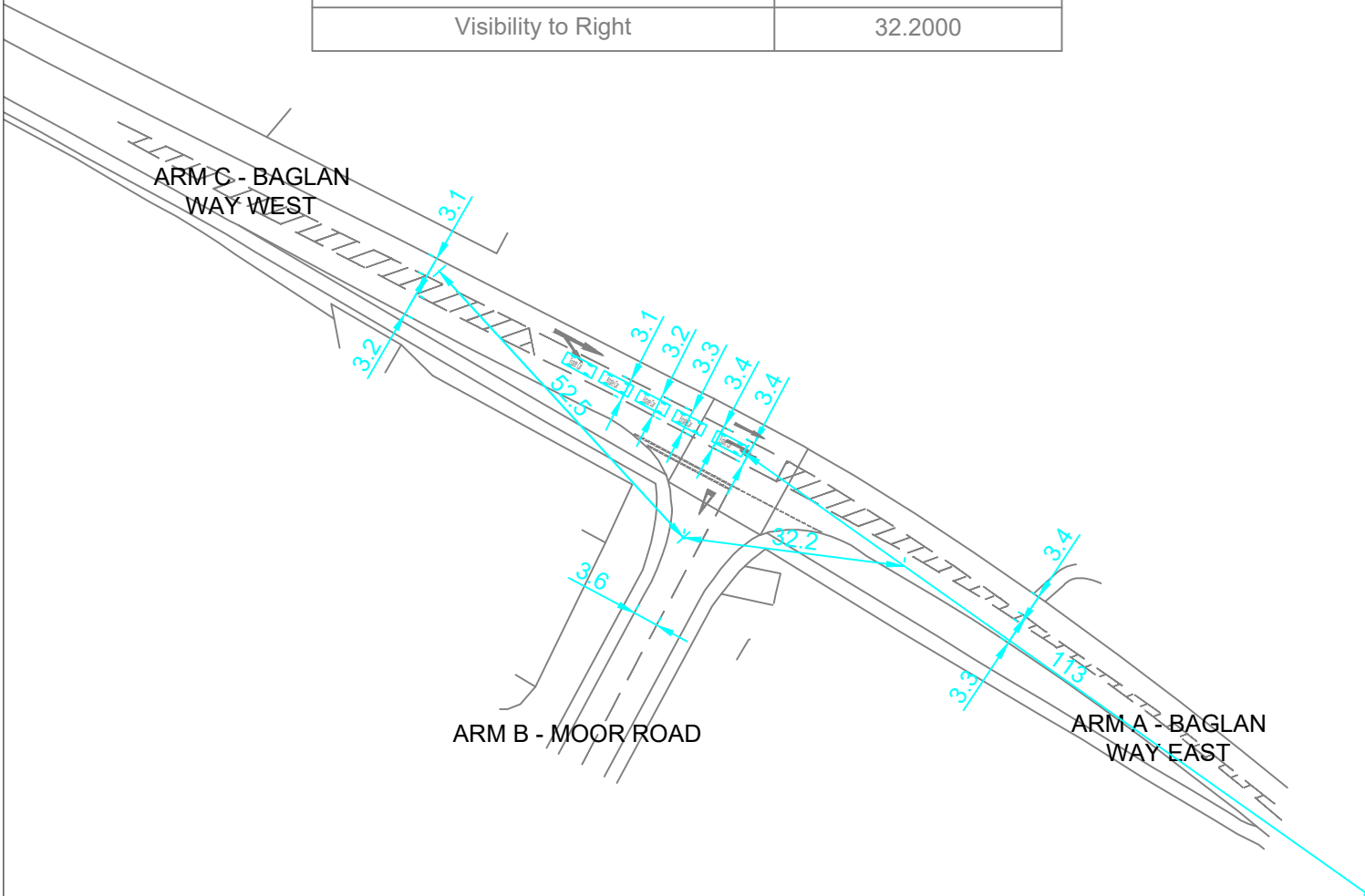
Appendix J Census Origin-Destination Analysis

1324 662 662

Appendix K Junction Measurements

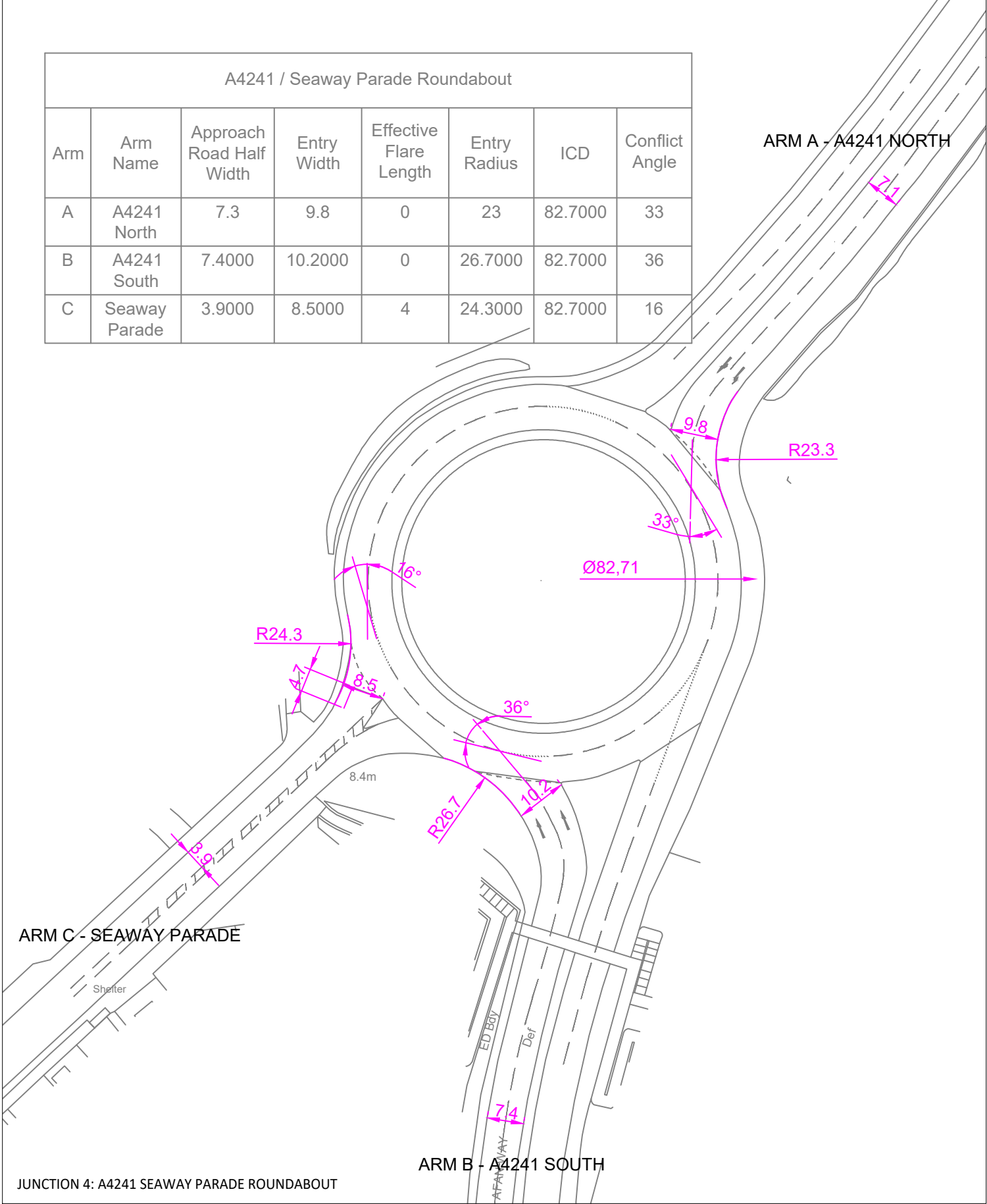


Moor Road / Baglan Way	
Major Arm Carriageway Width	6.5000
Width of Right Turn Lane	3.3000
Right Turn Blocking Queue (PCU)	5
Visibility along A for C-B Traffic	113
Minor Arm Lane Width	3.6000
Visibility to Left	52.5000
Visibility to Right	32.2000

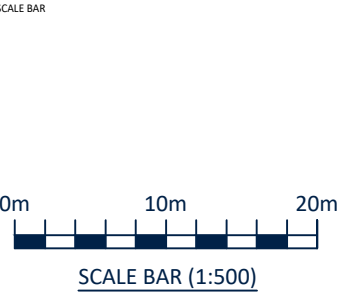


JUNCTION 1: MOOR ROAD / BAGLAN WAY

A4241 / Seaway Parade Roundabout							
Arm	Arm Name	Approach Road Half Width	Entry Width	Effective Flare Length	Entry Radius	ICD	Conflict Angle
A	A4241 North	7.3	9.8	0	23	82.7000	33
B	A4241 South	7.4000	10.2000	0	26.7000	82.7000	36
C	Seaway Parade	3.9000	8.5000	4	24.3000	82.7000	16



JUNCTION 4: A4241 SEAWAY PARADE ROUNDABOUT



KEY

NOTES
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REVISIONS (CONTINUED)

REVISIONS

Rev	Date	Description	By	App



23-24 PARK PLACE
CARDIFF
CF10 9BA
t: 02920 619 361
e: info@apextp.co.uk

CLIENT
CJ CONSTRUCTION
(WALES) LTD

PROJECT
BAGLAN WAY, BAGLAN

TITLE
JUNCTION GEOMETRIES (DRAWING 1 OF 2)

PROJECT NO. C21045	SCALE @ A3 1:1000	STATUS S1
STATUS DESCRIPTION INFORMATION		
DRAWING NO. C21045-ATP-DR-TP-03		

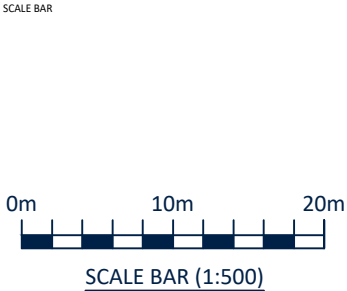
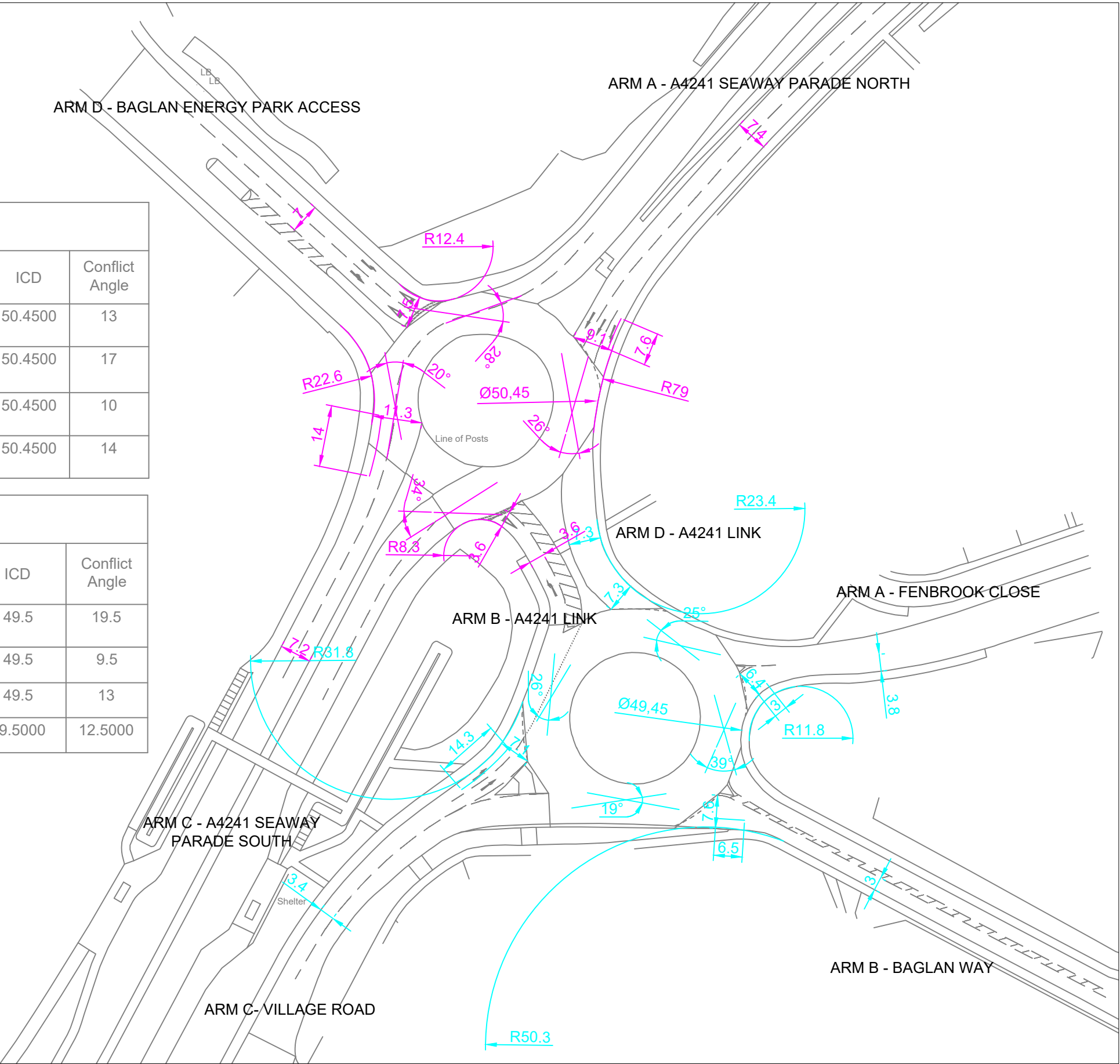


ARM D - BAGLAN ENERGY PARK ACCESS

ARM A - A4241 SEAWAY PARADE NORTH

A4241 / Baglan Way Roundabout							
Arm	Arm Name	Approach Road Half Width	Entry Width	Effective Flare Length	Entry Radius	ICD	Conflict Angle
A	A4241 Seaway Parade North	7.4	9.1	7.6	79	50.4500	13
B	A4241 Link	3.6000	3.6000	0	8.3000	50.4500	17
C	A4241 Seaway Parade South	7.2000	11.3000	14	22.6000	50.4500	10
D	Central Avenue	7.5000	7.5000	0	12.4000	50.4500	14

Village Road Roundabout							
Arm	Arm Name	Approach Road Half Width	Entry Width	Effective Flare Length	Entry Radius	ICD	Conflict Angle
A	Fenbrook Close	3.8	6.4	0	11.8	49.5	19.5
B	Baglan Way	3	7.6	6.5	50.3	49.5	9.5
C	Village Road	3.4	7.1	14.3	31.8	49.5	13
D	A4241 Link	7.3	7.3	0	23.4000	49.5000	12.5000



KEY

NOTES
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REVISIONS (CONTINUED)

REVISIONS

Rev	Date	Description	By	App

Apex
TRANSPORT PLANNING

23-24 PARK PLACE
CARDIFF
CF10 9BA
t: 02920 619 361
e: info@apextp.co.uk

CLIENT
CJ CONSTRUCTION
(WALES) LTD

PROJECT
BAGLAN WAY, BAGLAN

TITLE
JUNCTION GEOMETRIES (DRAWING 2 OF 2)

PROJECT NO. C21045	SCALE @ A3 1:1000	STATUS S1
STATUS DESCRIPTION INFORMATION		
DRAWING NO. C21045-ATP-DR-TP-04		

Appendix L Junctions 9 Outputs - Moor Road / Baglan Way Priority Junction

Junctions 9		
PICADY 9 - Priority Intersection Module		
Version: 9.5.1.7462 © Copyright TRL Limited, 2019		
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution		

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	Moor Road / Baglan Way - 2021 Base											
Stream B-AC	D1	0.0	6.83	0.02	A	848 %	D2	0.1	6.60	0.05	A	595 %
Stream C-AB		0.1	5.69	0.08	A	[Stream C-AB]		0.0	5.44	0.03	A	[Stream B-AC]
	Moor Road / Baglan Way - 2023 Base											
Stream B-AC	D3	0.0	6.83	0.02	A	830 %	D4	0.1	6.60	0.05	A	586 %
Stream C-AB		0.1	5.70	0.08	A	[Stream C-AB]		0.0	5.45	0.03	A	[Stream B-AC]
	Moor Road / Baglan Way - 2028 Base											
Stream B-AC	D5	0.0	6.70	0.02	A	795 %	D6	0.1	6.59	0.05	A	556 %
Stream C-AB		0.1	5.72	0.09	A	[Stream C-AB]		0.0	5.47	0.03	A	[Stream B-AC]
	Moor Road / Baglan Way - 2033 Base											
Stream B-AC	D7	0.0	6.70	0.02	A	751 %	D8	0.1	6.59	0.06	A	531 %
Stream C-AB		0.1	5.75	0.09	A	[Stream C-AB]		0.0	5.49	0.03	A	[Stream B-AC]
	Moor Road / Baglan Way - 2023 Base + Development											

Stream B-AC	D9	0.0	8.82	0.05	A	345 %	D10	0.1	6.69	0.05	A	495 %
Stream C-AB		0.1	5.95	0.09	A	[Stream B-AC]		0.0	6.74	0.04	A	[Stream B-AC]
	Moor Road / Baglan Way - 2028 Base + Development											
Stream B-AC	D11	0.1	8.69	0.05	A	330 %	D12	0.1	6.68	0.06	A	472 %
Stream C-AB		0.1	5.97	0.10	A	[Stream B-AC]		0.0	6.72	0.04	A	[Stream B-AC]
	Moor Road / Baglan Way - 2033 Base + Development											
Stream B-AC	D13	0.1	8.72	0.05	A	314 %	D14	0.1	6.69	0.06	A	453 %
Stream C-AB		0.1	5.99	0.10	A	[Stream B-AC]		0.0	6.70	0.04	A	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Junction 1: Moor Road / Baglan Way
Location	
Site number	
Date	06/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-IQT85C8\beth1
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2023 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2028 Base	AM	ONE HOUR	07:45	09:15	15	✓
D6	2028 Base	PM	ONE HOUR	16:45	18:15	15	✓
D7	2033 Base	AM	ONE HOUR	07:45	09:15	15	✓
D8	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓
D9	2023 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D10	2023 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

D11	2028 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D12	2028 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓
D13	2033 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D14	2033 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Moor Road / Baglan Way	✓	100.000	100.000

Moor Road / Baglan Way - 2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moor Road / Baglan Way	T-Junction	Two-way		0.75	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	848	Stream C-AB

Arms

Arms

Arm	Name	Description	Arm type
A	Baglan Way (East)		Major
B	Moor Road		Minor
C	Baglan Way (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50		✓	3.30	113.0	✓	5.00

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	3.60	53	32

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	541	0.096	0.244	0.153	0.348
B-C	683	0.102	0.259	-	-
C-B	716	0.271	0.271	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	42	100.000
B		ONE HOUR	✓	8	100.000
C		ONE HOUR	✓	422	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	0	42
	B	0	0	8
	C	371	51	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	0	10
	B	0	0	25
	C	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	6.83	0.0	A	7	11
C-AB	0.08	5.69	0.1	A	47	70
C-A					340	511
A-B					0	0
A-C					39	58

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	2	539	0.011	6	0.0	0.0	6.753	A
C-AB	38	10	693	0.055	38	0.0	0.1	5.497	A
C-A	279	70			279				
A-B	0	0			0				
A-C	32	8			32				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	538	0.013	7	0.0	0.0	6.785	A
C-AB	46	11	691	0.066	46	0.1	0.1	5.577	A
C-A	334	83			334				
A-B	0	0			0				
A-C	38	9			38				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	536	0.016	9	0.0	0.0	6.831	A
C-AB	56	14	689	0.082	56	0.1	0.1	5.690	A
C-A	408	102			408				
A-B	0	0			0				
A-C	46	12			46				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	536	0.016	9	0.0	0.0	6.831	A
C-AB	56	14	689	0.082	56	0.1	0.1	5.690	A
C-A	408	102			408				
A-B	0	0			0				
A-C	46	12			46				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	538	0.013	7	0.0	0.0	6.788	A
C-AB	46	11	691	0.066	46	0.1	0.1	5.579	A
C-A	334	83			334				
A-B	0	0			0				
A-C	38	9			38				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
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B-AC	6	2	539	0.011	6	0.0	0.0	6.753	A
C-AB	38	10	693	0.055	38	0.1	0.1	5.502	A
C-A	279	70			279				
A-B	0	0			0				
A-C	32	8			32				

Moor Road / Baglan Way - 2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moor Road / Baglan Way	T-Junction	Two-way		0.75	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	595	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	119	100.000
B		ONE HOUR	✓	26	100.000
C		ONE HOUR	✓	200	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	8	111
	B	1	0	25
From	C	184	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	4
	B	0	0	12
From	C	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	6.60	0.1	A	24	36
C-AB	0.03	5.44	0.0	A	15	22
C-A					169	253
A-B					7	11
A-C					102	153

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	585	0.033	19	0.0	0.0	6.367	A
C-AB	12	3	691	0.017	12	0.0	0.0	5.303	A
C-A	139	35			139				
A-B	6	2			6				
A-C	84	21			84				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	580	0.040	23	0.0	0.0	6.463	A
C-AB	14	4	686	0.021	14	0.0	0.0	5.360	A
C-A	165	41			165				
A-B	7	2			7				
A-C	100	25			100				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	574	0.050	29	0.0	0.1	6.595	A
C-AB	18	4	679	0.026	18	0.0	0.0	5.440	A
C-A	203	51			203				
A-B	9	2			9				
A-C	122	31			122				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	574	0.050	29	0.1	0.1	6.595	A
C-AB	18	4	679	0.026	18	0.0	0.0	5.440	A
C-A	203	51			203				
A-B	9	2			9				
A-C	122	31			122				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	580	0.040	23	0.1	0.0	6.464	A
C-AB	14	4	686	0.021	14	0.0	0.0	5.362	A
C-A	165	41			165				
A-B	7	2			7				
A-C	100	25			100				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	585	0.033	20	0.0	0.0	6.373	A
C-AB	12	3	691	0.017	12	0.0	0.0	5.305	A
C-A	139	35			139				
A-B	6	2			6				
A-C	84	21			84				

Moor Road / Baglan Way - 2023 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moor Road / Baglan Way	T-Junction	Two-way		0.75	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	830	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
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✓	✓	HV Percentages	2.00
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Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	43	100.000
B		ONE HOUR	✓	8	100.000
C		ONE HOUR	✓	430	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	0	43
	B	0	0	8
	C	378	52	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	0	9
	B	0	0	25
	C	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	6.83	0.0	A	7	11
C-AB	0.08	5.70	0.1	A	48	72
C-A					347	520
A-B					0	0
A-C					39	59

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	2	539	0.011	6	0.0	0.0	6.755	A
C-AB	39	10	693	0.056	39	0.0	0.1	5.502	A
C-A	285	71			285				

A-B	0	0			0				
A-C	32	8			32				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	537	0.013	7	0.0	0.0	6.788	A
C-AB	47	12	691	0.068	47	0.1	0.1	5.585	A
C-A	340	85			340				
A-B	0	0			0				
A-C	39	10			39				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	536	0.016	9	0.0	0.0	6.834	A
C-AB	57	14	689	0.083	57	0.1	0.1	5.700	A
C-A	416	104			416				
A-B	0	0			0				
A-C	47	12			47				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	536	0.016	9	0.0	0.0	6.834	A
C-AB	57	14	689	0.083	57	0.1	0.1	5.700	A
C-A	416	104			416				
A-B	0	0			0				
A-C	47	12			47				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	537	0.013	7	0.0	0.0	6.791	A
C-AB	47	12	691	0.068	47	0.1	0.1	5.589	A
C-A	340	85			340				
A-B	0	0			0				
A-C	39	10			39				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	2	539	0.011	6	0.0	0.0	6.755	A
C-AB	39	10	693	0.056	39	0.1	0.1	5.505	A
C-A	285	71			285				
A-B	0	0			0				
A-C	32	8			32				

Moor Road / Baglan Way - 2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moor Road / Baglan Way	T-Junction	Two-way		0.74	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	586	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	121	100.000
B		ONE HOUR	✓	26	100.000
C		ONE HOUR	✓	203	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	8	113
	B	1	0	25
	C	187	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	4
	B	0	0	12
	C	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	6.60	0.1	A	24	36
C-AB	0.03	5.45	0.0	A	15	22
C-A					172	257
A-B					7	11
A-C					104	156

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	584	0.034	19	0.0	0.0	6.372	A
C-AB	12	3	690	0.017	12	0.0	0.0	5.306	A
C-A	141	35			141				
A-B	6	2			6				
A-C	85	21			85				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	580	0.040	23	0.0	0.0	6.468	A
C-AB	14	4	685	0.021	14	0.0	0.0	5.363	A
C-A	168	42			168				
A-B	7	2			7				
A-C	102	25			102				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	574	0.050	29	0.0	0.1	6.602	A
C-AB	18	4	679	0.026	18	0.0	0.0	5.445	A
C-A	206	51			206				
A-B	9	2			9				
A-C	124	31			124				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	574	0.050	29	0.1	0.1	6.602	A
C-AB	18	4	679	0.026	18	0.0	0.0	5.445	A
C-A	206	51			206				
A-B	9	2			9				
A-C	124	31			124				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
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B-AC	23	6	580	0.040	23	0.1	0.0	6.471	A
C-AB	14	4	685	0.021	14	0.0	0.0	5.364	A
C-A	168	42			168				
A-B	7	2			7				
A-C	102	25			102				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	584	0.034	20	0.0	0.0	6.375	A
C-AB	12	3	690	0.017	12	0.0	0.0	5.306	A
C-A	141	35			141				
A-B	6	2			6				
A-C	85	21			85				

Moor Road / Baglan Way - 2028 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moor Road / Baglan Way	T-Junction	Two-way		0.75	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	795	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2028 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	45	100.000
B		ONE HOUR	✓	9	100.000
C		ONE HOUR	✓	449	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	0	45
	B	0	0	9
From	C	395	54	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	9
	B	0	0	22
From	C	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	6.70	0.0	A	8	12
C-AB	0.09	5.72	0.1	A	50	74
C-A					362	544
A-B					0	0
A-C					41	62

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	551	0.012	7	0.0	0.0	6.616	A
C-AB	41	10	693	0.059	40	0.0	0.1	5.514	A
C-A	297	74			297				
A-B	0	0			0				
A-C	34	8			34				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	549	0.015	8	0.0	0.0	6.650	A
C-AB	49	12	691	0.070	48	0.1	0.1	5.601	A
C-A	355	89			355				
A-B	0	0			0				

A-C	40	10			40				
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08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	2	547	0.018	10	0.0	0.0	6.699	A
C-AB	59	15	689	0.086	59	0.1	0.1	5.721	A
C-A	435	109			435				
A-B	0	0			0				
A-C	50	12			50				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	2	547	0.018	10	0.0	0.0	6.699	A
C-AB	59	15	689	0.086	59	0.1	0.1	5.721	A
C-A	435	109			435				
A-B	0	0			0				
A-C	50	12			50				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	549	0.015	8	0.0	0.0	6.653	A
C-AB	49	12	691	0.070	49	0.1	0.1	5.604	A
C-A	355	89			355				
A-B	0	0			0				
A-C	40	10			40				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	551	0.012	7	0.0	0.0	6.616	A
C-AB	41	10	693	0.059	41	0.1	0.1	5.520	A
C-A	297	74			297				
A-B	0	0			0				
A-C	34	8			34				

Moor Road / Baglan Way - 2028 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moor Road / Baglan Way	T-Junction	Two-way		0.75	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
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Left	Normal/unknown	556	Stream B-AC
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Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2028 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	127	100.000
B		ONE HOUR	✓	28	100.000
C		ONE HOUR	✓	213	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	9	118
	B	1	0	27
	C	196	17	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	0	3
	B	0	0	11
	C	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	6.59	0.1	A	26	39
C-AB	0.03	5.47	0.0	A	16	23
C-A					180	270
A-B					8	12
A-C					108	162

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	588	0.036	21	0.0	0.0	6.346	A
C-AB	13	3	689	0.019	13	0.0	0.0	5.321	A
C-A	148	37			148				
A-B	7	2			7				
A-C	89	22			89				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	583	0.043	25	0.0	0.0	6.447	A
C-AB	15	4	684	0.022	15	0.0	0.0	5.382	A
C-A	176	44			176				
A-B	8	2			8				
A-C	106	27			106				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	577	0.053	31	0.0	0.1	6.589	A
C-AB	19	5	677	0.028	19	0.0	0.0	5.469	A
C-A	216	54			216				
A-B	10	2			10				
A-C	130	32			130				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	577	0.053	31	0.1	0.1	6.589	A
C-AB	19	5	677	0.028	19	0.0	0.0	5.469	A
C-A	216	54			216				
A-B	10	2			10				
A-C	130	32			130				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	583	0.043	25	0.1	0.0	6.448	A
C-AB	15	4	684	0.022	15	0.0	0.0	5.383	A
C-A	176	44			176				
A-B	8	2			8				
A-C	106	27			106				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
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B-AC	21	5	588	0.036	21	0.0	0.0	6.352	A
C-AB	13	3	689	0.019	13	0.0	0.0	5.322	A
C-A	148	37			148				
A-B	7	2			7				
A-C	89	22			89				

Moor Road / Baglan Way - 2033 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moor Road / Baglan Way	T-Junction	Two-way		0.76	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	751	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2033 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	47	100.000
B		ONE HOUR	✓	9	100.000
C		ONE HOUR	✓	469	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	0	47
	B	0	0	9
From	C	412	57	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	9
	B	0	0	22
From	C	1	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	6.70	0.0	A	8	12
C-AB	0.09	5.75	0.1	A	52	78
C-A					378	567
A-B					0	0
A-C					43	65

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	551	0.012	7	0.0	0.0	6.620	A
C-AB	43	11	693	0.062	43	0.0	0.1	5.528	A
C-A	310	78			310				
A-B	0	0			0				
A-C	35	9			35				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	549	0.015	8	0.0	0.0	6.655	A
C-AB	51	13	691	0.074	51	0.1	0.1	5.623	A
C-A	370	93			370				
A-B	0	0			0				
A-C	42	11			42				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	2	547	0.018	10	0.0	0.0	6.705	A
C-AB	63	16	689	0.091	63	0.1	0.1	5.751	A
C-A	454	113			454				
A-B	0	0			0				
A-C	52	13			52				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	2	547	0.018	10	0.0	0.0	6.705	A
C-AB	63	16	689	0.091	63	0.1	0.1	5.751	A
C-A	454	113			454				
A-B	0	0			0				
A-C	52	13			52				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	549	0.015	8	0.0	0.0	6.658	A
C-AB	51	13	691	0.074	51	0.1	0.1	5.626	A
C-A	370	93			370				
A-B	0	0			0				
A-C	42	11			42				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	551	0.012	7	0.0	0.0	6.620	A
C-AB	43	11	693	0.062	43	0.1	0.1	5.537	A
C-A	310	78			310				
A-B	0	0			0				
A-C	35	9			35				

Moor Road / Baglan Way - 2033 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moor Road / Baglan Way	T-Junction	Two-way		0.76	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	531	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
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✓	✓	HV Percentages	2.00
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Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	132	100.000
B		ONE HOUR	✓	29	100.000
C		ONE HOUR	✓	222	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	9	123
	B	1	0	28
	C	204	18	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	0	3
	B	0	0	11
	C	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	6.59	0.1	A	27	40
C-AB	0.03	5.49	0.0	A	17	25
C-A					187	281
A-B					8	12
A-C					113	169

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	5	589	0.037	22	0.0	0.0	6.341	A
C-AB	14	3	688	0.020	13	0.0	0.0	5.335	A
C-A	154	38			154				

A-B	7	2			7				
A-C	93	23			93				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	7	584	0.045	26	0.0	0.0	6.446	A
C-AB	16	4	683	0.024	16	0.0	0.0	5.400	A
C-A	183	46			183				
A-B	8	2			8				
A-C	111	28			111				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	578	0.055	32	0.0	0.1	6.593	A
C-AB	20	5	675	0.029	20	0.0	0.0	5.491	A
C-A	225	56			225				
A-B	10	2			10				
A-C	135	34			135				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	578	0.055	32	0.1	0.1	6.593	A
C-AB	20	5	675	0.029	20	0.0	0.0	5.491	A
C-A	225	56			225				
A-B	10	2			10				
A-C	135	34			135				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	7	584	0.045	26	0.1	0.0	6.449	A
C-AB	16	4	683	0.024	16	0.0	0.0	5.402	A
C-A	183	46			183				
A-B	8	2			8				
A-C	111	28			111				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	5	589	0.037	22	0.0	0.0	6.347	A
C-AB	14	3	688	0.020	14	0.0	0.0	5.338	A
C-A	154	38			154				
A-B	7	2			7				
A-C	93	23			93				

Moor Road / Baglan Way - 2023 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moor Road / Baglan Way	T-Junction	Two-way		1.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	345	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2023 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	43	100.000
B		ONE HOUR	✓	18	100.000
C		ONE HOUR	✓	473	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	0	43
	B	4	0	14
	C	417	56	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	9
	B	0	0	57
	C	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	8.82	0.0	A	17	25
C-AB	0.09	5.95	0.1	A	51	77
C-A					383	574
A-B					0	0
A-C					39	59

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	3	437	0.031	13	0.0	0.0	8.498	A
C-AB	42	11	670	0.063	42	0.0	0.1	5.724	A
C-A	314	78			314				
A-B	0	0			0				
A-C	32	8			32				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	4	433	0.037	16	0.0	0.0	8.633	A
C-AB	50	13	669	0.075	50	0.1	0.1	5.821	A
C-A	375	94			375				
A-B	0	0			0				
A-C	39	10			39				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	428	0.046	20	0.0	0.0	8.821	A
C-AB	62	15	666	0.093	62	0.1	0.1	5.954	A
C-A	459	115			459				
A-B	0	0			0				
A-C	47	12			47				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	428	0.046	20	0.0	0.0	8.823	A
C-AB	62	15	666	0.093	62	0.1	0.1	5.954	A
C-A	459	115			459				
A-B	0	0			0				
A-C	47	12			47				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	4	433	0.037	16	0.0	0.0	8.635	A
C-AB	50	13	669	0.075	50	0.1	0.1	5.823	A
C-A	375	94			375				
A-B	0	0			0				
A-C	39	10			39				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	3	437	0.031	14	0.0	0.0	8.507	A
C-AB	42	11	670	0.063	42	0.1	0.1	5.732	A
C-A	314	78			314				
A-B	0	0			0				
A-C	32	8			32				

Moor Road / Baglan Way - 2023 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moor Road / Baglan Way	T-Junction	Two-way		0.86	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	495	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2023 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	159	100.000
B		ONE HOUR	✓	27	100.000
C		ONE HOUR	✓	207	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	16	143
	B	1	0	26
From	C	187	20	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	3
	B	0	0	12
From	C	10	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	6.69	0.1	A	25	37
C-AB	0.04	6.74	0.0	A	18	28
C-A					172	257
A-B					15	22
A-C					131	197

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	581	0.035	20	0.0	0.0	6.419	A
C-AB	15	4	569	0.026	15	0.0	0.0	6.499	A
C-A	141	35			141				
A-B	12	3			12				
A-C	108	27			108				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	575	0.042	24	0.0	0.0	6.532	A
C-AB	18	4	563	0.032	18	0.0	0.0	6.598	A
C-A	168	42			168				

A-B	14	4			14				
A-C	129	32			129				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	568	0.052	30	0.0	0.1	6.692	A
C-AB	22	6	556	0.040	22	0.0	0.0	6.740	A
C-A	206	51			206				
A-B	18	4			18				
A-C	157	39			157				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	568	0.052	30	0.1	0.1	6.692	A
C-AB	22	6	556	0.040	22	0.0	0.0	6.740	A
C-A	206	51			206				
A-B	18	4			18				
A-C	157	39			157				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	575	0.042	24	0.1	0.0	6.534	A
C-AB	18	4	563	0.032	18	0.0	0.0	6.601	A
C-A	168	42			168				
A-B	14	4			14				
A-C	129	32			129				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	581	0.035	20	0.0	0.0	6.425	A
C-AB	15	4	569	0.026	15	0.0	0.0	6.500	A
C-A	141	35			141				
A-B	12	3			12				
A-C	108	27			108				

Moor Road / Baglan Way - 2028 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moor Road / Baglan Way	T-Junction	Two-way		1.04	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	330	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2028 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	45	100.000
B		ONE HOUR	✓	19	100.000
C		ONE HOUR	✓	492	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	0	45
	B	4	0	15
	C	434	58	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	9
	B	0	0	53
	C	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	8.69	0.1	A	17	26
C-AB	0.10	5.97	0.1	A	53	80
C-A					398	597
A-B					0	0
A-C					41	62

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	444	0.032	14	0.0	0.0	8.365	A
C-AB	44	11	671	0.065	43	0.0	0.1	5.731	A
C-A	327	82			327				
A-B	0	0			0				
A-C	34	8			34				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	440	0.039	17	0.0	0.0	8.502	A
C-AB	52	13	669	0.078	52	0.1	0.1	5.831	A
C-A	390	98			390				
A-B	0	0			0				
A-C	40	10			40				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	435	0.048	21	0.0	0.1	8.693	A
C-AB	64	16	667	0.096	64	0.1	0.1	5.969	A
C-A	478	119			478				
A-B	0	0			0				
A-C	50	12			50				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	435	0.048	21	0.0	0.1	8.695	A
C-AB	64	16	667	0.096	64	0.1	0.1	5.969	A
C-A	478	119			478				
A-B	0	0			0				
A-C	50	12			50				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	440	0.039	17	0.1	0.0	8.505	A
C-AB	52	13	669	0.078	52	0.1	0.1	5.835	A
C-A	390	98			390				
A-B	0	0			0				
A-C	40	10			40				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	444	0.032	14	0.0	0.0	8.374	A
C-AB	44	11	671	0.065	44	0.1	0.1	5.737	A
C-A	327	82			327				
A-B	0	0			0				
A-C	34	8			34				

Moor Road / Baglan Way - 2028 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moor Road / Baglan Way	T-Junction	Two-way		0.87	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	472	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2028 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	165	100.000
B		ONE HOUR	✓	29	100.000
C		ONE HOUR	✓	217	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	17	148
	B	1	0	28
From	C	196	21	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	3
	B	0	0	11
From	C	10	19	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	6.68	0.1	A	27	40
C-AB	0.04	6.72	0.0	A	19	29
C-A					180	270
A-B					16	23
A-C					136	204

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	5	584	0.037	22	0.0	0.0	6.397	A
C-AB	16	4	572	0.028	16	0.0	0.0	6.464	A
C-A	148	37			148				
A-B	13	3			13				
A-C	111	28			111				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	7	578	0.045	26	0.0	0.0	6.516	A
C-AB	19	5	567	0.033	19	0.0	0.0	6.569	A
C-A	176	44			176				
A-B	15	4			15				

A-C	133	33			133				
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17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	570	0.056	32	0.0	0.1	6.683	A
C-AB	23	6	559	0.041	23	0.0	0.0	6.717	A
C-A	216	54			216				
A-B	19	5			19				
A-C	163	41			163				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	570	0.056	32	0.1	0.1	6.683	A
C-AB	23	6	559	0.041	23	0.0	0.0	6.717	A
C-A	216	54			216				
A-B	19	5			19				
A-C	163	41			163				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	7	578	0.045	26	0.1	0.0	6.519	A
C-AB	19	5	567	0.033	19	0.0	0.0	6.570	A
C-A	176	44			176				
A-B	15	4			15				
A-C	133	33			133				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	5	584	0.037	22	0.0	0.0	6.401	A
C-AB	16	4	572	0.028	16	0.0	0.0	6.467	A
C-A	148	37			148				
A-B	13	3			13				
A-C	111	28			111				

Moor Road / Baglan Way - 2033 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moor Road / Baglan Way	T-Junction	Two-way		1.03	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	314	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2033 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	47	100.000
B		ONE HOUR	✓	19	100.000
C		ONE HOUR	✓	512	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	0	47
	B	4	0	15
	C	451	61	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	9
	B	0	0	53
	C	1	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	8.72	0.1	A	17	26
C-AB	0.10	5.99	0.1	A	56	84
C-A					414	621
A-B					0	0
A-C					43	65

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	444	0.032	14	0.0	0.0	8.382	A
C-AB	46	11	672	0.068	46	0.0	0.1	5.740	A
C-A	340	85			340				
A-B	0	0			0				
A-C	35	9			35				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	439	0.039	17	0.0	0.0	8.523	A
C-AB	55	14	671	0.082	55	0.1	0.1	5.846	A
C-A	405	101			405				
A-B	0	0			0				
A-C	42	11			42				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	434	0.048	21	0.0	0.1	8.721	A
C-AB	67	17	668	0.101	67	0.1	0.1	5.992	A
C-A	497	124			497				
A-B	0	0			0				
A-C	52	13			52				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	434	0.048	21	0.1	0.1	8.723	A
C-AB	67	17	668	0.101	67	0.1	0.1	5.992	A
C-A	497	124			497				
A-B	0	0			0				
A-C	52	13			52				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	439	0.039	17	0.1	0.0	8.526	A
C-AB	55	14	671	0.082	55	0.1	0.1	5.848	A
C-A	405	101			405				
A-B	0	0			0				
A-C	42	11			42				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	443	0.032	14	0.0	0.0	8.388	A
C-AB	46	11	672	0.068	46	0.1	0.1	5.746	A
C-A	340	85			340				
A-B	0	0			0				
A-C	35	9			35				

Moor Road / Baglan Way - 2033 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Moor Road / Baglan Way	T-Junction	Two-way		0.86	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	453	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2033 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	170	100.000
B		ONE HOUR	✓	30	100.000
C		ONE HOUR	✓	226	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	17	153
	B	1	0	29
From	C	204	22	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	3
	B	0	0	10
From	C	10	18	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	6.69	0.1	A	28	41
C-AB	0.04	6.70	0.0	A	20	30
C-A					187	281
A-B					16	23
A-C					140	211

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	585	0.039	22	0.0	0.0	6.394	A
C-AB	17	4	576	0.029	16	0.0	0.0	6.434	A
C-A	154	38			154				
A-B	13	3			13				
A-C	115	29			115				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	579	0.047	27	0.0	0.0	6.516	A
C-AB	20	5	570	0.035	20	0.0	0.0	6.543	A
C-A	183	46			183				
A-B	15	4			15				

A-C	138	34			138				
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17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	571	0.058	33	0.0	0.1	6.689	A
C-AB	24	6	562	0.043	24	0.0	0.0	6.695	A
C-A	225	56			225				
A-B	19	5			19				
A-C	168	42			168				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	571	0.058	33	0.1	0.1	6.689	A
C-AB	24	6	562	0.043	24	0.0	0.0	6.695	A
C-A	225	56			225				
A-B	19	5			19				
A-C	168	42			168				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	579	0.047	27	0.1	0.0	6.520	A
C-AB	20	5	570	0.035	20	0.0	0.0	6.546	A
C-A	183	46			183				
A-B	15	4			15				
A-C	138	34			138				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	585	0.039	23	0.0	0.0	6.397	A
C-AB	17	4	576	0.029	17	0.0	0.0	6.438	A
C-A	154	38			154				
A-B	13	3			13				
A-C	115	29			115				

Appendix M Junctions 9 Outputs - Village Road / Baglan Way / Fenbrook Close Roundabout

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Junction 2 Village Rd Rbt.j9

Path: C:\Users\beth1\EvokeTransport\Evoke Transport\Evoke Projects - Documents\R-21-0110

Baglan Junction Modelling\30 Technical\31 Modelling\Junction 2 - Baglan Way Roundabout

Report generation date: 18/01/2022 17:14:24

»Village Road Rbt - 2021 Base, AM
»Village Road Rbt - 2021 Base, PM
»Village Road Rbt - 2023 Base, AM
»Village Road Rbt - 2023 Base, PM
»Village Road Rbt - 2028 Base, AM
»Village Road Rbt - 2028 Base, PM
»Village Road Rbt - 2033 Base, AM
»Village Road Rbt - 2033 Base, PM
»Village Road Rbt - 2023 Base + Development, AM
»Village Road Rbt - 2023 Base + Development, PM
»Village Road Rbt - 2028 Base + Development, AM
»Village Road Rbt - 2028 Base + Development, PM
»Village Road Rbt - 2033 Base + Development, AM
»Village Road Rbt - 2033 Base + Development, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	Village Road Rbt - 2021 Base											
Arm A	D1	0.0	4.44	0.02	A	201 % [Arm A]	D2	0.0	4.06	0.03	A	284 % [Arm A]
Arm B		0.0	3.08	0.04	A			0.1	3.30	0.12	A	
Arm C		0.1	2.22	0.05	A			0.0	2.27	0.03	A	
Arm D		0.4	2.16	0.28	A			0.3	2.04	0.22	A	
	Village Road Rbt - 2023 Base											
Arm A	D3	0.0	4.47	0.02	A	196 % [Arm A]	D4	0.0	4.08	0.03	A	277 % [Arm A]
Arm B		0.0	3.08	0.05	A			0.1	3.31	0.12	A	
Arm C		0.1	2.22	0.05	A			0.0	2.28	0.03	A	
Arm D		0.4	2.18	0.29	A			0.3	2.05	0.22	A	
	Village Road Rbt - 2028 Base											
Arm A	D5	0.0	4.56	0.02	A	184 % [Arm A]	D6	0.0	4.14	0.03	A	262 % [Arm A]
Arm B		0.0	3.09	0.05	A			0.1	3.35	0.13	A	
Arm C		0.1	2.23	0.06	A			0.0	2.29	0.04	A	
Arm D		0.4	2.22	0.30	A			0.3	2.07	0.23	A	

	Village Road Rbt - 2033 Base											
Arm A	D7	0.0	4.66	0.02	A	172 % [Arm A]	D8	0.0	4.20	0.03	A	246 % [Arm A]
Arm B		0.1	3.09	0.05	A			0.2	3.39	0.14	A	
Arm C		0.1	2.24	0.06	A			0.0	2.29	0.04	A	
Arm D		0.5	2.26	0.31	A			0.3	2.10	0.24	A	
	Village Road Rbt - 2023 Base + Development											
Arm A	D9	0.0	4.62	0.02	A	177 % [Arm A]	D10	0.0	4.10	0.03	A	271 % [Arm A]
Arm B		0.1	3.38	0.06	A			0.2	3.38	0.15	A	
Arm C		0.1	2.24	0.05	A			0.0	2.31	0.04	A	
Arm D		0.4	2.25	0.31	A			0.3	2.07	0.22	A	
	Village Road Rbt - 2028 Base + Development											
Arm A	D11	0.0	4.71	0.02	A	166 % [Arm A]	D12	0.0	4.16	0.03	A	256 % [Arm A]
Arm B		0.1	3.38	0.06	A			0.2	3.43	0.16	A	
Arm C		0.1	2.24	0.06	A			0.0	2.32	0.04	A	
Arm D		0.5	2.29	0.32	A			0.3	2.10	0.23	A	
	Village Road Rbt - 2033 Base + Development											
Arm A	D13	0.0	4.81	0.02	A	155 % [Arm A]	D14	0.0	4.22	0.03	A	241 % [Arm A]
Arm B		0.1	3.38	0.06	A			0.2	3.47	0.16	A	
Arm C		0.1	2.25	0.06	A			0.0	2.32	0.04	A	
Arm D		0.5	2.34	0.33	A			0.3	2.13	0.24	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Junction 2: Village Road Rbt
Location	
Site number	
Date	06/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-IQT85C8\beth1
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2023 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2028 Base	AM	ONE HOUR	07:45	09:15	15	✓
D6	2028 Base	PM	ONE HOUR	16:45	18:15	15	✓
D7	2033 Base	AM	ONE HOUR	07:45	09:15	15	✓
D8	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓
D9	2023 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D10	2023 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓
D11	2028 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D12	2028 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓
D13	2033 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D14	2033 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Village Road Rbt	✓	100.000	100.000

Village Road Rbt - 2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Village Road Roundabout	Standard Roundabout		A, B, C, D	2.28	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	201	Arm A

Arms

Arms

Arm	Name	Description
A	Fenbrook Close	
B	Baglan Way	
C	Village Road	
D	A4241 Link	

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)	Exit only
A	3.80	6.40	0.1	11.8	49.5	19.5	
B	3.00	7.60	6.5	50.3	49.5	9.5	
C	3.40	7.10	14.3	31.8	49.5	13.0	

D	7.30	7.30	0.0	23.4	49.5	12.5	
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Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.510	1164
B	0.596	1470
C	0.646	1770
D	0.756	2362

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	14	100.000
B		ONE HOUR	✓	50	100.000
C		ONE HOUR	✓	81	100.000
D		ONE HOUR	✓	589	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A	B	C	D
	A	0	4	3	7
	B	1	1	6	42
	C	3	16	2	60
	D	13	400	174	2

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	0	0	0
	B	0	0	33	7
	C	0	0	0	2
	D	15	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.02	4.44	0.0	A	13	19
B	0.04	3.08	0.0	A	46	69
C	0.05	2.22	0.1	A	74	111
D	0.28	2.16	0.4	A	540	811

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	11	3	447	934	0.011	10	13	0.0	0.0	3.899	A
B	38	9	141	1260	0.030	38	316	0.0	0.0	2.944	A
C	61	15	40	1722	0.035	61	139	0.0	0.0	2.167	A
D	443	111	17	2317	0.191	442	83	0.0	0.2	1.919	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	13	3	535	888	0.014	13	15	0.0	0.0	4.109	A
B	45	11	169	1245	0.036	45	378	0.0	0.0	2.998	A
C	73	18	48	1717	0.042	73	166	0.0	0.0	2.189	A
D	530	132	21	2315	0.229	529	100	0.2	0.3	2.016	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	15	4	655	827	0.019	15	19	0.0	0.0	4.437	A
B	55	14	207	1225	0.045	55	463	0.0	0.0	3.077	A
C	89	22	58	1709	0.052	89	204	0.0	0.1	2.221	A
D	649	162	25	2311	0.281	648	122	0.3	0.4	2.164	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	15	4	655	826	0.019	15	19	0.0	0.0	4.438	A
B	55	14	207	1225	0.045	55	464	0.0	0.0	3.077	A
C	89	22	58	1709	0.052	89	204	0.1	0.1	2.221	A
D	649	162	25	2311	0.281	649	122	0.4	0.4	2.164	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	13	3	535	888	0.014	13	15	0.0	0.0	4.113	A
B	45	11	169	1245	0.036	45	379	0.0	0.0	2.999	A

C	73	18	48	1717	0.042	73	166	0.1	0.0	2.191	A
D	530	132	21	2315	0.229	530	100	0.4	0.3	2.016	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	11	3	448	933	0.011	11	13	0.0	0.0	3.902	A
B	38	9	142	1260	0.030	38	317	0.0	0.0	2.944	A
C	61	15	40	1722	0.035	61	139	0.0	0.0	2.167	A
D	443	111	17	2317	0.191	444	84	0.3	0.2	1.922	A

Village Road Rbt - 2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Village Road Roundabout	Standard Roundabout		A, B, C, D	2.39	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	284	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	21	100.000
B		ONE HOUR	✓	136	100.000
C		ONE HOUR	✓	51	100.000
D		ONE HOUR	✓	444	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A	B	C	D
	A	0	4	5	12
	B	3	0	14	119
	C	7	4	0	40
	D	14	194	234	2

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	0	0	0
	B	0	0	21	3
	C	0	0	0	3
	D	0	9	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.03	4.06	0.0	A	19	29
B	0.12	3.30	0.1	A	125	187
C	0.03	2.27	0.0	A	47	70
D	0.22	2.04	0.3	A	407	611

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	16	4	326	990	0.016	16	18	0.0	0.0	3.693	A
B	102	26	190	1290	0.079	102	152	0.0	0.1	3.030	A
C	38	10	102	1670	0.023	38	190	0.0	0.0	2.206	A
D	334	84	11	2257	0.148	334	130	0.0	0.2	1.871	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	19	5	390	956	0.020	19	22	0.0	0.0	3.840	A
B	122	31	227	1269	0.096	122	182	0.1	0.1	3.138	A
C	46	11	122	1657	0.028	46	227	0.0	0.0	2.234	A
D	399	100	13	2256	0.177	399	155	0.2	0.2	1.938	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	23	6	478	910	0.025	23	26	0.0	0.0	4.060	A
B	150	37	278	1240	0.121	150	222	0.1	0.1	3.301	A
C	56	14	150	1639	0.034	56	278	0.0	0.0	2.274	A
D	489	122	15	2254	0.217	489	190	0.2	0.3	2.039	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	23	6	478	909	0.025	23	26	0.0	0.0	4.061	A
B	150	37	279	1240	0.121	150	222	0.1	0.1	3.301	A
C	56	14	150	1639	0.034	56	279	0.0	0.0	2.274	A
D	489	122	15	2254	0.217	489	190	0.3	0.3	2.039	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	19	5	390	956	0.020	19	22	0.0	0.0	3.843	A
B	122	31	228	1269	0.096	122	182	0.1	0.1	3.139	A
C	46	11	122	1656	0.028	46	228	0.0	0.0	2.236	A
D	399	100	13	2256	0.177	399	156	0.3	0.2	1.940	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	16	4	327	990	0.016	16	18	0.0	0.0	3.695	A
B	102	26	191	1290	0.079	102	152	0.1	0.1	3.033	A
C	38	10	102	1669	0.023	38	191	0.0	0.0	2.208	A
D	334	84	11	2257	0.148	334	130	0.2	0.2	1.874	A

Village Road Rbt - 2023 Base , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Village Road Roundabout	Standard Roundabout		A, B, C, D	2.29	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	196	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2023 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	14	100.000
B		ONE HOUR	✓	51	100.000
C		ONE HOUR	✓	82	100.000
D		ONE HOUR	✓	600	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A	B	C	D
	A	0	4	3	7
	B	1	1	6	43
	C	3	16	2	61
	D	13	408	177	2

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
	A	0	0	0	0
	B	0	0	33	7
	C	0	0	0	2
	D	15	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.02	4.47	0.0	A	13	19
B	0.05	3.08	0.0	A	47	70
C	0.05	2.22	0.1	A	75	113
D	0.29	2.18	0.4	A	551	826

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	11	3	455	929	0.011	10	13	0.0	0.0	3.917	A
B	38	10	143	1261	0.030	38	322	0.0	0.0	2.943	A
C	62	15	41	1722	0.036	62	141	0.0	0.0	2.168	A
D	452	113	17	2318	0.195	451	85	0.0	0.2	1.927	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	13	3	545	883	0.014	13	15	0.0	0.0	4.133	A
B	46	11	172	1246	0.037	46	385	0.0	0.0	2.999	A
C	74	18	49	1716	0.043	74	169	0.0	0.0	2.191	A
D	539	135	21	2315	0.233	539	102	0.2	0.3	2.026	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	15	4	667	820	0.019	15	19	0.0	0.0	4.471	A
B	56	14	210	1225	0.046	56	472	0.0	0.0	3.079	A
C	90	23	59	1709	0.053	90	207	0.0	0.1	2.223	A
D	661	165	25	2312	0.286	660	124	0.3	0.4	2.179	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	15	4	667	820	0.019	15	19	0.0	0.0	4.472	A
B	56	14	210	1225	0.046	56	472	0.0	0.0	3.079	A
C	90	23	59	1709	0.053	90	207	0.1	0.1	2.223	A
D	661	165	25	2312	0.286	661	124	0.4	0.4	2.179	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	13	3	545	883	0.014	13	15	0.0	0.0	4.137	A
B	46	11	172	1246	0.037	46	386	0.0	0.0	2.999	A
C	74	18	49	1716	0.043	74	169	0.1	0.0	2.191	A
D	539	135	21	2315	0.233	540	102	0.4	0.3	2.027	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	11	3	456	929	0.011	11	13	0.0	0.0	3.922	A
B	38	10	144	1261	0.030	38	323	0.0	0.0	2.944	A
C	62	15	41	1722	0.036	62	142	0.0	0.0	2.168	A
D	452	113	17	2318	0.195	452	85	0.3	0.2	1.929	A

Village Road Rbt - 2023 Base , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Village Road Roundabout	Standard Roundabout		A, B, C, D	2.39	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	277	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2023 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	21	100.000
B		ONE HOUR	✓	138	100.000
C		ONE HOUR	✓	52	100.000
D		ONE HOUR	✓	452	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A	B	C	D
From	A	0	4	5	12
	B	3	0	14	121
	C	7	4	0	41
	D	14	198	238	2

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
From	A	0	0	0	0
	B	0	0	21	3
	C	0	0	0	2
	D	0	9	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.03	4.08	0.0	A	19	29
B	0.12	3.31	0.1	A	127	190
C	0.03	2.28	0.0	A	48	72
D	0.22	2.05	0.3	A	415	622

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	16	4	332	987	0.016	16	18	0.0	0.0	3.705	A
B	104	26	193	1289	0.081	104	155	0.0	0.1	3.035	A
C	39	10	104	1669	0.023	39	193	0.0	0.0	2.207	A
D	340	85	11	2259	0.151	340	132	0.0	0.2	1.875	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	19	5	397	953	0.020	19	22	0.0	0.0	3.855	A
B	124	31	231	1268	0.098	124	185	0.1	0.1	3.146	A
C	47	12	124	1656	0.028	47	231	0.0	0.0	2.236	A
D	406	102	13	2258	0.180	406	158	0.2	0.2	1.944	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	23	6	486	905	0.026	23	26	0.0	0.0	4.081	A
B	152	38	283	1238	0.123	152	227	0.1	0.1	3.313	A
C	57	14	152	1638	0.035	57	283	0.0	0.0	2.277	A
D	498	124	15	2255	0.221	497	194	0.2	0.3	2.047	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	23	6	487	905	0.026	23	26	0.0	0.0	4.081	A
B	152	38	283	1238	0.123	152	227	0.1	0.1	3.313	A
C	57	14	152	1638	0.035	57	283	0.0	0.0	2.277	A
D	498	124	15	2255	0.221	498	194	0.3	0.3	2.047	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	19	5	398	952	0.020	19	22	0.0	0.0	3.858	A
B	124	31	231	1268	0.098	124	185	0.1	0.1	3.147	A
C	47	12	124	1656	0.028	47	231	0.0	0.0	2.236	A
D	406	102	13	2258	0.180	407	158	0.3	0.2	1.946	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	16	4	333	987	0.016	16	18	0.0	0.0	3.707	A
B	104	26	194	1289	0.081	104	155	0.1	0.1	3.037	A
C	39	10	104	1669	0.023	39	194	0.0	0.0	2.210	A
D	340	85	11	2259	0.151	340	133	0.2	0.2	1.878	A

Village Road Rbt - 2028 Base , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Village Road Roundabout	Standard Roundabout		A, B, C, D	2.32	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	184	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2028 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	14	100.000
B		ONE HOUR	✓	53	100.000
C		ONE HOUR	✓	86	100.000
D		ONE HOUR	✓	627	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A	B	C	D
	A	0	4	3	7
	B	1	1	6	45
	C	3	17	2	64
	D	14	426	185	2

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	0	0	0
	B	0	0	33	7
	C	0	0	0	2
	D	14	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.02	4.56	0.0	A	13	19
B	0.05	3.09	0.0	A	49	73
C	0.06	2.23	0.1	A	79	118
D	0.30	2.22	0.4	A	575	863

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	11	3	476	919	0.011	10	14	0.0	0.0	3.962	A
B	40	10	149	1262	0.032	40	337	0.0	0.0	2.944	A
C	65	16	42	1722	0.038	65	147	0.0	0.0	2.172	A
D	472	118	18	2319	0.204	471	89	0.0	0.3	1.947	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	13	3	569	871	0.014	13	16	0.0	0.0	4.193	A
B	48	12	179	1246	0.038	48	403	0.0	0.0	3.002	A
C	77	19	50	1716	0.045	77	176	0.0	0.0	2.196	A
D	564	141	22	2316	0.243	563	106	0.3	0.3	2.054	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	15	4	697	805	0.019	15	20	0.0	0.0	4.556	A
B	58	15	219	1224	0.048	58	493	0.0	0.0	3.086	A
C	95	24	62	1708	0.055	95	216	0.0	0.1	2.230	A
D	690	173	26	2312	0.299	690	130	0.3	0.4	2.218	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	15	4	697	805	0.019	15	20	0.0	0.0	4.558	A
B	58	15	219	1224	0.048	58	493	0.0	0.0	3.087	A
C	95	24	62	1708	0.055	95	216	0.1	0.1	2.230	A
D	690	173	26	2312	0.299	690	130	0.4	0.4	2.218	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	13	3	569	871	0.014	13	16	0.0	0.0	4.196	A
B	48	12	179	1246	0.038	48	403	0.0	0.0	3.003	A
C	77	19	50	1716	0.045	77	176	0.1	0.0	2.196	A
D	564	141	22	2316	0.243	564	106	0.4	0.3	2.056	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	11	3	477	918	0.011	11	14	0.0	0.0	3.966	A
B	40	10	150	1262	0.032	40	337	0.0	0.0	2.947	A
C	65	16	42	1722	0.038	65	148	0.0	0.0	2.174	A
D	472	118	18	2319	0.204	472	89	0.3	0.3	1.949	A

Village Road Rbt - 2028 Base , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Village Road Roundabout	Standard Roundabout		A, B, C, D	2.42	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	262	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2028 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	22	100.000
B		ONE HOUR	✓	145	100.000
C		ONE HOUR	✓	54	100.000
D		ONE HOUR	✓	472	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		A	B	C	D
	A	0	4	5	13
	B	3	0	15	127
	C	7	4	0	43
	D	15	206	249	2

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A	B	C	D
	A	0	0	0	0
	B	0	0	20	3
	C	0	0	0	2
	D	0	9	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.03	4.14	0.0	A	20	30
B	0.13	3.35	0.1	A	133	200
C	0.04	2.29	0.0	A	50	74
D	0.23	2.07	0.3	A	433	650

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	17	4	346	979	0.017	16	19	0.0	0.0	3.737	A
B	109	27	202	1287	0.085	109	161	0.0	0.1	3.054	A
C	41	10	109	1667	0.024	41	202	0.0	0.0	2.212	A
D	355	89	11	2258	0.157	355	139	0.0	0.2	1.890	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	20	5	414	943	0.021	20	22	0.0	0.0	3.897	A
B	130	33	242	1265	0.103	130	192	0.1	0.1	3.172	A
C	49	12	130	1653	0.029	49	242	0.0	0.0	2.243	A
D	424	106	13	2257	0.188	424	166	0.2	0.2	1.964	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	24	6	507	894	0.027	24	28	0.0	0.0	4.139	A
B	160	40	296	1234	0.129	160	235	0.1	0.1	3.351	A
C	59	15	160	1634	0.036	59	296	0.0	0.0	2.285	A
D	520	130	15	2255	0.230	519	204	0.2	0.3	2.074	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	24	6	508	894	0.027	24	28	0.0	0.0	4.139	A
B	160	40	296	1234	0.129	160	236	0.1	0.1	3.351	A
C	59	15	160	1634	0.036	59	296	0.0	0.0	2.285	A
D	520	130	15	2255	0.230	520	204	0.3	0.3	2.074	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	20	5	415	943	0.021	20	22	0.0	0.0	3.898	A
B	130	33	242	1265	0.103	130	193	0.1	0.1	3.176	A
C	49	12	130	1653	0.029	49	242	0.0	0.0	2.245	A
D	424	106	13	2257	0.188	425	166	0.3	0.2	1.964	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	17	4	347	979	0.017	17	19	0.0	0.0	3.739	A
B	109	27	203	1287	0.085	109	161	0.1	0.1	3.056	A
C	41	10	109	1667	0.024	41	203	0.0	0.0	2.213	A
D	355	89	11	2258	0.157	356	139	0.2	0.2	1.891	A

Village Road Rbt - 2033 Base , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Village Road Roundabout	Standard Roundabout		A, B, C, D	2.36	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	172	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2033 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	15	100.000
B		ONE HOUR	✓	56	100.000
C		ONE HOUR	✓	90	100.000
D		ONE HOUR	✓	653	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A	B	C	D
	A	0	4	3	8
	B	1	1	7	47
	C	3	18	2	67
	D	14	444	193	2

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	0	0	0
	B	0	0	29	6
	C	0	0	0	1
	D	14	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.02	4.66	0.0	A	14	21
B	0.05	3.09	0.1	A	51	77
C	0.06	2.24	0.1	A	83	124
D	0.31	2.26	0.5	A	599	899

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	11	3	496	908	0.012	11	14	0.0	0.0	4.013	A
B	42	11	156	1264	0.033	42	351	0.0	0.0	2.944	A
C	68	17	44	1721	0.039	68	154	0.0	0.0	2.177	A
D	492	123	19	2316	0.212	491	93	0.0	0.3	1.971	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	13	3	593	858	0.016	13	16	0.0	0.0	4.261	A
B	50	13	187	1248	0.040	50	420	0.0	0.0	3.006	A
C	81	20	53	1715	0.047	81	184	0.0	0.0	2.202	A
D	587	147	22	2313	0.254	587	111	0.3	0.3	2.085	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	17	4	726	790	0.021	16	20	0.0	0.0	4.655	A
B	62	15	229	1225	0.050	62	514	0.0	0.1	3.094	A
C	99	25	65	1707	0.058	99	226	0.0	0.1	2.238	A
D	719	180	28	2309	0.311	719	136	0.3	0.5	2.263	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	17	4	727	789	0.021	17	20	0.0	0.0	4.657	A
B	62	15	229	1224	0.050	62	514	0.1	0.1	3.095	A
C	99	25	65	1707	0.058	99	226	0.1	0.1	2.238	A
D	719	180	28	2309	0.311	719	137	0.5	0.5	2.263	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	13	3	594	858	0.016	14	16	0.0	0.0	4.263	A
B	50	13	187	1247	0.040	50	420	0.1	0.0	3.006	A
C	81	20	53	1715	0.047	81	184	0.1	0.0	2.204	A
D	587	147	22	2313	0.254	587	112	0.5	0.3	2.086	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	11	3	497	908	0.012	11	14	0.0	0.0	4.017	A
B	42	11	157	1264	0.033	42	352	0.0	0.0	2.945	A
C	68	17	44	1721	0.039	68	154	0.0	0.0	2.179	A
D	492	123	19	2316	0.212	492	93	0.3	0.3	1.975	A

Village Road Rbt - 2033 Base , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Village Road Roundabout	Standard Roundabout		A, B, C, D	2.45	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	246	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	23	100.000
B		ONE HOUR	✓	151	100.000
C		ONE HOUR	✓	56	100.000
D		ONE HOUR	✓	493	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A	B	C	D
	A	0	4	6	13
	B	3	0	16	132
	C	8	4	0	44
	D	16	215	260	2

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	0	0	0
	B	0	0	19	3
	C	0	0	0	2
	D	0	9	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.03	4.20	0.0	A	21	32
B	0.14	3.39	0.2	A	139	208
C	0.04	2.29	0.0	A	51	77
D	0.24	2.10	0.3	A	452	679

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	17	4	361	971	0.018	17	20	0.0	0.0	3.772	A
B	114	28	211	1285	0.089	113	168	0.0	0.1	3.074	A
C	42	11	113	1666	0.025	42	212	0.0	0.0	2.216	A
D	371	93	11	2257	0.164	370	143	0.0	0.2	1.907	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	21	5	432	934	0.022	21	24	0.0	0.0	3.942	A
B	136	34	252	1261	0.108	136	200	0.1	0.1	3.198	A
C	50	13	135	1651	0.030	50	253	0.0	0.0	2.248	A
D	443	111	13	2256	0.196	443	172	0.2	0.2	1.985	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	25	6	529	882	0.029	25	30	0.0	0.0	4.201	A
B	166	42	309	1228	0.135	166	245	0.1	0.2	3.388	A
C	62	15	165	1632	0.038	62	310	0.0	0.0	2.292	A
D	543	136	17	2253	0.241	543	210	0.2	0.3	2.104	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	25	6	530	882	0.029	25	30	0.0	0.0	4.202	A
B	166	42	309	1228	0.135	166	246	0.2	0.2	3.388	A
C	62	15	165	1632	0.038	62	310	0.0	0.0	2.292	A
D	543	136	17	2253	0.241	543	210	0.3	0.3	2.104	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	21	5	433	934	0.022	21	24	0.0	0.0	3.945	A
B	136	34	253	1261	0.108	136	201	0.2	0.1	3.202	A
C	50	13	135	1651	0.030	50	254	0.0	0.0	2.250	A
D	443	111	13	2256	0.196	443	172	0.3	0.2	1.988	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	17	4	362	971	0.018	17	20	0.0	0.0	3.774	A
B	114	28	212	1284	0.089	114	168	0.1	0.1	3.075	A
C	42	11	113	1666	0.025	42	212	0.0	0.0	2.217	A
D	371	93	11	2257	0.164	371	144	0.2	0.2	1.908	A

Village Road Rbt - 2023 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Village Road Roundabout	Standard Roundabout		A, B, C, D	2.38	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	177	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2023 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	14	100.000
B		ONE HOUR	✓	57	100.000
C		ONE HOUR	✓	83	100.000
D		ONE HOUR	✓	642	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A	B	C	D
	A	0	4	3	7
	B	1	1	6	49
	C	3	17	2	61
	D	13	450	177	2

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	0	0	0
	B	0	0	33	18
	C	0	0	0	2
	D	15	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.02	4.62	0.0	A	13	19
B	0.06	3.38	0.1	A	52	78
C	0.05	2.24	0.1	A	76	114
D	0.31	2.25	0.4	A	589	884

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	11	3	488	912	0.012	10	13	0.0	0.0	3.992	A
B	43	11	143	1161	0.037	43	355	0.0	0.0	3.219	A
C	62	16	45	1716	0.036	62	141	0.0	0.0	2.176	A
D	483	121	18	2312	0.209	482	89	0.0	0.3	1.966	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	13	3	583	863	0.015	13	15	0.0	0.0	4.233	A
B	51	13	172	1147	0.045	51	424	0.0	0.0	3.285	A
C	75	19	54	1710	0.044	75	169	0.0	0.0	2.201	A
D	577	144	22	2310	0.250	577	107	0.3	0.3	2.077	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	15	4	714	795	0.019	15	19	0.0	0.0	4.615	A
B	63	16	210	1127	0.056	63	519	0.0	0.1	3.380	A
C	91	23	66	1701	0.054	91	207	0.0	0.1	2.236	A
D	707	177	26	2306	0.307	706	131	0.3	0.4	2.250	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	15	4	715	795	0.019	15	19	0.0	0.0	4.617	A
B	63	16	210	1127	0.056	63	520	0.1	0.1	3.380	A
C	91	23	66	1701	0.054	91	207	0.1	0.1	2.236	A
D	707	177	26	2306	0.307	707	131	0.4	0.4	2.250	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	13	3	584	862	0.015	13	15	0.0	0.0	4.235	A
B	51	13	172	1147	0.045	51	425	0.1	0.0	3.286	A
C	75	19	54	1710	0.044	75	169	0.1	0.0	2.203	A
D	577	144	22	2310	0.250	578	107	0.4	0.3	2.080	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	11	3	489	911	0.012	11	13	0.0	0.0	3.995	A
B	43	11	144	1161	0.037	43	356	0.0	0.0	3.220	A
C	62	16	45	1716	0.036	63	142	0.0	0.0	2.176	A
D	483	121	18	2312	0.209	484	90	0.3	0.3	1.970	A

Village Road Rbt - 2023 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Village Road Roundabout	Standard Roundabout		A, B, C, D	2.47	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	271	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2023 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	21	100.000
B		ONE HOUR	✓	169	100.000
C		ONE HOUR	✓	52	100.000
D		ONE HOUR	✓	456	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
	A	B	C	D	
	A	0	4	5	12
	B	3	0	15	151
	C	7	4	0	41
	D	14	202	238	2

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	0	0	0
	B	0	0	20	3
	C	0	0	0	2
	D	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.03	4.10	0.0	A	19	29
B	0.15	3.38	0.2	A	155	233
C	0.04	2.31	0.0	A	48	72
D	0.22	2.07	0.3	A	418	628

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	16	4	335	984	0.016	16	18	0.0	0.0	3.717	A
B	127	32	193	1301	0.098	127	158	0.0	0.1	3.066	A
C	39	10	126	1655	0.024	39	194	0.0	0.0	2.227	A
D	343	86	11	2241	0.153	343	155	0.0	0.2	1.896	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	19	5	401	949	0.020	19	22	0.0	0.0	3.870	A
B	152	38	231	1279	0.119	152	189	0.1	0.1	3.192	A
C	47	12	151	1639	0.029	47	232	0.0	0.0	2.260	A
D	410	102	13	2239	0.183	410	185	0.2	0.2	1.967	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	23	6	491	901	0.026	23	26	0.0	0.0	4.102	A
B	186	47	283	1249	0.149	186	231	0.1	0.2	3.384	A
C	57	14	185	1617	0.035	57	284	0.0	0.0	2.307	A
D	502	126	15	2237	0.224	502	227	0.2	0.3	2.074	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
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A	23	6	491	901	0.026	23	26	0.0	0.0	4.102	A
B	186	47	283	1249	0.149	186	231	0.2	0.2	3.385	A
C	57	14	185	1617	0.035	57	284	0.0	0.0	2.307	A
D	502	126	15	2237	0.224	502	227	0.3	0.3	2.074	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	19	5	401	949	0.020	19	22	0.0	0.0	3.871	A
B	152	38	231	1279	0.119	152	189	0.2	0.1	3.196	A
C	47	12	151	1639	0.029	47	232	0.0	0.0	2.262	A
D	410	102	13	2239	0.183	410	185	0.3	0.2	1.968	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	16	4	336	984	0.016	16	18	0.0	0.0	3.721	A
B	127	32	194	1301	0.098	127	158	0.1	0.1	3.070	A
C	39	10	127	1655	0.024	39	194	0.0	0.0	2.229	A
D	343	86	11	2241	0.153	343	155	0.2	0.2	1.896	A

Village Road Rbt - 2028 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Village Road Roundabout	Standard Roundabout		A, B, C, D	2.42	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	166	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2028 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
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A		ONE HOUR	✓	14	100.000
B		ONE HOUR	✓	59	100.000
C		ONE HOUR	✓	87	100.000
D		ONE HOUR	✓	669	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A	B	C	D
	A	0	4	3	7
	B	1	1	6	51
	C	3	18	2	64
	D	14	468	185	2

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	0	0	0
	B	0	0	33	18
	C	0	0	0	2
	D	14	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.02	4.71	0.0	A	13	19
B	0.06	3.38	0.1	A	54	81
C	0.06	2.24	0.1	A	80	120
D	0.32	2.29	0.5	A	614	921

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	11	3	508	902	0.012	10	14	0.0	0.0	4.038	A
B	44	11	149	1164	0.038	44	369	0.0	0.0	3.214	A
C	65	16	47	1716	0.038	65	147	0.0	0.0	2.180	A
D	504	126	19	2313	0.218	503	93	0.0	0.3	1.987	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	13	3	607	850	0.015	13	16	0.0	0.0	4.296	A
B	53	13	179	1149	0.046	53	441	0.0	0.0	3.282	A
C	78	20	56	1709	0.046	78	176	0.0	0.0	2.206	A
D	601	150	22	2310	0.260	601	111	0.3	0.4	2.106	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	15	4	744	780	0.020	15	20	0.0	0.0	4.707	A
B	65	16	219	1129	0.058	65	540	0.0	0.1	3.381	A
C	96	24	68	1700	0.056	96	216	0.0	0.1	2.243	A
D	737	184	28	2307	0.319	736	136	0.4	0.5	2.292	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	15	4	744	780	0.020	15	20	0.0	0.0	4.708	A
B	65	16	219	1129	0.058	65	541	0.1	0.1	3.381	A
C	96	24	68	1700	0.056	96	216	0.1	0.1	2.243	A
D	737	184	28	2307	0.319	737	137	0.5	0.5	2.292	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	13	3	608	850	0.015	13	16	0.0	0.0	4.298	A
B	53	13	179	1149	0.046	53	442	0.1	0.0	3.285	A
C	78	20	56	1709	0.046	78	176	0.1	0.0	2.208	A
D	601	150	22	2310	0.260	602	112	0.5	0.4	2.107	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	11	3	509	901	0.012	11	14	0.0	0.0	4.042	A
B	44	11	150	1164	0.038	44	370	0.0	0.0	3.215	A
C	65	16	47	1716	0.038	66	148	0.0	0.0	2.182	A
D	504	126	19	2313	0.218	504	93	0.4	0.3	1.991	A

Village Road Rbt - 2028 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
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1	Village Road Roundabout	Standard Roundabout		A, B, C, D	2.50	A
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Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	256	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2028 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	22	100.000
B		ONE HOUR	✓	176	100.000
C		ONE HOUR	✓	54	100.000
D		ONE HOUR	✓	476	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A	B	C	D
From	A	0	4	5	13
	B	3	0	16	157
	C	7	4	0	43
	D	15	210	249	2

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
From	A	0	0	0	0
	B	0	0	19	3
	C	0	0	0	2
	D	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
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A	0.03	4.16	0.0	A	20	30
B	0.16	3.43	0.2	A	162	242
C	0.04	2.32	0.0	A	50	74
D	0.23	2.10	0.3	A	437	655

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	17	4	349	976	0.017	16	19	0.0	0.0	3.749	A
B	133	33	202	1298	0.102	132	164	0.0	0.1	3.088	A
C	41	10	131	1653	0.025	41	203	0.0	0.0	2.232	A
D	358	90	11	2241	0.160	358	161	0.0	0.2	1.911	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	20	5	418	940	0.021	20	22	0.0	0.0	3.913	A
B	158	40	242	1275	0.124	158	196	0.1	0.1	3.222	A
C	49	12	157	1636	0.030	49	243	0.0	0.0	2.267	A
D	428	107	13	2240	0.191	428	193	0.2	0.2	1.986	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	24	6	512	889	0.027	24	28	0.0	0.0	4.160	A
B	194	48	296	1244	0.156	194	240	0.1	0.2	3.427	A
C	59	15	193	1613	0.037	59	297	0.0	0.0	2.316	A
D	524	131	15	2237	0.234	524	237	0.2	0.3	2.100	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	24	6	512	889	0.027	24	28	0.0	0.0	4.161	A
B	194	48	296	1244	0.156	194	240	0.2	0.2	3.428	A
C	59	15	193	1613	0.037	59	297	0.0	0.0	2.316	A
D	524	131	15	2237	0.234	524	237	0.3	0.3	2.100	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	20	5	418	939	0.021	20	22	0.0	0.0	3.914	A
B	158	40	242	1275	0.124	158	196	0.2	0.1	3.224	A
C	49	12	157	1636	0.030	49	243	0.0	0.0	2.267	A
D	428	107	13	2239	0.191	428	193	0.3	0.2	1.989	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	17	4	350	976	0.017	17	19	0.0	0.0	3.754	A
B	133	33	203	1298	0.102	133	164	0.1	0.1	3.090	A
C	41	10	132	1653	0.025	41	203	0.0	0.0	2.234	A
D	358	90	11	2241	0.160	359	162	0.2	0.2	1.914	A

Village Road Rbt - 2033 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Village Road Roundabout	Standard Roundabout		A, B, C, D	2.46	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	155	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2033 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	15	100.000
B		ONE HOUR	✓	62	100.000
C		ONE HOUR	✓	91	100.000
D		ONE HOUR	✓	695	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A	B	C	D
	A	0	4	3	8
	B	1	1	7	53
	C	3	19	2	67
	D	14	486	193	2

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	0	0	0
	B	0	0	29	17
	C	0	0	0	1
	D	14	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.02	4.81	0.0	A	14	21
B	0.06	3.38	0.1	A	57	85
C	0.06	2.25	0.1	A	84	125
D	0.33	2.34	0.5	A	638	957

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	11	3	528	891	0.013	11	14	0.0	0.0	4.091	A
B	47	12	156	1170	0.040	47	383	0.0	0.0	3.204	A
C	69	17	49	1716	0.040	68	154	0.0	0.0	2.185	A
D	523	131	20	2311	0.226	522	98	0.0	0.3	2.012	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	13	3	632	838	0.016	13	16	0.0	0.0	4.367	A
B	56	14	187	1154	0.048	56	458	0.0	0.1	3.276	A
C	82	20	58	1709	0.048	82	184	0.0	0.1	2.212	A
D	625	156	23	2308	0.271	624	117	0.3	0.4	2.138	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	17	4	774	764	0.022	16	20	0.0	0.0	4.812	A
B	68	17	229	1133	0.060	68	561	0.1	0.1	3.380	A
C	100	25	72	1699	0.059	100	226	0.1	0.1	2.251	A
D	765	191	29	2304	0.332	765	143	0.4	0.5	2.339	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	17	4	774	764	0.022	17	20	0.0	0.0	4.814	A
B	68	17	229	1133	0.060	68	562	0.1	0.1	3.380	A
C	100	25	72	1699	0.059	100	226	0.1	0.1	2.251	A
D	765	191	29	2304	0.332	765	143	0.5	0.5	2.339	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	13	3	632	837	0.016	14	16	0.0	0.0	4.370	A
B	56	14	187	1154	0.048	56	459	0.1	0.1	3.279	A
C	82	20	58	1708	0.048	82	184	0.1	0.1	2.214	A
D	625	156	23	2308	0.271	625	117	0.5	0.4	2.141	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	11	3	530	890	0.013	11	14	0.0	0.0	4.095	A
B	47	12	157	1169	0.040	47	384	0.1	0.0	3.205	A
C	69	17	49	1715	0.040	69	154	0.1	0.0	2.187	A
D	523	131	20	2311	0.226	524	98	0.4	0.3	2.014	A

Village Road Rbt - 2033 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Village Road Roundabout	Standard Roundabout		A, B, C, D	2.52	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	241	Arm A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2033 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	23	100.000
B		ONE HOUR	✓	182	100.000
C		ONE HOUR	✓	56	100.000
D		ONE HOUR	✓	497	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A	B	C	D
From	A	0	4	6	13
	B	3	0	17	162
	C	8	4	0	44
	D	16	219	260	2

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A	B	C	D
From	A	0	0	0	0
	B	0	0	18	2
	C	0	0	0	2
	D	0	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.03	4.22	0.0	A	21	32
B	0.16	3.47	0.2	A	167	251
C	0.04	2.32	0.0	A	51	77
D	0.24	2.13	0.3	A	456	684

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	17	4	364	968	0.018	17	20	0.0	0.0	3.784	A
B	137	34	211	1294	0.106	137	171	0.0	0.1	3.107	A
C	42	11	135	1652	0.026	42	213	0.0	0.0	2.236	A
D	374	94	11	2241	0.167	373	166	0.0	0.2	1.926	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	21	5	436	930	0.022	21	24	0.0	0.0	3.958	A
B	164	41	252	1270	0.129	163	204	0.1	0.1	3.251	A
C	50	13	162	1634	0.031	50	254	0.0	0.0	2.272	A
D	447	112	13	2239	0.200	447	199	0.2	0.2	2.008	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	25	6	534	878	0.029	25	30	0.0	0.0	4.223	A
B	200	50	309	1238	0.162	200	250	0.1	0.2	3.469	A
C	62	15	198	1611	0.038	62	311	0.0	0.0	2.323	A
D	547	137	17	2237	0.245	547	243	0.2	0.3	2.130	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	25	6	534	877	0.029	25	30	0.0	0.0	4.224	A
B	200	50	309	1238	0.162	200	250	0.2	0.2	3.469	A
C	62	15	198	1611	0.038	62	312	0.0	0.0	2.323	A
D	547	137	17	2237	0.245	547	243	0.3	0.3	2.130	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	21	5	436	930	0.022	21	24	0.0	0.0	3.959	A
B	164	41	253	1270	0.129	164	204	0.2	0.1	3.255	A
C	50	13	162	1634	0.031	50	255	0.0	0.0	2.274	A
D	447	112	13	2239	0.200	447	199	0.3	0.2	2.010	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	17	4	365	968	0.018	17	20	0.0	0.0	3.789	A
B	137	34	212	1294	0.106	137	171	0.1	0.1	3.114	A
C	42	11	136	1651	0.026	42	213	0.0	0.0	2.237	A
D	374	94	11	2241	0.167	374	167	0.2	0.2	1.928	A

Appendix N Junctions 9 Outputs - Central Road / A4241 / Baglan Way Roundabout

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Junction 3 A4241 Baglan Way Rbt.j9

Path: C:\Users\beth1\EvokeTransport\Evoke Transport\Evoke Projects - Documents\R-21-0110 Baglan Junction Modelling\30 Technical\31 Modelling\Junction 3 - A4241 Baglan Way Roundabout

Report generation date: 25/01/2022 10:00:23

»A4241 / Baglan Way Roundabout - 2021 Base, AM
»A4241 / Baglan Way Roundabout - 2021 Base, PM
»A4241 / Baglan Way Roundabout - 2023 Base, AM
»A4241 / Baglan Way Roundabout - 2023 Base, PM
»A4241 / Baglan Way Roundabout - 2028 Base, AM
»A4241 / Baglan Way Roundabout - 2028 Base, PM
»A4241 / Baglan Way Roundabout - 2033 Base, AM
»A4241 / Baglan Way Roundabout - 2033 Base, PM
»A4241 / Baglan Way Roundabout - 2023 Base + Development, AM
»A4241 / Baglan Way Roundabout - 2023 Base + Development, PM
»A4241 / Baglan Way Roundabout - 2028 Base + Development, AM
»A4241 / Baglan Way Roundabout - 2028 Base + Development, PM
»A4241 / Baglan Way Roundabout - 2033 Base + Development, AM
»A4241 / Baglan Way Roundabout - 2033 Base + Development, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	A4241 / Baglan Way Roundabout - 2021 Base											
Arm A	D1	1.4	3.45	0.59	A	46 % [Arm B]	D2	0.7	2.50	0.42	A	60 % [Arm B]
Arm B		0.3	9.19	0.24	A			0.4	7.96	0.29	A	
Arm C		0.8	2.21	0.45	A			1.2	2.60	0.54	A	
Arm D		0.2	2.83	0.20	A			0.4	3.75	0.29	A	
	A4241 / Baglan Way Roundabout - 2023 Base											
Arm A	D3	1.5	3.56	0.60	A	44 % [Arm B]	D4	0.8	2.54	0.43	A	58 % [Arm B]
Arm B		0.3	9.46	0.25	A			0.4	8.15	0.30	A	
Arm C		0.8	2.24	0.46	A			1.2	2.65	0.55	A	
Arm D		0.3	2.86	0.21	A			0.4	3.85	0.30	A	
	A4241 / Baglan Way Roundabout - 2028 Base											
Arm A	D5	1.7	3.85	0.63	A	38 % [Arm B]	D6	0.8	2.66	0.45	A	51 % [Arm B]
Arm B		0.4	10.20	0.27	B			0.5	8.66	0.33	A	
Arm C		0.9	2.33	0.48	A			1.3	2.80	0.57	A	
Arm D		0.3	2.97	0.22	A			0.5	4.10	0.32	A	

	A4241 / Baglan Way Roundabout - 2033 Base											
Arm A	D7	1.9	4.21	0.66	A	32 % [Arm B]	D8	0.9	2.78	0.47	A	44 % [Arm B]
Arm B		0.4	11.22	0.30	B			0.5	9.32	0.35	A	
Arm C		1.0	2.42	0.50	A			1.5	2.99	0.60	A	
Arm D		0.3	3.09	0.23	A			0.5	4.43	0.35	A	
	A4241 / Baglan Way Roundabout - 2023 Base + Development											
Arm A	D9	1.6	3.73	0.62	A	40 % [Arm B]	D10	0.8	2.57	0.43	A	50 % [Arm B]
Arm B		0.4	10.24	0.27	B			0.5	8.76	0.35	A	
Arm C		0.9	2.27	0.46	A			1.3	2.72	0.56	A	
Arm D		0.3	2.89	0.21	A			0.4	3.94	0.30	A	
	A4241 / Baglan Way Roundabout - 2028 Base + Development											
Arm A	D11	1.8	4.05	0.65	A	34 % [Arm B]	D12	0.8	2.68	0.46	A	43 % [Arm B]
Arm B		0.4	11.05	0.30	B			0.6	9.35	0.38	A	
Arm C		0.9	2.36	0.48	A			1.4	2.87	0.58	A	
Arm D		0.3	3.00	0.22	A			0.5	4.21	0.33	A	
	A4241 / Baglan Way Roundabout - 2033 Base + Development											
Arm A	D13	2.1	4.45	0.68	A	29 % [Arm B]	D14	0.9	2.80	0.48	A	38 % [Arm B]
Arm B		0.5	12.17	0.32	B			0.7	10.12	0.41	B	
Arm C		1.0	2.46	0.50	A			1.6	3.06	0.61	A	
Arm D		0.3	3.12	0.23	A			0.5	4.55	0.35	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Junction 3: A4241 / Baglan Way Roundabout
Location	
Site number	
Date	06/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-IQT85C8\beth1
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2023 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2023 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2028 Base	AM	ONE HOUR	07:45	09:15	15	✓
D6	2028 Base	PM	ONE HOUR	16:45	18:15	15	✓
D7	2033 Base	AM	ONE HOUR	07:45	09:15	15	✓
D8	2033 Base	PM	ONE HOUR	16:45	18:15	15	✓
D9	2023 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D10	2023 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓
D11	2028 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D12	2028 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓
D13	2033 Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D14	2033 Base + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	A4241 / Baglan Way Roundabout	✓	100.000	100.000

A4241 / Baglan Way Roundabout - 2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 / Baglan Way Roundabout	Standard Roundabout		A, B, C, D	3.10	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	46	Arm B

Arms

Arms

Arm	Name	Description
A	A4241 Seaway Parade North	
B	A4241 Link	
C	A4241 Seaway Parade South	
D	Central Avenue	

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)	Exit only
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A	7.40	9.10	7.6	79.0	50.5	13.0	
B	3.60	3.60	0.0	8.3	50.5	17.0	
C	7.20	11.30	14.0	22.6	50.5	10.0	
D	7.50	7.50	0.0	12.4	50.5	14.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.838	2785
B	0.480	1065
C	0.879	3035
D	0.733	2331

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1355	100.000
B		ONE HOUR	✓	111	100.000
C		ONE HOUR	✓	1203	100.000
D		ONE HOUR	✓	289	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A	B	C	D
From	A	0	517	838	0
	B	0	0	111	0
	C	785	14	0	404
	D	93	60	136	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A	B	C	D
	A	0	2	2	0
	B	0	0	5	0
	C	3	0	0	2
	D	10	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.59	3.45	1.4	A	1243	1865
B	0.24	9.19	0.3	A	102	153
C	0.45	2.21	0.8	A	1104	1656
D	0.20	2.83	0.2	A	265	398

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1020	255	158	2596	0.393	1018	660	0.0	0.6	2.276	A
B	84	21	731	675	0.124	83	444	0.0	0.1	6.081	A
C	906	226	0	2956	0.306	904	814	0.0	0.4	1.752	A
D	218	54	600	1792	0.121	217	304	0.0	0.1	2.286	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1218	305	189	2570	0.474	1217	789	0.6	0.9	2.659	A
B	100	25	875	607	0.164	100	531	0.1	0.2	7.091	A
C	1081	270	0	2956	0.366	1081	974	0.4	0.6	1.920	A
D	260	65	718	1707	0.152	260	363	0.1	0.2	2.486	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1492	373	231	2535	0.589	1490	966	0.9	1.4	3.438	A
B	122	31	1071	515	0.237	122	650	0.2	0.3	9.152	A
C	1325	331	0	2956	0.448	1324	1193	0.6	0.8	2.204	A
D	318	80	879	1592	0.200	318	445	0.2	0.2	2.826	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
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A	1492	373	231	2534	0.589	1492	967	1.4	1.4	3.452	A
B	122	31	1072	514	0.238	122	651	0.3	0.3	9.188	A
C	1325	331	0	2956	0.448	1325	1195	0.8	0.8	2.206	A
D	318	80	880	1591	0.200	318	445	0.2	0.2	2.827	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1218	305	189	2570	0.474	1220	790	1.4	0.9	2.670	A
B	100	25	877	606	0.165	100	532	0.3	0.2	7.126	A
C	1081	270	0	2956	0.366	1082	977	0.8	0.6	1.923	A
D	260	65	719	1707	0.152	260	363	0.2	0.2	2.488	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1020	255	158	2596	0.393	1021	661	0.9	0.7	2.287	A
B	84	21	734	673	0.124	84	445	0.2	0.1	6.108	A
C	906	226	0	2956	0.306	906	818	0.6	0.4	1.758	A
D	218	54	602	1791	0.122	218	304	0.2	0.1	2.288	A

A4241 / Baglan Way Roundabout - 2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4241 / Baglan Way Roundabout	Standard Roundabout		A, B, C, D	3.02	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	60	Arm B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	957	100.000
B		ONE HOUR	✓	171	100.000
C		ONE HOUR	✓	1475	100.000
D		ONE HOUR	✓	355	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A	B	C	D
	A	0	342	615	0
	B	0	0	171	0
	C	1142	20	2	311
	D	144	77	134	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A	B	C	D
	A	0	5	2	0
	B	0	0	3	0
	C	0	0	0	2
	D	2	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.42	2.50	0.7	A	878	1317
B	0.29	7.96	0.4	A	157	235
C	0.54	2.60	1.2	A	1353	2030
D	0.29	3.75	0.4	A	326	489

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	720	180	175	2559	0.282	719	966	0.0	0.4	1.954	A
B	129	32	564	766	0.168	128	330	0.0	0.2	5.638	A
C	1110	278	0	3010	0.369	1108	692	0.0	0.6	1.891	A
D	267	67	874	1641	0.163	266	234	0.0	0.2	2.618	A