

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Langley Common Road (E)		ONE HOUR	✓	511	100.000
Proposed Site Access (S)		ONE HOUR	✓	0	100.000
Langley Common Road (W)		ONE HOUR	✓	597	100.000
Proposed Service Road (N)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		Langley Common Road (E)	Proposed Site Access (S)	Langley Common Road (W)	Proposed Service Road (N)
From	Langley Common Road (E)	0	0	511	0
	Proposed Site Access (S)	0	0	0	0
	Langley Common Road (W)	597	0	0	0
	Proposed Service Road (N)	0	0	0	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		Langley Common Road (E)	Proposed Site Access (S)	Langley Common Road (W)	Proposed Service Road (N)
From	Langley Common Road (E)	0	0	1	0
	Proposed Site Access (S)	0	0	0	0
	Langley Common Road (W)	2	0	0	0
	Proposed Service Road (N)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
Langley Common Road (E)	0.42	4.64	0.7	A	469	703
Proposed Site Access (S)	0.00	0.00	0.0	A	0	0
Langley Common Road (W)	0.45	4.55	0.8	A	548	822
Proposed Service Road (N)	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	385	96	0	1339	0.287	383	448	0.0	0.4	3.761	A
Proposed Site Access (S)	0	0	383	1129	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	449	112	0	1448	0.310	448	383	0.0	0.4	3.592	A
Proposed Service Road (N)	0	0	448	1136	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	459	115	0	1339	0.343	459	536	0.4	0.5	4.091	A
Proposed Site Access (S)	0	0	459	1086	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	537	134	0	1448	0.371	536	459	0.4	0.6	3.945	A
Proposed Service Road (N)	0	0	536	1084	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	563	141	0	1339	0.420	562	656	0.5	0.7	4.629	A
Proposed Site Access (S)	0	0	562	1028	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	657	164	0	1448	0.454	656	562	0.6	0.8	4.541	A
Proposed Service Road (N)	0	0	656	1014	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	563	141	0	1339	0.420	563	657	0.7	0.7	4.638	A
Proposed Site Access (S)	0	0	563	1027	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	657	164	0	1448	0.454	657	563	0.8	0.8	4.552	A
Proposed Service Road (N)	0	0	657	1014	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	459	115	0	1339	0.343	460	538	0.7	0.5	4.101	A
Proposed Site Access (S)	0	0	460	1086	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	537	134	0	1448	0.371	538	460	0.8	0.6	3.958	A
Proposed Service Road (N)	0	0	538	1083	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	385	96	0	1339	0.287	385	450	0.5	0.4	3.776	A
Proposed Site Access (S)	0	0	385	1128	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	449	112	0	1448	0.310	450	385	0.6	0.5	3.611	A
Proposed Service Road (N)	0	0	450	1134	0.000	0	0	0.0	0.0	0.000	A

D4 - 2040 | WSTM-SC1 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	4.27	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	118	Langley Common Road (W)	4.27	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2040	WSTM-SC1	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Langley Common Road (E)		ONE HOUR	✓	434	100.000
Proposed Site Access (S)		ONE HOUR	✓	0	100.000
Langley Common Road (W)		ONE HOUR	✓	574	100.000
Proposed Service Road (N)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		Langley Common Road (E)	Proposed Site Access (S)	Langley Common Road (W)	Proposed Service Road (N)
From	Langley Common Road (E)	0	0	434	0
	Proposed Site Access (S)	0	0	0	0
	Langley Common Road (W)	574	0	0	0
	Proposed Service Road (N)	0	0	0	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		Langley Common Road (E)	Proposed Site Access (S)	Langley Common Road (W)	Proposed Service Road (N)
From	Langley Common Road (E)	0	0	1	0
	Proposed Site Access (S)	0	0	0	0
	Langley Common Road (W)	1	0	0	0
	Proposed Service Road (N)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
Langley Common Road (E)	0.36	4.18	0.6	A	398	597
Proposed Site Access (S)	0.00	0.00	0.0	A	0	0
Langley Common Road (W)	0.43	4.33	0.8	A	527	790
Proposed Service Road (N)	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	327	82	0	1339	0.244	325	430	0.0	0.3	3.548	A
Proposed Site Access (S)	0	0	325	1162	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	432	108	0	1462	0.296	430	325	0.0	0.4	3.482	A
Proposed Service Road (N)	0	0	430	1148	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	390	98	0	1339	0.291	390	516	0.3	0.4	3.794	A
Proposed Site Access (S)	0	0	390	1126	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	516	129	0	1462	0.353	516	390	0.4	0.5	3.800	A
Proposed Service Road (N)	0	0	516	1099	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	478	119	0	1339	0.357	477	631	0.4	0.6	4.177	A
Proposed Site Access (S)	0	0	477	1076	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	632	158	0	1462	0.432	631	477	0.5	0.8	4.326	A
Proposed Service Road (N)	0	0	631	1032	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	478	119	0	1339	0.357	478	632	0.6	0.6	4.182	A
Proposed Site Access (S)	0	0	478	1076	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	632	158	0	1462	0.432	632	478	0.8	0.8	4.335	A
Proposed Service Road (N)	0	0	632	1032	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	390	98	0	1339	0.291	391	517	0.6	0.4	3.799	A
Proposed Site Access (S)	0	0	391	1125	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	516	129	0	1462	0.353	517	391	0.8	0.5	3.809	A
Proposed Service Road (N)	0	0	517	1098	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	327	82	0	1339	0.244	327	433	0.4	0.3	3.562	A
Proposed Site Access (S)	0	0	327	1161	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	432	108	0	1462	0.296	433	327	0.5	0.4	3.496	A
Proposed Service Road (N)	0	0	433	1147	0.000	0	0	0.0	0.0	0.000	A

D5 - 2040 | WSTM-SC2 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	5.33	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	81	Langley Common Road (W)	5.33	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2040	WSTM-SC2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Langley Common Road (E)		ONE HOUR	✓	621	100.000
Proposed Site Access (S)		ONE HOUR	✓	0	100.000
Langley Common Road (W)		ONE HOUR	✓	683	100.000
Proposed Service Road (N)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		Langley Common Road (E)	Proposed Site Access (S)	Langley Common Road (W)	Proposed Service Road (N)
From	Langley Common Road (E)	0	0	621	0
	Proposed Site Access (S)	0	0	0	0
	Langley Common Road (W)	683	0	0	0
	Proposed Service Road (N)	0	0	0	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		Langley Common Road (E)	Proposed Site Access (S)	Langley Common Road (W)	Proposed Service Road (N)
From	Langley Common Road (E)	0	0	1	0
	Proposed Site Access (S)	0	0	0	0
	Langley Common Road (W)	2	0	0	0
	Proposed Service Road (N)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
Langley Common Road (E)	0.51	5.50	1.0	A	570	855
Proposed Site Access (S)	0.00	0.00	0.0	A	0	0
Langley Common Road (W)	0.52	5.17	1.1	A	627	940
Proposed Service Road (N)	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	468	117	0	1339	0.349	465	512	0.0	0.5	4.113	A
Proposed Site Access (S)	0	0	465	1083	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	514	129	0	1448	0.355	512	465	0.0	0.5	3.838	A
Proposed Service Road (N)	0	0	512	1098	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	558	140	0	1339	0.417	558	613	0.5	0.7	4.605	A
Proposed Site Access (S)	0	0	558	1030	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	614	154	0	1448	0.424	613	558	0.5	0.7	4.309	A
Proposed Service Road (N)	0	0	613	1039	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	684	171	0	1339	0.511	682	751	0.7	1.0	5.475	A
Proposed Site Access (S)	0	0	682	959	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	752	188	0	1448	0.519	751	682	0.7	1.1	5.150	A
Proposed Service Road (N)	0	0	751	959	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	684	171	0	1339	0.511	684	752	1.0	1.0	5.496	A
Proposed Site Access (S)	0	0	684	959	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	752	188	0	1448	0.519	752	684	1.1	1.1	5.171	A
Proposed Service Road (N)	0	0	752	959	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	558	140	0	1339	0.417	560	615	1.0	0.7	4.629	A
Proposed Site Access (S)	0	0	560	1029	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	614	154	0	1448	0.424	615	560	1.1	0.7	4.329	A
Proposed Service Road (N)	0	0	615	1038	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	468	117	0	1339	0.349	468	515	0.7	0.5	4.139	A
Proposed Site Access (S)	0	0	468	1081	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	514	129	0	1448	0.355	515	468	0.7	0.6	3.862	A
Proposed Service Road (N)	0	0	515	1096	0.000	0	0	0.0	0.0	0.000	A

D6 - 2040 | WSTM-SC2 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	4.83	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	95	Langley Common Road (W)	4.83	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2040	WSTM-SC2	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Langley Common Road (E)		ONE HOUR	✓	550	100.000
Proposed Site Access (S)		ONE HOUR	✓	0	100.000
Langley Common Road (W)		ONE HOUR	✓	641	100.000
Proposed Service Road (N)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		Langley Common Road (E)	Proposed Site Access (S)	Langley Common Road (W)	Proposed Service Road (N)
From	Langley Common Road (E)	0	0	550	0
	Proposed Site Access (S)	0	0	0	0
	Langley Common Road (W)	641	0	0	0
	Proposed Service Road (N)	0	0	0	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		Langley Common Road (E)	Proposed Site Access (S)	Langley Common Road (W)	Proposed Service Road (N)
From	Langley Common Road (E)	0	0	1	0
	Proposed Site Access (S)	0	0	0	0
	Langley Common Road (W)	1	0	0	0
	Proposed Service Road (N)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
Langley Common Road (E)	0.45	4.91	0.8	A	505	757
Proposed Site Access (S)	0.00	0.00	0.0	A	0	0
Langley Common Road (W)	0.48	4.76	0.9	A	588	882
Proposed Service Road (N)	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	414	104	0	1339	0.309	412	481	0.0	0.4	3.879	A
Proposed Site Access (S)	0	0	412	1113	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	483	121	0	1462	0.330	481	412	0.0	0.5	3.658	A
Proposed Service Road (N)	0	0	481	1119	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	494	124	0	1339	0.369	494	576	0.4	0.6	4.259	A
Proposed Site Access (S)	0	0	494	1067	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	576	144	0	1462	0.394	576	494	0.5	0.6	4.057	A
Proposed Service Road (N)	0	0	576	1064	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	606	151	0	1339	0.452	605	705	0.6	0.8	4.899	A
Proposed Site Access (S)	0	0	605	1004	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	706	176	0	1462	0.483	705	605	0.6	0.9	4.744	A
Proposed Service Road (N)	0	0	705	990	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	606	151	0	1339	0.452	606	706	0.8	0.8	4.910	A
Proposed Site Access (S)	0	0	606	1003	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	706	176	0	1462	0.483	706	606	0.9	0.9	4.757	A
Proposed Service Road (N)	0	0	706	990	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	494	124	0	1339	0.369	495	577	0.8	0.6	4.273	A
Proposed Site Access (S)	0	0	495	1066	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	576	144	0	1462	0.394	577	495	0.9	0.7	4.072	A
Proposed Service Road (N)	0	0	577	1063	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	414	104	0	1339	0.309	415	483	0.6	0.5	3.898	A
Proposed Site Access (S)	0	0	415	1112	0.000	0	0	0.0	0.0	0.000	A
Langley Common Road (W)	483	121	0	1462	0.330	483	415	0.7	0.5	3.681	A
Proposed Service Road (N)	0	0	483	1118	0.000	0	0	0.0	0.0	0.000	A

D7 - 2040 | WSTM-SC3a | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	5.66	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	68	Langley Common Road (E)	5.66	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2040	WSTM-SC3a	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Langley Common Road (E)		ONE HOUR	✓	644	100.000
Proposed Site Access (S)		ONE HOUR	✓	300	100.000
Langley Common Road (W)		ONE HOUR	✓	617	100.000
Proposed Service Road (N)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		Langley Common Road (E)	Proposed Site Access (S)	Langley Common Road (W)	Proposed Service Road (N)
From	Langley Common Road (E)	0	57	587	0
	Proposed Site Access (S)	150	0	150	0
	Langley Common Road (W)	560	57	0	0
	Proposed Service Road (N)	0	0	0	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		Langley Common Road (E)	Proposed Site Access (S)	Langley Common Road (W)	Proposed Service Road (N)
From	Langley Common Road (E)	0	0	1	0
	Proposed Site Access (S)	0	0	0	0
	Langley Common Road (W)	2	0	0	0
	Proposed Service Road (N)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
Langley Common Road (E)	0.54	6.04	1.2	A	591	886
Proposed Site Access (S)	0.34	5.54	0.5	A	275	413
Langley Common Road (W)	0.50	5.32	1.0	A	566	849
Proposed Service Road (N)	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	485	121	43	1316	0.368	483	532	0.0	0.6	4.307	A
Proposed Site Access (S)	226	56	440	1097	0.206	225	85	0.0	0.3	4.120	A
Langley Common Road (W)	465	116	112	1386	0.335	463	552	0.0	0.5	3.889	A
Proposed Service Road (N)	0	0	575	1063	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	579	145	51	1311	0.442	578	637	0.6	0.8	4.906	A
Proposed Site Access (S)	270	67	527	1048	0.257	269	102	0.3	0.3	4.622	A
Langley Common Road (W)	555	139	135	1373	0.404	554	662	0.5	0.7	4.390	A
Proposed Service Road (N)	0	0	689	998	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	709	177	63	1305	0.543	707	780	0.8	1.2	6.012	A
Proposed Site Access (S)	330	83	645	981	0.337	330	125	0.3	0.5	5.523	A
Langley Common Road (W)	679	170	165	1356	0.501	678	810	0.7	1.0	5.300	A
Proposed Service Road (N)	0	0	843	908	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	709	177	63	1305	0.543	709	782	1.2	1.2	6.043	A
Proposed Site Access (S)	330	83	646	980	0.337	330	126	0.5	0.5	5.540	A
Langley Common Road (W)	679	170	165	1356	0.501	679	811	1.0	1.0	5.320	A
Proposed Service Road (N)	0	0	844	908	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	579	145	51	1311	0.442	580	640	1.2	0.8	4.939	A
Proposed Site Access (S)	270	67	529	1047	0.258	270	103	0.5	0.3	4.643	A
Langley Common Road (W)	555	139	135	1373	0.404	556	664	1.0	0.7	4.413	A
Proposed Service Road (N)	0	0	691	996	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	485	121	43	1316	0.368	486	535	0.8	0.6	4.341	A
Proposed Site Access (S)	226	56	443	1096	0.206	226	86	0.3	0.3	4.143	A
Langley Common Road (W)	465	116	113	1386	0.335	465	556	0.7	0.5	3.915	A
Proposed Service Road (N)	0	0	578	1061	0.000	0	0	0.0	0.0	0.000	A

D8 - 2040 | WSTM-SC3a | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3, 4	5.87	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	46	Langley Common Road (W)	5.87	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2040	WSTM-SC3a	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Langley Common Road (E)		ONE HOUR	✓	417	100.000
Proposed Site Access (S)		ONE HOUR	✓	116	100.000
Langley Common Road (W)		ONE HOUR	✓	824	100.000
Proposed Service Road (N)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		Langley Common Road (E)	Proposed Site Access (S)	Langley Common Road (W)	Proposed Service Road (N)
From	Langley Common Road (E)	0	125	292	0
	Proposed Site Access (S)	58	0	58	0
	Langley Common Road (W)	699	125	0	0
	Proposed Service Road (N)	0	0	0	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		Langley Common Road (E)	Proposed Site Access (S)	Langley Common Road (W)	Proposed Service Road (N)
From	Langley Common Road (E)	0	0	1	0
	Proposed Site Access (S)	0	0	0	0
	Langley Common Road (W)	1	0	0	0
	Proposed Service Road (N)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
Langley Common Road (E)	0.36	4.46	0.6	A	383	574
Proposed Site Access (S)	0.11	3.47	0.1	A	106	160
Langley Common Road (W)	0.64	6.91	1.7	A	756	1134
Proposed Service Road (N)	0.00	0.00	0.0	A	0	0

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	314	78	94	1290	0.243	313	567	0.0	0.3	3.678	A
Proposed Site Access (S)	87	22	219	1223	0.071	87	187	0.0	0.1	3.169	A
Langley Common Road (W)	620	155	44	1439	0.431	617	262	0.0	0.8	4.364	A
Proposed Service Road (N)	0	0	661	1016	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	375	94	112	1280	0.293	375	679	0.3	0.4	3.975	A
Proposed Site Access (S)	104	26	262	1198	0.087	104	224	0.1	0.1	3.290	A
Langley Common Road (W)	741	185	52	1434	0.516	740	314	0.8	1.1	5.171	A
Proposed Service Road (N)	0	0	792	941	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	459	115	137	1266	0.363	459	831	0.4	0.6	4.457	A
Proposed Site Access (S)	128	32	321	1165	0.110	128	275	0.1	0.1	3.470	A
Langley Common Road (W)	907	227	64	1428	0.636	905	385	1.1	1.7	6.850	A
Proposed Service Road (N)	0	0	968	840	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	459	115	138	1265	0.363	459	833	0.6	0.6	4.464	A
Proposed Site Access (S)	128	32	321	1164	0.110	128	275	0.1	0.1	3.471	A
Langley Common Road (W)	907	227	64	1428	0.636	907	385	1.7	1.7	6.915	A
Proposed Service Road (N)	0	0	971	838	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	375	94	113	1279	0.293	375	683	0.6	0.4	3.986	A
Proposed Site Access (S)	104	26	263	1198	0.087	104	225	0.1	0.1	3.292	A
Langley Common Road (W)	741	185	52	1434	0.516	743	315	1.7	1.1	5.230	A
Proposed Service Road (N)	0	0	796	939	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Langley Common Road (E)	314	78	94	1290	0.243	314	571	0.4	0.3	3.691	A
Proposed Site Access (S)	87	22	220	1222	0.071	87	189	0.1	0.1	3.174	A
Langley Common Road (W)	620	155	44	1439	0.431	622	264	1.1	0.8	4.411	A
Proposed Service Road (N)	0	0	665	1014	0.000	0	0	0.0	0.0	0.000	A

Junctions 11											
ARCADY 11 - Roundabout Module											
Version: 11.1.0.2307											
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Filename: Observer Way A327_B3349 Roundabout.j11

Path: L:\PROJECTS\11000 SERIES\11337 - Barkham Square Park\Tech\Junction Assessments\Arcady

Report generation date: 14/11/2025 17:20:51

»D1 - 2025 | Base | AM
 »D2 - 2025 | Base | PM
 »D3 - 2040 | WSTM-SC1 | AM
 »D4 - 2040 | WSTM-SC1 | PM
 »D5 - 2040 | WSTM-SC2 | AM
 »D6 - 2040 | WSTM-SC2 | PM
 »D7 - 2040 | WSTM-SC3a | AM
 »D8 - 2040 | WSTM-SC3a | PM
 »D9 - 2040 | WSTM-SC3b | AM
 »D10 - 2040 | WSTM-SC3b | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025 - Base											
2 - A327 Observer Way (NW)	D1	4.8	15.70	0.83	C	9 %	D2	1.2	5.52	0.55	A	17 %
3 - Eversley Road (NE)		1.8	7.12	0.64	A	[2 - A327 Observer Way (NW)]		1.6	6.25	0.62	A	[1 - A327 Eversley Road (SW)]
1 - A327 Eversley Road (SW)		4.3	16.73	0.82	C			3.1	12.64	0.76	B	
	2040 - WSTM-SC1											
2 - A327 Observer Way (NW)	D3	1.0	5.35	0.49	A	2 %	D4	1.7	6.94	0.63	A	22 %
3 - Eversley Road (NE)		1.7	6.31	0.63	A	[1 - A327 Eversley Road (SW)]		1.2	5.42	0.55	A	[1 - A327 Eversley Road (SW)]
1 - A327 Eversley Road (SW)		7.2	28.24	0.89	D			2.7	10.86	0.73	B	
	2040 - WSTM-SC2											
2 - A327 Observer Way (NW)	D5	1.3	5.99	0.57	A	-14 %	D6	2.6	9.37	0.72	A	-1 %
3 - Eversley Road (NE)		2.7	9.12	0.74	A	[1 - A327 Eversley Road (SW)]		1.9	7.29	0.65	A	[1 - A327 Eversley Road (SW)]
1 - A327 Eversley Road (SW)		71.5	201.34	1.12	F			10.1	36.56	0.93	E	
	2040 - WSTM-SC3a											
2 - A327 Observer Way (NW)	D7	1.3	5.94	0.56	A	-15 %	D8	2.9	10.38	0.75	B	-3 %
3 - Eversley Road (NE)		3.3	10.39	0.77	B	[1 - A327 Eversley Road (SW)]		2.0	7.50	0.66	A	[1 - A327 Eversley Road (SW)]
1 - A327 Eversley Road (SW)		81.9	231.89	1.15	F			14.2	49.28	0.96	E	
	2040 - WSTM-SC3b											
2 - A327 Observer Way (NW)	D9	1.3	5.92	0.57	A	-15 %	D10	2.9	10.26	0.75	B	-3 %
3 - Eversley Road (NE)		3.4	10.68	0.77	B	[1 - A327 Eversley Road (SW)]		1.9	7.42	0.66	A	[1 - A327 Eversley Road (SW)]
1 - A327 Eversley Road (SW)		81.3	231.02	1.14	F			13.6	47.50	0.96	E	

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

File summary

File Description

Title	Base Model Observer Way/B3349 Roundabout
Location	Observer Way A327 / B3349 Roundabout
Site number	
Date	18/07/2025
Version	
Status	Existing
Identifier	
Client	Crest
Jobnumber	
Enumerator	I-TRANSPORTLM
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2040	WSTM-SC1	AM	ONE HOUR	07:45	09:15	15	✓
D4	2040	WSTM-SC1	PM	ONE HOUR	16:45	18:15	15	✓
D5	2040	WSTM-SC2	AM	ONE HOUR	07:45	09:15	15	✓
D6	2040	WSTM-SC2	PM	ONE HOUR	16:45	18:15	15	✓
D7	2040	WSTM-SC3a	AM	ONE HOUR	07:45	09:15	15	✓
D8	2040	WSTM-SC3a	PM	ONE HOUR	16:45	18:15	15	✓
D9	2040	WSTM-SC3b	AM	ONE HOUR	07:45	09:15	15	✓
D10	2040	WSTM-SC3b	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		2, 3, 1	13.47	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	9	2 - A327 Observer Way (NW)	13.47	B

Arms

Arms

Arm	Name	Description	No give-way line
2	A327 Observer Way (NW)		
3	Eversley Road (NE)		
1	A327 Eversley Road (SW)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
2 - A327 Observer Way (NW)	3.88	6.92	11.0	42.9	41.7	18.4		
3 - Eversley Road (NE)	4.01	6.85	15.9	24.6	41.7	24.8		
1 - A327 Eversley Road (SW)	3.22	6.86	8.0	29.1	41.7	26.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
2 - A327 Observer Way (NW)	0.672	1774
3 - Eversley Road (NE)	0.668	1810
1 - A327 Eversley Road (SW)	0.600	1465

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - A327 Observer Way (NW)		ONE HOUR	✓	1037	100.000
3 - Eversley Road (NE)		ONE HOUR	✓	814	100.000
1 - A327 Eversley Road (SW)		ONE HOUR	✓	881	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		2 - A327 Observer Way (NW)	3 - Eversley Road (NE)	1 - A327 Eversley Road (SW)
2 - A327 Observer Way (NW)		0	534	503
3 - Eversley Road (NE)		385	0	429
1 - A327 Eversley Road (SW)		389	492	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		2 - A327 Observer Way (NW)	3 - Eversley Road (NE)	1 - A327 Eversley Road (SW)
2 - A327 Observer Way (NW)		0	4	1
3 - Eversley Road (NE)		2	0	3
1 - A327 Eversley Road (SW)		2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - A327 Observer Way (NW)	0.83	15.70	4.8	C	952	1427
3 - Eversley Road (NE)	0.64	7.12	1.8	A	747	1120
1 - A327 Eversley Road (SW)	0.82	16.73	4.3	C	808	1213

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	781	195	368	1484	0.526	776	580	0.0	1.1	5.058	A
3 - Eversley Road (NE)	613	153	377	1518	0.404	610	768	0.0	0.7	3.954	A
1 - A327 Eversley Road (SW)	663	166	289	1264	0.525	659	698	0.0	1.1	5.910	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	932	233	441	1435	0.650	929	694	1.1	1.8	7.078	A
3 - Eversley Road (NE)	732	183	451	1469	0.498	731	919	0.7	1.0	4.868	A
1 - A327 Eversley Road (SW)	792	198	346	1229	0.644	789	836	1.1	1.8	8.127	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	1142	285	536	1371	0.833	1131	847	1.8	4.6	14.367	B
3 - Eversley Road (NE)	896	224	549	1405	0.638	893	1119	1.0	1.7	7.000	A
1 - A327 Eversley Road (SW)	970	242	422	1183	0.820	960	1019	1.8	4.2	15.518	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	1142	285	541	1368	0.835	1141	852	4.6	4.8	15.698	C
3 - Eversley Road (NE)	896	224	553	1401	0.640	896	1129	1.7	1.8	7.122	A
1 - A327 Eversley Road (SW)	970	242	424	1182	0.820	969	1026	4.2	4.3	16.729	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	932	233	448	1430	0.652	944	702	4.8	1.9	7.569	A
3 - Eversley Road (NE)	732	183	458	1464	0.500	735	934	1.8	1.0	4.954	A
1 - A327 Eversley Road (SW)	792	198	348	1228	0.645	802	845	4.3	1.9	8.632	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	781	195	372	1481	0.527	784	585	1.9	1.1	5.188	A
3 - Eversley Road (NE)	613	153	380	1515	0.404	614	776	1.0	0.7	4.000	A
1 - A327 Eversley Road (SW)	663	166	290	1263	0.525	666	704	1.9	1.1	6.068	A

D2 - 2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		2, 3, 1	8.19	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	17	1 - A327 Eversley Road (SW)	8.19	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - A327 Observer Way (NW)		ONE HOUR	✓	736	100.000
3 - Eversley Road (NE)		ONE HOUR	✓	851	100.000
1 - A327 Eversley Road (SW)		ONE HOUR	✓	809	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		2 - A327 Observer Way (NW)	3 - Eversley Road (NE)	1 - A327 Eversley Road (SW)
	2 - A327 Observer Way (NW)	0	340	396
	3 - Eversley Road (NE)	413	0	438
	1 - A327 Eversley Road (SW)	422	387	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		2 - A327 Observer Way (NW)	3 - Eversley Road (NE)	1 - A327 Eversley Road (SW)
	2 - A327 Observer Way (NW)	0	1	2
	3 - Eversley Road (NE)	0	0	0
	1 - A327 Eversley Road (SW)	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - A327 Observer Way (NW)	0.55	5.52	1.2	A	675	1013
3 - Eversley Road (NE)	0.62	6.25	1.6	A	781	1171
1 - A327 Eversley Road (SW)	0.76	12.64	3.1	B	742	1114

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	554	139	290	1553	0.357	552	625	0.0	0.6	3.588	A
3 - Eversley Road (NE)	641	160	297	1608	0.399	638	545	0.0	0.7	3.704	A
1 - A327 Eversley Road (SW)	609	152	310	1260	0.483	605	625	0.0	0.9	5.469	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	662	165	347	1515	0.437	661	749	0.6	0.8	4.210	A
3 - Eversley Road (NE)	765	191	356	1568	0.488	764	652	0.7	0.9	4.471	A
1 - A327 Eversley Road (SW)	727	182	371	1224	0.594	725	749	0.9	1.4	7.187	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	810	203	423	1464	0.554	809	915	0.8	1.2	5.477	A
3 - Eversley Road (NE)	937	234	435	1514	0.619	934	797	0.9	1.6	6.185	A
1 - A327 Eversley Road (SW)	891	223	453	1175	0.758	885	916	1.4	3.0	12.140	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	810	203	426	1462	0.554	810	919	1.2	1.2	5.523	A
3 - Eversley Road (NE)	937	234	436	1513	0.619	937	800	1.6	1.6	6.246	A
1 - A327 Eversley Road (SW)	891	223	455	1174	0.758	890	918	3.0	3.1	12.640	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	662	165	351	1512	0.438	663	755	1.2	0.8	4.251	A
3 - Eversley Road (NE)	765	191	357	1567	0.488	768	657	1.6	1.0	4.520	A
1 - A327 Eversley Road (SW)	727	182	373	1223	0.595	733	752	3.1	1.5	7.448	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	554	139	292	1551	0.357	555	630	0.8	0.6	3.615	A
3 - Eversley Road (NE)	641	160	299	1607	0.399	642	549	1.0	0.7	3.738	A
1 - A327 Eversley Road (SW)	609	152	312	1259	0.484	611	629	1.5	0.9	5.576	A

D3 - 2040 | WSTM-SC1 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		2, 3, 1	14.29	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	2	1 - A327 Eversley Road (SW)	14.29	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2040	WSTM-SC1	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - A327 Observer Way (NW)		ONE HOUR	✓	599	100.000
3 - Eversley Road (NE)		ONE HOUR	✓	877	100.000
1 - A327 Eversley Road (SW)		ONE HOUR	✓	889	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		2 - A327 Observer Way (NW)	3 - Eversley Road (NE)	1 - A327 Eversley Road (SW)
	2 - A327 Observer Way (NW)	0	280	319
	3 - Eversley Road (NE)	513	0	364
	1 - A327 Eversley Road (SW)	346	543	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		2 - A327 Observer Way (NW)	3 - Eversley Road (NE)	1 - A327 Eversley Road (SW)
	2 - A327 Observer Way (NW)	0	4	1
	3 - Eversley Road (NE)	2	0	3
	1 - A327 Eversley Road (SW)	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - A327 Observer Way (NW)	0.49	5.35	1.0	A	550	824
3 - Eversley Road (NE)	0.63	6.31	1.7	A	805	1207
1 - A327 Eversley Road (SW)	0.89	28.24	7.2	D	816	1224

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	451	113	406	1460	0.309	449	643	0.0	0.4	3.554	A
3 - Eversley Road (NE)	660	165	239	1610	0.410	657	616	0.0	0.7	3.769	A
1 - A327 Eversley Road (SW)	669	167	385	1206	0.555	664	512	0.0	1.2	6.588	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	538	135	486	1407	0.383	538	770	0.4	0.6	4.139	A
3 - Eversley Road (NE)	788	197	286	1579	0.499	787	737	0.7	1.0	4.542	A
1 - A327 Eversley Road (SW)	799	200	460	1160	0.689	796	613	1.2	2.1	9.766	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	660	165	587	1339	0.493	658	937	0.6	1.0	5.276	A
3 - Eversley Road (NE)	966	241	350	1536	0.628	963	895	1.0	1.7	6.246	A
1 - A327 Eversley Road (SW)	979	245	563	1099	0.891	961	750	2.1	6.6	23.606	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	660	165	596	1333	0.495	659	945	1.0	1.0	5.345	A
3 - Eversley Road (NE)	966	241	351	1536	0.629	966	904	1.7	1.7	6.307	A
1 - A327 Eversley Road (SW)	979	245	565	1098	0.892	976	752	6.6	7.2	28.242	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	538	135	500	1397	0.385	540	781	1.0	0.6	4.206	A
3 - Eversley Road (NE)	788	197	287	1578	0.500	791	753	1.7	1.0	4.591	A
1 - A327 Eversley Road (SW)	799	200	463	1159	0.689	819	616	7.2	2.3	11.150	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	451	113	411	1457	0.310	452	649	0.6	0.5	3.583	A
3 - Eversley Road (NE)	660	165	241	1609	0.410	661	622	1.0	0.7	3.806	A
1 - A327 Eversley Road (SW)	669	167	387	1205	0.556	673	515	2.3	1.3	6.827	A

D4 - 2040 | WSTM-SC1 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		2, 3, 1	7.84	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	22	1 - A327 Eversley Road (SW)	7.84	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2040	WSTM-SC1	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - A327 Observer Way (NW)		ONE HOUR	✓	796	100.000
3 - Eversley Road (NE)		ONE HOUR	✓	723	100.000
1 - A327 Eversley Road (SW)		ONE HOUR	✓	814	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		2 - A327 Observer Way (NW)	3 - Eversley Road (NE)	1 - A327 Eversley Road (SW)
From	2 - A327 Observer Way (NW)	0	329	467
	3 - Eversley Road (NE)	334	0	389
	1 - A327 Eversley Road (SW)	337	477	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		2 - A327 Observer Way (NW)	3 - Eversley Road (NE)	1 - A327 Eversley Road (SW)
From	2 - A327 Observer Way (NW)	0	1	2
	3 - Eversley Road (NE)	0	0	0
	1 - A327 Eversley Road (SW)	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - A327 Observer Way (NW)	0.63	6.94	1.7	A	730	1096
3 - Eversley Road (NE)	0.55	5.42	1.2	A	663	995
1 - A327 Eversley Road (SW)	0.73	10.86	2.7	B	747	1120

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	599	150	357	1507	0.398	597	503	0.0	0.7	3.942	A
3 - Eversley Road (NE)	544	136	350	1572	0.346	542	604	0.0	0.5	3.489	A
1 - A327 Eversley Road (SW)	613	153	250	1296	0.473	609	642	0.0	0.9	5.211	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	716	179	428	1460	0.490	714	602	0.7	1.0	4.819	A
3 - Eversley Road (NE)	650	162	419	1525	0.426	649	723	0.5	0.7	4.109	A
1 - A327 Eversley Road (SW)	732	183	300	1267	0.577	730	768	0.9	1.3	6.678	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	876	219	522	1397	0.627	874	736	1.0	1.7	6.841	A
3 - Eversley Road (NE)	796	199	513	1461	0.545	794	883	0.7	1.2	5.386	A
1 - A327 Eversley Road (SW)	896	224	367	1227	0.730	891	940	1.3	2.6	10.548	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	876	219	525	1395	0.628	876	739	1.7	1.7	6.936	A
3 - Eversley Road (NE)	796	199	514	1460	0.545	796	887	1.2	1.2	5.422	A
1 - A327 Eversley Road (SW)	896	224	368	1227	0.730	896	942	2.6	2.7	10.856	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	716	179	432	1457	0.491	718	606	1.7	1.0	4.890	A
3 - Eversley Road (NE)	650	162	421	1523	0.427	652	729	1.2	0.8	4.141	A
1 - A327 Eversley Road (SW)	732	183	301	1266	0.578	737	772	2.7	1.4	6.861	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	599	150	360	1505	0.398	601	506	1.0	0.7	3.985	A
3 - Eversley Road (NE)	544	136	352	1570	0.347	545	608	0.8	0.5	3.517	A
1 - A327 Eversley Road (SW)	613	153	252	1296	0.473	615	646	1.4	0.9	5.304	A

D5 - 2040 | WSTM-SC2 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		2, 3, 1	81.23	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-14	1 - A327 Eversley Road (SW)	81.23	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2040	WSTM-SC2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - A327 Observer Way (NW)		ONE HOUR	✓	715	100.000
3 - Eversley Road (NE)		ONE HOUR	✓	1000	100.000
1 - A327 Eversley Road (SW)		ONE HOUR	✓	1053	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		2 - A327 Observer Way (NW)	3 - Eversley Road (NE)	1 - A327 Eversley Road (SW)
From	2 - A327 Observer Way (NW)	0	339	376
	3 - Eversley Road (NE)	609	0	391
	1 - A327 Eversley Road (SW)	529	524	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		2 - A327 Observer Way (NW)	3 - Eversley Road (NE)	1 - A327 Eversley Road (SW)
From	2 - A327 Observer Way (NW)	0	4	1
	3 - Eversley Road (NE)	2	0	3
	1 - A327 Eversley Road (SW)	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - A327 Observer Way (NW)	0.57	5.99	1.3	A	656	984
3 - Eversley Road (NE)	0.74	9.12	2.7	A	918	1376
1 - A327 Eversley Road (SW)	1.12	201.34	71.5	F	966	1449

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	538	135	390	1470	0.366	536	850	0.0	0.6	3.843	A
3 - Eversley Road (NE)	753	188	282	1582	0.476	749	644	0.0	0.9	4.305	A
1 - A327 Eversley Road (SW)	793	198	456	1163	0.682	784	575	0.0	2.1	9.315	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	643	161	465	1420	0.453	642	1016	0.6	0.8	4.617	A
3 - Eversley Road (NE)	899	225	338	1545	0.582	897	769	0.9	1.4	5.535	A
1 - A327 Eversley Road (SW)	947	237	546	1109	0.854	935	688	2.1	5.1	19.391	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	787	197	508	1392	0.566	785	1180	0.8	1.3	5.920	A
3 - Eversley Road (NE)	1101	275	413	1496	0.736	1096	880	1.4	2.7	8.884	A
1 - A327 Eversley Road (SW)	1159	290	667	1036	1.119	1021	841	5.1	39.7	91.612	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	787	197	514	1388	0.567	787	1189	1.3	1.3	5.992	A
3 - Eversley Road (NE)	1101	275	414	1495	0.736	1101	887	2.7	2.7	9.119	A
1 - A327 Eversley Road (SW)	1159	290	670	1035	1.121	1032	844	39.7	71.5	201.343	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	643	161	543	1368	0.470	644	1099	1.3	0.9	4.985	A
3 - Eversley Road (NE)	899	225	339	1545	0.582	904	849	2.7	1.4	5.670	A
1 - A327 Eversley Road (SW)	947	237	551	1106	0.856	1091	692	71.5	35.4	178.607	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	538	135	460	1424	0.378	539	924	0.9	0.6	4.078	A
3 - Eversley Road (NE)	753	188	284	1581	0.476	755	716	1.4	0.9	4.370	A
1 - A327 Eversley Road (SW)	793	198	460	1161	0.683	925	579	35.4	2.3	25.241	D

D6 - 2040 | WSTM-SC2 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		2, 3, 1	18.41	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-1	1 - A327 Eversley Road (SW)	18.41	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2040	WSTM-SC2	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - A327 Observer Way (NW)		ONE HOUR	✓	917	100.000
3 - Eversley Road (NE)		ONE HOUR	✓	849	100.000
1 - A327 Eversley Road (SW)		ONE HOUR	✓	970	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		2 - A327 Observer Way (NW)	3 - Eversley Road (NE)	1 - A327 Eversley Road (SW)
From	2 - A327 Observer Way (NW)	0	408	509
	3 - Eversley Road (NE)	449	0	400
	1 - A327 Eversley Road (SW)	487	483	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		2 - A327 Observer Way (NW)	3 - Eversley Road (NE)	1 - A327 Eversley Road (SW)
From	2 - A327 Observer Way (NW)	0	1	2
	3 - Eversley Road (NE)	0	0	0
	1 - A327 Eversley Road (SW)	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - A327 Observer Way (NW)	0.72	9.37	2.6	A	841	1262
3 - Eversley Road (NE)	0.65	7.29	1.9	A	779	1169
1 - A327 Eversley Road (SW)	0.93	36.56	10.1	E	890	1335

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	690	173	361	1505	0.459	687	700	0.0	0.8	4.382	A
3 - Eversley Road (NE)	639	160	381	1550	0.412	636	667	0.0	0.7	3.927	A
1 - A327 Eversley Road (SW)	730	183	337	1244	0.587	725	681	0.0	1.4	6.856	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	824	206	432	1458	0.565	823	838	0.8	1.3	5.651	A
3 - Eversley Road (NE)	763	191	457	1499	0.509	762	798	0.7	1.0	4.875	A
1 - A327 Eversley Road (SW)	872	218	403	1205	0.724	868	816	1.4	2.5	10.520	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	1010	252	519	1399	0.721	1005	1016	1.3	2.5	9.010	A
3 - Eversley Road (NE)	935	234	558	1430	0.654	931	966	1.0	1.8	7.172	A
1 - A327 Eversley Road (SW)	1068	267	493	1152	0.927	1043	997	2.5	8.8	28.119	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	1010	252	529	1393	0.725	1009	1028	2.5	2.6	9.369	A
3 - Eversley Road (NE)	935	234	560	1428	0.654	935	978	1.8	1.9	7.288	A
1 - A327 Eversley Road (SW)	1068	267	494	1151	0.928	1063	1001	8.8	10.1	36.556	E

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	824	206	449	1446	0.570	829	858	2.6	1.3	5.878	A
3 - Eversley Road (NE)	763	191	460	1496	0.510	767	818	1.9	1.1	4.955	A
1 - A327 Eversley Road (SW)	872	218	405	1204	0.724	902	821	10.1	2.7	12.984	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	690	173	366	1502	0.460	692	708	1.3	0.9	4.459	A
3 - Eversley Road (NE)	639	160	384	1548	0.413	641	674	1.1	0.7	3.971	A
1 - A327 Eversley Road (SW)	730	183	339	1243	0.587	735	686	2.7	1.5	7.161	A

D7 - 2040 | WSTM-SC3a | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		2, 3, 1	91.95	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-15	1 - A327 Eversley Road (SW)	91.95	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2040	WSTM-SC3a	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - A327 Observer Way (NW)		ONE HOUR	✓	713	100.000
3 - Eversley Road (NE)		ONE HOUR	✓	1045	100.000
1 - A327 Eversley Road (SW)		ONE HOUR	✓	1052	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		2 - A327 Observer Way (NW)	3 - Eversley Road (NE)	1 - A327 Eversley Road (SW)
	2 - A327 Observer Way (NW)	0	338	375
	3 - Eversley Road (NE)	644	0	401
	1 - A327 Eversley Road (SW)	522	530	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		2 - A327 Observer Way (NW)	3 - Eversley Road (NE)	1 - A327 Eversley Road (SW)
	2 - A327 Observer Way (NW)	0	4	1
	3 - Eversley Road (NE)	2	0	3
	1 - A327 Eversley Road (SW)	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - A327 Observer Way (NW)	0.56	5.94	1.3	A	654	981
3 - Eversley Road (NE)	0.77	10.39	3.3	B	959	1438
1 - A327 Eversley Road (SW)	1.15	231.89	81.9	F	965	1448

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	537	134	395	1468	0.366	534	871	0.0	0.6	3.849	A
3 - Eversley Road (NE)	787	197	281	1583	0.497	783	648	0.0	1.0	4.480	A
1 - A327 Eversley Road (SW)	792	198	482	1147	0.690	783	582	0.0	2.2	9.675	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	641	160	470	1417	0.452	640	1040	0.6	0.8	4.625	A
3 - Eversley Road (NE)	939	235	337	1546	0.608	937	773	1.0	1.5	5.891	A
1 - A327 Eversley Road (SW)	946	236	578	1090	0.867	932	696	2.2	5.6	21.114	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	785	196	505	1394	0.563	783	1202	0.8	1.3	5.876	A
3 - Eversley Road (NE)	1151	288	412	1496	0.769	1144	876	1.5	3.2	10.026	B
1 - A327 Eversley Road (SW)	1158	290	705	1014	1.142	1002	851	5.6	44.8	102.985	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	785	196	509	1391	0.564	785	1210	1.3	1.3	5.938	A
3 - Eversley Road (NE)	1151	288	413	1496	0.769	1150	881	3.2	3.3	10.392	B
1 - A327 Eversley Road (SW)	1158	290	709	1012	1.145	1010	854	44.8	81.9	231.888	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	641	160	541	1370	0.468	643	1116	1.3	0.9	4.963	A
3 - Eversley Road (NE)	939	235	338	1545	0.608	946	846	3.3	1.6	6.076	A
1 - A327 Eversley Road (SW)	946	236	583	1087	0.870	1074	701	81.9	49.8	221.751	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	537	134	495	1401	0.383	538	973	0.9	0.6	4.178	A
3 - Eversley Road (NE)	787	197	283	1581	0.497	789	750	1.6	1.0	4.557	A
1 - A327 Eversley Road (SW)	792	198	486	1145	0.692	982	586	49.8	2.4	49.569	E

D8 - 2040 | WSTM-SC3a | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		2, 3, 1	23.41	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-3	1 - A327 Eversley Road (SW)	23.41	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2040	WSTM-SC3a	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - A327 Observer Way (NW)		ONE HOUR	✓	934	100.000
3 - Eversley Road (NE)		ONE HOUR	✓	863	100.000
1 - A327 Eversley Road (SW)		ONE HOUR	✓	994	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		2 - A327 Observer Way (NW)	3 - Eversley Road (NE)	1 - A327 Eversley Road (SW)
From	2 - A327 Observer Way (NW)	0	427	507
	3 - Eversley Road (NE)	464	0	399
	1 - A327 Eversley Road (SW)	482	512	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		2 - A327 Observer Way (NW)	3 - Eversley Road (NE)	1 - A327 Eversley Road (SW)
From	2 - A327 Observer Way (NW)	0	1	2
	3 - Eversley Road (NE)	0	0	0
	1 - A327 Eversley Road (SW)	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - A327 Observer Way (NW)	0.75	10.38	2.9	B	857	1286
3 - Eversley Road (NE)	0.66	7.50	2.0	A	792	1188
1 - A327 Eversley Road (SW)	0.96	49.28	14.2	E	912	1368

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	703	176	382	1491	0.472	700	708	0.0	0.9	4.529	A
3 - Eversley Road (NE)	650	162	380	1551	0.419	647	702	0.0	0.7	3.955	A
1 - A327 Eversley Road (SW)	748	187	348	1238	0.605	742	679	0.0	1.5	7.175	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	840	210	458	1441	0.583	838	847	0.9	1.4	5.950	A
3 - Eversley Road (NE)	776	194	455	1500	0.517	774	841	0.7	1.1	4.951	A
1 - A327 Eversley Road (SW)	894	223	416	1197	0.746	888	813	1.5	2.8	11.455	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	1028	257	546	1382	0.744	1023	1023	1.4	2.8	9.872	A
3 - Eversley Road (NE)	950	238	555	1432	0.664	947	1014	1.1	1.9	7.367	A
1 - A327 Eversley Road (SW)	1094	274	509	1143	0.958	1060	993	2.8	11.4	34.310	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	1028	257	558	1374	0.749	1028	1036	2.8	2.9	10.384	B
3 - Eversley Road (NE)	950	238	558	1430	0.664	950	1028	1.9	2.0	7.496	A
1 - A327 Eversley Road (SW)	1094	274	511	1142	0.959	1083	997	11.4	14.2	49.281	E

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	840	210	483	1424	0.590	845	874	2.9	1.5	6.283	A
3 - Eversley Road (NE)	776	194	459	1497	0.518	779	870	2.0	1.1	5.038	A
1 - A327 Eversley Road (SW)	894	223	419	1196	0.747	938	819	14.2	3.1	16.097	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	703	176	389	1487	0.473	705	716	1.5	0.9	4.618	A
3 - Eversley Road (NE)	650	162	383	1549	0.419	651	711	1.1	0.7	4.016	A
1 - A327 Eversley Road (SW)	748	187	350	1237	0.605	755	684	3.1	1.6	7.561	A

D9 - 2040 | WSTM-SC3b | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		2, 3, 1	91.31	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-15	1 - A327 Eversley Road (SW)	91.31	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2040	WSTM-SC3b	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - A327 Observer Way (NW)		ONE HOUR	✓	717	100.000
3 - Eversley Road (NE)		ONE HOUR	✓	1049	100.000
1 - A327 Eversley Road (SW)		ONE HOUR	✓	1048	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		2 - A327 Observer Way (NW)	3 - Eversley Road (NE)	1 - A327 Eversley Road (SW)
From	2 - A327 Observer Way (NW)	0	335	382
	3 - Eversley Road (NE)	649	0	400
	1 - A327 Eversley Road (SW)	527	521	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		2 - A327 Observer Way (NW)	3 - Eversley Road (NE)	1 - A327 Eversley Road (SW)
From	2 - A327 Observer Way (NW)	0	4	1
	3 - Eversley Road (NE)	2	0	3
	1 - A327 Eversley Road (SW)	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - A327 Observer Way (NW)	0.57	5.92	1.3	A	658	987
3 - Eversley Road (NE)	0.77	10.68	3.4	B	963	1444
1 - A327 Eversley Road (SW)	1.14	231.02	81.3	F	962	1442

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	540	135	388	1472	0.367	537	879	0.0	0.6	3.842	A
3 - Eversley Road (NE)	790	197	286	1579	0.500	786	639	0.0	1.0	4.515	A
1 - A327 Eversley Road (SW)	789	197	486	1145	0.689	780	586	0.0	2.1	9.658	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	645	161	462	1423	0.453	644	1049	0.6	0.8	4.613	A
3 - Eversley Road (NE)	943	236	343	1542	0.612	941	762	1.0	1.5	5.965	A
1 - A327 Eversley Road (SW)	942	236	582	1088	0.866	929	702	2.1	5.5	21.028	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	789	197	496	1400	0.564	788	1212	0.8	1.3	5.862	A
3 - Eversley Road (NE)	1155	289	420	1491	0.774	1148	864	1.5	3.3	10.280	B
1 - A327 Eversley Road (SW)	1154	288	710	1011	1.142	998	857	5.5	44.4	102.656	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	789	197	500	1397	0.565	789	1220	1.3	1.3	5.923	A
3 - Eversley Road (NE)	1155	289	421	1491	0.775	1155	869	3.3	3.4	10.680	B
1 - A327 Eversley Road (SW)	1154	288	714	1008	1.144	1006	861	44.4	81.3	231.025	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	645	161	532	1376	0.469	646	1126	1.3	0.9	4.945	A
3 - Eversley Road (NE)	943	236	344	1541	0.612	950	834	3.4	1.6	6.159	A
1 - A327 Eversley Road (SW)	942	236	588	1084	0.869	1071	707	81.3	49.0	220.082	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	540	135	485	1407	0.384	541	981	0.9	0.6	4.159	A
3 - Eversley Road (NE)	790	197	288	1578	0.500	792	738	1.6	1.0	4.593	A
1 - A327 Eversley Road (SW)	789	197	490	1143	0.690	976	590	49.0	2.4	47.914	E

D10 - 2040 | WSTM-SC3b | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		2, 3, 1	22.73	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-3	1 - A327 Eversley Road (SW)	22.73	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2040	WSTM-SC3b	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - A327 Observer Way (NW)		ONE HOUR	✓	932	100.000
3 - Eversley Road (NE)		ONE HOUR	✓	860	100.000
1 - A327 Eversley Road (SW)		ONE HOUR	✓	993	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		2 - A327 Observer Way (NW)	3 - Eversley Road (NE)	1 - A327 Eversley Road (SW)
From	2 - A327 Observer Way (NW)	0	427	505
	3 - Eversley Road (NE)	459	0	401
	1 - A327 Eversley Road (SW)	484	509	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		2 - A327 Observer Way (NW)	3 - Eversley Road (NE)	1 - A327 Eversley Road (SW)
From	2 - A327 Observer Way (NW)	0	1	2
	3 - Eversley Road (NE)	0	0	0
	1 - A327 Eversley Road (SW)	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - A327 Observer Way (NW)	0.75	10.26	2.9	B	855	1283
3 - Eversley Road (NE)	0.66	7.42	1.9	A	789	1184
1 - A327 Eversley Road (SW)	0.96	47.50	13.6	E	911	1367

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	702	175	380	1493	0.470	698	706	0.0	0.9	4.511	A
3 - Eversley Road (NE)	647	162	378	1552	0.417	645	700	0.0	0.7	3.954	A
1 - A327 Eversley Road (SW)	748	187	344	1240	0.603	742	679	0.0	1.5	7.139	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	838	209	455	1443	0.581	836	845	0.9	1.4	5.914	A
3 - Eversley Road (NE)	773	193	453	1501	0.515	772	838	0.7	1.0	4.924	A
1 - A327 Eversley Road (SW)	893	223	412	1200	0.744	888	813	1.5	2.8	11.333	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	1026	257	543	1383	0.742	1021	1020	1.4	2.8	9.771	A
3 - Eversley Road (NE)	947	237	553	1433	0.661	943	1011	1.0	1.9	7.298	A
1 - A327 Eversley Road (SW)	1093	273	504	1146	0.954	1060	993	2.8	11.1	33.465	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	1026	257	555	1376	0.746	1026	1033	2.8	2.9	10.264	B
3 - Eversley Road (NE)	947	237	556	1431	0.661	947	1025	1.9	1.9	7.422	A
1 - A327 Eversley Road (SW)	1093	273	505	1145	0.955	1083	997	11.1	13.6	47.497	E

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	838	209	479	1426	0.587	844	870	2.9	1.4	6.233	A
3 - Eversley Road (NE)	773	193	457	1499	0.516	777	866	1.9	1.1	5.007	A
1 - A327 Eversley Road (SW)	893	223	414	1199	0.745	935	819	13.6	3.1	15.611	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - A327 Observer Way (NW)	702	175	386	1488	0.471	704	714	1.4	0.9	4.602	A
3 - Eversley Road (NE)	647	162	381	1550	0.418	649	709	1.1	0.7	4.000	A
1 - A327 Eversley Road (SW)	748	187	346	1239	0.603	754	684	3.1	1.6	7.513	A

Junctions 11		
ARCADY 11 - Roundabout Module		
Version: 11.1.0.2307		
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Filename: Eversley Road_B3349_Baird Road Roundabout.j11

Path: L:\PROJECTS\11000 SERIES\11337 - Barkham Square Park\Tech\Junction Assessments\Arcady

Report generation date: 14/11/2025 17:20:04

»D1 - 2025 | Base | AM
 »D2 - 2025 | Base | PM
 »D3 - 2040 | WSTM-SC1 | AM
 »D4 - 2040 | WSTM-SC1 | PM
 »D5 - 2040 | WSTM-SC2 | AM
 »D6 - 2040 | WSTM-SC2 | PM
 »D7 - 2040 | WSTM-SC3a | AM
 »D8 - 2040 | WSTM-SC3a | PM
 »D9 - 2040 | WSTM-SC3b | AM
 »D10 - 2040 | WSTM-SC3b | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025 - Base											
1 - Eversley Road (N)	D1	0.8	7.10	0.46	A	24 % [2 - B3349 Langley Common Road]	D2	0.9	7.16	0.48	A	27 % [2 - B3349 Langley Common Road]
2 - B3349 Langley Common Road		2.5	10.67	0.72	B			2.0	9.70	0.67	A	
3 - Baird Road		0.7	9.71	0.40	A			0.3	6.98	0.25	A	
4 - Eversley Road (W)		2.1	7.47	0.68	A			1.3	5.29	0.57	A	
	2040 - WSTM-SC1											
1 - Eversley Road (N)	D3	0.7	5.96	0.41	A	39 % [2 - B3349 Langley Common Road]	D4	0.6	6.10	0.38	A	61 % [1 - Eversley Road (N)]
2 - B3349 Langley Common Road		1.7	7.97	0.63	A			1.0	5.88	0.50	A	
3 - Baird Road		0.1	6.27	0.08	A			0.0	4.94	0.01	A	
4 - Eversley Road (W)		1.2	4.87	0.55	A			1.1	4.39	0.52	A	
	2040 - WSTM-SC2											
1 - Eversley Road (N)	D5	1.0	7.39	0.50	A	12 % [2 - B3349 Langley Common Road]	D6	0.9	7.43	0.46	A	32 % [2 - B3349 Langley Common Road]
2 - B3349 Langley Common Road		4.0	15.29	0.81	C			2.0	8.86	0.67	A	
3 - Baird Road		0.2	8.49	0.15	A			0.0	5.93	0.02	A	
4 - Eversley Road (W)		1.5	5.83	0.61	A			1.4	5.33	0.59	A	
	2040 - WSTM-SC3a											
1 - Eversley Road (N)	D7	1.0	7.48	0.50	A	10 % [2 - B3349 Langley Common Road]	D8	1.0	8.25	0.50	A	29 % [2 - B3349 Langley Common Road]
2 - B3349 Langley Common Road		4.7	17.43	0.83	C			2.1	9.40	0.68	A	
3 - Baird Road		0.3	9.62	0.22	A			0.0	6.06	0.02	A	
4 - Eversley Road (W)		1.6	5.96	0.61	A			1.7	5.83	0.63	A	
	2040 - WSTM-SC3b											
1 - Eversley Road (N)	D9	1.0	7.34	0.49	A	9 % [2 - B3349 Langley Common Road]	D10	1.0	8.08	0.49	A	30 % [2 - B3349 Langley Common Road]
2 - B3349 Langley Common Road		4.9	18.22	0.84	C			2.1	9.20	0.68	A	
3 - Baird Road		0.3	9.53	0.21	A			0.0	6.01	0.02	A	
4 - Eversley Road (W)		1.5	5.80	0.60	A			1.6	5.79	0.62	A	

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

File summary

File Description

Title	Eversley Road / B3349 Roundabout
Location	Eversley Road/Langley Common Road roundabout
Site number	
Date	18/07/2025
Version	
Status	Existing
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORTLM
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2040	WSTM-SC1	AM	ONE HOUR	07:45	09:15	15	✓
D4	2040	WSTM-SC1	PM	ONE HOUR	16:45	18:15	15	✓
D5	2040	WSTM-SC2	AM	ONE HOUR	07:45	09:15	15	✓
D6	2040	WSTM-SC2	PM	ONE HOUR	16:45	18:15	15	✓
D7	2040	WSTM-SC3a	AM	ONE HOUR	07:45	09:15	15	✓
D8	2040	WSTM-SC3a	PM	ONE HOUR	16:45	18:15	15	✓
D9	2040	WSTM-SC3b	AM	ONE HOUR	07:45	09:15	15	✓
D10	2040	WSTM-SC3b	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.70	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	24	2 - B3349 Langley Common Road	8.70	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Eversley Road (N)		
2	B3349 Langley Common Road		
3	Baird Road		
4	Eversley Road (W)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Eversley Road (N)	2.77	5.53	13.0	24.9	36.0	15.5		
2 - B3349 Langley Common Road	3.68	5.45	10.8	10.0	36.0	27.1		
3 - Baird Road	3.68	4.04	9.6	18.0	36.0	23.0		
4 - Eversley Road (W)	3.76	6.13	27.3	29.1	36.0	21.1		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Eversley Road (N)	0.611	1418
2 - B3349 Langley Common Road	0.579	1410
3 - Baird Road	0.562	1235
4 - Eversley Road (W)	0.680	1780

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Eversley Road (N)		ONE HOUR	✓	392	100.000
2 - B3349 Langley Common Road		ONE HOUR	✓	777	100.000
3 - Baird Road		ONE HOUR	✓	223	100.000
4 - Eversley Road (W)		ONE HOUR	✓	929	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - Eversley Road (N)	2 - B3349 Langley Common Road	3 - Baird Road	4 - Eversley Road (W)
1 - Eversley Road (N)		1	142	25	224
2 - B3349 Langley Common Road		196	1	30	550
3 - Baird Road		59	61	0	103
4 - Eversley Road (W)		318	559	52	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Eversley Road (N)	2 - B3349 Langley Common Road	3 - Baird Road	4 - Eversley Road (W)
1 - Eversley Road (N)		0	3	0	0.70
2 - B3349 Langley Common Road		1	0	7	2
3 - Baird Road		0	2	0	2
4 - Eversley Road (W)		1	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Eversley Road (N)	0.46	7.10	0.8	A	360	540
2 - B3349 Langley Common Road	0.72	10.67	2.5	B	713	1069
3 - Baird Road	0.40	9.71	0.7	A	205	307
4 - Eversley Road (W)	0.68	7.47	2.1	A	852	1279

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	295	74	504	1086	0.272	294	430	0.0	0.4	4.536	A
2 - B3349 Langley Common Road	585	146	226	1253	0.467	582	572	0.0	0.9	5.335	A
3 - Baird Road	168	42	728	809	0.208	167	80	0.0	0.3	5.599	A
4 - Eversley Road (W)	699	175	238	1579	0.443	696	656	0.0	0.8	4.062	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	352	88	604	1024	0.344	352	515	0.4	0.5	5.351	A
2 - B3349 Langley Common Road	699	175	271	1227	0.569	697	685	0.9	1.3	6.763	A
3 - Baird Road	200	50	872	728	0.276	200	96	0.3	0.4	6.817	A
4 - Eversley Road (W)	835	209	285	1548	0.540	834	787	0.8	1.2	5.033	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	432	108	738	940	0.459	430	629	0.5	0.8	7.040	A
2 - B3349 Langley Common Road	855	214	331	1193	0.717	851	837	1.3	2.4	10.397	B
3 - Baird Road	246	61	1065	619	0.397	244	117	0.4	0.6	9.583	A
4 - Eversley Road (W)	1023	256	348	1505	0.680	1019	961	1.2	2.1	7.352	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	432	108	741	939	0.460	432	632	0.8	0.8	7.095	A
2 - B3349 Langley Common Road	855	214	332	1192	0.718	855	840	2.4	2.5	10.674	B
3 - Baird Road	246	61	1070	616	0.398	245	118	0.6	0.7	9.708	A
4 - Eversley Road (W)	1023	256	350	1504	0.680	1023	965	2.1	2.1	7.475	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	352	88	608	1022	0.345	354	519	0.8	0.5	5.398	A
2 - B3349 Langley Common Road	699	175	272	1227	0.570	703	689	2.5	1.3	6.938	A
3 - Baird Road	200	50	879	724	0.277	202	97	0.7	0.4	6.911	A
4 - Eversley Road (W)	835	209	288	1546	0.540	839	793	2.1	1.2	5.116	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	295	74	508	1084	0.272	296	433	0.5	0.4	4.573	A
2 - B3349 Langley Common Road	585	146	228	1252	0.467	587	576	1.3	0.9	5.426	A
3 - Baird Road	168	42	734	805	0.209	168	81	0.4	0.3	5.657	A
4 - Eversley Road (W)	699	175	240	1578	0.443	701	662	1.2	0.8	4.114	A

D2 - 2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.25	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	27	2 - B3349 Langley Common Road	7.25	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Eversley Road (N)		ONE HOUR	✓	429	100.000
2 - B3349 Langley Common Road		ONE HOUR	✓	693	100.000
3 - Baird Road		ONE HOUR	✓	152	100.000
4 - Eversley Road (W)		ONE HOUR	✓	835	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Eversley Road (N)	2 - B3349 Langley Common Road	3 - Baird Road	4 - Eversley Road (W)
From	1 - Eversley Road (N)	0	123	56	250
	2 - B3349 Langley Common Road	141	1	63	488
	3 - Baird Road	30	51	0	71
	4 - Eversley Road (W)	243	492	99	1

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Eversley Road (N)	2 - B3349 Langley Common Road	3 - Baird Road	4 - Eversley Road (W)
From	1 - Eversley Road (N)	0	0	0	1
	2 - B3349 Langley Common Road	0	0	0	2
	3 - Baird Road	0	0	0	0
	4 - Eversley Road (W)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Eversley Road (N)	0.48	7.16	0.9	A	394	590
2 - B3349 Langley Common Road	0.67	9.70	2.0	A	636	954
3 - Baird Road	0.25	6.98	0.3	A	139	209
4 - Eversley Road (W)	0.57	5.29	1.3	A	766	1149

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	323	81	483	1114	0.290	321	310	0.0	0.4	4.535	A
2 - B3349 Langley Common Road	522	130	304	1216	0.429	519	500	0.0	0.7	5.145	A
3 - Baird Road	114	29	660	860	0.133	114	163	0.0	0.2	4.822	A
4 - Eversley Road (W)	629	157	167	1652	0.381	626	606	0.0	0.6	3.500	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	386	96	578	1055	0.365	385	372	0.4	0.6	5.365	A
2 - B3349 Langley Common Road	623	156	364	1181	0.528	622	599	0.7	1.1	6.417	A
3 - Baird Road	137	34	790	785	0.174	136	196	0.2	0.2	5.547	A
4 - Eversley Road (W)	751	188	200	1630	0.461	750	727	0.6	0.8	4.086	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	472	118	708	976	0.484	471	454	0.6	0.9	7.106	A
2 - B3349 Langley Common Road	763	191	446	1134	0.673	759	733	1.1	2.0	9.513	A
3 - Baird Road	167	42	966	685	0.244	167	239	0.2	0.3	6.939	A
4 - Eversley Road (W)	919	230	245	1600	0.575	917	888	0.8	1.3	5.261	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	472	118	709	975	0.484	472	456	0.9	0.9	7.159	A
2 - B3349 Langley Common Road	763	191	447	1134	0.673	763	734	2.0	2.0	9.704	A
3 - Baird Road	167	42	970	683	0.245	167	240	0.3	0.3	6.981	A
4 - Eversley Road (W)	919	230	245	1599	0.575	919	892	1.3	1.3	5.295	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	386	96	580	1054	0.366	387	374	0.9	0.6	5.409	A
2 - B3349 Langley Common Road	623	156	366	1180	0.528	627	601	2.0	1.1	6.545	A
3 - Baird Road	137	34	796	782	0.175	137	197	0.3	0.2	5.587	A
4 - Eversley Road (W)	751	188	201	1629	0.461	753	732	1.3	0.9	4.117	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	323	81	486	1112	0.290	324	312	0.6	0.4	4.572	A
2 - B3349 Langley Common Road	522	130	306	1214	0.430	523	503	1.1	0.8	5.219	A
3 - Baird Road	114	29	665	857	0.134	115	164	0.2	0.2	4.853	A
4 - Eversley Road (W)	629	157	168	1651	0.381	630	611	0.9	0.6	3.526	A

D3 - 2040 | WSTM-SC1 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.22	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	39	2 - B3349 Langley Common Road	6.22	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2040	WSTM-SC1	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Eversley Road (N)		ONE HOUR	✓	383	100.000
2 - B3349 Langley Common Road		ONE HOUR	✓	692	100.000
3 - Baird Road		ONE HOUR	✓	46	100.000
4 - Eversley Road (W)		ONE HOUR	✓	823	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Eversley Road (N)	2 - B3349 Langley Common Road	3 - Baird Road	4 - Eversley Road (W)
From	1 - Eversley Road (N)	0	113	2	268
	2 - B3349 Langley Common Road	99	0	1	592
	3 - Baird Road	16	13	0	17
	4 - Eversley Road (W)	289	533	1	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Eversley Road (N)	2 - B3349 Langley Common Road	3 - Baird Road	4 - Eversley Road (W)
	From				
	1 - Eversley Road (N)	0	3	0	0.70
	2 - B3349 Langley Common Road	1	0	7	2
	3 - Baird Road	0	2	0	2
	4 - Eversley Road (W)	1	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Eversley Road (N)	0.41	5.96	0.7	A	351	527
2 - B3349 Langley Common Road	0.63	7.97	1.7	A	635	952
3 - Baird Road	0.08	6.27	0.1	A	42	63
4 - Eversley Road (W)	0.55	4.87	1.2	A	755	1133

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	288	72	410	1145	0.252	287	303	0.0	0.3	4.189	A
2 - B3349 Langley Common Road	521	130	203	1268	0.411	518	494	0.0	0.7	4.785	A
3 - Baird Road	35	9	718	815	0.042	34	3	0.0	0.0	4.610	A
4 - Eversley Road (W)	620	155	96	1676	0.370	617	657	0.0	0.6	3.394	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	344	86	491	1095	0.314	344	363	0.3	0.5	4.790	A
2 - B3349 Langley Common Road	622	156	243	1245	0.500	621	592	0.7	1.0	5.759	A
3 - Baird Road	41	10	861	735	0.056	41	4	0.0	0.1	5.189	A
4 - Eversley Road (W)	740	185	115	1663	0.445	739	787	0.6	0.8	3.893	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	422	105	601	1027	0.411	421	444	0.5	0.7	5.943	A
2 - B3349 Langley Common Road	762	190	298	1214	0.628	759	724	1.0	1.6	7.875	A
3 - Baird Road	51	13	1053	627	0.081	51	4	0.1	0.1	6.244	A
4 - Eversley Road (W)	906	227	140	1646	0.551	904	963	0.8	1.2	4.845	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	422	105	602	1026	0.411	422	445	0.7	0.7	5.958	A
2 - B3349 Langley Common Road	762	190	298	1213	0.628	762	726	1.6	1.7	7.969	A
3 - Baird Road	51	13	1056	625	0.081	51	4	0.1	0.1	6.266	A
4 - Eversley Road (W)	906	227	141	1646	0.551	906	966	1.2	1.2	4.868	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	344	86	493	1094	0.315	345	364	0.7	0.5	4.816	A
2 - B3349 Langley Common Road	622	156	244	1244	0.500	625	594	1.7	1.0	5.833	A
3 - Baird Road	41	10	865	732	0.056	41	4	0.1	0.1	5.211	A
4 - Eversley Road (W)	740	185	116	1663	0.445	742	791	1.2	0.8	3.916	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	288	72	412	1144	0.252	289	305	0.5	0.3	4.214	A
2 - B3349 Langley Common Road	521	130	204	1267	0.411	522	497	1.0	0.7	4.839	A
3 - Baird Road	35	9	724	812	0.043	35	3	0.1	0.0	4.632	A
4 - Eversley Road (W)	620	155	97	1675	0.370	620	662	0.8	0.6	3.417	A

D4 - 2040 | WSTM-SC1 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.21	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	61	1 - Eversley Road (N)	5.21	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2040	WSTM-SC1	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Eversley Road (N)		ONE HOUR	✓	332	100.000
2 - B3349 Langley Common Road		ONE HOUR	✓	551	100.000
3 - Baird Road		ONE HOUR	✓	10	100.000
4 - Eversley Road (W)		ONE HOUR	✓	805	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Eversley Road (N)	2 - B3349 Langley Common Road	3 - Baird Road	4 - Eversley Road (W)
From	1 - Eversley Road (N)	0	79	8	245
	2 - B3349 Langley Common Road	73	0	6	472
	3 - Baird Road	2	2	0	6
	4 - Eversley Road (W)	138	656	11	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Eversley Road (N)	2 - B3349 Langley Common Road	3 - Baird Road	4 - Eversley Road (W)
	From				
	1 - Eversley Road (N)	0	0	0	1
	2 - B3349 Langley Common Road	0	0	0	2
	3 - Baird Road	0	0	0	0
	4 - Eversley Road (W)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Eversley Road (N)	0.38	6.10	0.6	A	305	457
2 - B3349 Langley Common Road	0.50	5.88	1.0	A	506	758
3 - Baird Road	0.01	4.94	0.0	A	9	14
4 - Eversley Road (W)	0.52	4.39	1.1	A	739	1108

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	250	62	502	1100	0.227	249	160	0.0	0.3	4.226	A
2 - B3349 Langley Common Road	415	104	198	1273	0.326	413	553	0.0	0.5	4.178	A
3 - Baird Road	8	2	592	898	0.008	7	19	0.0	0.0	4.043	A
4 - Eversley Road (W)	606	152	58	1724	0.352	604	542	0.0	0.5	3.209	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	298	75	601	1039	0.287	298	191	0.3	0.4	4.855	A
2 - B3349 Langley Common Road	495	124	237	1250	0.396	495	662	0.5	0.7	4.761	A
3 - Baird Road	9	2	709	831	0.011	9	22	0.0	0.0	4.379	A
4 - Eversley Road (W)	724	181	69	1716	0.422	723	649	0.5	0.7	3.623	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	366	91	735	957	0.382	365	234	0.4	0.6	6.074	A
2 - B3349 Langley Common Road	607	152	290	1220	0.497	605	810	0.7	1.0	5.849	A
3 - Baird Road	11	3	868	741	0.015	11	27	0.0	0.0	4.934	A
4 - Eversley Road (W)	886	222	85	1706	0.520	885	794	0.7	1.1	4.378	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	366	91	737	956	0.382	366	235	0.6	0.6	6.098	A
2 - B3349 Langley Common Road	607	152	291	1219	0.498	607	811	1.0	1.0	5.876	A
3 - Baird Road	11	3	870	739	0.015	11	28	0.0	0.0	4.941	A
4 - Eversley Road (W)	886	222	85	1706	0.520	886	796	1.1	1.1	4.393	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	298	75	603	1038	0.288	299	192	0.6	0.4	4.878	A
2 - B3349 Langley Common Road	495	124	238	1250	0.396	497	664	1.0	0.7	4.791	A
3 - Baird Road	9	2	712	829	0.011	9	23	0.0	0.0	4.388	A
4 - Eversley Road (W)	724	181	69	1716	0.422	725	652	1.1	0.7	3.636	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	250	62	504	1098	0.228	250	161	0.4	0.3	4.248	A
2 - B3349 Langley Common Road	415	104	199	1272	0.326	416	556	0.7	0.5	4.208	A
3 - Baird Road	8	2	596	896	0.008	8	19	0.0	0.0	4.053	A
4 - Eversley Road (W)	606	152	58	1724	0.352	607	545	0.7	0.5	3.227	A

D5 - 2040 | WSTM-SC2 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.92	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	12	2 - B3349 Langley Common Road	9.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2040	WSTM-SC2	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Eversley Road (N)		ONE HOUR	✓	435	100.000
2 - B3349 Langley Common Road		ONE HOUR	✓	883	100.000
3 - Baird Road		ONE HOUR	✓	68	100.000
4 - Eversley Road (W)		ONE HOUR	✓	862	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Eversley Road (N)	2 - B3349 Langley Common Road	3 - Baird Road	4 - Eversley Road (W)
From	1 - Eversley Road (N)	0	151	2	282
	2 - B3349 Langley Common Road	192	0	1	690
	3 - Baird Road	26	14	0	28
	4 - Eversley Road (W)	243	618	1	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - Eversley Road (N)	2 - B3349 Langley Common Road	3 - Baird Road	4 - Eversley Road (W)
	1 - Eversley Road (N)	0	3	0	0.70
	2 - B3349 Langley Common Road	1	0	7	2
	3 - Baird Road	0	2	0	2
	4 - Eversley Road (W)	1	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Eversley Road (N)	0.50	7.39	1.0	A	399	599
2 - B3349 Langley Common Road	0.81	15.29	4.0	C	810	1215
3 - Baird Road	0.15	8.49	0.2	A	62	94
4 - Eversley Road (W)	0.61	5.83	1.5	A	791	1186

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	327	82	475	1104	0.297	326	345	0.0	0.4	4.616	A
2 - B3349 Langley Common Road	665	166	213	1263	0.526	660	587	0.0	1.1	5.932	A
3 - Baird Road	51	13	871	730	0.070	51	3	0.0	0.1	5.300	A
4 - Eversley Road (W)	649	162	174	1622	0.400	646	748	0.0	0.7	3.683	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	391	98	568	1046	0.374	390	414	0.4	0.6	5.485	A
2 - B3349 Langley Common Road	794	198	256	1239	0.641	791	703	1.1	1.7	7.998	A
3 - Baird Road	61	15	1043	633	0.097	61	4	0.1	0.1	6.297	A
4 - Eversley Road (W)	775	194	208	1598	0.485	774	896	0.7	0.9	4.360	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	479	120	695	967	0.495	477	505	0.6	1.0	7.330	A
2 - B3349 Langley Common Road	972	243	313	1206	0.806	964	860	1.7	3.8	14.378	B
3 - Baird Road	75	19	1272	504	0.149	75	4	0.1	0.2	8.386	A
4 - Eversley Road (W)	949	237	253	1568	0.605	947	1093	0.9	1.5	5.773	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	479	120	697	966	0.496	479	507	1.0	1.0	7.389	A
2 - B3349 Langley Common Road	972	243	314	1205	0.807	972	862	3.8	4.0	15.292	C
3 - Baird Road	75	19	1281	499	0.150	75	4	0.2	0.2	8.494	A
4 - Eversley Road (W)	949	237	255	1567	0.606	949	1101	1.5	1.5	5.828	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	391	98	571	1044	0.374	393	417	1.0	0.6	5.534	A
2 - B3349 Langley Common Road	794	198	257	1238	0.641	802	706	4.0	1.8	8.424	A
3 - Baird Road	61	15	1056	625	0.098	61	4	0.2	0.1	6.385	A
4 - Eversley Road (W)	775	194	211	1597	0.485	777	907	1.5	1.0	4.405	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	327	82	477	1102	0.297	328	348	0.6	0.4	4.655	A
2 - B3349 Langley Common Road	665	166	215	1262	0.527	668	591	1.8	1.1	6.085	A
3 - Baird Road	51	13	880	725	0.071	51	3	0.1	0.1	5.347	A
4 - Eversley Road (W)	649	162	175	1620	0.401	650	756	1.0	0.7	3.716	A

D6 - 2040 | WSTM-SC2 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.02	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	32	2 - B3349 Langley Common Road	7.02	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2040	WSTM-SC2	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Eversley Road (N)		ONE HOUR	✓	381	100.000
2 - B3349 Langley Common Road		ONE HOUR	✓	734	100.000
3 - Baird Road		ONE HOUR	✓	12	100.000
4 - Eversley Road (W)		ONE HOUR	✓	891	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Eversley Road (N)	2 - B3349 Langley Common Road	3 - Baird Road	4 - Eversley Road (W)
From	1 - Eversley Road (N)	0	119	10	252
	2 - B3349 Langley Common Road	137	0	6	591
	3 - Baird Road	3	3	0	6
	4 - Eversley Road (W)	147	732	12	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Eversley Road (N)	2 - B3349 Langley Common Road	3 - Baird Road	4 - Eversley Road (W)
From	1 - Eversley Road (N)	0	0	0	1
	2 - B3349 Langley Common Road	0	0	0	2
	3 - Baird Road	0	0	0	0
	4 - Eversley Road (W)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Eversley Road (N)	0.46	7.43	0.9	A	350	524
2 - B3349 Langley Common Road	0.67	8.86	2.0	A	674	1010
3 - Baird Road	0.02	5.93	0.0	A	11	17
4 - Eversley Road (W)	0.59	5.33	1.4	A	818	1226

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	287	72	560	1065	0.269	285	215	0.0	0.4	4.611	A
2 - B3349 Langley Common Road	553	138	205	1270	0.435	550	640	0.0	0.8	4.978	A
3 - Baird Road	9	2	734	817	0.011	9	21	0.0	0.0	4.454	A
4 - Eversley Road (W)	671	168	107	1691	0.397	668	636	0.0	0.7	3.512	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	343	86	671	997	0.344	342	258	0.4	0.5	5.491	A
2 - B3349 Langley Common Road	660	165	246	1246	0.529	658	767	0.8	1.1	6.109	A
3 - Baird Road	11	3	879	734	0.015	11	25	0.0	0.0	4.975	A
4 - Eversley Road (W)	801	200	128	1676	0.478	800	762	0.7	0.9	4.104	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	419	105	821	905	0.464	418	315	0.5	0.9	7.374	A
2 - B3349 Langley Common Road	808	202	301	1215	0.665	805	938	1.1	1.9	8.713	A
3 - Baird Road	13	3	1075	623	0.021	13	31	0.0	0.0	5.905	A
4 - Eversley Road (W)	981	245	157	1657	0.592	979	931	0.9	1.4	5.292	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	419	105	822	904	0.464	419	316	0.9	0.9	7.430	A
2 - B3349 Langley Common Road	808	202	302	1214	0.666	808	940	1.9	2.0	8.858	A
3 - Baird Road	13	3	1079	620	0.021	13	31	0.0	0.0	5.927	A
4 - Eversley Road (W)	981	245	157	1657	0.592	981	935	1.4	1.4	5.326	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	343	86	673	995	0.344	344	259	0.9	0.5	5.535	A
2 - B3349 Langley Common Road	660	165	247	1245	0.530	663	770	2.0	1.1	6.218	A
3 - Baird Road	11	3	885	731	0.015	11	25	0.0	0.0	4.999	A
4 - Eversley Road (W)	801	200	129	1676	0.478	803	767	1.4	0.9	4.134	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	287	72	563	1063	0.270	287	217	0.5	0.4	4.648	A
2 - B3349 Langley Common Road	553	138	207	1269	0.436	554	644	1.1	0.8	5.048	A
3 - Baird Road	9	2	740	814	0.011	9	21	0.0	0.0	4.473	A
4 - Eversley Road (W)	671	168	108	1690	0.397	672	641	0.9	0.7	3.540	A

D7 - 2040 | WSTM-SC3a | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	10.91	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	10	2 - B3349 Langley Common Road	10.91	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2040	WSTM-SC3a	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Eversley Road (N)		ONE HOUR	✓	439	100.000
2 - B3349 Langley Common Road		ONE HOUR	✓	910	100.000
3 - Baird Road		ONE HOUR	✓	98	100.000
4 - Eversley Road (W)		ONE HOUR	✓	867	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - Eversley Road (N)	2 - B3349 Langley Common Road	3 - Baird Road	4 - Eversley Road (W)
	1 - Eversley Road (N)	0	155	2	282
	2 - B3349 Langley Common Road	192	0	1	717
	3 - Baird Road	37	15	0	46
	4 - Eversley Road (W)	247	619	1	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - Eversley Road (N)	2 - B3349 Langley Common Road	3 - Baird Road	4 - Eversley Road (W)
	1 - Eversley Road (N)	0	3	0	0.70
	2 - B3349 Langley Common Road	1	0	7	2
	3 - Baird Road	0	2	0	2
	4 - Eversley Road (W)	1	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Eversley Road (N)	0.50	7.48	1.0	A	403	604
2 - B3349 Langley Common Road	0.83	17.43	4.7	C	835	1253
3 - Baird Road	0.22	9.62	0.3	A	90	135
4 - Eversley Road (W)	0.61	5.96	1.6	A	796	1193

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	331	83	476	1103	0.300	329	356	0.0	0.4	4.638	A
2 - B3349 Langley Common Road	685	171	213	1263	0.542	680	591	0.0	1.2	6.132	A
3 - Baird Road	74	18	891	718	0.103	73	3	0.0	0.1	5.578	A
4 - Eversley Road (W)	653	163	182	1616	0.404	650	782	0.0	0.7	3.717	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	395	99	570	1045	0.378	394	427	0.4	0.6	5.525	A
2 - B3349 Langley Common Road	818	205	256	1239	0.660	815	708	1.2	1.9	8.442	A
3 - Baird Road	88	22	1067	619	0.142	88	4	0.1	0.2	6.779	A
4 - Eversley Road (W)	779	195	219	1591	0.490	778	937	0.7	1.0	4.420	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	483	121	697	966	0.501	482	521	0.6	1.0	7.415	A
2 - B3349 Langley Common Road	1002	250	313	1206	0.831	992	866	1.9	4.5	16.076	C
3 - Baird Road	108	27	1300	488	0.221	107	4	0.2	0.3	9.454	A
4 - Eversley Road (W)	955	239	266	1560	0.612	952	1141	1.0	1.6	5.903	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	483	121	699	965	0.501	483	524	1.0	1.0	7.479	A
2 - B3349 Langley Common Road	1002	250	314	1205	0.831	1001	869	4.5	4.7	17.432	C
3 - Baird Road	108	27	1310	482	0.224	108	4	0.3	0.3	9.624	A
4 - Eversley Road (W)	955	239	268	1558	0.613	955	1150	1.6	1.6	5.965	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	395	99	573	1043	0.378	396	431	1.0	0.6	5.578	A
2 - B3349 Langley Common Road	818	205	257	1238	0.661	829	712	4.7	2.0	9.019	A
3 - Baird Road	88	22	1082	610	0.144	89	4	0.3	0.2	6.905	A
4 - Eversley Road (W)	779	195	222	1589	0.490	782	949	1.6	1.0	4.472	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	331	83	479	1101	0.300	331	359	0.6	0.4	4.680	A
2 - B3349 Langley Common Road	685	171	215	1262	0.543	688	595	2.0	1.2	6.311	A
3 - Baird Road	74	18	900	713	0.103	74	3	0.2	0.1	5.637	A
4 - Eversley Road (W)	653	163	184	1614	0.404	654	790	1.0	0.7	3.751	A

D8 - 2040 | WSTM-SC3a | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.57	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	29	2 - B3349 Langley Common Road	7.57	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2040	WSTM-SC3a	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Eversley Road (N)		ONE HOUR	✓	396	100.000
2 - B3349 Langley Common Road		ONE HOUR	✓	753	100.000
3 - Baird Road		ONE HOUR	✓	12	100.000
4 - Eversley Road (W)		ONE HOUR	✓	939	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Eversley Road (N)	2 - B3349 Langley Common Road	3 - Baird Road	4 - Eversley Road (W)
From	1 - Eversley Road (N)	0	130	10	256
	2 - B3349 Langley Common Road	144	0	7	602
	3 - Baird Road	3	3	0	6
	4 - Eversley Road (W)	148	779	12	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Eversley Road (N)	2 - B3349 Langley Common Road	3 - Baird Road	4 - Eversley Road (W)
From	1 - Eversley Road (N)	0	0	0	1
	2 - B3349 Langley Common Road	0	0	0	2
	3 - Baird Road	0	0	0	0
	4 - Eversley Road (W)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Eversley Road (N)	0.50	8.25	1.0	A	363	545
2 - B3349 Langley Common Road	0.68	9.40	2.1	A	691	1036
3 - Baird Road	0.02	6.06	0.0	A	11	17
4 - Eversley Road (W)	0.63	5.83	1.7	A	862	1292

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	298	75	595	1043	0.286	297	221	0.0	0.4	4.811	A
2 - B3349 Langley Common Road	567	142	208	1268	0.447	564	684	0.0	0.8	5.089	A
3 - Baird Road	9	2	750	808	0.011	9	22	0.0	0.0	4.506	A
4 - Eversley Road (W)	707	177	112	1687	0.419	704	647	0.0	0.7	3.651	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	356	89	713	971	0.367	355	265	0.4	0.6	5.839	A
2 - B3349 Langley Common Road	677	169	249	1244	0.544	675	819	0.8	1.2	6.311	A
3 - Baird Road	11	3	899	723	0.015	11	26	0.0	0.0	5.053	A
4 - Eversley Road (W)	844	211	135	1672	0.505	843	775	0.7	1.0	4.335	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	436	109	872	874	0.499	434	324	0.6	1.0	8.168	A
2 - B3349 Langley Common Road	829	207	305	1212	0.684	825	1001	1.2	2.1	9.213	A
3 - Baird Road	13	3	1099	609	0.022	13	32	0.0	0.0	6.038	A
4 - Eversley Road (W)	1034	258	164	1652	0.626	1031	947	1.0	1.6	5.775	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	436	109	874	872	0.500	436	325	1.0	1.0	8.249	A
2 - B3349 Langley Common Road	829	207	306	1212	0.684	829	1004	2.1	2.1	9.395	A
3 - Baird Road	13	3	1103	607	0.022	13	32	0.0	0.0	6.065	A
4 - Eversley Road (W)	1034	258	165	1652	0.626	1034	951	1.6	1.7	5.827	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	356	89	716	969	0.367	358	266	1.0	0.6	5.899	A
2 - B3349 Langley Common Road	677	169	251	1243	0.544	681	822	2.1	1.2	6.439	A
3 - Baird Road	11	3	905	719	0.015	11	26	0.0	0.0	5.080	A
4 - Eversley Road (W)	844	211	136	1671	0.505	847	781	1.7	1.0	4.377	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	298	75	599	1041	0.286	299	223	0.6	0.4	4.853	A
2 - B3349 Langley Common Road	567	142	210	1267	0.447	568	688	1.2	0.8	5.163	A
3 - Baird Road	9	2	756	804	0.011	9	22	0.0	0.0	4.528	A
4 - Eversley Road (W)	707	177	113	1687	0.419	708	652	1.0	0.7	3.686	A

D9 - 2040 | WSTM-SC3b | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	11.19	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	9	2 - B3349 Langley Common Road	11.19	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2040	WSTM-SC3b	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Eversley Road (N)		ONE HOUR	✓	436	100.000
2 - B3349 Langley Common Road		ONE HOUR	✓	919	100.000
3 - Baird Road		ONE HOUR	✓	90	100.000
4 - Eversley Road (W)		ONE HOUR	✓	855	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Eversley Road (N)	2 - B3349 Langley Common Road	3 - Baird Road	4 - Eversley Road (W)
From	1 - Eversley Road (N)	0	153	2	281
	2 - B3349 Langley Common Road	190	0	1	728
	3 - Baird Road	34	15	0	41
	4 - Eversley Road (W)	243	611	1	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Eversley Road (N)	2 - B3349 Langley Common Road	3 - Baird Road	4 - Eversley Road (W)
From	1 - Eversley Road (N)	0	3	0	0.70
	2 - B3349 Langley Common Road	1	0	7	2
	3 - Baird Road	0	2	0	2
	4 - Eversley Road (W)	1	3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Eversley Road (N)	0.49	7.34	1.0	A	400	600
2 - B3349 Langley Common Road	0.84	18.22	4.9	C	843	1265
3 - Baird Road	0.21	9.53	0.3	A	83	124
4 - Eversley Road (W)	0.60	5.80	1.5	A	785	1177

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	328	82	470	1107	0.297	327	350	0.0	0.4	4.604	A
2 - B3349 Langley Common Road	692	173	213	1263	0.548	687	584	0.0	1.2	6.198	A
3 - Baird Road	68	17	897	715	0.095	67	3	0.0	0.1	5.555	A
4 - Eversley Road (W)	644	161	179	1618	0.398	641	785	0.0	0.7	3.676	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	392	98	563	1049	0.374	391	419	0.4	0.6	5.465	A
2 - B3349 Langley Common Road	826	207	255	1239	0.667	823	699	1.2	1.9	8.591	A
3 - Baird Road	81	20	1074	615	0.132	81	4	0.1	0.2	6.738	A
4 - Eversley Road (W)	769	192	214	1594	0.482	768	941	0.7	0.9	4.348	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	480	120	689	971	0.494	479	511	0.6	1.0	7.286	A
2 - B3349 Langley Common Road	1012	253	312	1206	0.839	1001	855	1.9	4.7	16.682	C
3 - Baird Road	99	25	1308	483	0.205	99	4	0.2	0.3	9.353	A
4 - Eversley Road (W)	941	235	261	1563	0.602	939	1146	0.9	1.5	5.747	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	480	120	690	970	0.495	480	514	1.0	1.0	7.344	A
2 - B3349 Langley Common Road	1012	253	313	1206	0.839	1011	858	4.7	4.9	18.223	C
3 - Baird Road	99	25	1319	477	0.208	99	4	0.3	0.3	9.525	A
4 - Eversley Road (W)	941	235	263	1562	0.603	941	1155	1.5	1.5	5.802	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	392	98	565	1048	0.374	393	423	1.0	0.6	5.515	A
2 - B3349 Langley Common Road	826	207	256	1238	0.667	838	703	4.9	2.1	9.225	A
3 - Baird Road	81	20	1090	606	0.134	81	4	0.3	0.2	6.866	A
4 - Eversley Road (W)	769	192	217	1592	0.483	771	954	1.5	0.9	4.394	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	328	82	473	1105	0.297	329	353	0.6	0.4	4.643	A
2 - B3349 Langley Common Road	692	173	214	1262	0.548	695	588	2.1	1.2	6.385	A
3 - Baird Road	68	17	906	710	0.096	68	3	0.2	0.1	5.614	A
4 - Eversley Road (W)	644	161	181	1617	0.398	645	794	0.9	0.7	3.706	A

D10 - 2040 | WSTM-SC3b | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.44	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	30	2 - B3349 Langley Common Road	7.44	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2040	WSTM-SC3b	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Eversley Road (N)		ONE HOUR	✓	389	100.000
2 - B3349 Langley Common Road		ONE HOUR	✓	746	100.000
3 - Baird Road		ONE HOUR	✓	12	100.000
4 - Eversley Road (W)		ONE HOUR	✓	937	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Eversley Road (N)	2 - B3349 Langley Common Road	3 - Baird Road	4 - Eversley Road (W)
From	1 - Eversley Road (N)	0	124	10	255
	2 - B3349 Langley Common Road	141	0	7	598
	3 - Baird Road	3	3	0	6
	4 - Eversley Road (W)	148	777	12	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Eversley Road (N)	2 - B3349 Langley Common Road	3 - Baird Road	4 - Eversley Road (W)
	From				
	1 - Eversley Road (N)	0	0	0	1
	2 - B3349 Langley Common Road	0	0	0	2
	3 - Baird Road	0	0	0	0
	4 - Eversley Road (W)	1	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Eversley Road (N)	0.49	8.08	1.0	A	357	535
2 - B3349 Langley Common Road	0.68	9.20	2.1	A	685	1027
3 - Baird Road	0.02	6.01	0.0	A	11	17
4 - Eversley Road (W)	0.62	5.79	1.6	A	860	1290

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	293	73	594	1044	0.280	291	219	0.0	0.4	4.772	A
2 - B3349 Langley Common Road	562	140	207	1268	0.443	558	678	0.0	0.8	5.048	A
3 - Baird Road	9	2	744	811	0.011	9	22	0.0	0.0	4.487	A
4 - Eversley Road (W)	705	176	110	1689	0.418	703	643	0.0	0.7	3.640	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	350	87	711	972	0.360	349	262	0.4	0.6	5.770	A
2 - B3349 Langley Common Road	671	168	249	1245	0.539	669	811	0.8	1.2	6.237	A
3 - Baird Road	11	3	892	727	0.015	11	26	0.0	0.0	5.024	A
4 - Eversley Road (W)	842	211	132	1674	0.503	841	771	0.7	1.0	4.316	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	428	107	870	875	0.490	427	320	0.6	0.9	8.006	A
2 - B3349 Langley Common Road	821	205	304	1213	0.677	818	993	1.2	2.0	9.029	A
3 - Baird Road	13	3	1090	614	0.022	13	32	0.0	0.0	5.989	A
4 - Eversley Road (W)	1032	258	161	1654	0.624	1029	942	1.0	1.6	5.736	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	428	107	872	874	0.490	428	321	0.9	1.0	8.082	A
2 - B3349 Langley Common Road	821	205	305	1212	0.678	821	995	2.0	2.1	9.196	A
3 - Baird Road	13	3	1094	612	0.022	13	32	0.0	0.0	6.014	A
4 - Eversley Road (W)	1032	258	162	1654	0.624	1032	946	1.6	1.6	5.785	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	350	87	714	970	0.360	351	264	1.0	0.6	5.828	A
2 - B3349 Langley Common Road	671	168	250	1244	0.539	674	815	2.1	1.2	6.358	A
3 - Baird Road	11	3	898	724	0.015	11	26	0.0	0.0	5.050	A
4 - Eversley Road (W)	842	211	133	1673	0.503	845	776	1.6	1.0	4.357	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eversley Road (N)	293	73	597	1042	0.281	294	220	0.6	0.4	4.813	A
2 - B3349 Langley Common Road	562	140	209	1268	0.443	563	682	1.2	0.8	5.123	A
3 - Baird Road	9	2	750	808	0.011	9	22	0.0	0.0	4.507	A
4 - Eversley Road (W)	705	176	111	1688	0.418	707	648	1.0	0.7	3.671	A

Junctions 11					
ARCADY 11 - Roundabout Module					
Version: 11.1.0.2307					
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Filename: Biggs Lane_B3349 Roundabout - AM Peak.j11

Path: L:\PROJECTS\11000 SERIES\11337 - Barkham Square Park\Tech\Junction Assessments\Arcady

Report generation date: 14/11/2025 17:19:00

- »D1 - 2025 | Base | AM
- »D2 - 2040 | WSTM-SC1 | AM
- »D3 - 2040 | WSTM-SC2 | AM
- »D4 - 2040 | WSTM-SC3a | AM
- »D5 - 2040 | WSTM-SC3b | AM

Summary of junction performance

	AM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025 - Base					
2 - Biggs Lane	D1	0.8	4.75	0.45	A	38 % [1 - Langley Common Road (N)]
3 - Langley Common Road (S)		1.7	7.30	0.63	A	
1 - Langley Common Road (N)		1.5	9.24	0.61	A	
	2040 - WSTM-SC1					
2 - Biggs Lane	D2	0.6	4.02	0.37	A	68 % [3 - Langley Common Road (S)]
3 - Langley Common Road (S)		1.1	5.56	0.53	A	
1 - Langley Common Road (N)		0.9	6.50	0.47	A	
	2040 - WSTM-SC2					
2 - Biggs Lane	D3	0.8	4.86	0.44	A	42 % [1 - Langley Common Road (N)]
3 - Langley Common Road (S)		1.7	6.98	0.63	A	
1 - Langley Common Road (N)		1.5	8.68	0.60	A	
	2040 - WSTM-SC3a					
2 - Biggs Lane	D4	0.8	5.04	0.44	A	20 % [1 - Langley Common Road (N)]
3 - Langley Common Road (S)		1.8	7.25	0.64	A	
1 - Langley Common Road (N)		2.7	13.20	0.74	B	
	2040 - WSTM-SC3b					
2 - Biggs Lane	D5	0.6	4.45	0.36	A	36 % [1 - Langley Common Road (N)]
3 - Langley Common Road (S)		1.5	6.28	0.60	A	
1 - Langley Common Road (N)		1.7	9.46	0.63	A	

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

File summary

File Description

Title	Biggs Lane/ B3349 Roundabout
Location	Biggs Lane/B3349 roundabout
Site number	
Date	18/07/2025
Version	
Status	Existing Base
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\LM
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2040	WSTM-SC1	AM	ONE HOUR	07:45	09:15	15	✓
D3	2040	WSTM-SC2	AM	ONE HOUR	07:45	09:15	15	✓
D4	2040	WSTM-SC3a	AM	ONE HOUR	07:45	09:15	15	✓
D5	2040	WSTM-SC3b	AM	ONE HOUR	07:45	09:15	15	✓

Analysis Set Details

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

D1 - 2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		2, 3, 1	7.10	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	38	1 - Langley Common Road (N)	7.10	A

Arms

Arms

Arm	Name	Description	No give-way line
2	Biggs Lane		
3	Langley Common Road (S)		
1	Langley Common Road (N)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
2 - Biggs Lane	3.38	7.25	24.6	18.1	24.4	47.5		
3 - Langley Common Road (S)	3.31	6.11	14.6	23.0	24.4	34.2		
1 - Langley Common Road (N)	2.91	6.56	4.6	15.8	24.4	25.6		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
2 - Biggs Lane	0.639	1685
3 - Langley Common Road (S)	0.622	1516
1 - Langley Common Road (N)	0.560	1198

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Biggs Lane		ONE HOUR	✓	563	100.000
3 - Langley Common Road (S)		ONE HOUR	✓	769	100.000
1 - Langley Common Road (N)		ONE HOUR	✓	543	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		2 - Biggs Lane	3 - Langley Common Road (S)	1 - Langley Common Road (N)
2 - Biggs Lane		4	365	194
3 - Langley Common Road (S)		300	1	468
1 - Langley Common Road (N)		140	402	1

Vehicle Mix

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

Heavy Vehicle %

From	To			
		2 - Biggs Lane	3 - Langley Common Road (S)	1 - Langley Common Road (N)
2 - Biggs Lane		0	2	0
3 - Langley Common Road (S)		3	0	3
1 - Langley Common Road (N)		1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Biggs Lane	0.45	4.75	0.8	A	517	775
3 - Langley Common Road (S)	0.63	7.30	1.7	A	706	1058
1 - Langley Common Road (N)	0.61	9.24	1.5	A	498	747

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	424	106	302	1469	0.289	422	332	0.0	0.4	3.436	A
3 - Langley Common Road (S)	579	145	149	1382	0.419	576	575	0.0	0.7	4.453	A
1 - Langley Common Road (N)	409	102	228	1048	0.390	406	497	0.0	0.6	5.591	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	506	127	362	1430	0.354	506	398	0.4	0.5	3.891	A
3 - Langley Common Road (S)	691	173	179	1364	0.507	690	689	0.7	1.0	5.331	A
1 - Langley Common Road (N)	488	122	274	1022	0.478	487	595	0.6	0.9	6.714	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	620	155	443	1378	0.450	619	487	0.5	0.8	4.733	A
3 - Langley Common Road (S)	847	212	219	1340	0.632	844	843	1.0	1.7	7.220	A
1 - Langley Common Road (N)	598	149	335	988	0.605	595	728	0.9	1.5	9.124	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	620	155	445	1377	0.450	620	489	0.8	0.8	4.753	A
3 - Langley Common Road (S)	847	212	219	1340	0.632	847	846	1.7	1.7	7.297	A
1 - Langley Common Road (N)	598	149	336	987	0.606	598	730	1.5	1.5	9.244	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	506	127	365	1428	0.354	507	401	0.8	0.6	3.911	A
3 - Langley Common Road (S)	691	173	179	1364	0.507	694	693	1.7	1.0	5.394	A
1 - Langley Common Road (N)	488	122	275	1021	0.478	490	598	1.5	0.9	6.810	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
2 - Biggs Lane	424	106	305	1467	0.289	424	335	0.6	0.4	3.456	A
3 - Langley Common Road (S)	579	145	150	1381	0.419	580	579	1.0	0.7	4.499	A
1 - Langley Common Road (N)	409	102	230	1047	0.391	410	500	0.9	0.6	5.663	A

D2 - 2040 | WSTM-SC1 | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		2, 3, 1	5.37	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	68	3 - Langley Common Road (S)	5.37	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2040	WSTM-SC1	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Biggs Lane		ONE HOUR	✓	470	100.000
3 - Langley Common Road (S)		ONE HOUR	✓	669	100.000
1 - Langley Common Road (N)		ONE HOUR	✓	450	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		2 - Biggs Lane	3 - Langley Common Road (S)	1 - Langley Common Road (N)
From	2 - Biggs Lane	0	337	133
	3 - Langley Common Road (S)	204	0	465
	1 - Langley Common Road (N)	98	352	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		2 - Biggs Lane	3 - Langley Common Road (S)	1 - Langley Common Road (N)
From	2 - Biggs Lane	0	2	0
	3 - Langley Common Road (S)	3	0	3
	1 - Langley Common Road (N)	1	2	0