

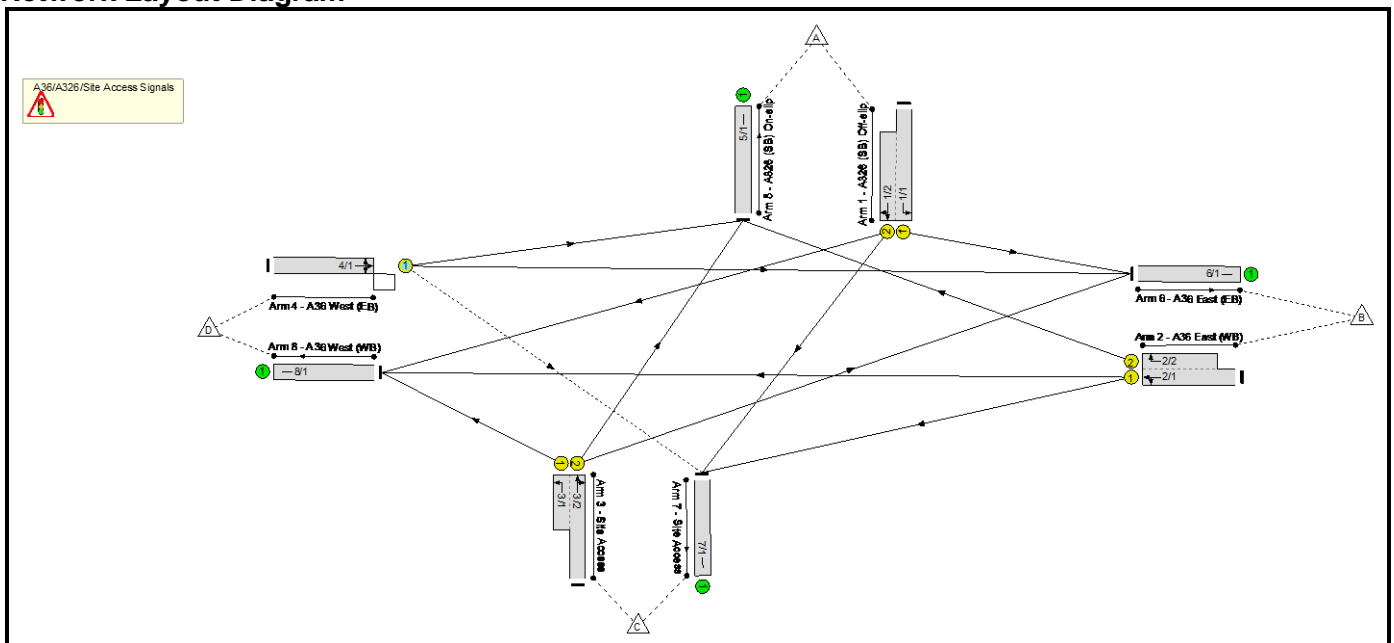
## Appendix O

Full Input Data And Results  
Full Input Data And Results

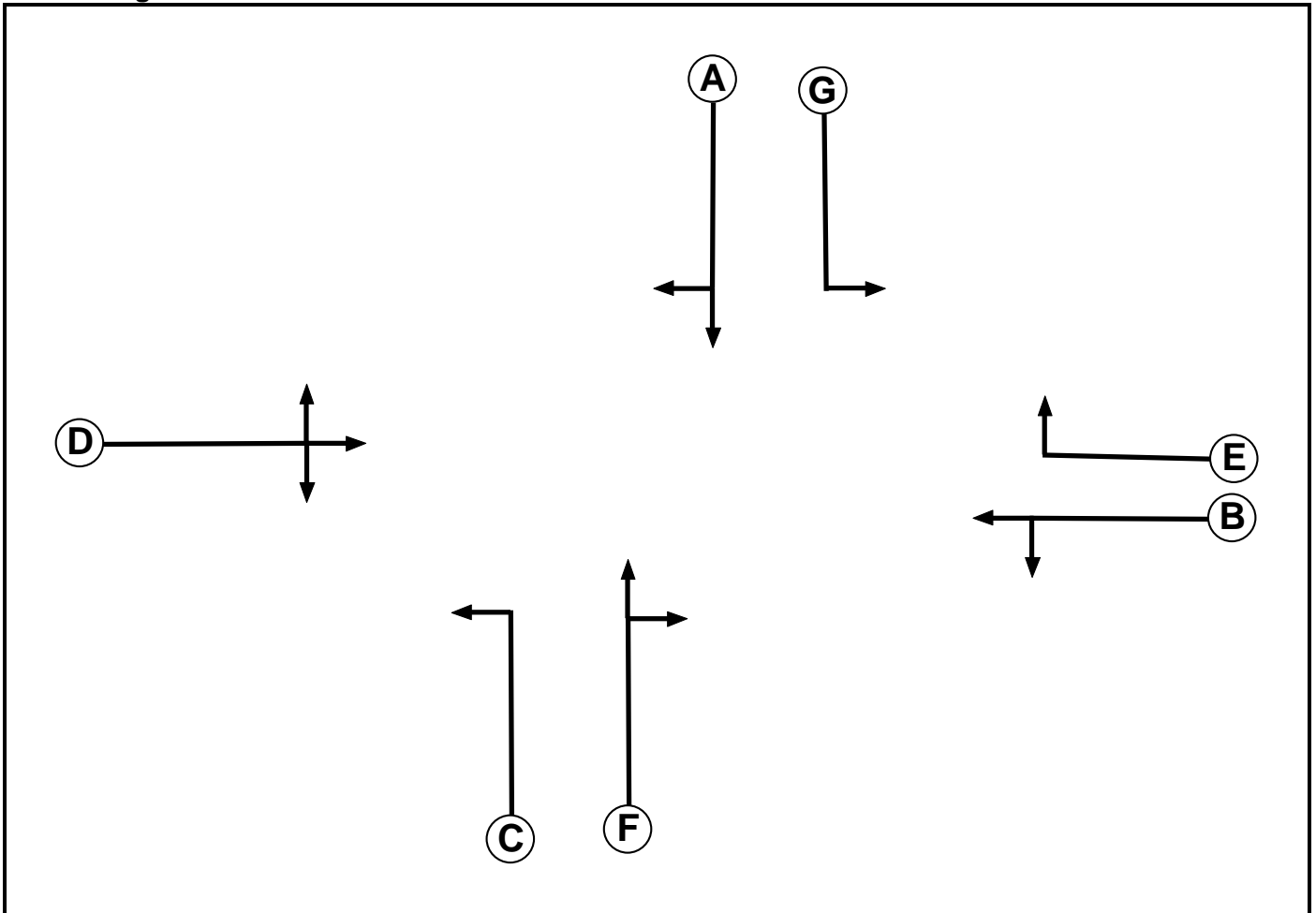
User and Project Details

Project:	Land South of Salisbury Road, Totton
Title:	Site Access Modelling
Location:	Totton
Additional detail:	
File name:	Access Model (Nov 23 - BEST).lsg3x
Author:	Shannon Betteridge
Company:	Paul Basham Associates
Address:	

Network Layout Diagram



**Phase Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7

## Full Input Data And Results

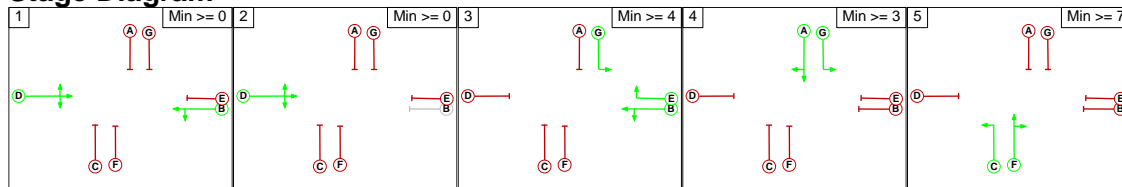
### Phase Intergrens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		7	9	7	7	9	-
	B	7		7	-	-	7	-
	C	7	10		7	7	-	7
	D	7	-	7		11	7	11
	E	10	-	7	7		7	-
	F	7	10	-	6	7		7
	G	-	-	7	7	-	9	

### Phases in Stage

Stage No.	Phases in Stage
1	B D
2	D
3	B E G
4	A G
5	C F

### Stage Diagram



### Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

### Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1		0	11	11	7
	2	2		11	11	7
	3	7	7		10	9
	4	7	7	7		9
	5	10	7	10	7	

Full Input Data And Results

**Give-Way Lane Input Data**

Junction: A36/A326/Site Access Signals											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
4/1 (A36 West (EB))	7/1 (Right)	1439	0	2/1	1.09	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

**Lane Input Data**

Junction: A36/A326/Site Access Signals												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A326 (SB) Off-slip)	U	G	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	15.00
1/2 (A326 (SB) Off-slip)	U	A	2	3	20.9	Geom	-	3.50	0.00	N	Arm 7 Ahead	17.20
											Arm 8 Right	17.30
2/1 (A36 East (WB))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 7 Left	15.00
											Arm 8 Ahead	Inf
2/2 (A36 East (WB))	U	E	2	3	15.7	Geom	-	3.50	0.00	N	Arm 5 Right	13.50
3/1 (Site Access)	U	C	2	3	5.2	Geom	-	3.50	0.00	Y	Arm 8 Left	15.00
3/2 (Site Access)	U	F	2	3	13.0	Geom	-	3.50	0.00	N	Arm 5 Ahead	17.80
											Arm 6 Right	23.00
4/1 (A36 West (EB))	O	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
											Arm 7 Right	14.00
5/1 (A326 (SB) On-slip)	U		2	3	60.0	Geom	-	4.80	0.00	Y		
6/1 (A36 East (EB))	U		2	3	60.0	Geom	-	3.50	0.00	Y		
7/1 (Site Access)	U		2	3	60.0	Geom	-	3.25	0.00	Y		
8/1 (A36 West (WB))	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

**Traffic Flow Groups**

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Opening Year + Committed Dev + Proposed Dev AM'	08:00	09:00	01:00	
2: '2025 Opening Year + Committed Dev + Proposed Dev PM'	17:00	18:00	01:00	
3: '2036 Future Year + Committed Dev + Proposed Dev AM'	08:00	09:00	01:00	
4: '2036 Future Year + Committed Dev + Proposed Dev PM'	17:00	18:00	01:00	
5: '2036 Future Year + Committed Dev + Proposed Dev + SS1 Remainder AM'	08:00	09:00	01:00	
6: '2036 Future Year + Committed Dev + Proposed Dev + SS1 Remainder PM'	17:00	18:00	01:00	

**Scenario 1: '2025 Opening Year + Committed Dev + Proposed Dev AM'** (FG1: '2025 Opening Year + Committed Dev + Proposed Dev AM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	443	6	59	508
	B	68	0	7	776	851
	C	4	6	0	6	16
	D	27	288	7	0	322
	Tot.	99	737	20	841	1697

**Traffic Lane Flows**

Lane	Scenario 1: 2025 Opening Year + Committed Dev + Proposed Dev AM
<b>Junction: A36/A326/Site Access Signals</b>	
1/1 (with short)	508(In) 443(Out)
1/2 (short)	65
2/1 (with short)	851(In) 783(Out)
2/2 (short)	68
3/1 (short)	6
3/2 (with short)	16(In) 10(Out)
4/1	322
5/1	99
6/1	737
7/1	20
8/1	841

Full Input Data And Results

**Lane Saturation Flows**

Junction: A36/A326/Site Access Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A326 (SB) Off-slip)	3.50	0.00	Y	Arm 6 Left	15.00	100.0 %	1786	1786
1/2 (A326 (SB) Off-slip)	3.50	0.00	N	Arm 7 Ahead	17.20	9.2 %	1937	1937
				Arm 8 Right	17.30	90.8 %		
2/1 (A36 East (WB))	3.50	0.00	Y	Arm 7 Left	15.00	0.9 %	1963	1963
				Arm 8 Ahead	Inf	99.1 %		
2/2 (A36 East (WB))	3.50	0.00	N	Arm 5 Right	13.50	100.0 %	1895	1895
3/1 (Site Access)	3.50	0.00	Y	Arm 8 Left	15.00	100.0 %	1786	1786
3/2 (Site Access)	3.50	0.00	N	Arm 5 Ahead	17.80	40.0 %	1962	1962
				Arm 6 Right	23.00	60.0 %		
4/1 (A36 West (EB))	3.50	0.00	Y	Arm 5 Left	12.00	8.4 %	1940	1940
				Arm 6 Ahead	Inf	89.4 %		
				Arm 7 Right	14.00	2.2 %		
5/1 (A326 (SB) On-slip)	4.80	0.00	Y				2095	2095
6/1 (A36 East (EB))	3.50	0.00	Y				1965	1965
7/1 (Site Access)	3.25	0.00	Y				1940	1940
8/1 (A36 West (WB) Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 2: '2025 Opening Year + Committed Dev + Proposed Dev PM'** (FG2: '2025 Opening Year + Committed Dev + Proposed Dev PM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	640	5	41	686
	B	82	0	6	599	687
	C	5	8	0	8	21
	D	92	356	6	0	454
	Tot.	179	1004	17	648	1848



Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 2: 2025 Opening Year + Committed Dev + Proposed Dev PM
<b>Junction: A36/A326/Site Access Signals</b>	
1/1 (with short)	686(In) 640(Out)
1/2 (short)	46
2/1 (with short)	687(In) 605(Out)
2/2 (short)	82
3/1 (short)	8
3/2 (with short)	21(In) 13(Out)
4/1	454
5/1	179
6/1	1004
7/1	17
8/1	648

Full Input Data And Results

**Lane Saturation Flows**

Junction: A36/A326/Site Access Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A326 (SB) Off-slip)	3.50	0.00	Y	Arm 6 Left	15.00	100.0 %	1786	1786
1/2 (A326 (SB) Off-slip)	3.50	0.00	N	Arm 7 Ahead	17.20	10.9 %	1937	1937
				Arm 8 Right	17.30	89.1 %		
2/1 (A36 East (WB))	3.50	0.00	Y	Arm 7 Left	15.00	1.0 %	1963	1963
				Arm 8 Ahead	Inf	99.0 %		
2/2 (A36 East (WB))	3.50	0.00	N	Arm 5 Right	13.50	100.0 %	1895	1895
3/1 (Site Access)	3.50	0.00	Y	Arm 8 Left	15.00	100.0 %	1786	1786
3/2 (Site Access)	3.50	0.00	N	Arm 5 Ahead	17.80	38.5 %	1963	1963
				Arm 6 Right	23.00	61.5 %		
4/1 (A36 West (EB))	3.50	0.00	Y	Arm 5 Left	12.00	20.3 %	1914	1914
				Arm 6 Ahead	Inf	78.4 %		
				Arm 7 Right	14.00	1.3 %		
5/1 (A326 (SB) On-slip)	4.80	0.00	Y				2095	2095
6/1 (A36 East (EB))	3.50	0.00	Y				1965	1965
7/1 (Site Access)	3.25	0.00	Y				1940	1940
8/1 (A36 West (WB) Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 3: '2036 Future Year + Committed Dev + Proposed Dev AM'** (FG3: '2036 Future Year + Committed Dev + Proposed Dev AM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	461	6	61	528
	B	70	0	7	804	881
	C	4	6	0	6	16
	D	28	301	7	0	336
	Tot.	102	768	20	871	1761

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 3: 2036 Future Year + Committed Dev + Proposed Dev AM
<b>Junction: A36/A326/Site Access Signals</b>	
1/1 (with short)	528(In) 461(Out)
1/2 (short)	67
2/1 (with short)	881(In) 811(Out)
2/2 (short)	70
3/1 (short)	6
3/2 (with short)	16(In) 10(Out)
4/1	336
5/1	102
6/1	768
7/1	20
8/1	871

Full Input Data And Results

**Lane Saturation Flows**

Junction: A36/A326/Site Access Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A326 (SB) Off-slip)	3.50	0.00	Y	Arm 6 Left	15.00	100.0 %	1786	1786
1/2 (A326 (SB) Off-slip)	3.50	0.00	N	Arm 7 Ahead	17.20	9.0 %	1937	1937
				Arm 8 Right	17.30	91.0 %		
2/1 (A36 East (WB))	3.50	0.00	Y	Arm 7 Left	15.00	0.9 %	1963	1963
				Arm 8 Ahead	Inf	99.1 %		
2/2 (A36 East (WB))	3.50	0.00	N	Arm 5 Right	13.50	100.0 %	1895	1895
3/1 (Site Access)	3.50	0.00	Y	Arm 8 Left	15.00	100.0 %	1786	1786
3/2 (Site Access)	3.50	0.00	N	Arm 5 Ahead	17.80	40.0 %	1962	1962
				Arm 6 Right	23.00	60.0 %		
4/1 (A36 West (EB))	3.50	0.00	Y	Arm 5 Left	12.00	8.3 %	1940	1940
				Arm 6 Ahead	Inf	89.6 %		
				Arm 7 Right	14.00	2.1 %		
5/1 (A326 (SB) On-slip)	4.80	0.00	Y				2095	2095
6/1 (A36 East (EB))	3.50	0.00	Y				1965	1965
7/1 (Site Access)	3.25	0.00	Y				1940	1940
8/1 (A36 West (WB) Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 4: '2036 Future Year + Committed Dev + Proposed Dev PM'** (FG4: '2036 Future Year + Committed Dev + Proposed Dev PM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	664	5	43	712
	B	85	0	6	623	714
	C	5	8	0	8	21
	D	96	371	6	0	473
	Tot.	186	1043	17	674	1920

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 4: 2036 Future Year + Committed Dev + Proposed Dev PM
<b>Junction: A36/A326/Site Access Signals</b>	
1/1 (with short)	712(In) 664(Out)
1/2 (short)	48
2/1 (with short)	714(In) 629(Out)
2/2 (short)	85
3/1 (short)	8
3/2 (with short)	21(In) 13(Out)
4/1	473
5/1	186
6/1	1043
7/1	17
8/1	674

Full Input Data And Results

**Lane Saturation Flows**

Junction: A36/A326/Site Access Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A326 (SB) Off-slip)	3.50	0.00	Y	Arm 6 Left	15.00	100.0 %	1786	1786
1/2 (A326 (SB) Off-slip)	3.50	0.00	N	Arm 7 Ahead	17.20	10.4 %	1937	1937
				Arm 8 Right	17.30	89.6 %		
2/1 (A36 East (WB))	3.50	0.00	Y	Arm 7 Left	15.00	1.0 %	1963	1963
				Arm 8 Ahead	Inf	99.0 %		
2/2 (A36 East (WB))	3.50	0.00	N	Arm 5 Right	13.50	100.0 %	1895	1895
3/1 (Site Access)	3.50	0.00	Y	Arm 8 Left	15.00	100.0 %	1786	1786
3/2 (Site Access)	3.50	0.00	N	Arm 5 Ahead	17.80	38.5 %	1963	1963
				Arm 6 Right	23.00	61.5 %		
4/1 (A36 West (EB))	3.50	0.00	Y	Arm 5 Left	12.00	20.3 %	1914	1914
				Arm 6 Ahead	Inf	78.4 %		
				Arm 7 Right	14.00	1.3 %		
5/1 (A326 (SB) On-slip)	4.80	0.00	Y				2095	2095
6/1 (A36 East (EB))	3.50	0.00	Y				1965	1965
7/1 (Site Access)	3.25	0.00	Y				1940	1940
8/1 (A36 West (WB) Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 5: '2036 Future Year + Committed Dev + Proposed Dev + SS1 Remainder AM'** (FG5: '2036 Future Year + Committed Dev + Proposed Dev + SS1 Remainder AM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	487	6	61	554
	B	84	0	7	886	977
	C	4	6	0	6	16
	D	28	308	7	0	343
	Tot.	116	801	20	953	1890

Full Input Data And Results

**Traffic Lane Flows**

Lane	Scenario 5: 2036 Future Year + Committed Dev + Proposed Dev + SS1 Remainder AM
<b>Junction: A36/A326/Site Access Signals</b>	
1/1 (with short)	554(In) 487(Out)
1/2 (short)	67
2/1 (with short)	977(In) 893(Out)
2/2 (short)	84
3/1 (short)	6
3/2 (with short)	16(In) 10(Out)
4/1	343
5/1	116
6/1	801
7/1	20
8/1	953

Full Input Data And Results

**Lane Saturation Flows**

Junction: A36/A326/Site Access Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A326 (SB) Off-slip)	3.50	0.00	Y	Arm 6 Left	15.00	100.0 %	1786	1786
1/2 (A326 (SB) Off-slip)	3.50	0.00	N	Arm 7 Ahead	17.20	9.0 %	1937	1937
				Arm 8 Right	17.30	91.0 %		
2/1 (A36 East (WB))	3.50	0.00	Y	Arm 7 Left	15.00	0.8 %	1963	1963
				Arm 8 Ahead	Inf	99.2 %		
2/2 (A36 East (WB))	3.50	0.00	N	Arm 5 Right	13.50	100.0 %	1895	1895
3/1 (Site Access)	3.50	0.00	Y	Arm 8 Left	15.00	100.0 %	1786	1786
3/2 (Site Access)	3.50	0.00	N	Arm 5 Ahead	17.80	40.0 %	1962	1962
				Arm 6 Right	23.00	60.0 %		
4/1 (A36 West (EB))	3.50	0.00	Y	Arm 5 Left	12.00	8.2 %	1941	1941
				Arm 6 Ahead	Inf	89.8 %		
				Arm 7 Right	14.00	2.0 %		
5/1 (A326 (SB) On-slip)	4.80	0.00	Y				2095	2095
6/1 (A36 East (EB))	3.50	0.00	Y				1965	1965
7/1 (Site Access)	3.25	0.00	Y				1940	1940
8/1 (A36 West (WB) Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 6: '2036 Future Year + Committed Dev + Proposed Dev + SS1 Remainder PM'** (FG6: '2036 Future Year + Committed Dev + Proposed Dev + SS1 Remainder PM', Plan 1: 'Network Control Plan 1')

**Traffic Flows, Desired**

**Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	732	5	43	780
	B	92	0	6	660	758
	C	5	8	0	8	21
	D	96	390	6	0	492
	Tot.	193	1130	17	711	2051



Full Input Data And Results

**Traffic Lane Flows**

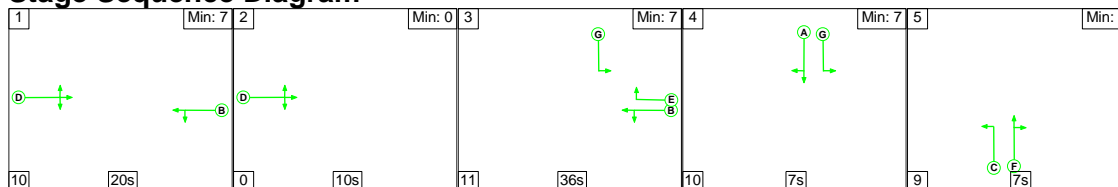
Lane	Scenario 6: 2036 Future Year + Committed Dev + Proposed Dev + SS1 Remainder PM
<b>Junction: A36/A326/Site Access Signals</b>	
1/1 (with short)	780(In) 732(Out)
1/2 (short)	48
2/1 (with short)	758(In) 666(Out)
2/2 (short)	92
3/1 (short)	8
3/2 (with short)	21(In) 13(Out)
4/1	492
5/1	193
6/1	1130
7/1	17
8/1	711

**Lane Saturation Flows**

Junction: A36/A326/Site Access Signals								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A326 (SB) Off-slip)	3.50	0.00	Y	Arm 6 Left	15.00	100.0 %	1786	1786
1/2 (A326 (SB) Off-slip)	3.50	0.00	N	Arm 7 Ahead	17.20	10.4 %	1937	1937
				Arm 8 Right	17.30	89.6 %		
2/1 (A36 East (WB))	3.50	0.00	Y	Arm 7 Left	15.00	0.9 %	1963	1963
				Arm 8 Ahead	Inf	99.1 %		
2/2 (A36 East (WB))	3.50	0.00	N	Arm 5 Right	13.50	100.0 %	1895	1895
3/1 (Site Access)	3.50	0.00	Y	Arm 8 Left	15.00	100.0 %	1786	1786
3/2 (Site Access)	3.50	0.00	N	Arm 5 Ahead	17.80	38.5 %	1963	1963
				Arm 6 Right	23.00	61.5 %		
4/1 (A36 West (EB))	3.50	0.00	Y	Arm 5 Left	12.00	19.5 %	1916	1916
				Arm 6 Ahead	Inf	79.3 %		
				Arm 7 Right	14.00	1.2 %		
5/1 (A326 (SB) On-slip)	4.80	0.00	Y				2095	2095
6/1 (A36 East (EB))	3.50	0.00	Y				1965	1965
7/1 (Site Access)	3.25	0.00	Y				1940	1940
8/1 (A36 West (WB) Lane 1)	Infinite Saturation Flow						Inf	Inf

**Scenario 1: '2025 Opening Year + Committed Dev + Proposed Dev AM'** (FG1: '2025 Opening Year + Committed Dev + Proposed Dev AM', Plan 1: 'Network Control Plan 1')

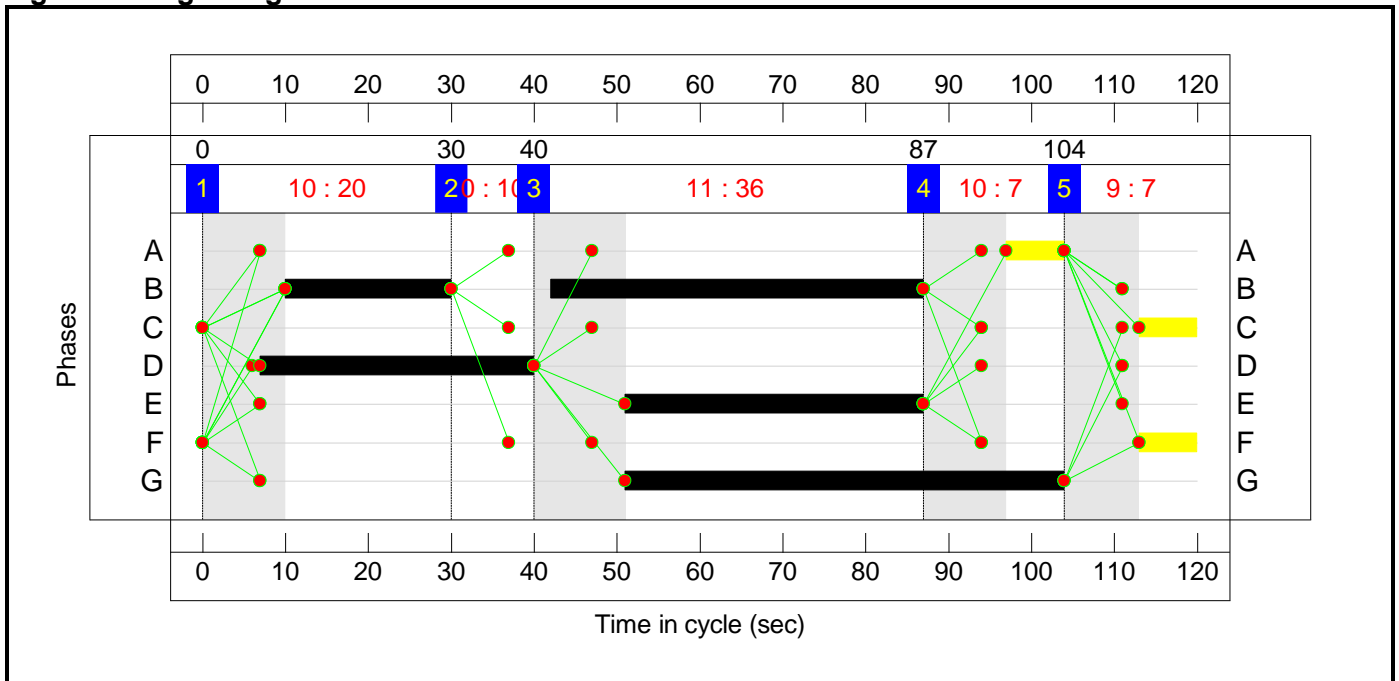
**Stage Sequence Diagram**



**Stage Timings**

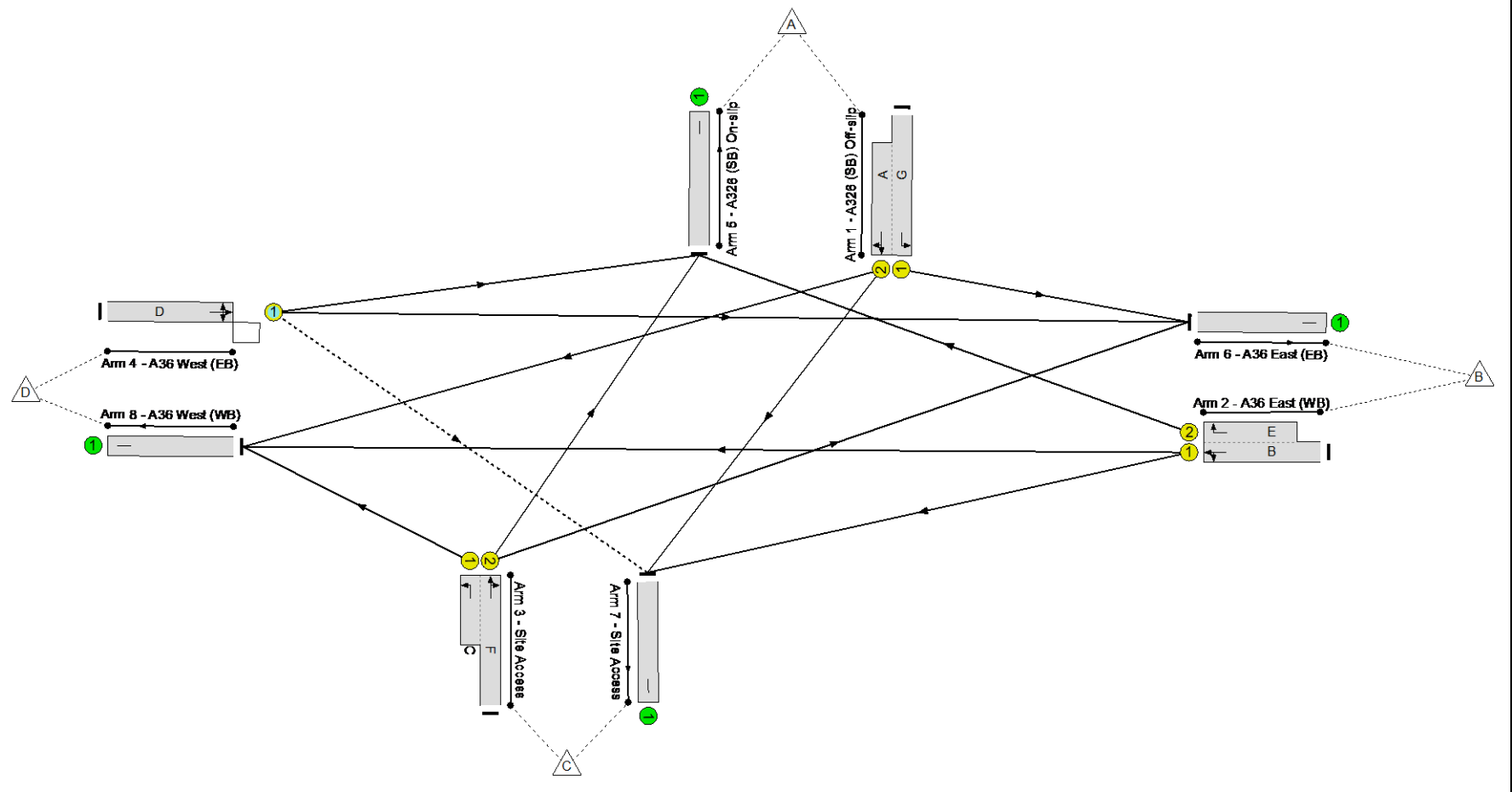
Stage	1	2	3	4	5
Duration	20	10	36	7	7
Change Point	0	30	40	87	104

**Signal Timings Diagram**



# Full Input Data And Results Network Layout Diagram

A36/A326/Site Access Signals  
PRC: 23.5 %  
Total Traffic Delay: 14.3 pcuHr



Full Input Data And Results

**Network Results**

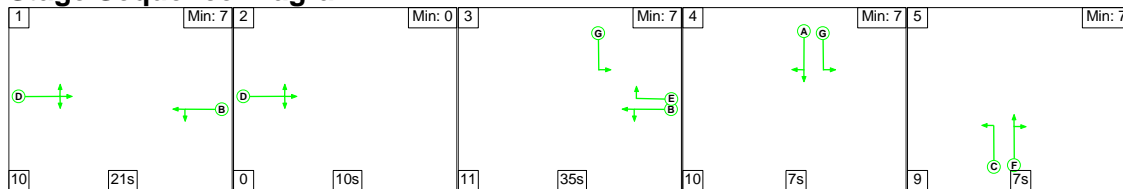
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>72.9%</b>
<b>A36/A326/Site Access Signals</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>72.9%</b>
1/1+1/2	A326 (SB) Off-slip Left Ahead Right	U	N/A	N/A	G A		1	53:7	-	508	1786:1937	799+117	55.5 : 55.5%
2/1+2/2	A36 East (WB) Right Left Ahead	U	N/A	N/A	B E		2:1	65:36	-	851	1963:1895	1074+93	72.9 : 72.9%
3/2+3/1	Site Access Ahead Right Left	U	N/A	N/A	F C		1	7	-	16	1962:1786	131+78	7.6 : 7.6%
4/1	A36 West (EB) Left Ahead Right	O	N/A	N/A	D		1	33	-	322	1940	550	58.6%
5/1	A326 (SB) On-slip	U	N/A	N/A	-		-	-	-	99	2095	2095	4.7%
6/1	A36 East (EB)	U	N/A	N/A	-		-	-	-	737	1965	1965	37.5%
7/1	Site Access	U	N/A	N/A	-		-	-	-	20	1940	1940	1.0%
8/1	A36 West (WB)	U	N/A	N/A	-		-	-	-	841	Inf	Inf	0.0%



Full Input Data And Results

**Scenario 2: '2025 Opening Year + Committed Dev + Proposed Dev PM'** (FG2: '2025 Opening Year + Committed Dev + Proposed Dev PM', Plan 1: 'Network Control Plan 1')

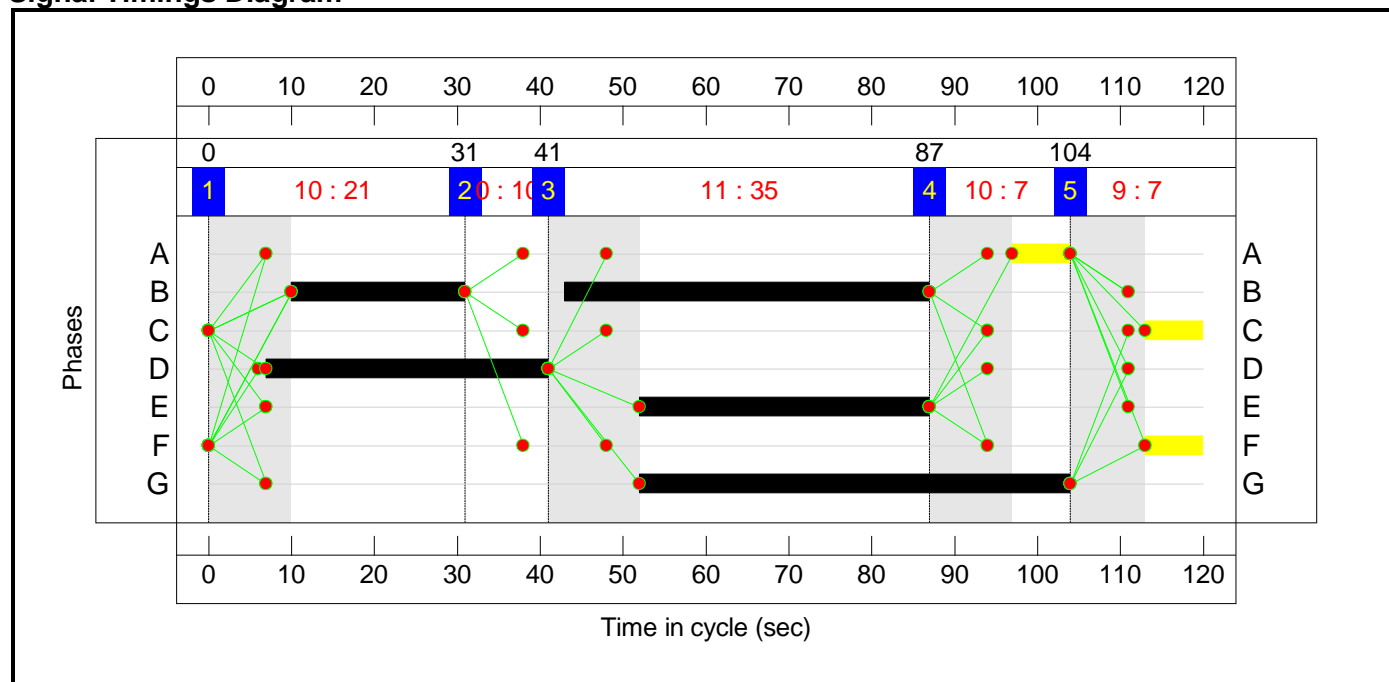
**Stage Sequence Diagram**



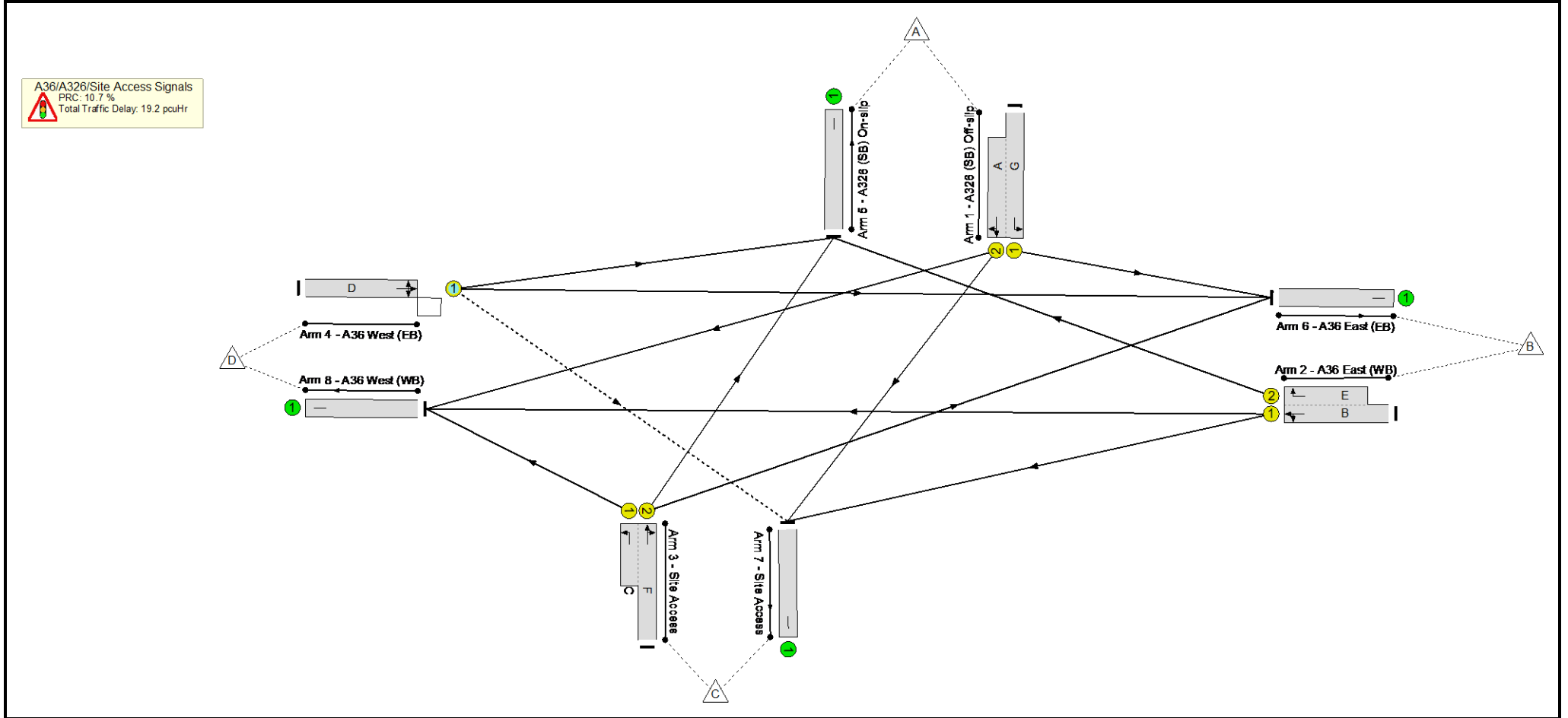
**Stage Timings**

Stage	1	2	3	4	5
Duration	21	10	35	7	7
Change Point	0	31	41	87	104

**Signal Timings Diagram**



# Full Input Data And Results Network Layout Diagram





Full Input Data And Results

**Network Results**

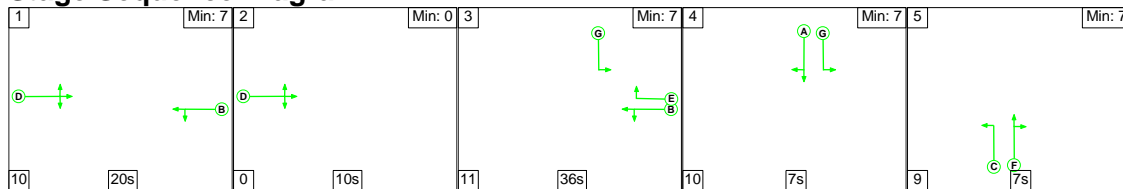
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>81.3%</b>
<b>A36/A326/Site Access Signals</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>81.3%</b>
1/1+1/2	A326 (SB) Off-slip Left Ahead Right	U	N/A	N/A	G A		1	52:7	-	686	1786:1937	789+57	81.1 : 81.1%
2/1+2/2	A36 East (WB) Right Left Ahead	U	N/A	N/A	B E		2:1	65:35	-	687	1963:1895	1065+144	56.8 : 56.8%
3/2+3/1	Site Access Ahead Right Left	U	N/A	N/A	F C		1	7	-	21	1963:1786	131+81	9.9 : 9.9%
4/1	A36 West (EB) Left Ahead Right	O	N/A	N/A	D		1	34	-	454	1914	558	81.3%
5/1	A326 (SB) On-slip	U	N/A	N/A	-		-	-	-	179	2095	2095	8.5%
6/1	A36 East (EB)	U	N/A	N/A	-		-	-	-	1004	1965	1965	51.1%
7/1	Site Access	U	N/A	N/A	-		-	-	-	17	1940	1940	0.9%
8/1	A36 West (WB)	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%



Full Input Data And Results

**Scenario 3: '2036 Future Year + Committed Dev + Proposed Dev AM'** (FG3: '2036 Future Year + Committed Dev + Proposed Dev AM', Plan 1: 'Network Control Plan 1')

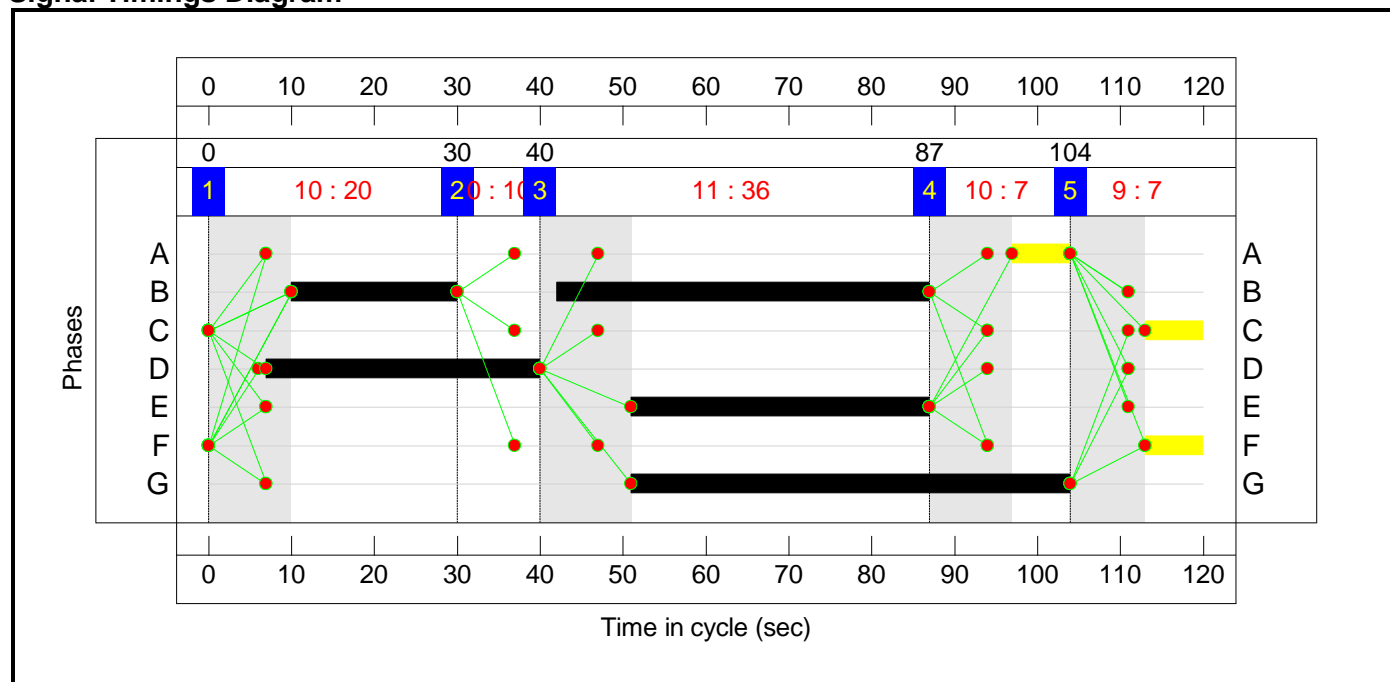
**Stage Sequence Diagram**



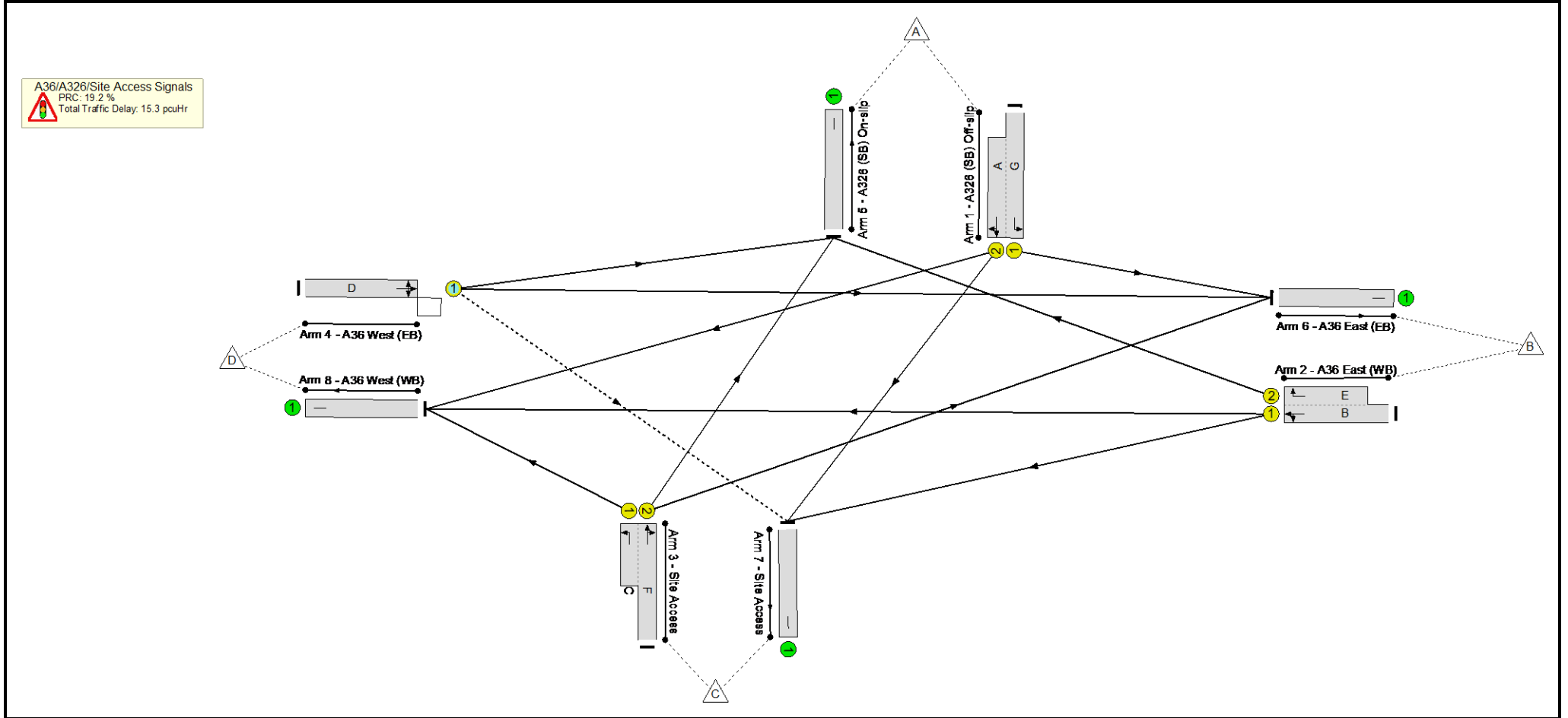
**Stage Timings**

Stage	1	2	3	4	5
Duration	20	10	36	7	7
Change Point	0	30	40	87	104

**Signal Timings Diagram**



# Full Input Data And Results Network Layout Diagram



Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>75.5%</b>
<b>A36/A326/Site Access Signals</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>75.5%</b>
1/1+1/2	A326 (SB) Off-slip Left Ahead Right	U	N/A	N/A	G A		1	53:7	-	528	1786:1937	799+116	57.7 : 57.7%
2/1+2/2	A36 East (WB) Right Left Ahead	U	N/A	N/A	B E		2:1	65:36	-	881	1963:1895	1075+93	75.5 : 75.5%
3/2+3/1	Site Access Ahead Right Left	U	N/A	N/A	F C		1	7	-	16	1962:1786	131+78	7.6 : 7.6%
4/1	A36 West (EB) Left Ahead Right	O	N/A	N/A	D		1	33	-	336	1940	550	61.1%
5/1	A326 (SB) On-slip	U	N/A	N/A	-		-	-	-	102	2095	2095	4.9%
6/1	A36 East (EB)	U	N/A	N/A	-		-	-	-	768	1965	1965	39.1%
7/1	Site Access	U	N/A	N/A	-		-	-	-	20	1940	1940	1.0%
8/1	A36 West (WB)	U	N/A	N/A	-		-	-	-	871	Inf	Inf	0.0%

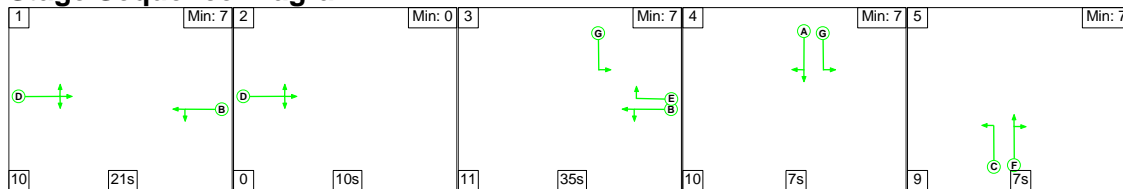
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	<b>0</b>	<b>7</b>	<b>0</b>	<b>11.9</b>	<b>3.4</b>	<b>0.0</b>	<b>15.3</b>	-	-	-	-
<b>A36/A326/Site Access Signals</b>	-	-	<b>0</b>	<b>7</b>	<b>0</b>	<b>11.9</b>	<b>3.4</b>	<b>0.0</b>	<b>15.3</b>	-	-	-	-
1/1+1/2	528	528	-	-	-	4.1	0.7	-	4.8	32.9	11.3	0.7	11.9
2/1+2/2	881	881	-	-	-	4.0	1.5	-	5.5	22.7	16.2	1.5	17.7
3/2+3/1	16	16	-	-	-	0.2	0.0	-	0.3	62.0	0.3	0.0	0.4
4/1	336	336	0	7	0	3.5	0.8	0.0	4.3	45.9	9.7	0.8	10.5
5/1	102	102	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	768	768	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
7/1	20	20	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
8/1	871	871	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1                      PRC for Signalled Lanes (%): 19.2                      Total Delay for Signalled Lanes (pcuHr): 14.92                      Cycle Time (s): 120                      PRC Over All Lanes (%): 19.2                      Total Delay Over All Lanes(pcuHr): 15.28</p>													

Full Input Data And Results

**Scenario 4: '2036 Future Year + Committed Dev + Proposed Dev PM'** (FG4: '2036 Future Year + Committed Dev + Proposed Dev PM', Plan 1: 'Network Control Plan 1')

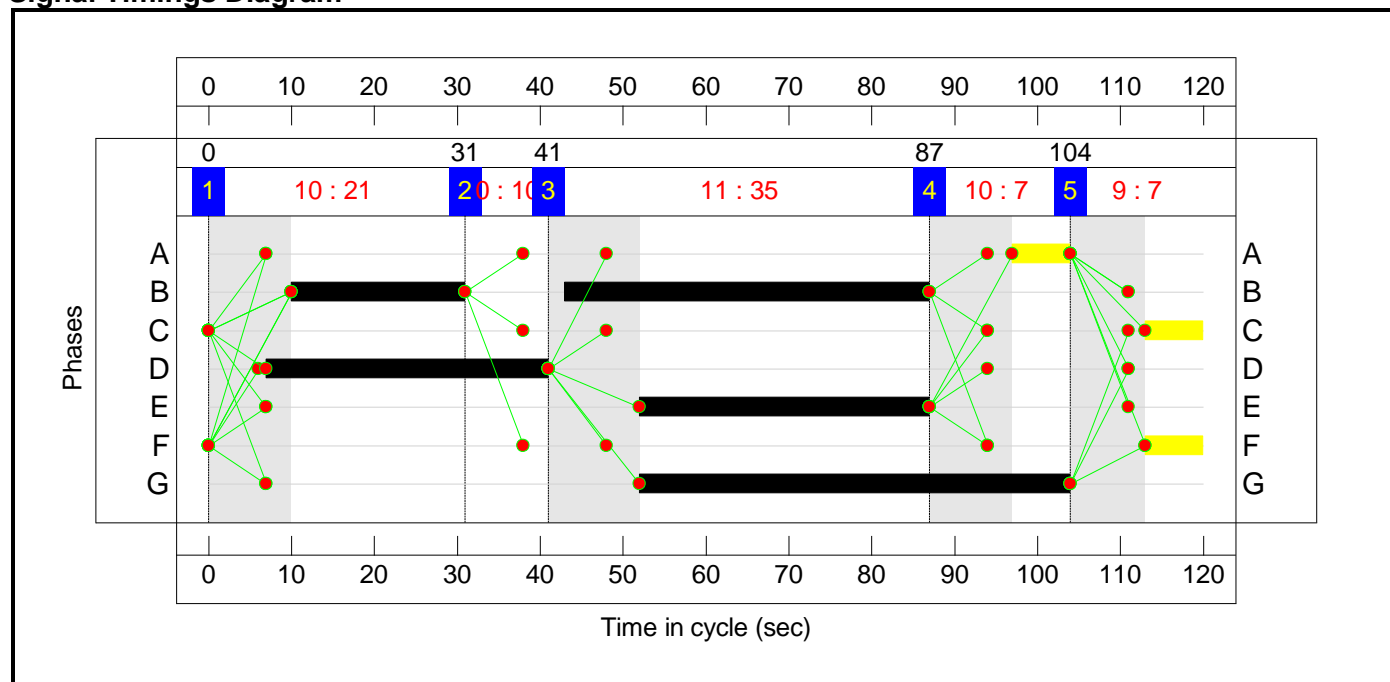
**Stage Sequence Diagram**



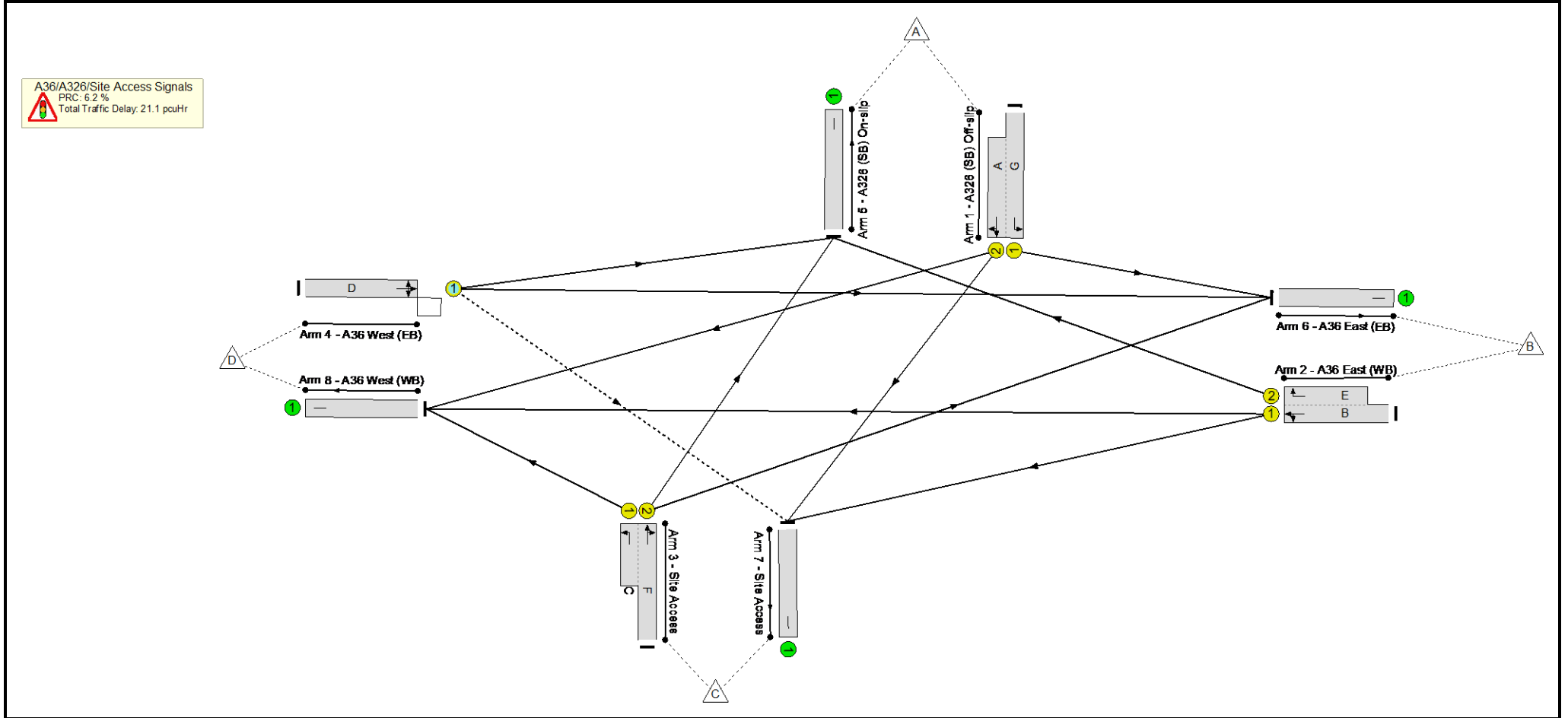
**Stage Timings**

Stage	1	2	3	4	5
Duration	21	10	35	7	7
Change Point	0	31	41	87	104

**Signal Timings Diagram**



# Full Input Data And Results Network Layout Diagram





Full Input Data And Results

**Network Results**

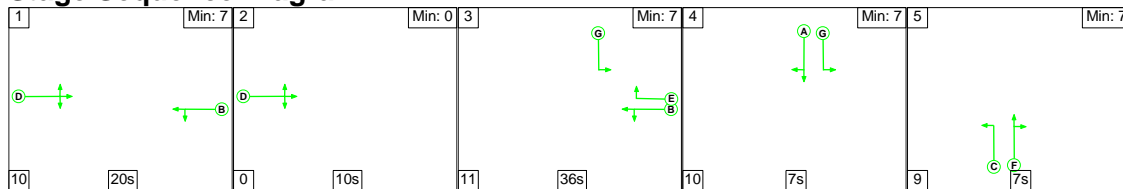
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>84.7%</b>
<b>A36/A326/Site Access Signals</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>84.7%</b>
1/1+1/2	A326 (SB) Off-slip Left Ahead Right	U	N/A	N/A	G A		1	52:7	-	712	1786:1937	789+57	84.2 : 84.2%
2/1+2/2	A36 East (WB) Right Left Ahead	U	N/A	N/A	B E		2:1	65:35	-	714	1963:1895	1065+144	59.1 : 59.1%
3/2+3/1	Site Access Ahead Right Left	U	N/A	N/A	F C		1	7	-	21	1963:1786	131+81	9.9 : 9.9%
4/1	A36 West (EB) Left Ahead Right	O	N/A	N/A	D		1	34	-	473	1914	558	84.7%
5/1	A326 (SB) On-slip	U	N/A	N/A	-		-	-	-	186	2095	2095	8.9%
6/1	A36 East (EB)	U	N/A	N/A	-		-	-	-	1043	1965	1965	53.1%
7/1	Site Access	U	N/A	N/A	-		-	-	-	17	1940	1940	0.9%
8/1	A36 West (WB)	U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%



Full Input Data And Results

**Scenario 5: '2036 Future Year + Committed Dev + Proposed Dev + SS1 Remainder AM'** (FG5: '2036 Future Year + Committed Dev + Proposed Dev + SS1 Remainder AM', Plan 1: 'Network Control Plan 1')

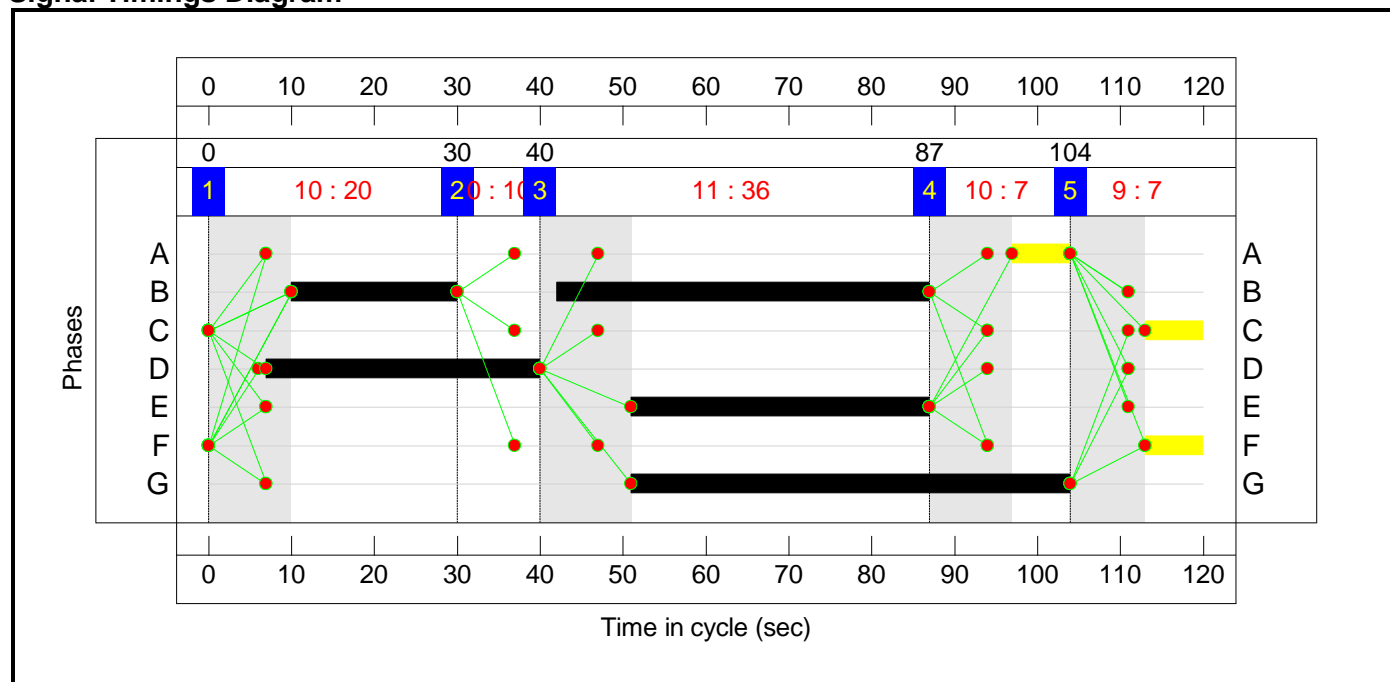
**Stage Sequence Diagram**



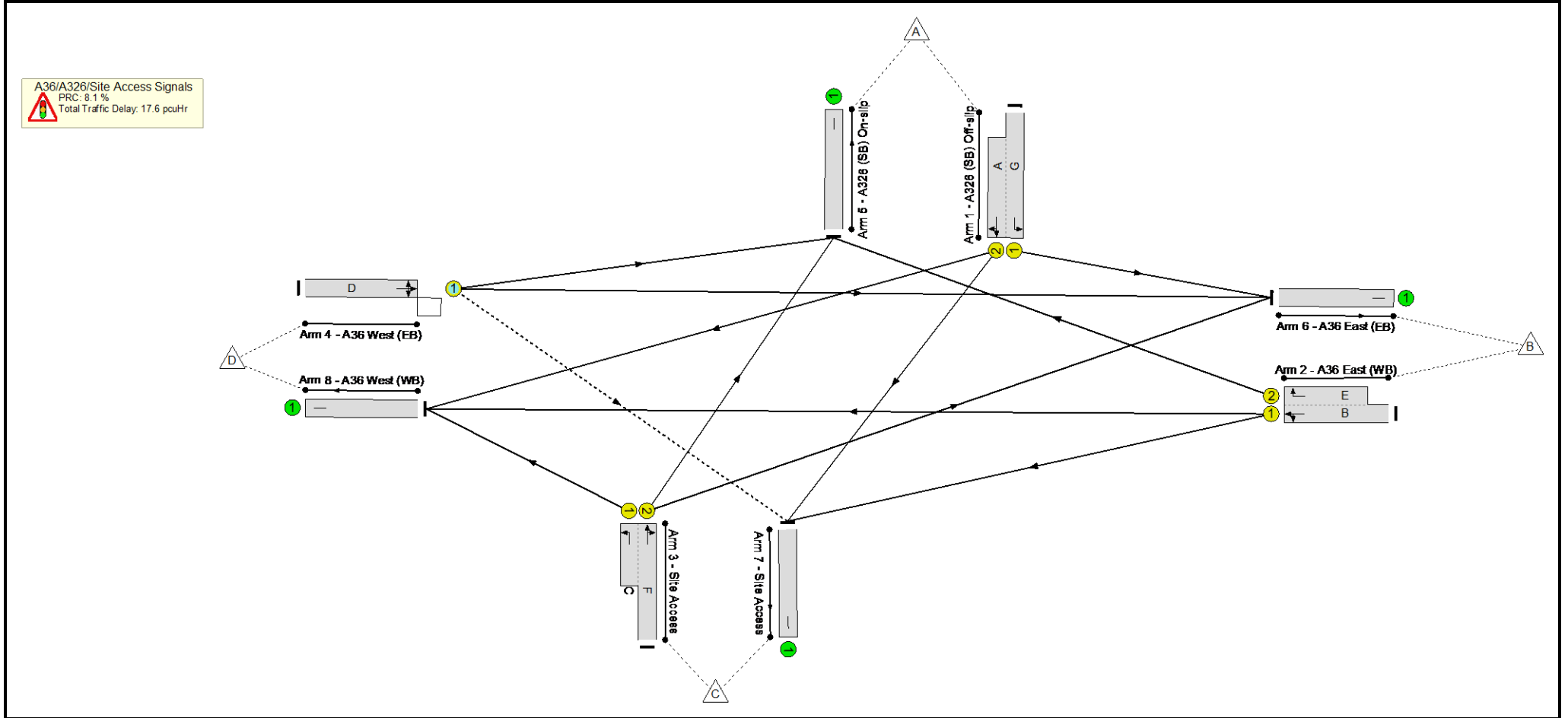
**Stage Timings**

Stage	1	2	3	4	5
Duration	20	10	36	7	7
Change Point	0	30	40	87	104

**Signal Timings Diagram**



# Full Input Data And Results Network Layout Diagram



Full Input Data And Results

**Network Results**

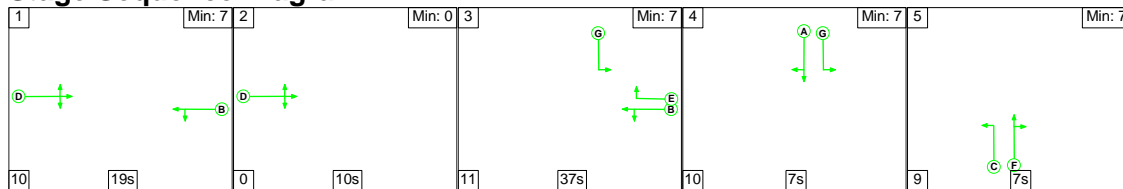
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>83.2%</b>
<b>A36/A326/Site Access Signals</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>83.2%</b>
1/1+1/2	A326 (SB) Off-slip Left Ahead Right	U	N/A	N/A	G A		1	53:7	-	554	1786:1937	800+110	60.9 : 60.9%
2/1+2/2	A36 East (WB) Right Left Ahead	U	N/A	N/A	B E		2:1	65:36	-	977	1963:1895	1073+101	83.2 : 83.2%
3/2+3/1	Site Access Ahead Right Left	U	N/A	N/A	F C		1	7	-	16	1962:1786	131+78	7.6 : 7.6%
4/1	A36 West (EB) Left Ahead Right	O	N/A	N/A	D		1	33	-	343	1941	550	62.4%
5/1	A326 (SB) On-slip	U	N/A	N/A	-		-	-	-	116	2095	2095	5.5%
6/1	A36 East (EB)	U	N/A	N/A	-		-	-	-	801	1965	1965	40.8%
7/1	Site Access	U	N/A	N/A	-		-	-	-	20	1940	1940	1.0%
8/1	A36 West (WB)	U	N/A	N/A	-		-	-	-	953	Inf	Inf	0.0%



Full Input Data And Results

**Scenario 6: '2036 Future Year + Committed Dev + Proposed Dev + SS1 Remainder PM'** (FG6: '2036 Future Year + Committed Dev + Proposed Dev + SS1 Remainder PM', Plan 1: 'Network Control Plan 1')

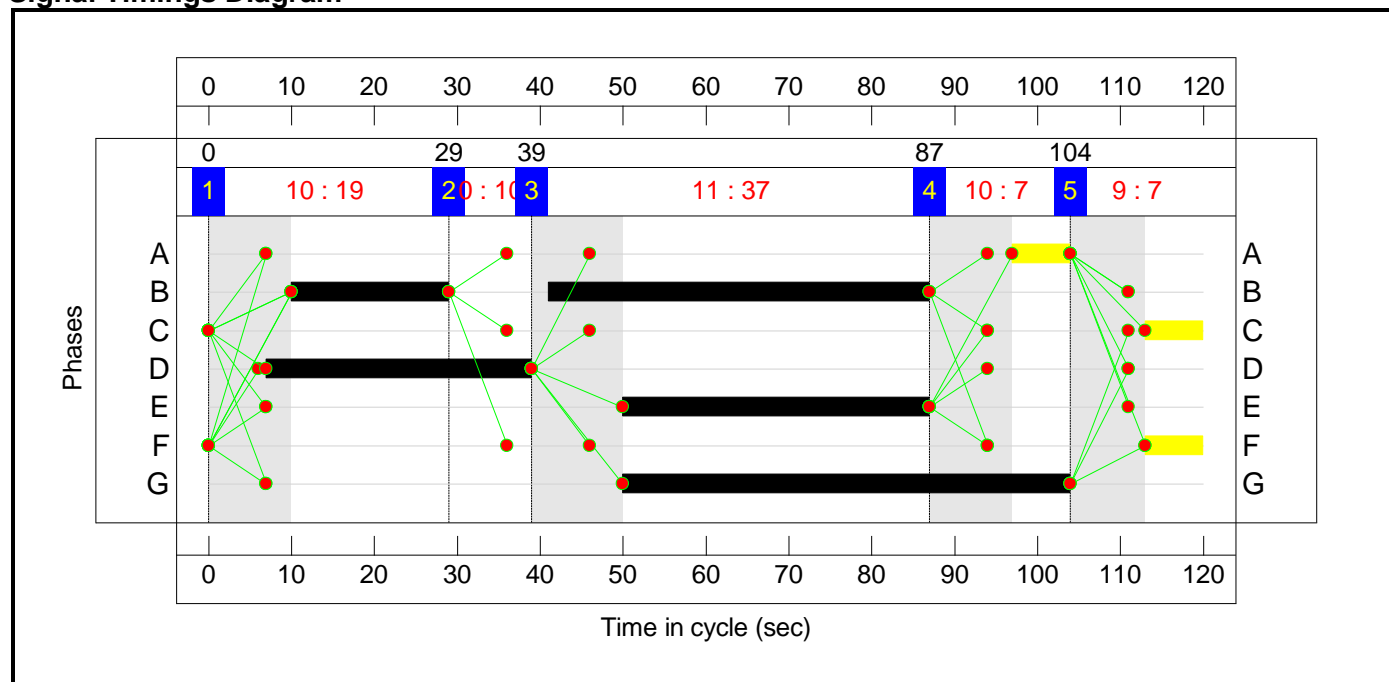
**Stage Sequence Diagram**



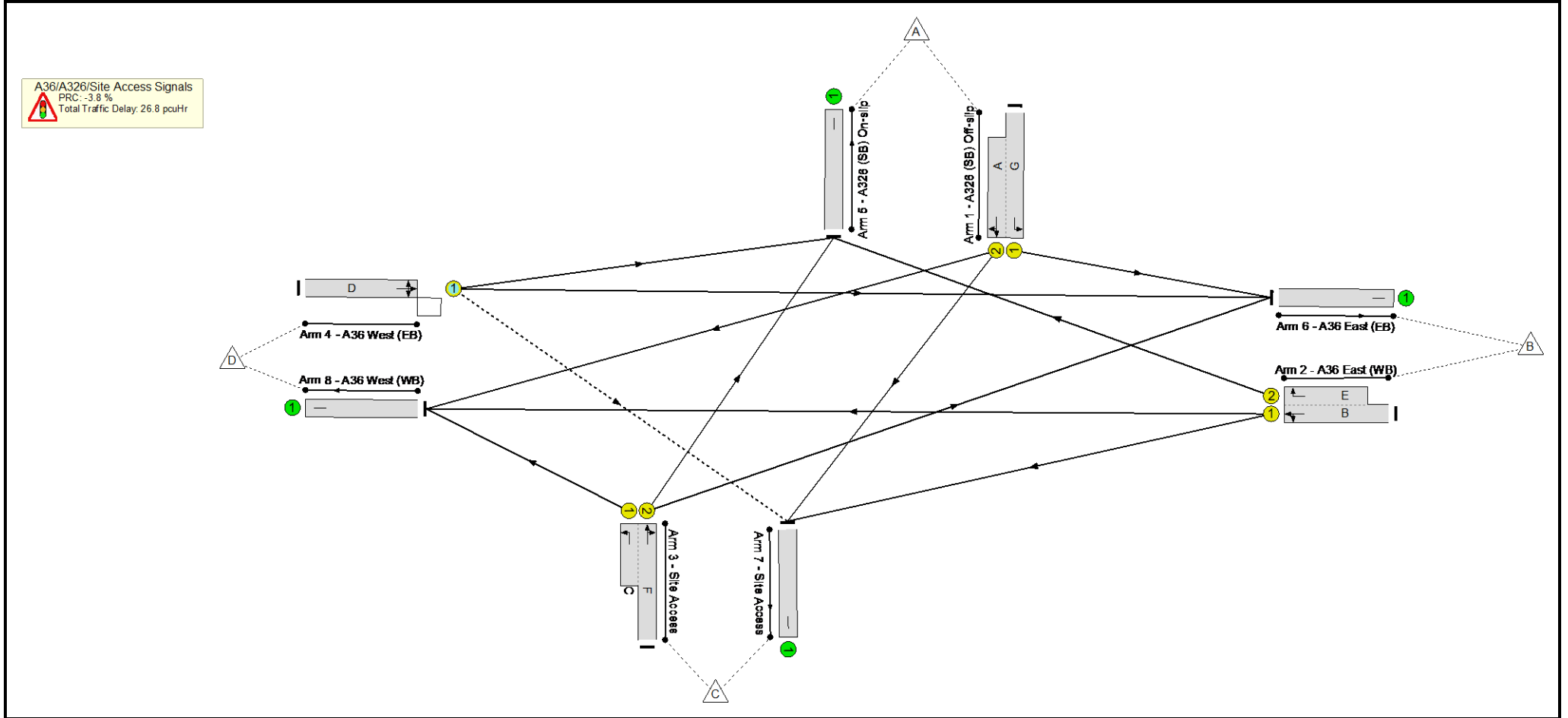
**Stage Timings**

Stage	1	2	3	4	5
Duration	19	10	37	7	7
Change Point	0	29	39	87	104

**Signal Timings Diagram**



# Full Input Data And Results Network Layout Diagram





Full Input Data And Results

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>93.4%</b>
<b>A36/A326/Site Access Signals</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>93.4%</b>
1/1+1/2	A326 (SB) Off-slip Left Ahead Right	U	N/A	N/A	G A		1	54:7	-	780	1786:1937	819+54	89.4 : 89.4%
2/1+2/2	A36 East (WB) Right Left Ahead	U	N/A	N/A	B E		2:1	65:37	-	758	1963:1895	1060+146	62.8 : 62.8%
3/2+3/1	Site Access Ahead Right Left	U	N/A	N/A	F C		1	7	-	21	1963:1786	131+81	9.9 : 9.9%
4/1	A36 West (EB) Left Ahead Right	O	N/A	N/A	D		1	32	-	492	1916	527	<b>93.4%</b>
5/1	A326 (SB) On-slip	U	N/A	N/A	-		-	-	-	193	2095	2095	9.2%
6/1	A36 East (EB)	U	N/A	N/A	-		-	-	-	1130	1965	1965	57.5%
7/1	Site Access	U	N/A	N/A	-		-	-	-	17	1940	1940	0.9%
8/1	A36 West (WB)	U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	0	6	0	15.9	10.9	0.0	26.8	-	-	-	-
<b>A36/A326/Site Access Signals</b>	-	-	0	6	0	15.9	10.9	0.0	26.8	-	-	-	-
1/1+1/2	780	780	-	-	-	6.8	3.9	-	10.7	49.3	22.4	3.9	26.3
2/1+2/2	758	758	-	-	-	3.0	0.8	-	3.9	18.4	11.5	0.8	12.3
3/2+3/1	21	21	-	-	-	0.3	0.1	-	0.4	62.2	0.4	0.1	0.5
4/1	492	492	0	6	0	5.8	5.4	0.0	11.2	81.9	16.0	5.4	21.4
5/1	193	193	-	-	-	0.0	0.1	-	0.1	0.9	0.0	0.1	0.1
6/1	1130	1130	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.7	0.7
7/1	17	17	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
8/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): -3.8		-3.8	Total Delay for Signalled Lanes (pcuHr): 26.11		26.11	Cycle Time (s): 120				
			PRC Over All Lanes (%): -3.8		-3.8	Total Delay Over All Lanes(pcuHr): 26.84		26.84					

## Appendix P

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk
<b>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</b>

**Filename:** A326 - A36 NB Off-slip.j9  
**Path:** C:\Users\model.pc\Desktop  
**Report generation date:** 15/11/2023 10:52:25

---

- »Existing Configuration - 2025 Opening Year, AM
- »Existing Configuration - 2025 Opening Year, PM
- »Existing Configuration - 2025 Opening Year + Committed Dev, AM
- »Existing Configuration - 2025 Opening Year + Committed Dev, PM
- »Existing Configuration - 2025 Opening Year + Committed Dev + Proposed Dev, AM
- »Existing Configuration - 2025 Opening Year + Committed Dev + Proposed Dev, PM
- »Existing Configuration - 2036 Future Year, AM
- »Existing Configuration - 2036 Future Year, PM
- »Existing Configuration - 2036 Future Year + Committed Dev, AM
- »Existing Configuration - 2036 Future Year + Committed Dev, PM
- »Existing Configuration - 2036 Future Year + Committed Dev + Proposed Dev, AM
- »Existing Configuration - 2036 Future Year + Committed Dev + Proposed Dev, PM
- »Existing Configuration - 2036 Future Year + Committed Dev + Proposed Dev + Remainder SS1, AM
- »Existing Configuration - 2036 Future Year + Committed Dev + Proposed Dev + Remainder SS1, PM

## Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
<b>Existing Configuration - 2025 Opening Year</b>								
1 - A36 (WB)	0.8	4.26	0.45	A	0.6	3.63	0.37	A
2 - A36 (EB)	0.2	3.02	0.18	A	0.4	3.39	0.30	A
3 - A326 (NB)	0.1	2.21	0.10	A	0.1	2.29	0.07	A
<b>Existing Configuration - 2025 Opening Year + Committed Dev</b>								
1 - A36 (WB)	1.2	5.02	0.54	A	0.7	3.90	0.41	A
2 - A36 (EB)	0.2	3.23	0.19	A	0.5	3.56	0.31	A
3 - A326 (NB)	0.1	2.22	0.10	A	0.1	2.33	0.08	A
<b>Existing Configuration - 2025 Opening Year + Committed Dev + Proposed Dev</b>								
1 - A36 (WB)	1.2	5.09	0.54	A	0.7	3.93	0.41	A
2 - A36 (EB)	0.2	3.25	0.19	A	0.5	3.59	0.31	A
3 - A326 (NB)	0.1	2.23	0.10	A	0.1	2.34	0.08	A
<b>Existing Configuration - 2036 Future Year</b>								
1 - A36 (WB)	0.9	4.43	0.48	A	0.6	3.73	0.38	A
2 - A36 (EB)	0.2	3.08	0.19	A	0.5	3.50	0.31	A
3 - A326 (NB)	0.1	2.23	0.10	A	0.1	2.32	0.07	A
<b>Existing Configuration - 2036 Future Year + Committed Dev</b>								
1 - A36 (WB)	1.3	5.29	0.56	A	0.7	4.01	0.43	A
2 - A36 (EB)	0.3	3.30	0.20	A	0.5	3.68	0.33	A
3 - A326 (NB)	0.1	2.24	0.10	A	0.1	2.36	0.08	A
<b>Existing Configuration - 2036 Future Year + Committed Dev + Proposed Dev</b>								
1 - A36 (WB)	1.3	5.33	0.56	A	0.8	4.05	0.43	A
2 - A36 (EB)	0.3	3.32	0.20	A	0.5	3.70	0.33	A
3 - A326 (NB)	0.1	2.25	0.11	A	0.1	2.37	0.08	A
<b>Existing Configuration - 2036 Future Year + Committed Dev + Proposed Dev + Remainder SS1</b>								
1 - A36 (WB)	1.6	6.07	0.62	A	0.8	4.23	0.46	A
2 - A36 (EB)	0.3	3.46	0.21	A	0.5	3.81	0.34	A
3 - A326 (NB)	0.1	2.26	0.11	A	0.1	2.39	0.09	A

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

## File summary

### File Description

<b>Title</b>	A326/A36 NB off-slip
<b>Location</b>	Totton
<b>Site number</b>	
<b>Date</b>	15/11/2023
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	135.0041
<b>Enumerator</b>	AD\model.pc
<b>Description</b>	

## 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

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

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025 Opening Year	AM	FLAT	07:45	09:15	90	15
D2	2025 Opening Year	PM	FLAT	16:45	18:15	90	15
D3	2025 Opening Year + Committed Dev	AM	FLAT	07:45	09:15	90	15
D4	2025 Opening Year + Committed Dev	PM	FLAT	16:45	18:15	90	15
D5	2025 Opening Year + Committed Dev + Proposed Dev	AM	FLAT	07:45	09:15	90	15
D6	2025 Opening Year + Committed Dev + Proposed Dev	PM	FLAT	16:45	18:15	90	15
D7	2036 Future Year	AM	FLAT	07:45	09:15	90	15
D8	2036 Future Year	PM	FLAT	16:45	18:15	90	15
D9	2036 Future Year + Committed Dev	AM	FLAT	07:45	09:15	90	15
D10	2036 Future Year + Committed Dev	PM	FLAT	16:45	18:15	90	15
D11	2036 Future Year + Committed Dev + Proposed Dev	AM	FLAT	07:45	09:15	90	15
D12	2036 Future Year + Committed Dev + Proposed Dev	PM	FLAT	16:45	18:15	90	15
D13	2036 Future Year + Committed Dev + Proposed Dev + Remainder SS1	AM	FLAT	07:45	09:15	90	15
D14	2036 Future Year + Committed Dev + Proposed Dev + Remainder SS1	PM	FLAT	16:45	18:15	90	15

### Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Configuration	100.000

# Existing Configuration - 2025 Opening Year, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A326 A36 NB Off-slip	Standard Roundabout	1, 2, 3	3.66	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description
1	A36 (WB)	
2	A36 (EB)	
3	A326 (NB)	

### 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
1 - A36 (WB)	3.62	6.00	23.1	30.0	30.0	12.0	
2 - A36 (EB)	3.68	7.28	15.9	40.0	30.0	7.5	
3 - A326 (NB)	6.71	6.71	0.0	20.0	30.0	11.0	

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A36 (WB)	0.696	1768
2 - A36 (EB)	0.736	1927
3 - A326 (NB)	0.774	2167

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025 Opening Year	AM	FLAT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A36 (WB)		✓	705	100.000
2 - A36 (EB)		✓	257	100.000
3 - A326 (NB)		✓	173	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To			
	1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)	
1 - A36 (WB)	3	295	407	
2 - A36 (EB)	209	2	46	
3 - A326 (NB)	93	80	0	

## Vehicle Mix

### Heavy Vehicle Percentages

From	To			
	1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)	
1 - A36 (WB)	10	10	10	
2 - A36 (EB)	10	10	10	
3 - A326 (NB)	10	10	10	

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A36 (WB)	0.45	4.26	0.8	A
2 - A36 (EB)	0.18	3.02	0.2	A
3 - A326 (NB)	0.10	2.21	0.1	A

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	705	82	1551	0.455	702	0.8	4.225	A
2 - A36 (EB)	257	408	1451	0.177	256	0.2	3.011	A
3 - A326 (NB)	173	213	1805	0.096	173	0.1	2.205	A

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	705	82	1550	0.455	705	0.8	4.257	A
2 - A36 (EB)	257	410	1450	0.177	257	0.2	3.017	A
3 - A326 (NB)	173	214	1805	0.096	173	0.1	2.206	A



**08:15 - 08:30**

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	705	82	1550	0.455	705	0.8	4.257	A
2 - A36 (EB)	257	410	1450	0.177	257	0.2	3.017	A
3 - A326 (NB)	173	214	1805	0.096	173	0.1	2.206	A

**08:30 - 08:45**

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	705	82	1550	0.455	705	0.8	4.257	A
2 - A36 (EB)	257	410	1450	0.177	257	0.2	3.017	A
3 - A326 (NB)	173	214	1805	0.096	173	0.1	2.206	A

**08:45 - 09:00**

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	705	82	1550	0.455	705	0.8	4.257	A
2 - A36 (EB)	257	410	1450	0.177	257	0.2	3.017	A
3 - A326 (NB)	173	214	1805	0.096	173	0.1	2.206	A

**09:00 - 09:15**

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	705	82	1550	0.455	705	0.8	4.257	A
2 - A36 (EB)	257	410	1450	0.177	257	0.2	3.017	A
3 - A326 (NB)	173	214	1805	0.096	173	0.1	2.206	A

# Existing Configuration - 2025 Opening Year, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A326 A36 NB Off-slip	Standard Roundabout	1, 2, 3	3.40	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2025 Opening Year	PM	FLAT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A36 (WB)		✓	573	100.000
2 - A36 (EB)		✓	447	100.000
3 - A326 (NB)		✓	115	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
		1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
From	1 - A36 (WB)	2	241	330
	2 - A36 (EB)	366	0	81
	3 - A326 (NB)	52	63	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
		1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
From	1 - A36 (WB)	10	10	10
	2 - A36 (EB)	10	10	10
	3 - A326 (NB)	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A36 (WB)	0.37	3.63	0.6	A
2 - A36 (EB)	0.30	3.39	0.4	A
3 - A326 (NB)	0.07	2.29	0.1	A

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	573	63	1564	0.366	571	0.6	3.618	A
2 - A36 (EB)	447	331	1508	0.296	445	0.4	3.377	A
3 - A326 (NB)	115	367	1686	0.068	115	0.1	2.290	A

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	573	63	1564	0.366	573	0.6	3.632	A
2 - A36 (EB)	447	332	1507	0.297	447	0.4	3.394	A
3 - A326 (NB)	115	368	1685	0.068	115	0.1	2.292	A

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	573	63	1564	0.366	573	0.6	3.632	A
2 - A36 (EB)	447	332	1507	0.297	447	0.4	3.394	A
3 - A326 (NB)	115	368	1685	0.068	115	0.1	2.292	A

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	573	63	1564	0.366	573	0.6	3.632	A
2 - A36 (EB)	447	332	1507	0.297	447	0.4	3.394	A
3 - A326 (NB)	115	368	1685	0.068	115	0.1	2.292	A

#### 17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	573	63	1564	0.366	573	0.6	3.632	A
2 - A36 (EB)	447	332	1507	0.297	447	0.4	3.394	A
3 - A326 (NB)	115	368	1685	0.068	115	0.1	2.292	A

#### 18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	573	63	1564	0.366	573	0.6	3.632	A
2 - A36 (EB)	447	332	1507	0.297	447	0.4	3.394	A
3 - A326 (NB)	115	368	1685	0.068	115	0.1	2.292	A

# Existing Configuration - 2025 Opening Year + Committed Dev, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A326 A36 NB Off-slip	Standard Roundabout	1, 2, 3	4.25	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2025 Opening Year + Committed Dev	AM	FLAT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A36 (WB)		✓	833	100.000
2 - A36 (EB)		✓	262	100.000
3 - A326 (NB)		✓	179	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
1 - A36 (WB)	0	325	508
2 - A36 (EB)	214	2	46
3 - A326 (NB)	99	80	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To		
	1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
1 - A36 (WB)	10	10	10
2 - A36 (EB)	10	10	10
3 - A326 (NB)	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A36 (WB)	0.54	5.02	1.2	A
2 - A36 (EB)	0.19	3.23	0.2	A
3 - A326 (NB)	0.10	2.22	0.1	A

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	833	82	1551	0.537	828	1.1	4.955	A
2 - A36 (EB)	262	505	1380	0.190	261	0.2	3.215	A
3 - A326 (NB)	179	215	1804	0.099	179	0.1	2.215	A

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	833	82	1550	0.537	833	1.2	5.017	A
2 - A36 (EB)	262	508	1378	0.190	262	0.2	3.226	A
3 - A326 (NB)	179	216	1803	0.099	179	0.1	2.216	A

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	833	82	1550	0.537	833	1.2	5.017	A
2 - A36 (EB)	262	508	1378	0.190	262	0.2	3.226	A
3 - A326 (NB)	179	216	1803	0.099	179	0.1	2.216	A

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	833	82	1550	0.537	833	1.2	5.017	A
2 - A36 (EB)	262	508	1378	0.190	262	0.2	3.226	A
3 - A326 (NB)	179	216	1803	0.099	179	0.1	2.216	A

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	833	82	1550	0.537	833	1.2	5.017	A
2 - A36 (EB)	262	508	1378	0.190	262	0.2	3.226	A
3 - A326 (NB)	179	216	1803	0.099	179	0.1	2.216	A

#### 09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	833	82	1550	0.537	833	1.2	5.017	A
2 - A36 (EB)	262	508	1378	0.190	262	0.2	3.226	A
3 - A326 (NB)	179	216	1803	0.099	179	0.1	2.216	A

# Existing Configuration - 2025 Opening Year + Committed Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A326 A36 NB Off-slip	Standard Roundabout	1, 2, 3	3.61	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2025 Opening Year + Committed Dev	PM	FLAT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A36 (WB)		✓	640	100.000
2 - A36 (EB)		✓	459	100.000
3 - A326 (NB)		✓	131	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
1 - A36 (WB)	2	256	382
2 - A36 (EB)	378	0	81
3 - A326 (NB)	68	63	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To		
	1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
1 - A36 (WB)	10	10	10
2 - A36 (EB)	10	10	10
3 - A326 (NB)	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A36 (WB)	0.41	3.90	0.7	A
2 - A36 (EB)	0.31	3.56	0.5	A
3 - A326 (NB)	0.08	2.33	0.1	A

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	640	63	1564	0.409	637	0.7	3.873	A
2 - A36 (EB)	459	382	1470	0.312	457	0.5	3.548	A
3 - A326 (NB)	131	379	1677	0.078	131	0.1	2.327	A

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	640	63	1564	0.409	640	0.7	3.897	A
2 - A36 (EB)	459	384	1469	0.312	459	0.5	3.563	A
3 - A326 (NB)	131	380	1676	0.078	131	0.1	2.329	A

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	640	63	1564	0.409	640	0.7	3.897	A
2 - A36 (EB)	459	384	1469	0.312	459	0.5	3.563	A
3 - A326 (NB)	131	380	1676	0.078	131	0.1	2.329	A

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	640	63	1564	0.409	640	0.7	3.897	A
2 - A36 (EB)	459	384	1469	0.312	459	0.5	3.563	A
3 - A326 (NB)	131	380	1676	0.078	131	0.1	2.329	A

#### 17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	640	63	1564	0.409	640	0.7	3.897	A
2 - A36 (EB)	459	384	1469	0.312	459	0.5	3.563	A
3 - A326 (NB)	131	380	1676	0.078	131	0.1	2.329	A

#### 18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	640	63	1564	0.409	640	0.7	3.897	A
2 - A36 (EB)	459	384	1469	0.312	459	0.5	3.563	A
3 - A326 (NB)	131	380	1676	0.078	131	0.1	2.329	A

# Existing Configuration - 2025 Opening Year + Committed Dev + Proposed Dev, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A326 A36 NB Off-slip	Standard Roundabout	1, 2, 3	4.30	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2025 Opening Year + Committed Dev + Proposed Dev	AM	FLAT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A36 (WB)		✓	843	100.000
2 - A36 (EB)		✓	264	100.000
3 - A326 (NB)		✓	184	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
1 - A36 (WB)	3	327	513
2 - A36 (EB)	216	2	46
3 - A326 (NB)	104	80	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To		
	1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
1 - A36 (WB)	10	10	10
2 - A36 (EB)	10	10	10
3 - A326 (NB)	10	10	10



## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A36 (WB)	0.54	5.09	1.2	A
2 - A36 (EB)	0.19	3.25	0.2	A
3 - A326 (NB)	0.10	2.23	0.1	A

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	843	82	1551	0.544	838	1.2	5.021	A
2 - A36 (EB)	264	513	1374	0.192	263	0.2	3.237	A
3 - A326 (NB)	184	220	1800	0.102	184	0.1	2.227	A

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	843	82	1550	0.544	843	1.2	5.088	A
2 - A36 (EB)	264	516	1372	0.192	264	0.2	3.249	A
3 - A326 (NB)	184	221	1799	0.102	184	0.1	2.228	A

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	843	82	1550	0.544	843	1.2	5.088	A
2 - A36 (EB)	264	516	1372	0.192	264	0.2	3.249	A
3 - A326 (NB)	184	221	1799	0.102	184	0.1	2.228	A

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	843	82	1550	0.544	843	1.2	5.088	A
2 - A36 (EB)	264	516	1372	0.192	264	0.2	3.249	A
3 - A326 (NB)	184	221	1799	0.102	184	0.1	2.228	A

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	843	82	1550	0.544	843	1.2	5.088	A
2 - A36 (EB)	264	516	1372	0.192	264	0.2	3.249	A
3 - A326 (NB)	184	221	1799	0.102	184	0.1	2.228	A

#### 09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	843	82	1550	0.544	843	1.2	5.088	A
2 - A36 (EB)	264	516	1372	0.192	264	0.2	3.249	A
3 - A326 (NB)	184	221	1799	0.102	184	0.1	2.228	A

# Existing Configuration - 2025 Opening Year + Committed Dev + Proposed Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A326 A36 NB Off-slip	Standard Roundabout	1, 2, 3	3.63	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2025 Opening Year + Committed Dev + Proposed Dev	PM	FLAT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A36 (WB)		✓	648	100.000
2 - A36 (EB)		✓	461	100.000
3 - A326 (NB)		✓	135	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
1 - A36 (WB)	2	258	388
2 - A36 (EB)	380	0	81
3 - A326 (NB)	72	63	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To		
	1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
1 - A36 (WB)	10	10	10
2 - A36 (EB)	10	10	10
3 - A326 (NB)	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A36 (WB)	0.41	3.93	0.7	A
2 - A36 (EB)	0.31	3.59	0.5	A
3 - A326 (NB)	0.08	2.34	0.1	A

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	648	63	1564	0.414	645	0.7	3.907	A
2 - A36 (EB)	461	388	1466	0.315	459	0.5	3.570	A
3 - A326 (NB)	135	380	1676	0.081	135	0.1	2.336	A

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	648	63	1564	0.414	648	0.7	3.931	A
2 - A36 (EB)	461	390	1465	0.315	461	0.5	3.586	A
3 - A326 (NB)	135	382	1675	0.081	135	0.1	2.337	A

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	648	63	1564	0.414	648	0.7	3.931	A
2 - A36 (EB)	461	390	1465	0.315	461	0.5	3.586	A
3 - A326 (NB)	135	382	1675	0.081	135	0.1	2.337	A

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	648	63	1564	0.414	648	0.7	3.931	A
2 - A36 (EB)	461	390	1465	0.315	461	0.5	3.586	A
3 - A326 (NB)	135	382	1675	0.081	135	0.1	2.337	A

#### 17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	648	63	1564	0.414	648	0.7	3.931	A
2 - A36 (EB)	461	390	1465	0.315	461	0.5	3.586	A
3 - A326 (NB)	135	382	1675	0.081	135	0.1	2.337	A

#### 18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	648	63	1564	0.414	648	0.7	3.931	A
2 - A36 (EB)	461	390	1465	0.315	461	0.5	3.586	A
3 - A326 (NB)	135	382	1675	0.081	135	0.1	2.337	A

# Existing Configuration - 2036 Future Year, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A326 A36 NB Off-slip	Standard Roundabout	1, 2, 3	3.79	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2036 Future Year	AM	FLAT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A36 (WB)		✓	736	100.000
2 - A36 (EB)		✓	268	100.000
3 - A326 (NB)		✓	182	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
From	1 - A36 (WB)	3	308	425
	2 - A36 (EB)	218	2	48
	3 - A326 (NB)	98	84	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
From	1 - A36 (WB)	10	10	10
	2 - A36 (EB)	10	10	10
	3 - A326 (NB)	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A36 (WB)	0.48	4.43	0.9	A
2 - A36 (EB)	0.19	3.08	0.2	A
3 - A326 (NB)	0.10	2.23	0.1	A

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	736	86	1548	0.476	732	0.9	4.396	A
2 - A36 (EB)	268	426	1438	0.186	267	0.2	3.074	A
3 - A326 (NB)	182	222	1798	0.101	182	0.1	2.227	A

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	736	86	1548	0.476	736	0.9	4.434	A
2 - A36 (EB)	268	428	1437	0.187	268	0.2	3.080	A
3 - A326 (NB)	182	223	1798	0.101	182	0.1	2.227	A

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	736	86	1548	0.476	736	0.9	4.434	A
2 - A36 (EB)	268	428	1437	0.187	268	0.2	3.080	A
3 - A326 (NB)	182	223	1798	0.101	182	0.1	2.227	A

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	736	86	1548	0.476	736	0.9	4.434	A
2 - A36 (EB)	268	428	1437	0.187	268	0.2	3.080	A
3 - A326 (NB)	182	223	1798	0.101	182	0.1	2.227	A

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	736	86	1548	0.476	736	0.9	4.434	A
2 - A36 (EB)	268	428	1437	0.187	268	0.2	3.080	A
3 - A326 (NB)	182	223	1798	0.101	182	0.1	2.227	A

#### 09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	736	86	1548	0.476	736	0.9	4.434	A
2 - A36 (EB)	268	428	1437	0.187	268	0.2	3.080	A
3 - A326 (NB)	182	223	1798	0.101	182	0.1	2.227	A

# Existing Configuration - 2036 Future Year, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A326 A36 NB Off-slip	Standard Roundabout	1, 2, 3	3.50	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2036 Future Year	PM	FLAT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A36 (WB)		✓	598	100.000
2 - A36 (EB)		✓	468	100.000
3 - A326 (NB)		✓	120	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
From	1 - A36 (WB)	2	251	345
	2 - A36 (EB)	383	0	85
	3 - A326 (NB)	54	66	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
From	1 - A36 (WB)	10	10	10
	2 - A36 (EB)	10	10	10
	3 - A326 (NB)	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A36 (WB)	0.38	3.73	0.6	A
2 - A36 (EB)	0.31	3.50	0.5	A
3 - A326 (NB)	0.07	2.32	0.1	A

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	598	66	1562	0.383	596	0.6	3.717	A
2 - A36 (EB)	468	346	1497	0.313	466	0.5	3.486	A
3 - A326 (NB)	120	384	1673	0.072	120	0.1	2.317	A

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	598	66	1562	0.383	598	0.6	3.735	A
2 - A36 (EB)	468	347	1496	0.313	468	0.5	3.500	A
3 - A326 (NB)	120	385	1672	0.072	120	0.1	2.318	A

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	598	66	1562	0.383	598	0.6	3.735	A
2 - A36 (EB)	468	347	1496	0.313	468	0.5	3.500	A
3 - A326 (NB)	120	385	1672	0.072	120	0.1	2.318	A

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	598	66	1562	0.383	598	0.6	3.735	A
2 - A36 (EB)	468	347	1496	0.313	468	0.5	3.500	A
3 - A326 (NB)	120	385	1672	0.072	120	0.1	2.318	A

#### 17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	598	66	1562	0.383	598	0.6	3.735	A
2 - A36 (EB)	468	347	1496	0.313	468	0.5	3.500	A
3 - A326 (NB)	120	385	1672	0.072	120	0.1	2.318	A

#### 18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	598	66	1562	0.383	598	0.6	3.735	A
2 - A36 (EB)	468	347	1496	0.313	468	0.5	3.500	A
3 - A326 (NB)	120	385	1672	0.072	120	0.1	2.318	A

# Existing Configuration - 2036 Future Year + Committed Dev, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A326 A36 NB Off-slip	Standard Roundabout	1, 2, 3	4.45	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D9	2036 Future Year + Committed Dev	AM	FLAT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A36 (WB)		✓	867	100.000
2 - A36 (EB)		✓	273	100.000
3 - A326 (NB)		✓	188	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
1 - A36 (WB)	3	338	526
2 - A36 (EB)	223	2	48
3 - A326 (NB)	104	84	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To		
	1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
1 - A36 (WB)	10	10	10
2 - A36 (EB)	10	10	10
3 - A326 (NB)	10	10	10



## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A36 (WB)	0.56	5.29	1.3	A
2 - A36 (EB)	0.20	3.30	0.3	A
3 - A326 (NB)	0.10	2.24	0.1	A

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	867	86	1548	0.560	862	1.3	5.212	A
2 - A36 (EB)	273	526	1364	0.200	272	0.2	3.292	A
3 - A326 (NB)	188	227	1794	0.105	188	0.1	2.240	A

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	867	86	1548	0.560	867	1.3	5.288	A
2 - A36 (EB)	273	529	1362	0.200	273	0.2	3.304	A
3 - A326 (NB)	188	228	1794	0.105	188	0.1	2.241	A

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	867	86	1548	0.560	867	1.3	5.288	A
2 - A36 (EB)	273	529	1362	0.200	273	0.3	3.304	A
3 - A326 (NB)	188	228	1794	0.105	188	0.1	2.241	A

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	867	86	1548	0.560	867	1.3	5.288	A
2 - A36 (EB)	273	529	1362	0.200	273	0.3	3.304	A
3 - A326 (NB)	188	228	1794	0.105	188	0.1	2.241	A

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	867	86	1548	0.560	867	1.3	5.288	A
2 - A36 (EB)	273	529	1362	0.200	273	0.3	3.304	A
3 - A326 (NB)	188	228	1794	0.105	188	0.1	2.241	A

#### 09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	867	86	1548	0.560	867	1.3	5.288	A
2 - A36 (EB)	273	529	1362	0.200	273	0.3	3.304	A
3 - A326 (NB)	188	228	1794	0.105	188	0.1	2.241	A

# Existing Configuration - 2036 Future Year + Committed Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A326 A36 NB Off-slip	Standard Roundabout	1, 2, 3	3.71	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	2036 Future Year + Committed Dev	PM	FLAT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A36 (WB)		✓	665	100.000
2 - A36 (EB)		✓	480	100.000
3 - A326 (NB)		✓	136	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
1 - A36 (WB)	2	266	397
2 - A36 (EB)	395	0	85
3 - A326 (NB)	70	66	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To		
	1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
1 - A36 (WB)	10	10	10
2 - A36 (EB)	10	10	10
3 - A326 (NB)	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A36 (WB)	0.43	4.01	0.7	A
2 - A36 (EB)	0.33	3.68	0.5	A
3 - A326 (NB)	0.08	2.36	0.1	A

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	665	66	1562	0.426	662	0.7	3.989	A
2 - A36 (EB)	480	397	1459	0.329	478	0.5	3.661	A
3 - A326 (NB)	136	395	1664	0.082	136	0.1	2.355	A

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	665	66	1562	0.426	665	0.7	4.014	A
2 - A36 (EB)	480	399	1458	0.329	480	0.5	3.680	A
3 - A326 (NB)	136	397	1663	0.082	136	0.1	2.357	A

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	665	66	1562	0.426	665	0.7	4.014	A
2 - A36 (EB)	480	399	1458	0.329	480	0.5	3.680	A
3 - A326 (NB)	136	397	1663	0.082	136	0.1	2.357	A

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	665	66	1562	0.426	665	0.7	4.014	A
2 - A36 (EB)	480	399	1458	0.329	480	0.5	3.680	A
3 - A326 (NB)	136	397	1663	0.082	136	0.1	2.357	A

#### 17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	665	66	1562	0.426	665	0.7	4.014	A
2 - A36 (EB)	480	399	1458	0.329	480	0.5	3.680	A
3 - A326 (NB)	136	397	1663	0.082	136	0.1	2.357	A

#### 18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	665	66	1562	0.426	665	0.7	4.014	A
2 - A36 (EB)	480	399	1458	0.329	480	0.5	3.680	A
3 - A326 (NB)	136	397	1663	0.082	136	0.1	2.357	A

# Existing Configuration - 2036 Future Year + Committed Dev + Proposed Dev, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A326 A36 NB Off-slip	Standard Roundabout	1, 2, 3	4.48	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D11	2036 Future Year + Committed Dev + Proposed Dev	AM	FLAT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A36 (WB)		✓	874	100.000
2 - A36 (EB)		✓	273	100.000
3 - A326 (NB)		✓	193	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
1 - A36 (WB)	3	340	531
2 - A36 (EB)	225	0	48
3 - A326 (NB)	109	84	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To		
	1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
1 - A36 (WB)	10	10	10
2 - A36 (EB)	10	10	10
3 - A326 (NB)	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A36 (WB)	0.56	5.33	1.3	A
2 - A36 (EB)	0.20	3.32	0.3	A
3 - A326 (NB)	0.11	2.25	0.1	A

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	874	84	1549	0.564	869	1.3	5.254	A
2 - A36 (EB)	273	531	1361	0.201	272	0.2	3.303	A
3 - A326 (NB)	193	227	1794	0.108	193	0.1	2.247	A

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	874	84	1549	0.564	874	1.3	5.332	A
2 - A36 (EB)	273	534	1359	0.201	273	0.3	3.315	A
3 - A326 (NB)	193	228	1794	0.108	193	0.1	2.248	A

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	874	84	1549	0.564	874	1.3	5.332	A
2 - A36 (EB)	273	534	1359	0.201	273	0.3	3.315	A
3 - A326 (NB)	193	228	1794	0.108	193	0.1	2.248	A

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	874	84	1549	0.564	874	1.3	5.332	A
2 - A36 (EB)	273	534	1359	0.201	273	0.3	3.315	A
3 - A326 (NB)	193	228	1794	0.108	193	0.1	2.248	A

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	874	84	1549	0.564	874	1.3	5.332	A
2 - A36 (EB)	273	534	1359	0.201	273	0.3	3.315	A
3 - A326 (NB)	193	228	1794	0.108	193	0.1	2.248	A

#### 09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	874	84	1549	0.564	874	1.3	5.332	A
2 - A36 (EB)	273	534	1359	0.201	273	0.3	3.315	A
3 - A326 (NB)	193	228	1794	0.108	193	0.1	2.248	A

# Existing Configuration - 2036 Future Year + Committed Dev + Proposed Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A326 A36 NB Off-slip	Standard Roundabout	1, 2, 3	3.74	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D12	2036 Future Year + Committed Dev + Proposed Dev	PM	FLAT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A36 (WB)		✓	673	100.000
2 - A36 (EB)		✓	482	100.000
3 - A326 (NB)		✓	140	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
1 - A36 (WB)	2	268	403
2 - A36 (EB)	397	0	85
3 - A326 (NB)	74	66	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To		
	1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
1 - A36 (WB)	10	10	10
2 - A36 (EB)	10	10	10
3 - A326 (NB)	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A36 (WB)	0.43	4.05	0.8	A
2 - A36 (EB)	0.33	3.70	0.5	A
3 - A326 (NB)	0.08	2.37	0.1	A

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	673	66	1562	0.431	670	0.8	4.023	A
2 - A36 (EB)	482	403	1455	0.331	480	0.5	3.685	A
3 - A326 (NB)	140	397	1663	0.084	140	0.1	2.363	A

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	673	66	1562	0.431	673	0.8	4.051	A
2 - A36 (EB)	482	405	1453	0.332	482	0.5	3.704	A
3 - A326 (NB)	140	399	1661	0.084	140	0.1	2.365	A

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	673	66	1562	0.431	673	0.8	4.051	A
2 - A36 (EB)	482	405	1453	0.332	482	0.5	3.704	A
3 - A326 (NB)	140	399	1661	0.084	140	0.1	2.365	A

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	673	66	1562	0.431	673	0.8	4.051	A
2 - A36 (EB)	482	405	1453	0.332	482	0.5	3.704	A
3 - A326 (NB)	140	399	1661	0.084	140	0.1	2.365	A

#### 17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	673	66	1562	0.431	673	0.8	4.051	A
2 - A36 (EB)	482	405	1453	0.332	482	0.5	3.704	A
3 - A326 (NB)	140	399	1661	0.084	140	0.1	2.365	A

#### 18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	673	66	1562	0.431	673	0.8	4.051	A
2 - A36 (EB)	482	405	1453	0.332	482	0.5	3.704	A
3 - A326 (NB)	140	399	1661	0.084	140	0.1	2.365	A

# Existing Configuration - 2036 Future Year + Committed Dev + Proposed Dev + Remainder SS1, AM

### Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A326 A36 NB Off-slip	Standard Roundabout	1, 2, 3	5.04	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D13	2036 Future Year + Committed Dev + Proposed Dev + Remainder SS1	AM	FLAT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A36 (WB)		✓	955	100.000
2 - A36 (EB)		✓	277	100.000
3 - A326 (NB)		✓	198	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
		1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
From	1 - A36 (WB)	3	363	589
	2 - A36 (EB)	227	2	48
	3 - A326 (NB)	114	84	0

## Vehicle Mix



### Heavy Vehicle Percentages

From	To		
	1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
1 - A36 (WB)	10	10	10
2 - A36 (EB)	10	10	10
3 - A326 (NB)	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A36 (WB)	0.62	6.07	1.6	A
2 - A36 (EB)	0.21	3.46	0.3	A
3 - A326 (NB)	0.11	2.26	0.1	A

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	955	86	1548	0.617	949	1.6	5.948	A
2 - A36 (EB)	277	588	1319	0.210	276	0.3	3.449	A
3 - A326 (NB)	198	231	1791	0.111	198	0.1	2.259	A

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	955	86	1548	0.617	955	1.6	6.073	A
2 - A36 (EB)	277	592	1316	0.211	277	0.3	3.464	A
3 - A326 (NB)	198	232	1791	0.111	198	0.1	2.260	A

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	955	86	1548	0.617	955	1.6	6.073	A
2 - A36 (EB)	277	592	1316	0.211	277	0.3	3.464	A
3 - A326 (NB)	198	232	1791	0.111	198	0.1	2.260	A

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	955	86	1548	0.617	955	1.6	6.073	A
2 - A36 (EB)	277	592	1316	0.211	277	0.3	3.464	A
3 - A326 (NB)	198	232	1791	0.111	198	0.1	2.260	A

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	955	86	1548	0.617	955	1.6	6.073	A
2 - A36 (EB)	277	592	1316	0.211	277	0.3	3.464	A
3 - A326 (NB)	198	232	1791	0.111	198	0.1	2.260	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	955	86	1548	0.617	955	1.6	6.073	A
2 - A36 (EB)	277	592	1316	0.211	277	0.3	3.464	A
3 - A326 (NB)	198	232	1791	0.111	198	0.1	2.260	A

# Existing Configuration - 2036 Future Year + Committed Dev + Proposed Dev + Remainder SS1, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A326 A36 NB Off-slip	Standard Roundabout	1, 2, 3	3.87	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D14	2036 Future Year + Committed Dev + Proposed Dev + Remainder SS1	PM	FLAT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A36 (WB)		✓	711	100.000
2 - A36 (EB)		✓	488	100.000
3 - A326 (NB)		✓	152	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
From	1 - A36 (WB)	2	279	430
	2 - A36 (EB)	403	0	85
	3 - A326 (NB)	86	66	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To		
	1 - A36 (WB)	2 - A36 (EB)	3 - A326 (NB)
1 - A36 (WB)	10	10	10
2 - A36 (EB)	10	10	10
3 - A326 (NB)	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - A36 (WB)	0.46	4.23	0.8	A
2 - A36 (EB)	0.34	3.81	0.5	A
3 - A326 (NB)	0.09	2.39	0.1	A

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	711	66	1562	0.455	708	0.8	4.200	A
2 - A36 (EB)	488	430	1435	0.340	486	0.5	3.785	A
3 - A326 (NB)	152	403	1658	0.092	152	0.1	2.389	A

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	711	66	1562	0.455	711	0.8	4.232	A
2 - A36 (EB)	488	432	1434	0.340	488	0.5	3.806	A
3 - A326 (NB)	152	405	1657	0.092	152	0.1	2.392	A

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	711	66	1562	0.455	711	0.8	4.232	A
2 - A36 (EB)	488	432	1434	0.340	488	0.5	3.806	A
3 - A326 (NB)	152	405	1657	0.092	152	0.1	2.392	A

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	711	66	1562	0.455	711	0.8	4.232	A
2 - A36 (EB)	488	432	1434	0.340	488	0.5	3.806	A
3 - A326 (NB)	152	405	1657	0.092	152	0.1	2.392	A

#### 17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	711	66	1562	0.455	711	0.8	4.232	A
2 - A36 (EB)	488	432	1434	0.340	488	0.5	3.806	A
3 - A326 (NB)	152	405	1657	0.092	152	0.1	2.392	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - A36 (WB)	711	66	1562	0.455	711	0.8	4.232	A
2 - A36 (EB)	488	432	1434	0.340	488	0.5	3.806	A
3 - A326 (NB)	152	405	1657	0.092	152	0.1	2.392	A

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
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Filename: A36 - Pauletts Lane.j9  
 Path: C:\Users\model.pc\Desktop  
 Report generation date: 15/11/2023 11:39:40

- » Existing Configuration - 2025 Opening Year, AM
- » Existing Configuration - 2025 Opening Year, PM
- » Existing Configuration - 2025 Opening Year + Committed Dev, AM
- » Existing Configuration - 2025 Opening Year + Committed Dev, PM
- » Existing Configuration - 2025 Opening Year + Committed Dev + Proposed, AM
- » Existing Configuration - 2025 Opening Year + Committed Dev + Proposed, PM
- » Existing Configuration - 2036 Future Year, AM
- » Existing Configuration - 2036 Future Year, PM
- » Existing Configuration - 2036 Future Year + Committed Dev, AM
- » Existing Configuration - 2036 Future Year + Committed Dev, PM
- » Existing Configuration - 2036 Future Year + Committed Dev + Proposed, AM
- » Existing Configuration - 2036 Future Year + Committed Dev + Proposed, PM

**Summary of junction performance**

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
<b>Existing Configuration - 2025 Opening Year</b>								
Stream B-AC	0.4	12.47	0.29	B	0.2	12.15	0.15	B
Stream C-AB	0.5	11.71	0.31	B	3.3	15.68	0.67	C
<b>Existing Configuration - 2025 Opening Year + Committed Dev</b>								
Stream B-AC	0.5	14.34	0.35	B	0.2	13.98	0.20	B
Stream C-AB	0.6	12.34	0.34	B	5.4	18.10	0.74	C
<b>Existing Configuration - 2025 Opening Year + Committed Dev + Proposed</b>								
Stream B-AC	0.5	14.45	0.35	B	0.2	14.20	0.20	B
Stream C-AB	0.6	12.39	0.34	B	5.5	18.20	0.74	C
<b>Existing Configuration - 2036 Future Year</b>								
Stream B-AC	0.4	13.06	0.31	B	0.2	13.66	0.18	B
Stream C-AB	0.5	12.08	0.33	B	4.4	16.91	0.71	C
<b>Existing Configuration - 2036 Future Year + Committed Dev</b>								
Stream B-AC	0.6	15.16	0.37	C	0.3	16.77	0.24	C
Stream C-AB	0.6	12.71	0.36	B	7.5	20.78	0.78	C
<b>Existing Configuration - 2036 Future Year + Committed Dev + Proposed</b>								
Stream B-AC	0.6	15.28	0.37	C	0.3	17.19	0.24	C
Stream C-AB	0.6	12.76	0.36	B	7.7	20.98	0.79	C

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

## File summary

### File Description

<b>Title</b>	A36/Pauletts Lane
<b>Location</b>	Totton
<b>Site number</b>	
<b>Date</b>	15/11/2023
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	135.0041
<b>Enumerator</b>	AD\model.pc
<b>Description</b>	

### 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

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

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025 Opening Year	AM	FLAT	07:45	09:15	90	15
D2	2025 Opening Year	PM	FLAT	16:45	18:15	90	15
D3	2025 Opening Year + Committed Dev	AM	FLAT	07:45	09:15	90	15
D4	2025 Opening Year + Committed Dev	PM	FLAT	16:45	18:15	90	15
D5	2025 Opening Year + Committed Dev + Proposed	AM	FLAT	07:45	09:15	90	15
D6	2025 Opening Year + Committed Dev + Proposed	PM	FLAT	16:45	18:15	90	15
D7	2036 Future Year	AM	FLAT	07:45	09:15	90	15
D8	2036 Future Year	PM	FLAT	16:45	18:15	90	15
D9	2036 Future Year + Committed Dev	AM	FLAT	07:45	09:15	90	15
D10	2036 Future Year + Committed Dev	PM	FLAT	16:45	18:15	90	15
D11	2036 Future Year + Committed Dev + Proposed	AM	FLAT	07:45	09:15	90	15
D12	2036 Future Year + Committed Dev + Proposed	PM	FLAT	16:45	18:15	90	15

### Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Configuration	100.000

# Existing Configuration - 2025 Opening Year, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A36/Pauletts Lane	T-Junction	Two-way	1.89	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	A36 (WB)		Major
B	Pauletts Lane		Minor
C	A36 (EB)		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 - A36 (EB)	7.25		✓	2.20	120.0	✓	3.00

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 - Pauletts Lane	One lane	2.20	120	120

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	532	0.092	0.232	0.146	0.331
1	B-C	643	0.093	0.236	-	-
1	C-B	643	0.236	0.236	-	-

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 period length (min)	Time segment length (min)
D1	2025 Opening Year	AM	FLAT	07:45	09:15	90	15



Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A36 (WB)		✓	707	100.000
B - Pauletts Lane		✓	117	100.000
C - A36 (EB)		✓	811	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To			
	A - A36 (WB)	B - Pauletts Lane	C - A36 (EB)	
A - A36 (WB)	0	10	697	
B - Pauletts Lane	3	0	114	
C - A36 (EB)	681	130	0	

## Vehicle Mix

### Heavy Vehicle Percentages

From	To			
	A - A36 (WB)	B - Pauletts Lane	C - A36 (EB)	
A - A36 (WB)	10	10	10	
B - Pauletts Lane	10	10	10	
C - A36 (EB)	10	10	10	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.29	12.47	0.4	B
C-AB	0.31	11.71	0.5	B
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	117	406	0.288	115	0.4	12.336	B
C-AB	139	446	0.311	137	0.5	11.570	B
C-A	672			672			
A-B	10			10			
A-C	697			697			

**08:00 - 08:15**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	117	406	0.288	117	0.4	12.469	B
C-AB	139	446	0.311	139	0.5	11.705	B
C-A	672			672			
A-B	10			10			
A-C	697			697			

**08:15 - 08:30**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	117	406	0.288	117	0.4	12.471	B
C-AB	139	446	0.311	139	0.5	11.709	B
C-A	672			672			
A-B	10			10			
A-C	697			697			

**08:30 - 08:45**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	117	406	0.288	117	0.4	12.471	B
C-AB	139	446	0.311	139	0.5	11.708	B
C-A	672			672			
A-B	10			10			
A-C	697			697			

**08:45 - 09:00**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	117	406	0.288	117	0.4	12.471	B
C-AB	139	446	0.311	139	0.5	11.710	B
C-A	672			672			
A-B	10			10			
A-C	697			697			

**09:00 - 09:15**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	117	406	0.288	117	0.4	12.471	B
C-AB	139	446	0.311	139	0.5	11.710	B
C-A	672			672			
A-B	10			10			
A-C	697			697			

# Existing Configuration - 2025 Opening Year , PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A36/Paulett Lane	T-Junction	Two-way	4.59	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2025 Opening Year	PM	FLAT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A36 (WB)		✓	616	100.000
B - Paulett Lane		✓	53	100.000
C - A36 (EB)		✓	1149	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	A - A36 (WB)	B - Paulett Lane	C - A36 (EB)
A - A36 (WB)	0	9	607
B - Paulett Lane	5	0	48
C - A36 (EB)	853	296	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To		
	A - A36 (WB)	B - Paulett Lane	C - A36 (EB)
A - A36 (WB)	10	10	10
B - Paulett Lane	10	10	10
C - A36 (EB)	10	10	10

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.15	12.15	0.2	B
C-AB	0.67	15.68	3.3	C
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	352	0.151	52	0.2	11.980	B
C-AB	491	730	0.673	480	2.9	14.201	B
C-A	658			658			
A-B	9			9			
A-C	607			607			

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	350	0.152	53	0.2	12.134	B
C-AB	491	730	0.673	490	3.1	15.489	C
C-A	658			658			
A-B	9			9			
A-C	607			607			

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	349	0.152	53	0.2	12.143	B
C-AB	491	730	0.673	491	3.2	15.606	C
C-A	658			658			
A-B	9			9			
A-C	607			607			

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	349	0.152	53	0.2	12.146	B
C-AB	491	730	0.673	491	3.3	15.650	C
C-A	658			658			
A-B	9			9			
A-C	607			607			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	349	0.152	53	0.2	12.147	B
C-AB	491	730	0.673	491	3.3	15.671	C
C-A	658			658			
A-B	9			9			
A-C	607			607			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	53	349	0.152	53	0.2	12.148	B
C-AB	491	730	0.673	491	3.3	15.685	C
C-A	658			658			
A-B	9			9			
A-C	607			607			

# Existing Configuration - 2025 Opening Year + Committed Dev, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A36/Pauletts Lane	T-Junction	Two-way	2.13	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2025 Opening Year + Committed Dev	AM	FLAT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A36 (WB)		✓	770	100.000
B - Pauletts Lane		✓	135	100.000
C - A36 (EB)		✓	878	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	A - A36 (WB)	B - Pauletts Lane	C - A36 (EB)
A - A36 (WB)	0	10	760
B - Pauletts Lane	4	0	131
C - A36 (EB)	741	137	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To		
	A - A36 (WB)	B - Pauletts Lane	C - A36 (EB)
A - A36 (WB)	10	10	10
B - Pauletts Lane	10	10	10
C - A36 (EB)	10	10	10

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.35	14.34	0.5	B
C-AB	0.34	12.34	0.6	B
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	135	386	0.350	133	0.5	14.106	B
C-AB	150	442	0.340	148	0.5	12.157	B
C-A	728			728			
A-B	10			10			
A-C	760			760			

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	135	386	0.350	135	0.5	14.336	B
C-AB	150	442	0.340	150	0.6	12.332	B
C-A	728			728			
A-B	10			10			
A-C	760			760			

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	135	386	0.350	135	0.5	14.341	B
C-AB	150	442	0.340	150	0.6	12.337	B
C-A	728			728			
A-B	10			10			
A-C	760			760			

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	135	386	0.350	135	0.5	14.343	B
C-AB	150	442	0.340	150	0.6	12.335	B
C-A	728			728			
A-B	10			10			
A-C	760			760			

**08:45 - 09:00**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	135	386	0.350	135	0.5	14.343	B
C-AB	150	442	0.340	150	0.6	12.335	B
C-A	728			728			
A-B	10			10			
A-C	760			760			

**09:00 - 09:15**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	135	386	0.350	135	0.5	14.343	B
C-AB	150	442	0.340	150	0.6	12.336	B
C-A	728			728			
A-B	10			10			
A-C	760			760			



# Existing Configuration - 2025 Opening Year + Committed Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A36/Pauletts Lane	T-Junction	Two-way	6.06	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2025 Opening Year + Committed Dev	PM	FLAT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A36 (WB)		✓	682	100.000
B - Pauletts Lane		✓	63	100.000
C - A36 (EB)		✓	1240	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	A - A36 (WB)	B - Pauletts Lane	C - A36 (EB)
A - A36 (WB)	0	9	673
B - Pauletts Lane	5	0	58
C - A36 (EB)	926	314	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To		
	A - A36 (WB)	B - Pauletts Lane	C - A36 (EB)
A - A36 (WB)	10	10	10
B - Pauletts Lane	10	10	10
C - A36 (EB)	10	10	10

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.20	13.98	0.2	B
C-AB	0.74	18.10	5.4	C
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	63	326	0.193	62	0.2	13.578	B
C-AB	616	832	0.740	598	4.5	15.237	C
C-A	624			624			
A-B	9			9			
A-C	673			673			

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	63	321	0.196	63	0.2	13.925	B
C-AB	616	832	0.740	614	5.0	17.578	C
C-A	624			624			
A-B	9			9			
A-C	673			673			

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	63	321	0.196	63	0.2	13.958	B
C-AB	616	832	0.740	615	5.2	17.877	C
C-A	624			624			
A-B	9			9			
A-C	673			673			

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	63	321	0.196	63	0.2	13.969	B
C-AB	616	832	0.740	615	5.3	17.993	C
C-A	624			624			
A-B	9			9			
A-C	673			673			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	63	321	0.197	63	0.2	13.976	B
C-AB	616	832	0.740	616	5.3	18.056	C
C-A	624			624			
A-B	9			9			
A-C	673			673			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	63	320	0.197	63	0.2	13.979	B
C-AB	616	832	0.740	616	5.4	18.096	C
C-A	624			624			
A-B	9			9			
A-C	673			673			

# Existing Configuration - 2025 Opening Year + Committed Dev + Proposed, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A36/Paulett's Lane	T-Junction	Two-way	2.13	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2025 Opening Year + Committed Dev + Proposed	AM	FLAT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A36 (WB)		✓	777	100.000
B - Paulett's Lane		✓	135	100.000
C - A36 (EB)		✓	884	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	A - A36 (WB)	B - Paulett's Lane	C - A36 (EB)
A - A36 (WB)	0	10	767
B - Paulett's Lane	4	0	131
C - A36 (EB)	747	137	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To		
	A - A36 (WB)	B - Paulett's Lane	C - A36 (EB)
A - A36 (WB)	10	10	10
B - Paulett's Lane	10	10	10
C - A36 (EB)	10	10	10

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.35	14.45	0.5	B
C-AB	0.34	12.39	0.6	B
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	135	384	0.351	133	0.5	14.213	B
C-AB	151	441	0.341	148	0.6	12.205	B
C-A	733			733			
A-B	10			10			
A-C	767			767			

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	135	384	0.352	135	0.5	14.449	B
C-AB	151	441	0.341	151	0.6	12.383	B
C-A	733			733			
A-B	10			10			
A-C	767			767			

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	135	384	0.352	135	0.5	14.452	B
C-AB	151	441	0.341	151	0.6	12.386	B
C-A	733			733			
A-B	10			10			
A-C	767			767			

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	135	384	0.352	135	0.5	14.455	B
C-AB	151	441	0.341	151	0.6	12.389	B
C-A	733			733			
A-B	10			10			
A-C	767			767			

**08:45 - 09:00**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	135	384	0.352	135	0.5	14.455	B
C-AB	151	441	0.341	151	0.6	12.390	B
C-A	733			733			
A-B	10			10			
A-C	767			767			

**09:00 - 09:15**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	135	384	0.352	135	0.5	14.455	B
C-AB	151	441	0.341	151	0.6	12.387	B
C-A	733			733			
A-B	10			10			
A-C	767			767			

# Existing Configuration - 2025 Opening Year + Committed Dev + Proposed, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A36/Pauletts Lane	T-Junction	Two-way	6.11	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2025 Opening Year + Committed Dev + Proposed	PM	FLAT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A36 (WB)		✓	688	100.000
B - Pauletts Lane		✓	63	100.000
C - A36 (EB)		✓	1248	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	A - A36 (WB)	B - Pauletts Lane	C - A36 (EB)
A - A36 (WB)	0	9	679
B - Pauletts Lane	5	0	58
C - A36 (EB)	934	314	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To		
	A - A36 (WB)	B - Pauletts Lane	C - A36 (EB)
A - A36 (WB)	10	10	10
B - Pauletts Lane	10	10	10
C - A36 (EB)	10	10	10

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.20	14.20	0.2	B
C-AB	0.74	18.20	5.5	C
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	63	323	0.195	62	0.2	13.763	B
C-AB	622	838	0.743	604	4.6	15.258	C
C-A	626			626			
A-B	9			9			
A-C	679			679			

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	63	318	0.198	63	0.2	14.136	B
C-AB	622	838	0.743	620	5.1	17.655	C
C-A	626			626			
A-B	9			9			
A-C	679			679			

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	63	317	0.199	63	0.2	14.172	B
C-AB	622	838	0.743	621	5.3	17.968	C
C-A	626			626			
A-B	9			9			
A-C	679			679			

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	63	317	0.199	63	0.2	14.185	B
C-AB	622	838	0.743	622	5.4	18.090	C
C-A	626			626			
A-B	9			9			
A-C	679			679			



17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	63	317	0.199	63	0.2	14.192	B
C-AB	622	838	0.743	622	5.4	18.154	C
C-A	626			626			
A-B	9			9			
A-C	679			679			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	63	317	0.199	63	0.2	14.196	B
C-AB	622	838	0.743	622	5.5	18.196	C
C-A	626			626			
A-B	9			9			
A-C	679			679			

# Existing Configuration - 2036 Future Year, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A36/Pauletts Lane	T-Junction	Two-way	1.98	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2036 Future Year	AM	FLAT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A36 (WB)		✓	738	100.000
B - Pauletts Lane		✓	122	100.000
C - A36 (EB)		✓	847	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A - A36 (WB)	B - Pauletts Lane	C - A36 (EB)
From	A - A36 (WB)	0	10	728
	B - Pauletts Lane	3	0	119
	C - A36 (EB)	711	136	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - A36 (WB)	B - Pauletts Lane	C - A36 (EB)
From	A - A36 (WB)	10	10	10
	B - Pauletts Lane	10	10	10
	C - A36 (EB)	10	10	10

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.31	13.06	0.4	B
C-AB	0.33	12.08	0.5	B
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	122	398	0.307	120	0.4	12.894	B
C-AB	148	446	0.331	145	0.5	11.917	B
C-A	699			699			
A-B	10			10			
A-C	728			728			

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	122	398	0.307	122	0.4	13.053	B
C-AB	148	446	0.331	147	0.5	12.076	B
C-A	699			699			
A-B	10			10			
A-C	728			728			

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	122	398	0.307	122	0.4	13.056	B
C-AB	148	446	0.331	148	0.5	12.081	B
C-A	699			699			
A-B	10			10			
A-C	728			728			

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	122	398	0.307	122	0.4	13.056	B
C-AB	148	446	0.331	148	0.5	12.082	B
C-A	699			699			
A-B	10			10			
A-C	728			728			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	122	398	0.307	122	0.4	13.056	B
C-AB	148	446	0.331	148	0.5	12.082	B
C-A	699			699			
A-B	10			10			
A-C	728			728			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	122	398	0.307	122	0.4	13.056	B
C-AB	148	446	0.331	148	0.5	12.080	B
C-A	699			699			
A-B	10			10			
A-C	728			728			

# Existing Configuration - 2036 Future Year, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A36/Pauletts Lane	T-Junction	Two-way	5.40	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2036 Future Year	PM	FLAT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A36 (WB)		✓	643	100.000
B - Pauletts Lane		✓	56	100.000
C - A36 (EB)		✓	1200	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A - A36 (WB)	B - Pauletts Lane	C - A36 (EB)
From	A - A36 (WB)	0	9	634
	B - Pauletts Lane	6	0	50
	C - A36 (EB)	891	309	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - A36 (WB)	B - Pauletts Lane	C - A36 (EB)
From	A - A36 (WB)	10	10	10
	B - Pauletts Lane	10	10	10
	C - A36 (EB)	10	10	10

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.18	13.66	0.2	B
C-AB	0.71	16.91	4.4	C
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	56	324	0.173	55	0.2	13.348	B
C-AB	562	788	0.713	547	3.7	14.764	B
C-A	638			638			
A-B	9			9			
A-C	634			634			

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	56	320	0.175	56	0.2	13.624	B
C-AB	562	788	0.713	560	4.1	16.570	C
C-A	638			638			
A-B	9			9			
A-C	634			634			

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	56	320	0.175	56	0.2	13.647	B
C-AB	562	788	0.713	561	4.2	16.766	C
C-A	638			638			
A-B	9			9			
A-C	634			634			

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	56	320	0.175	56	0.2	13.655	B
C-AB	562	788	0.713	561	4.3	16.841	C
C-A	638			638			
A-B	9			9			
A-C	634			634			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	56	320	0.175	56	0.2	13.659	B
C-AB	562	788	0.713	561	4.3	16.881	C
C-A	638			638			
A-B	9			9			
A-C	634			634			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	56	319	0.175	56	0.2	13.661	B
C-AB	562	788	0.713	561	4.4	16.905	C
C-A	638			638			
A-B	9			9			
A-C	634			634			

# Existing Configuration - 2036 Future Year + Committed Dev, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A36/Paulett's Lane	T-Junction	Two-way	2.24	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D9	2036 Future Year + Committed Dev	AM	FLAT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A36 (WB)		✓	801	100.000
B - Paulett's Lane		✓	140	100.000
C - A36 (EB)		✓	914	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	A - A36 (WB)	B - Paulett's Lane	C - A36 (EB)
A - A36 (WB)	0	10	791
B - Paulett's Lane	4	0	136
C - A36 (EB)	771	143	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To		
	A - A36 (WB)	B - Paulett's Lane	C - A36 (EB)
A - A36 (WB)	10	10	10
B - Paulett's Lane	10	10	10
C - A36 (EB)	10	10	10



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.37	15.16	0.6	C
C-AB	0.36	12.71	0.6	B
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	140	378	0.371	138	0.6	14.868	B
C-AB	160	444	0.361	158	0.6	12.499	B
C-A	754			754			
A-B	10			10			
A-C	791			791			

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	140	378	0.371	140	0.6	15.150	C
C-AB	160	444	0.361	160	0.6	12.706	B
C-A	754			754			
A-B	10			10			
A-C	791			791			

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	140	377	0.371	140	0.6	15.154	C
C-AB	160	444	0.361	160	0.6	12.709	B
C-A	754			754			
A-B	10			10			
A-C	791			791			

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	140	377	0.371	140	0.6	15.157	C
C-AB	160	444	0.361	160	0.6	12.708	B
C-A	754			754			
A-B	10			10			
A-C	791			791			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	140	377	0.371	140	0.6	15.157	C
C-AB	160	444	0.361	160	0.6	12.711	B
C-A	754			754			
A-B	10			10			
A-C	791			791			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	140	377	0.371	140	0.6	15.157	C
C-AB	160	444	0.361	160	0.6	12.709	B
C-A	754			754			
A-B	10			10			
A-C	791			791			

# Existing Configuration - 2036 Future Year + Committed Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A36/Pauletts Lane	T-Junction	Two-way	7.71	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	2036 Future Year + Committed Dev	PM	FLAT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A36 (WB)		✓	709	100.000
B - Pauletts Lane		✓	66	100.000
C - A36 (EB)		✓	1291	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A - A36 (WB)	B - Pauletts Lane	C - A36 (EB)
From	A - A36 (WB)	0	9	700
	B - Pauletts Lane	6	0	60
	C - A36 (EB)	964	327	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - A36 (WB)	B - Pauletts Lane	C - A36 (EB)
From	A - A36 (WB)	10	10	10
	B - Pauletts Lane	10	10	10
	C - A36 (EB)	10	10	10

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.24	16.77	0.3	C
C-AB	0.78	20.78	7.5	C
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	291	0.226	65	0.3	15.813	C
C-AB	714	912	0.783	690	6.0	16.149	C
C-A	577			577			
A-B	9			9			
A-C	700			700			

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	283	0.233	66	0.3	16.593	C
C-AB	714	912	0.783	710	6.8	19.731	C
C-A	577			577			
A-B	9			9			
A-C	700			700			

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	282	0.234	66	0.3	16.695	C
C-AB	714	912	0.783	712	7.1	20.319	C
C-A	577			577			
A-B	9			9			
A-C	700			700			

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	281	0.235	66	0.3	16.735	C
C-AB	714	912	0.783	713	7.3	20.560	C
C-A	577			577			
A-B	9			9			
A-C	700			700			

**17:45 - 18:00**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	281	0.235	66	0.3	16.756	C
C-AB	714	912	0.783	713	7.4	20.695	C
C-A	577			577			
A-B	9			9			
A-C	700			700			

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	281	0.235	66	0.3	16.771	C
C-AB	714	912	0.783	713	7.5	20.779	C
C-A	577			577			
A-B	9			9			
A-C	700			700			

# Existing Configuration - 2036 Future Year + Committed Dev + Proposed, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A36/Pauletts Lane	T-Junction	Two-way	2.24	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D11	2036 Future Year + Committed Dev + Proposed	AM	FLAT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A36 (WB)		✓	808	100.000
B - Pauletts Lane		✓	140	100.000
C - A36 (EB)		✓	920	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	A - A36 (WB)	B - Pauletts Lane	C - A36 (EB)
A - A36 (WB)	0	10	798
B - Pauletts Lane	4	0	136
C - A36 (EB)	777	143	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To		
	A - A36 (WB)	B - Pauletts Lane	C - A36 (EB)
A - A36 (WB)	10	10	10
B - Pauletts Lane	10	10	10
C - A36 (EB)	10	10	10

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.37	15.28	0.6	C
C-AB	0.36	12.76	0.6	B
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	140	376	0.373	138	0.6	14.987	B
C-AB	161	443	0.363	158	0.6	12.546	B
C-A	759			759			
A-B	10			10			
A-C	798			798			

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	140	376	0.373	140	0.6	15.278	C
C-AB	161	443	0.363	161	0.6	12.757	B
C-A	759			759			
A-B	10			10			
A-C	798			798			

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	140	376	0.373	140	0.6	15.281	C
C-AB	161	443	0.363	161	0.6	12.761	B
C-A	759			759			
A-B	10			10			
A-C	798			798			

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	140	376	0.373	140	0.6	15.284	C
C-AB	161	443	0.363	161	0.6	12.762	B
C-A	759			759			
A-B	10			10			
A-C	798			798			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	140	376	0.373	140	0.6	15.284	C
C-AB	161	443	0.363	161	0.6	12.763	B
C-A	759			759			
A-B	10			10			
A-C	798			798			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	140	376	0.373	140	0.6	15.284	C
C-AB	161	443	0.363	161	0.6	12.763	B
C-A	759			759			
A-B	10			10			
A-C	798			798			



# Existing Configuration - 2036 Future Year + Committed Dev + Proposed, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	A36/Pauletts Lane	T-Junction	Two-way	7.83	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D12	2036 Future Year + Committed Dev + Proposed	PM	FLAT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A36 (WB)		✓	715	100.000
B - Pauletts Lane		✓	66	100.000
C - A36 (EB)		✓	1299	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	A - A36 (WB)	B - Pauletts Lane	C - A36 (EB)
A - A36 (WB)	0	9	706
B - Pauletts Lane	6	0	60
C - A36 (EB)	972	327	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To		
	A - A36 (WB)	B - Pauletts Lane	C - A36 (EB)
A - A36 (WB)	10	10	10
B - Pauletts Lane	10	10	10
C - A36 (EB)	10	10	10

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.24	17.19	0.3	C
C-AB	0.79	20.98	7.7	C
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	287	0.230	65	0.3	16.129	C
C-AB	722	919	0.785	697	6.1	16.187	C
C-A	577			577			
A-B	9			9			
A-C	706			706			

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	278	0.238	66	0.3	16.986	C
C-AB	722	919	0.785	718	6.9	19.871	C
C-A	577			577			
A-B	9			9			
A-C	706			706			

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	276	0.239	66	0.3	17.102	C
C-AB	722	919	0.785	721	7.3	20.491	C
C-A	577			577			
A-B	9			9			
A-C	706			706			

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	276	0.239	66	0.3	17.148	C
C-AB	722	919	0.785	721	7.5	20.746	C
C-A	577			577			
A-B	9			9			
A-C	706			706			

**17:45 - 18:00**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	276	0.239	66	0.3	17.172	C
C-AB	722	919	0.785	721	7.6	20.889	C
C-A	577			577			
A-B	9			9			
A-C	706			706			

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	66	275	0.240	66	0.3	17.189	C
C-AB	722	919	0.785	722	7.7	20.977	C
C-A	577			577			
A-B	9			9			
A-C	706			706			

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
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**Filename:** Calmore Road Roundabout.j9

**Path:** P:\Southern\130-139\135 Churchill Retirement\135.0041 Land South of Salsbury Road, Totton\Reports\Transport Assessment\Modelling

**Report generation date:** 15/11/2023 15:46:43

- 
- »Existing Configuration - 2025 Opening Year, AM
  - »Existing Configuration - 2025 Opening Year, PM
  - »Existing Configuration - 2025 Opening Year + Committed Dev, AM
  - »Existing Configuration - 2025 Opening Year + Committed Dev, PM
  - »Existing Configuration - 2025 Opening Year + Committed Dev + Proposed, AM
  - »Existing Configuration - 2025 Opening Year + Committed Dev + Proposed, PM
  - »Existing Configuration - 2036 Future Year, AM
  - »Existing Configuration - 2036 Future Year, PM
  - »Existing Configuration - 2036 Future Year + Committed Dev, AM
  - »Existing Configuration - 2036 Future Year + Committed Dev, PM
  - »Existing Configuration - 2036 Future Year + Committed Dev + Proposed, AM
  - »Existing Configuration - 2036 Future Year + Committed Dev + Proposed, PM

### Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
<b>Existing Configuration - 2025 Opening Year</b>								
1 - Brunel Road	0.2	2.89	0.15	A	0.7	4.34	0.40	A
2 - A36 Salisbury Road (NB)	0.8	3.89	0.44	A	0.7	3.94	0.38	A
3 - Calmore Drive	0.7	4.37	0.39	A	0.3	3.17	0.20	A
4 - A36 Salisbury Road (SB)	0.6	3.68	0.36	A	0.6	3.20	0.36	A
<b>Existing Configuration - 2025 Opening Year + Committed Dev</b>								
1 - Brunel Road	0.2	2.97	0.16	A	0.8	4.57	0.41	A
2 - A36 Salisbury Road (NB)	1.0	4.15	0.47	A	0.8	4.22	0.42	A
3 - Calmore Drive	0.7	4.57	0.40	A	0.3	3.28	0.20	A
4 - A36 Salisbury Road (SB)	0.7	3.90	0.39	A	0.7	3.40	0.40	A
<b>Existing Configuration - 2025 Opening Year + Committed Dev + Proposed</b>								
1 - Brunel Road	0.2	2.98	0.16	A	0.8	4.60	0.42	A
2 - A36 Salisbury Road (NB)	1.0	4.18	0.47	A	0.8	4.25	0.42	A
3 - Calmore Drive	0.7	4.59	0.40	A	0.3	3.29	0.21	A
4 - A36 Salisbury Road (SB)	0.7	3.93	0.40	A	0.7	3.43	0.40	A
<b>Existing Configuration - 2036 Future Year</b>								
1 - Brunel Road	0.2	2.95	0.16	A	0.8	4.59	0.43	A
2 - A36 Salisbury Road (NB)	0.9	4.06	0.46	A	0.7	4.12	0.40	A
3 - Calmore Drive	0.8	4.59	0.41	A	0.3	3.24	0.21	A
4 - A36 Salisbury Road (SB)	0.7	3.85	0.38	A	0.7	3.31	0.38	A
<b>Existing Configuration - 2036 Future Year + Committed Dev</b>								
1 - Brunel Road	0.2	3.04	0.17	A	0.9	4.85	0.44	A
2 - A36 Salisbury Road (NB)	1.1	4.34	0.49	A	0.9	4.42	0.44	A
3 - Calmore Drive	0.8	4.81	0.42	A	0.3	3.36	0.22	A
4 - A36 Salisbury Road (SB)	0.8	4.09	0.41	A	0.8	3.52	0.41	A
<b>Existing Configuration - 2036 Future Year + Committed Dev + Proposed</b>								
1 - Brunel Road	0.2	3.05	0.17	A	0.9	4.88	0.44	A
2 - A36 Salisbury Road (NB)	1.1	4.38	0.50	A	0.9	4.45	0.44	A
3 - Calmore Drive	0.8	4.84	0.42	A	0.3	3.37	0.22	A
4 - A36 Salisbury Road (SB)	0.8	4.11	0.42	A	0.8	3.54	0.42	A

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

### File summary

#### File Description

Title	Brunel Road/A36/Calmore Drive Roundabout
Location	
Site number	
Date	15/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	135.0041
Enumerator	AD\model.pc
Description	

### Units

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

### Analysis Options

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

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025 Opening Year	AM	FLAT	07:45	09:15	90	15
D2	2025 Opening Year	PM	FLAT	16:45	18:15	90	15
D3	2025 Opening Year + Committed Dev	AM	FLAT	07:45	09:15	90	15
D4	2025 Opening Year + Committed Dev	PM	FLAT	16:45	18:15	90	15
D5	2025 Opening Year + Committed Dev + Proposed	AM	FLAT	07:45	09:15	90	15
D6	2025 Opening Year + Committed Dev + Proposed	PM	FLAT	16:45	18:15	90	15
D7	2036 Future Year	AM	FLAT	07:45	09:15	90	15
D8	2036 Future Year	PM	FLAT	16:45	18:15	90	15
D9	2036 Future Year + Committed Dev	AM	FLAT	07:45	09:15	90	15
D10	2036 Future Year + Committed Dev	PM	FLAT	16:45	18:15	90	15
D11	2036 Future Year + Committed Dev + Proposed	AM	FLAT	07:45	09:15	90	15
D12	2036 Future Year + Committed Dev + Proposed	PM	FLAT	16:45	18:15	90	15

### Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Configuration	100.000

# Existing Configuration - 2025 Opening Year, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Brunel Road/Calmore Drive Roundabout	Standard Roundabout	1, 2, 3, 4	3.85	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description
1	Brunel Road	
2	A36 Salisbury Road (NB)	
3	Calmore Drive	
4	A36 Salisbury Road (SB)	

### 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
1 - Brunel Road	4.06	10.13	12.7	20.0	60.0	14.5	
2 - A36 Salisbury Road (NB)	3.81	7.09	20.8	65.0	60.0	15.0	
3 - Calmore Drive	3.77	6.20	27.6	30.0	60.0	3.0	
4 - A36 Salisbury Road (SB)	3.90	7.74	29.4	24.0	60.0	14.0	

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Brunel Road	0.634	2063
2 - A36 Salisbury Road (NB)	0.627	1971
3 - Calmore Drive	0.622	1906
4 - A36 Salisbury Road (SB)	0.648	2130

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025 Opening Year	AM	FLAT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

## Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Brunel Road		✓	251	100.000
2 - A36 Salisbury Road (NB)		✓	785	100.000
3 - Calmore Drive		✓	577	100.000
4 - A36 Salisbury Road (SB)		✓	597	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	0	72	27	152
	2 - A36 Salisbury Road (NB)	224	1	257	303
	3 - Calmore Drive	62	420	0	95
	4 - A36 Salisbury Road (SB)	321	185	91	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	10	10	10	10
	2 - A36 Salisbury Road (NB)	10	10	10	10
	3 - Calmore Drive	10	10	10	10
	4 - A36 Salisbury Road (SB)	10	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Brunel Road	0.15	2.89	0.2	A
2 - A36 Salisbury Road (NB)	0.44	3.89	0.8	A
3 - Calmore Drive	0.39	4.37	0.7	A
4 - A36 Salisbury Road (SB)	0.36	3.68	0.6	A

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	251	694	1623	0.155	250	0.2	2.884	A
2 - A36 Salisbury Road (NB)	785	269	1802	0.436	782	0.8	3.868	A
3 - Calmore Drive	577	677	1485	0.389	574	0.7	4.337	A
4 - A36 Salisbury Road (SB)	597	704	1674	0.357	595	0.6	3.663	A



**08:00 - 08:15**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	251	697	1621	0.155	251	0.2	2.890	A
2 - A36 Salisbury Road (NB)	785	270	1802	0.436	785	0.8	3.894	A
3 - Calmore Drive	577	680	1483	0.389	577	0.7	4.370	A
4 - A36 Salisbury Road (SB)	597	707	1671	0.357	597	0.6	3.684	A

**08:15 - 08:30**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	251	697	1621	0.155	251	0.2	2.890	A
2 - A36 Salisbury Road (NB)	785	270	1802	0.436	785	0.8	3.894	A
3 - Calmore Drive	577	680	1483	0.389	577	0.7	4.370	A
4 - A36 Salisbury Road (SB)	597	707	1671	0.357	597	0.6	3.684	A

**08:30 - 08:45**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	251	697	1621	0.155	251	0.2	2.890	A
2 - A36 Salisbury Road (NB)	785	270	1802	0.436	785	0.8	3.894	A
3 - Calmore Drive	577	680	1483	0.389	577	0.7	4.370	A
4 - A36 Salisbury Road (SB)	597	707	1671	0.357	597	0.6	3.684	A

**08:45 - 09:00**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	251	697	1621	0.155	251	0.2	2.890	A
2 - A36 Salisbury Road (NB)	785	270	1802	0.436	785	0.8	3.894	A
3 - Calmore Drive	577	680	1483	0.389	577	0.7	4.370	A
4 - A36 Salisbury Road (SB)	597	707	1671	0.357	597	0.6	3.684	A

**09:00 - 09:15**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	251	697	1621	0.155	251	0.2	2.890	A
2 - A36 Salisbury Road (NB)	785	270	1802	0.436	785	0.8	3.894	A
3 - Calmore Drive	577	680	1483	0.389	577	0.7	4.370	A
4 - A36 Salisbury Road (SB)	597	707	1671	0.357	597	0.6	3.684	A

# Existing Configuration - 2025 Opening Year, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Brunel Road/Calmore Drive Roundabout	Standard Roundabout	1, 2, 3, 4	3.71	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2025 Opening Year	PM	FLAT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Brunel Road		✓	614	100.000
2 - A36 Salisbury Road (NB)		✓	606	100.000
3 - Calmore Drive		✓	311	100.000
4 - A36 Salisbury Road (SB)		✓	692	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	0	211	122	281
	2 - A36 Salisbury Road (NB)	48	0	330	228
	3 - Calmore Drive	30	233	0	48
	4 - A36 Salisbury Road (SB)	79	440	173	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	10	10	10	10
	2 - A36 Salisbury Road (NB)	10	10	10	10
	3 - Calmore Drive	10	10	10	10
	4 - A36 Salisbury Road (SB)	10	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Brunel Road	0.40	4.34	0.7	A
2 - A36 Salisbury Road (NB)	0.38	3.94	0.7	A
3 - Calmore Drive	0.20	3.17	0.3	A
4 - A36 Salisbury Road (SB)	0.36	3.20	0.6	A

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	614	843	1528	0.402	611	0.7	4.304	A
2 - A36 Salisbury Road (NB)	606	573	1612	0.376	603	0.7	3.917	A
3 - Calmore Drive	311	554	1561	0.199	310	0.3	3.162	A
4 - A36 Salisbury Road (SB)	692	310	1929	0.359	690	0.6	3.188	A

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	614	846	1526	0.402	614	0.7	4.340	A
2 - A36 Salisbury Road (NB)	606	576	1610	0.376	606	0.7	3.943	A
3 - Calmore Drive	311	557	1559	0.199	311	0.3	3.171	A
4 - A36 Salisbury Road (SB)	692	311	1928	0.359	692	0.6	3.202	A

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	614	846	1526	0.402	614	0.7	4.340	A
2 - A36 Salisbury Road (NB)	606	576	1610	0.376	606	0.7	3.944	A
3 - Calmore Drive	311	557	1559	0.199	311	0.3	3.171	A
4 - A36 Salisbury Road (SB)	692	311	1928	0.359	692	0.6	3.202	A

#### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	614	846	1526	0.402	614	0.7	4.340	A
2 - A36 Salisbury Road (NB)	606	576	1610	0.376	606	0.7	3.944	A
3 - Calmore Drive	311	557	1559	0.199	311	0.3	3.171	A
4 - A36 Salisbury Road (SB)	692	311	1928	0.359	692	0.6	3.202	A

#### 17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	614	846	1526	0.402	614	0.7	4.340	A
2 - A36 Salisbury Road (NB)	606	576	1610	0.376	606	0.7	3.944	A
3 - Calmore Drive	311	557	1559	0.199	311	0.3	3.171	A
4 - A36 Salisbury Road (SB)	692	311	1928	0.359	692	0.6	3.202	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	614	846	1526	0.402	614	0.7	4.340	A
2 - A36 Salisbury Road (NB)	606	576	1610	0.376	606	0.7	3.944	A
3 - Calmore Drive	311	557	1559	0.199	311	0.3	3.171	A
4 - A36 Salisbury Road (SB)	692	311	1928	0.359	692	0.6	3.202	A

# Existing Configuration - 2025 Opening Year + Committed Dev, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Brunel Road/Calmore Drive Roundabout	Standard Roundabout	1, 2, 3, 4	4.06	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2025 Opening Year + Committed Dev	AM	FLAT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Brunel Road		✓	251	100.000
2 - A36 Salisbury Road (NB)		✓	848	100.000
3 - Calmore Drive		✓	577	100.000
4 - A36 Salisbury Road (SB)		✓	657	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	0	72	27	152
	2 - A36 Salisbury Road (NB)	224	1	257	366
	3 - Calmore Drive	62	420	0	95
	4 - A36 Salisbury Road (SB)	321	245	91	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	10	10	10	10
	2 - A36 Salisbury Road (NB)	10	10	10	10
	3 - Calmore Drive	10	10	10	10
	4 - A36 Salisbury Road (SB)	10	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Brunel Road	0.16	2.97	0.2	A
2 - A36 Salisbury Road (NB)	0.47	4.15	1.0	A
3 - Calmore Drive	0.40	4.57	0.7	A
4 - A36 Salisbury Road (SB)	0.39	3.90	0.7	A

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	251	753	1585	0.158	250	0.2	2.965	A
2 - A36 Salisbury Road (NB)	848	269	1802	0.471	844	1.0	4.116	A
3 - Calmore Drive	577	740	1446	0.399	574	0.7	4.529	A
4 - A36 Salisbury Road (SB)	657	704	1674	0.393	654	0.7	3.873	A

#### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	251	757	1583	0.159	251	0.2	2.973	A
2 - A36 Salisbury Road (NB)	848	270	1802	0.471	848	1.0	4.151	A
3 - Calmore Drive	577	743	1444	0.400	577	0.7	4.568	A
4 - A36 Salisbury Road (SB)	657	707	1671	0.393	657	0.7	3.903	A

#### 08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	251	757	1583	0.159	251	0.2	2.973	A
2 - A36 Salisbury Road (NB)	848	270	1802	0.471	848	1.0	4.151	A
3 - Calmore Drive	577	743	1444	0.400	577	0.7	4.568	A
4 - A36 Salisbury Road (SB)	657	707	1671	0.393	657	0.7	3.903	A

#### 08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	251	757	1583	0.159	251	0.2	2.973	A
2 - A36 Salisbury Road (NB)	848	270	1802	0.471	848	1.0	4.151	A
3 - Calmore Drive	577	743	1444	0.400	577	0.7	4.568	A
4 - A36 Salisbury Road (SB)	657	707	1671	0.393	657	0.7	3.903	A

**08:45 - 09:00**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	251	757	1583	0.159	251	0.2	2.973	A
2 - A36 Salisbury Road (NB)	848	270	1802	0.471	848	1.0	4.151	A
3 - Calmore Drive	577	743	1444	0.400	577	0.7	4.568	A
4 - A36 Salisbury Road (SB)	657	707	1671	0.393	657	0.7	3.903	A

**09:00 - 09:15**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	251	757	1583	0.159	251	0.2	2.973	A
2 - A36 Salisbury Road (NB)	848	270	1802	0.471	848	1.0	4.151	A
3 - Calmore Drive	577	743	1444	0.400	577	0.7	4.568	A
4 - A36 Salisbury Road (SB)	657	707	1671	0.393	657	0.7	3.903	A

# Existing Configuration - 2025 Opening Year + Committed Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Brunel Road/Calmore Drive Roundabout	Standard Roundabout	1, 2, 3, 4	3.92	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2025 Opening Year + Committed Dev	PM	FLAT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Brunel Road		✓	614	100.000
2 - A36 Salisbury Road (NB)		✓	672	100.000
3 - Calmore Drive		✓	311	100.000
4 - A36 Salisbury Road (SB)		✓	765	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	0	211	122	281
	2 - A36 Salisbury Road (NB)	48	0	330	294
	3 - Calmore Drive	30	233	0	48
	4 - A36 Salisbury Road (SB)	79	513	173	0

## Vehicle Mix



### Heavy Vehicle Percentages

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	10	10	10	10
	2 - A36 Salisbury Road (NB)	10	10	10	10
	3 - Calmore Drive	10	10	10	10
	4 - A36 Salisbury Road (SB)	10	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Brunel Road	0.41	4.57	0.8	A
2 - A36 Salisbury Road (NB)	0.42	4.22	0.8	A
3 - Calmore Drive	0.20	3.28	0.3	A
4 - A36 Salisbury Road (SB)	0.40	3.40	0.7	A

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	614	916	1482	0.414	611	0.8	4.530	A
2 - A36 Salisbury Road (NB)	672	573	1612	0.417	669	0.8	4.187	A
3 - Calmore Drive	311	620	1520	0.205	310	0.3	3.268	A
4 - A36 Salisbury Road (SB)	765	310	1929	0.397	762	0.7	3.385	A

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	614	919	1480	0.415	614	0.8	4.572	A
2 - A36 Salisbury Road (NB)	672	576	1610	0.417	672	0.8	4.221	A
3 - Calmore Drive	311	623	1518	0.205	311	0.3	3.279	A
4 - A36 Salisbury Road (SB)	765	311	1928	0.397	765	0.7	3.403	A

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	614	919	1480	0.415	614	0.8	4.572	A
2 - A36 Salisbury Road (NB)	672	576	1610	0.417	672	0.8	4.221	A
3 - Calmore Drive	311	623	1518	0.205	311	0.3	3.279	A
4 - A36 Salisbury Road (SB)	765	311	1928	0.397	765	0.7	3.403	A

#### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	614	919	1480	0.415	614	0.8	4.572	A
2 - A36 Salisbury Road (NB)	672	576	1610	0.417	672	0.8	4.221	A
3 - Calmore Drive	311	623	1518	0.205	311	0.3	3.279	A
4 - A36 Salisbury Road (SB)	765	311	1928	0.397	765	0.7	3.403	A

**17:45 - 18:00**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	614	919	1480	0.415	614	0.8	4.572	A
2 - A36 Salisbury Road (NB)	672	576	1610	0.417	672	0.8	4.221	A
3 - Calmore Drive	311	623	1518	0.205	311	0.3	3.279	A
4 - A36 Salisbury Road (SB)	765	311	1928	0.397	765	0.7	3.403	A

**18:00 - 18:15**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	614	919	1480	0.415	614	0.8	4.572	A
2 - A36 Salisbury Road (NB)	672	576	1610	0.417	672	0.8	4.221	A
3 - Calmore Drive	311	623	1518	0.205	311	0.3	3.279	A
4 - A36 Salisbury Road (SB)	765	311	1928	0.397	765	0.7	3.403	A

# Existing Configuration - 2025 Opening Year + Committed Dev + Proposed, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Brunel Road/Calmore Drive Roundabout	Standard Roundabout	1, 2, 3, 4	4.08	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2025 Opening Year + Committed Dev + Proposed	AM	FLAT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Brunel Road		✓	251	100.000
2 - A36 Salisbury Road (NB)		✓	855	100.000
3 - Calmore Drive		✓	577	100.000
4 - A36 Salisbury Road (SB)		✓	663	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	0	72	27	152
	2 - A36 Salisbury Road (NB)	224	1	257	373
	3 - Calmore Drive	62	420	0	95
	4 - A36 Salisbury Road (SB)	321	251	91	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	10	10	10	10
	2 - A36 Salisbury Road (NB)	10	10	10	10
	3 - Calmore Drive	10	10	10	10
	4 - A36 Salisbury Road (SB)	10	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Brunel Road	0.16	2.98	0.2	A
2 - A36 Salisbury Road (NB)	0.47	4.18	1.0	A
3 - Calmore Drive	0.40	4.59	0.7	A
4 - A36 Salisbury Road (SB)	0.40	3.93	0.7	A

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	251	759	1581	0.159	250	0.2	2.974	A
2 - A36 Salisbury Road (NB)	855	269	1802	0.474	851	1.0	4.147	A
3 - Calmore Drive	577	747	1441	0.400	574	0.7	4.551	A
4 - A36 Salisbury Road (SB)	663	704	1674	0.396	660	0.7	3.896	A

#### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	251	763	1579	0.159	251	0.2	2.981	A
2 - A36 Salisbury Road (NB)	855	270	1802	0.475	855	1.0	4.182	A
3 - Calmore Drive	577	750	1439	0.401	577	0.7	4.591	A
4 - A36 Salisbury Road (SB)	663	707	1671	0.397	663	0.7	3.926	A

#### 08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	251	763	1579	0.159	251	0.2	2.981	A
2 - A36 Salisbury Road (NB)	855	270	1802	0.475	855	1.0	4.182	A
3 - Calmore Drive	577	750	1439	0.401	577	0.7	4.591	A
4 - A36 Salisbury Road (SB)	663	707	1671	0.397	663	0.7	3.926	A

#### 08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	251	763	1579	0.159	251	0.2	2.981	A
2 - A36 Salisbury Road (NB)	855	270	1802	0.475	855	1.0	4.182	A
3 - Calmore Drive	577	750	1439	0.401	577	0.7	4.591	A
4 - A36 Salisbury Road (SB)	663	707	1671	0.397	663	0.7	3.926	A

**08:45 - 09:00**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	251	763	1579	0.159	251	0.2	2.981	A
2 - A36 Salisbury Road (NB)	855	270	1802	0.475	855	1.0	4.182	A
3 - Calmore Drive	577	750	1439	0.401	577	0.7	4.591	A
4 - A36 Salisbury Road (SB)	663	707	1671	0.397	663	0.7	3.926	A

**09:00 - 09:15**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	251	763	1579	0.159	251	0.2	2.981	A
2 - A36 Salisbury Road (NB)	855	270	1802	0.475	855	1.0	4.182	A
3 - Calmore Drive	577	750	1439	0.401	577	0.7	4.591	A
4 - A36 Salisbury Road (SB)	663	707	1671	0.397	663	0.7	3.926	A

# Existing Configuration - 2025 Opening Year + Committed Dev + Proposed, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Brunel Road/Calmore Drive Roundabout	Standard Roundabout	1, 2, 3, 4	3.95	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2025 Opening Year + Committed Dev + Proposed	PM	FLAT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Brunel Road		✓	614	100.000
2 - A36 Salisbury Road (NB)		✓	678	100.000
3 - Calmore Drive		✓	311	100.000
4 - A36 Salisbury Road (SB)		✓	773	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	0	211	122	281
	2 - A36 Salisbury Road (NB)	48	0	330	300
	3 - Calmore Drive	30	233	0	48
	4 - A36 Salisbury Road (SB)	79	521	173	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	10	10	10	10
	2 - A36 Salisbury Road (NB)	10	10	10	10
	3 - Calmore Drive	10	10	10	10
	4 - A36 Salisbury Road (SB)	10	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Brunel Road	0.42	4.60	0.8	A
2 - A36 Salisbury Road (NB)	0.42	4.25	0.8	A
3 - Calmore Drive	0.21	3.29	0.3	A
4 - A36 Salisbury Road (SB)	0.40	3.43	0.7	A

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	614	924	1477	0.416	611	0.8	4.555	A
2 - A36 Salisbury Road (NB)	678	573	1612	0.421	675	0.8	4.212	A
3 - Calmore Drive	311	626	1517	0.205	310	0.3	3.278	A
4 - A36 Salisbury Road (SB)	773	310	1929	0.401	770	0.7	3.408	A

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	614	927	1475	0.416	614	0.8	4.599	A
2 - A36 Salisbury Road (NB)	678	576	1610	0.421	678	0.8	4.248	A
3 - Calmore Drive	311	629	1515	0.205	311	0.3	3.289	A
4 - A36 Salisbury Road (SB)	773	311	1928	0.401	773	0.7	3.427	A

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	614	927	1475	0.416	614	0.8	4.599	A
2 - A36 Salisbury Road (NB)	678	576	1610	0.421	678	0.8	4.248	A
3 - Calmore Drive	311	629	1515	0.205	311	0.3	3.289	A
4 - A36 Salisbury Road (SB)	773	311	1928	0.401	773	0.7	3.427	A

#### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	614	927	1475	0.416	614	0.8	4.599	A
2 - A36 Salisbury Road (NB)	678	576	1610	0.421	678	0.8	4.248	A
3 - Calmore Drive	311	629	1515	0.205	311	0.3	3.289	A
4 - A36 Salisbury Road (SB)	773	311	1928	0.401	773	0.7	3.427	A

**17:45 - 18:00**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	614	927	1475	0.416	614	0.8	4.599	A
2 - A36 Salisbury Road (NB)	678	576	1610	0.421	678	0.8	4.248	A
3 - Calmore Drive	311	629	1515	0.205	311	0.3	3.289	A
4 - A36 Salisbury Road (SB)	773	311	1928	0.401	773	0.7	3.427	A

**18:00 - 18:15**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	614	927	1475	0.416	614	0.8	4.599	A
2 - A36 Salisbury Road (NB)	678	576	1610	0.421	678	0.8	4.248	A
3 - Calmore Drive	311	629	1515	0.205	311	0.3	3.289	A
4 - A36 Salisbury Road (SB)	773	311	1928	0.401	773	0.7	3.427	A



# Existing Configuration - 2036 Future Year, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Brunel Road/Calmore Drive Roundabout	Standard Roundabout	1, 2, 3, 4	4.02	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2036 Future Year	AM	FLAT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Brunel Road		✓	262	100.000
2 - A36 Salisbury Road (NB)		✓	819	100.000
3 - Calmore Drive		✓	602	100.000
4 - A36 Salisbury Road (SB)		✓	623	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	0	75	28	159
	2 - A36 Salisbury Road (NB)	234	1	268	316
	3 - Calmore Drive	65	438	0	99
	4 - A36 Salisbury Road (SB)	335	193	95	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	10	10	10	10
	2 - A36 Salisbury Road (NB)	10	10	10	10
	3 - Calmore Drive	10	10	10	10
	4 - A36 Salisbury Road (SB)	10	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Brunel Road	0.16	2.95	0.2	A
2 - A36 Salisbury Road (NB)	0.46	4.06	0.9	A
3 - Calmore Drive	0.41	4.59	0.8	A
4 - A36 Salisbury Road (SB)	0.38	3.85	0.7	A

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	262	724	1604	0.163	261	0.2	2.948	A
2 - A36 Salisbury Road (NB)	819	281	1795	0.456	815	0.9	4.029	A
3 - Calmore Drive	602	707	1466	0.411	599	0.8	4.551	A
4 - A36 Salisbury Road (SB)	623	734	1654	0.377	620	0.7	3.823	A

#### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	262	727	1602	0.164	262	0.2	2.955	A
2 - A36 Salisbury Road (NB)	819	282	1794	0.456	819	0.9	4.060	A
3 - Calmore Drive	602	710	1464	0.411	602	0.8	4.592	A
4 - A36 Salisbury Road (SB)	623	738	1651	0.377	623	0.7	3.850	A

#### 08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	262	727	1602	0.164	262	0.2	2.955	A
2 - A36 Salisbury Road (NB)	819	282	1794	0.456	819	0.9	4.060	A
3 - Calmore Drive	602	710	1464	0.411	602	0.8	4.592	A
4 - A36 Salisbury Road (SB)	623	738	1651	0.377	623	0.7	3.850	A

#### 08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	262	727	1602	0.164	262	0.2	2.955	A
2 - A36 Salisbury Road (NB)	819	282	1794	0.456	819	0.9	4.060	A
3 - Calmore Drive	602	710	1464	0.411	602	0.8	4.592	A
4 - A36 Salisbury Road (SB)	623	738	1651	0.377	623	0.7	3.850	A

#### 08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	262	727	1602	0.164	262	0.2	2.955	A
2 - A36 Salisbury Road (NB)	819	282	1794	0.456	819	0.9	4.060	A
3 - Calmore Drive	602	710	1464	0.411	602	0.8	4.592	A
4 - A36 Salisbury Road (SB)	623	738	1651	0.377	623	0.7	3.850	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	262	727	1602	0.164	262	0.2	2.955	A
2 - A36 Salisbury Road (NB)	819	282	1794	0.456	819	0.9	4.060	A
3 - Calmore Drive	602	710	1464	0.411	602	0.8	4.592	A
4 - A36 Salisbury Road (SB)	623	738	1651	0.377	623	0.7	3.850	A

# Existing Configuration - 2036 Future Year, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Brunel Road/Calmore Drive Roundabout	Standard Roundabout	1, 2, 3, 4	3.87	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2036 Future Year	PM	FLAT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Brunel Road		✓	640	100.000
2 - A36 Salisbury Road (NB)		✓	633	100.000
3 - Calmore Drive		✓	324	100.000
4 - A36 Salisbury Road (SB)		✓	722	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	0	220	127	293
	2 - A36 Salisbury Road (NB)	50	0	345	238
	3 - Calmore Drive	31	243	0	50
	4 - A36 Salisbury Road (SB)	82	459	181	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	10	10	10	10
	2 - A36 Salisbury Road (NB)	10	10	10	10
	3 - Calmore Drive	10	10	10	10
	4 - A36 Salisbury Road (SB)	10	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Brunel Road	0.43	4.59	0.8	A
2 - A36 Salisbury Road (NB)	0.40	4.12	0.7	A
3 - Calmore Drive	0.21	3.24	0.3	A
4 - A36 Salisbury Road (SB)	0.38	3.31	0.7	A

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	640	880	1505	0.425	637	0.8	4.546	A
2 - A36 Salisbury Road (NB)	633	598	1596	0.397	630	0.7	4.087	A
3 - Calmore Drive	324	578	1546	0.210	323	0.3	3.234	A
4 - A36 Salisbury Road (SB)	722	323	1921	0.376	719	0.7	3.290	A

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	640	883	1503	0.426	640	0.8	4.589	A
2 - A36 Salisbury Road (NB)	633	601	1594	0.397	633	0.7	4.118	A
3 - Calmore Drive	324	581	1544	0.210	324	0.3	3.243	A
4 - A36 Salisbury Road (SB)	722	324	1920	0.376	722	0.7	3.305	A

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	640	883	1503	0.426	640	0.8	4.589	A
2 - A36 Salisbury Road (NB)	633	601	1594	0.397	633	0.7	4.119	A
3 - Calmore Drive	324	581	1544	0.210	324	0.3	3.243	A
4 - A36 Salisbury Road (SB)	722	324	1920	0.376	722	0.7	3.305	A

#### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	640	883	1503	0.426	640	0.8	4.589	A
2 - A36 Salisbury Road (NB)	633	601	1594	0.397	633	0.7	4.119	A
3 - Calmore Drive	324	581	1544	0.210	324	0.3	3.243	A
4 - A36 Salisbury Road (SB)	722	324	1920	0.376	722	0.7	3.305	A

#### 17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	640	883	1503	0.426	640	0.8	4.589	A
2 - A36 Salisbury Road (NB)	633	601	1594	0.397	633	0.7	4.119	A
3 - Calmore Drive	324	581	1544	0.210	324	0.3	3.243	A
4 - A36 Salisbury Road (SB)	722	324	1920	0.376	722	0.7	3.305	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	640	883	1503	0.426	640	0.8	4.589	A
2 - A36 Salisbury Road (NB)	633	601	1594	0.397	633	0.7	4.119	A
3 - Calmore Drive	324	581	1544	0.210	324	0.3	3.243	A
4 - A36 Salisbury Road (SB)	722	324	1920	0.376	722	0.7	3.305	A

# Existing Configuration - 2036 Future Year + Committed Dev, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Brunel Road/Calmore Drive Roundabout	Standard Roundabout	1, 2, 3, 4	4.25	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D9	2036 Future Year + Committed Dev	AM	FLAT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Brunel Road		✓	262	100.000
2 - A36 Salisbury Road (NB)		✓	882	100.000
3 - Calmore Drive		✓	602	100.000
4 - A36 Salisbury Road (SB)		✓	683	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	0	75	28	159
	2 - A36 Salisbury Road (NB)	234	1	268	379
	3 - Calmore Drive	65	438	0	99
	4 - A36 Salisbury Road (SB)	335	253	95	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	10	10	10	10
	2 - A36 Salisbury Road (NB)	10	10	10	10
	3 - Calmore Drive	10	10	10	10
	4 - A36 Salisbury Road (SB)	10	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Brunel Road	0.17	3.04	0.2	A
2 - A36 Salisbury Road (NB)	0.49	4.34	1.1	A
3 - Calmore Drive	0.42	4.81	0.8	A
4 - A36 Salisbury Road (SB)	0.41	4.09	0.8	A

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	262	783	1566	0.167	261	0.2	3.033	A
2 - A36 Salisbury Road (NB)	882	281	1795	0.491	878	1.1	4.298	A
3 - Calmore Drive	602	770	1427	0.422	599	0.8	4.762	A
4 - A36 Salisbury Road (SB)	683	734	1654	0.413	680	0.8	4.066	A

#### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	262	787	1564	0.168	262	0.2	3.041	A
2 - A36 Salisbury Road (NB)	882	282	1794	0.492	882	1.1	4.340	A
3 - Calmore Drive	602	773	1425	0.422	602	0.8	4.810	A
4 - A36 Salisbury Road (SB)	683	738	1651	0.414	683	0.8	4.089	A

#### 08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	262	787	1564	0.168	262	0.2	3.041	A
2 - A36 Salisbury Road (NB)	882	282	1794	0.492	882	1.1	4.340	A
3 - Calmore Drive	602	773	1425	0.422	602	0.8	4.810	A
4 - A36 Salisbury Road (SB)	683	738	1651	0.414	683	0.8	4.089	A

#### 08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	262	787	1564	0.168	262	0.2	3.041	A
2 - A36 Salisbury Road (NB)	882	282	1794	0.492	882	1.1	4.340	A
3 - Calmore Drive	602	773	1425	0.422	602	0.8	4.810	A
4 - A36 Salisbury Road (SB)	683	738	1651	0.414	683	0.8	4.089	A



**08:45 - 09:00**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	262	787	1564	0.168	262	0.2	3.041	A
2 - A36 Salisbury Road (NB)	882	282	1794	0.492	882	1.1	4.340	A
3 - Calmore Drive	602	773	1425	0.422	602	0.8	4.810	A
4 - A36 Salisbury Road (SB)	683	738	1651	0.414	683	0.8	4.089	A

**09:00 - 09:15**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	262	787	1564	0.168	262	0.2	3.041	A
2 - A36 Salisbury Road (NB)	882	282	1794	0.492	882	1.1	4.340	A
3 - Calmore Drive	602	773	1425	0.422	602	0.8	4.810	A
4 - A36 Salisbury Road (SB)	683	738	1651	0.414	683	0.8	4.089	A

# Existing Configuration - 2036 Future Year + Committed Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Brunel Road/Calmore Drive Roundabout	Standard Roundabout	1, 2, 3, 4	4.10	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	2036 Future Year + Committed Dev	PM	FLAT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Brunel Road		✓	640	100.000
2 - A36 Salisbury Road (NB)		✓	699	100.000
3 - Calmore Drive		✓	324	100.000
4 - A36 Salisbury Road (SB)		✓	795	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	0	220	127	293
	2 - A36 Salisbury Road (NB)	50	0	345	304
	3 - Calmore Drive	31	243	0	50
	4 - A36 Salisbury Road (SB)	82	532	181	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	10	10	10	10
	2 - A36 Salisbury Road (NB)	10	10	10	10
	3 - Calmore Drive	10	10	10	10
	4 - A36 Salisbury Road (SB)	10	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Brunel Road	0.44	4.85	0.9	A
2 - A36 Salisbury Road (NB)	0.44	4.42	0.9	A
3 - Calmore Drive	0.22	3.36	0.3	A
4 - A36 Salisbury Road (SB)	0.41	3.52	0.8	A

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	640	952	1459	0.439	637	0.9	4.798	A
2 - A36 Salisbury Road (NB)	699	598	1596	0.438	696	0.8	4.380	A
3 - Calmore Drive	324	644	1505	0.215	323	0.3	3.345	A
4 - A36 Salisbury Road (SB)	795	323	1921	0.414	792	0.8	3.500	A

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	640	956	1456	0.439	640	0.9	4.849	A
2 - A36 Salisbury Road (NB)	699	601	1594	0.438	699	0.9	4.422	A
3 - Calmore Drive	324	647	1503	0.216	324	0.3	3.356	A
4 - A36 Salisbury Road (SB)	795	324	1920	0.414	795	0.8	3.520	A

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	640	956	1456	0.439	640	0.9	4.849	A
2 - A36 Salisbury Road (NB)	699	601	1594	0.438	699	0.9	4.422	A
3 - Calmore Drive	324	647	1503	0.216	324	0.3	3.356	A
4 - A36 Salisbury Road (SB)	795	324	1920	0.414	795	0.8	3.520	A

#### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	640	956	1456	0.439	640	0.9	4.849	A
2 - A36 Salisbury Road (NB)	699	601	1594	0.438	699	0.9	4.422	A
3 - Calmore Drive	324	647	1503	0.216	324	0.3	3.356	A
4 - A36 Salisbury Road (SB)	795	324	1920	0.414	795	0.8	3.520	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	640	956	1456	0.439	640	0.9	4.849	A
2 - A36 Salisbury Road (NB)	699	601	1594	0.438	699	0.9	4.422	A
3 - Calmore Drive	324	647	1503	0.216	324	0.3	3.356	A
4 - A36 Salisbury Road (SB)	795	324	1920	0.414	795	0.8	3.520	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	640	956	1456	0.439	640	0.9	4.849	A
2 - A36 Salisbury Road (NB)	699	601	1594	0.438	699	0.9	4.422	A
3 - Calmore Drive	324	647	1503	0.216	324	0.3	3.356	A
4 - A36 Salisbury Road (SB)	795	324	1920	0.414	795	0.8	3.520	A

# Existing Configuration - 2036 Future Year + Committed Dev + Proposed, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Brunel Road/Calmore Drive Roundabout	Standard Roundabout	1, 2, 3, 4	4.28	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D11	2036 Future Year + Committed Dev + Proposed	AM	FLAT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Brunel Road		✓	262	100.000
2 - A36 Salisbury Road (NB)		✓	890	100.000
3 - Calmore Drive		✓	602	100.000
4 - A36 Salisbury Road (SB)		✓	689	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	0	75	28	159
	2 - A36 Salisbury Road (NB)	234	1	268	387
	3 - Calmore Drive	65	438	0	99
	4 - A36 Salisbury Road (SB)	335	259	95	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	10	10	10	10
	2 - A36 Salisbury Road (NB)	10	10	10	10
	3 - Calmore Drive	10	10	10	10
	4 - A36 Salisbury Road (SB)	10	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Brunel Road	0.17	3.05	0.2	A
2 - A36 Salisbury Road (NB)	0.50	4.38	1.1	A
3 - Calmore Drive	0.42	4.84	0.8	A
4 - A36 Salisbury Road (SB)	0.42	4.11	0.8	A

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	262	789	1562	0.168	261	0.2	3.042	A
2 - A36 Salisbury Road (NB)	890	281	1795	0.496	886	1.1	4.336	A
3 - Calmore Drive	602	777	1422	0.423	599	0.8	4.790	A
4 - A36 Salisbury Road (SB)	689	734	1654	0.417	686	0.8	4.078	A

#### 08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	262	793	1560	0.168	262	0.2	3.050	A
2 - A36 Salisbury Road (NB)	890	282	1794	0.496	890	1.1	4.379	A
3 - Calmore Drive	602	781	1420	0.424	602	0.8	4.839	A
4 - A36 Salisbury Road (SB)	689	738	1651	0.417	689	0.8	4.114	A

#### 08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	262	793	1560	0.168	262	0.2	3.050	A
2 - A36 Salisbury Road (NB)	890	282	1794	0.496	890	1.1	4.379	A
3 - Calmore Drive	602	781	1420	0.424	602	0.8	4.839	A
4 - A36 Salisbury Road (SB)	689	738	1651	0.417	689	0.8	4.114	A

#### 08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	262	793	1560	0.168	262	0.2	3.050	A
2 - A36 Salisbury Road (NB)	890	282	1794	0.496	890	1.1	4.379	A
3 - Calmore Drive	602	781	1420	0.424	602	0.8	4.839	A
4 - A36 Salisbury Road (SB)	689	738	1651	0.417	689	0.8	4.114	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	262	793	1560	0.168	262	0.2	3.050	A
2 - A36 Salisbury Road (NB)	890	282	1794	0.496	890	1.1	4.379	A
3 - Calmore Drive	602	781	1420	0.424	602	0.8	4.839	A
4 - A36 Salisbury Road (SB)	689	738	1651	0.417	689	0.8	4.114	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	262	793	1560	0.168	262	0.2	3.050	A
2 - A36 Salisbury Road (NB)	890	282	1794	0.496	890	1.1	4.379	A
3 - Calmore Drive	602	781	1420	0.424	602	0.8	4.839	A
4 - A36 Salisbury Road (SB)	689	738	1651	0.417	689	0.8	4.114	A

# Existing Configuration - 2036 Future Year + Committed Dev + Proposed, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Brunel Road/Calmore Drive Roundabout	Standard Roundabout	1, 2, 3, 4	4.13	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D12	2036 Future Year + Committed Dev + Proposed	PM	FLAT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Brunel Road		✓	640	100.000
2 - A36 Salisbury Road (NB)		✓	705	100.000
3 - Calmore Drive		✓	324	100.000
4 - A36 Salisbury Road (SB)		✓	803	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	0	220	127	293
	2 - A36 Salisbury Road (NB)	50	0	345	310
	3 - Calmore Drive	31	243	0	50
	4 - A36 Salisbury Road (SB)	82	540	181	0

## Vehicle Mix



### Heavy Vehicle Percentages

		To			
		1 - Brunel Road	2 - A36 Salisbury Road (NB)	3 - Calmore Drive	4 - A36 Salisbury Road (SB)
From	1 - Brunel Road	10	10	10	10
	2 - A36 Salisbury Road (NB)	10	10	10	10
	3 - Calmore Drive	10	10	10	10
	4 - A36 Salisbury Road (SB)	10	10	10	10

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - Brunel Road	0.44	4.88	0.9	A
2 - A36 Salisbury Road (NB)	0.44	4.45	0.9	A
3 - Calmore Drive	0.22	3.37	0.3	A
4 - A36 Salisbury Road (SB)	0.42	3.54	0.8	A

### Main Results for each time segment

#### 16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	640	960	1454	0.440	637	0.9	4.825	A
2 - A36 Salisbury Road (NB)	705	598	1596	0.442	702	0.9	4.410	A
3 - Calmore Drive	324	650	1502	0.216	323	0.3	3.356	A
4 - A36 Salisbury Road (SB)	803	323	1921	0.418	800	0.8	3.523	A

#### 17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	640	964	1451	0.441	640	0.9	4.879	A
2 - A36 Salisbury Road (NB)	705	601	1594	0.442	705	0.9	4.452	A
3 - Calmore Drive	324	653	1500	0.216	324	0.3	3.367	A
4 - A36 Salisbury Road (SB)	803	324	1920	0.418	803	0.8	3.545	A

#### 17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	640	964	1451	0.441	640	0.9	4.879	A
2 - A36 Salisbury Road (NB)	705	601	1594	0.442	705	0.9	4.452	A
3 - Calmore Drive	324	653	1500	0.216	324	0.3	3.367	A
4 - A36 Salisbury Road (SB)	803	324	1920	0.418	803	0.8	3.545	A

#### 17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	640	964	1451	0.441	640	0.9	4.879	A
2 - A36 Salisbury Road (NB)	705	601	1594	0.442	705	0.9	4.452	A
3 - Calmore Drive	324	653	1500	0.216	324	0.3	3.367	A
4 - A36 Salisbury Road (SB)	803	324	1920	0.418	803	0.8	3.545	A

**17:45 - 18:00**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	640	964	1451	0.441	640	0.9	4.879	A
2 - A36 Salisbury Road (NB)	705	601	1594	0.442	705	0.9	4.452	A
3 - Calmore Drive	324	653	1500	0.216	324	0.3	3.367	A
4 - A36 Salisbury Road (SB)	803	324	1920	0.418	803	0.8	3.545	A

**18:00 - 18:15**

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - Brunel Road	640	964	1451	0.441	640	0.9	4.879	A
2 - A36 Salisbury Road (NB)	705	601	1594	0.442	705	0.9	4.452	A
3 - Calmore Drive	324	653	1500	0.216	324	0.3	3.367	A
4 - A36 Salisbury Road (SB)	803	324	1920	0.418	803	0.8	3.545	A