

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 - Biggs Lane	477	119	480	1291	0.370	477	356	0.4	0.6	4.419	A
3 - Langley Common Road (S)	721	180	138	1410	0.511	720	819	0.7	1.0	5.203	A
1 - Langley Common Road (N)	625	156	214	1070	0.584	623	644	0.9	1.4	8.020	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 - Biggs Lane	585	146	586	1223	0.478	583	435	0.6	0.9	5.618	A
3 - Langley Common Road (S)	883	221	169	1391	0.635	880	1000	1.0	1.7	7.009	A
1 - Langley Common Road (N)	765	191	261	1043	0.733	760	788	1.4	2.6	12.493	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 - Biggs Lane	585	146	590	1221	0.479	585	437	0.9	0.9	5.660	A
3 - Langley Common Road (S)	883	221	170	1391	0.635	883	1005	1.7	1.7	7.081	A
1 - Langley Common Road (N)	765	191	262	1043	0.734	765	790	2.6	2.7	12.914	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 - Biggs Lane	477	119	486	1287	0.371	479	359	0.9	0.6	4.458	A
3 - Langley Common Road (S)	721	180	139	1410	0.511	724	826	1.7	1.1	5.266	A
1 - Langley Common Road (N)	625	156	215	1069	0.584	630	648	2.7	1.4	8.282	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 - Biggs Lane	400	100	405	1339	0.299	400	300	0.6	0.4	3.837	A
3 - Langley Common Road (S)	604	151	116	1424	0.424	605	689	1.1	0.7	4.404	A
1 - Langley Common Road (N)	523	131	180	1089	0.481	525	542	1.4	0.9	6.412	A

Junctions 11											
ARCADY 11 - Roundabout Module											
Version: 11.1.1.2424											
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Filename: Eversley Road_B3349_Baird Road Roundabout.j11

Path: L:\PROJECTS\210000 SERIES\210226 - Arborfield Studios, Arborfield Green\Tech\Junction Assessments\Arcady

Report generation date: 09/03/2026 10:52:43

»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

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	7.12	0.46	A	23 % [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	10.69	0.72	B			2.0	9.70	0.67	A	
3 - Baird Road		0.7	9.72	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	1.0	7.32	0.49	A	11 % [2 - B3349 Langley Common Road]	D4	0.9	7.96	0.48	A	32 % [2 - B3349 Langley Common Road]
2 - B3349 Langley Common Road		4.2	15.91	0.82	C			2.0	8.83	0.67	A	
3 - Baird Road		0.2	8.98	0.19	A			0.0	5.97	0.02	A	
4 - Eversley Road (W)		1.5	5.80	0.61	A			1.6	5.79	0.62	A	
	2040 - WSTM-SC2											
1 - Eversley Road (N)	D5	1.0	7.36	0.50	A	11 % [2 - B3349 Langley Common Road]	D6	1.0	8.27	0.50	A	31 % [2 - B3349 Langley Common Road]
2 - B3349 Langley Common Road		4.5	16.56	0.82	C			2.1	9.02	0.68	A	
3 - Baird Road		0.3	9.86	0.25	A			0.0	6.02	0.02	A	
4 - Eversley Road (W)		1.5	5.83	0.60	A			1.7	5.92	0.63	A	
	2040 - WSTM-SC3a											
1 - Eversley Road (N)	D7	1.0	7.42	0.50	A	10 % [2 - B3349 Langley Common Road]	D8	1.0	8.33	0.50	A	31 % [2 - B3349 Langley Common Road]
2 - B3349 Langley Common Road		4.5	16.72	0.83	C			2.1	9.05	0.68	A	
3 - Baird Road		0.3	9.84	0.26	A			0.0	6.02	0.02	A	
4 - Eversley Road (W)		1.5	5.93	0.61	A			1.7	5.95	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.

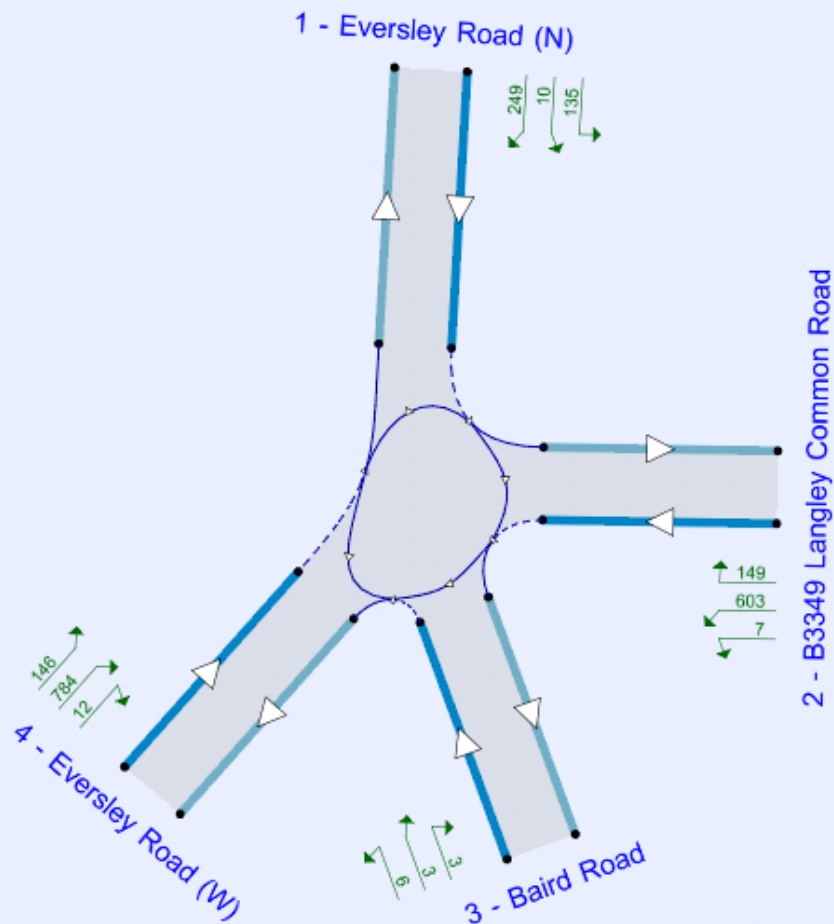
File summary

File Description

Title	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-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



Flows show original traffic demand (Veh/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	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	✓

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	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	23	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)

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

Proportions

	To		
		1 - Eversley Road (N)	2 - B3349 Langley Common Road
From	1 - Eversley Road (N)	0.00	0.36
	2 - B3349 Langley Common Road	0.25	0.00
	3 - Baird Road	0.26	0.27
	4 - Eversley Road (W)	0.34	0.60

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

Average PCU Per Veh

	To		
		1 - Eversley Road (N)	2 - B3349 Langley Common Road
From	1 - Eversley Road (N)	1.000	1.025
	2 - B3349 Langley Common Road	1.010	1.000
	3 - Baird Road	1.000	1.020
	4 - Eversley Road (W)	1.010	1.030

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Eversley Road (N)	07:45-08:00	295	299
	08:00-08:15	352	358
	08:15-08:30	432	438
	08:30-08:45	432	438
	08:45-09:00	352	358
	09:00-09:15	295	299
2 - B3349 Langley Common Road	07:45-08:00	585	596
	08:00-08:15	699	712
	08:15-08:30	855	872
	08:30-08:45	855	872
	08:45-09:00	699	712
	09:00-09:15	585	596
3 - Baird Road	07:45-08:00	168	170
	08:00-08:15	200	203
	08:15-08:30	246	249
	08:30-08:45	246	249
	08:45-09:00	200	203
	09:00-09:15	168	170
4 - Eversley Road (W)	07:45-08:00	699	716
	08:00-08:15	835	855
	08:15-08:30	1023	1047
	08:30-08:45	1023	1047
	08:45-09:00	835	855
	09:00-09:15	699	716

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	7.12	0.8	A	360	540
2 - B3349 Langley Common Road	0.72	10.69	2.5	B	713	1069
3 - Baird Road	0.40	9.72	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	1084	0.272	294	430	0.0	0.4	4.546	A
2 - B3349 Langley Common Road	585	146	226	1253	0.467	582	572	0.0	0.9	5.333	A
3 - Baird Road	168	42	728	808	0.208	167	80	0.0	0.3	5.602	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	1022	0.345	352	515	0.4	0.5	5.365	A
2 - B3349 Langley Common Road	699	175	271	1227	0.569	697	685	0.9	1.3	6.768	A
3 - Baird Road	200	50	872	727	0.276	200	96	0.3	0.4	6.821	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	939	0.460	430	629	0.5	0.8	7.062	A
2 - B3349 Langley Common Road	855	214	331	1192	0.718	851	837	1.3	2.4	10.410	B
3 - Baird Road	246	61	1065	619	0.397	244	117	0.4	0.6	9.594	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	937	0.460	432	632	0.8	0.8	7.118	A
2 - B3349 Langley Common Road	855	214	332	1192	0.718	855	840	2.4	2.5	10.687	B
3 - Baird Road	246	61	1070	616	0.399	245	118	0.6	0.7	9.719	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	1020	0.346	354	519	0.8	0.5	5.412	A
2 - B3349 Langley Common Road	699	175	272	1226	0.570	703	689	2.5	1.3	6.940	A
3 - Baird Road	200	50	879	723	0.277	202	97	0.7	0.4	6.916	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	1082	0.273	296	433	0.5	0.4	4.582	A
2 - B3349 Langley Common Road	585	146	228	1252	0.467	587	576	1.3	0.9	5.429	A
3 - Baird Road	168	42	734	805	0.209	168	81	0.4	0.3	5.662	A
4 - Eversley Road (W)	699	175	240	1578	0.443	701	662	1.2	0.8	4.112	A

D2 - 2025 | Base | 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	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

Proportions

	To		
		1 - Eversley Road (N)	2 - B3349 Langley Common Road
From	1 - Eversley Road (N)	0.00	0.29
	2 - B3349 Langley Common Road	0.20	0.00
	3 - Baird Road	0.20	0.34
	4 - Eversley Road (W)	0.29	0.59

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

Average PCU Per Veh

	To		
		1 - Eversley Road (N)	2 - B3349 Langley Common Road
From	1 - Eversley Road (N)	1.000	1.000
	2 - B3349 Langley Common Road	1.000	1.000
	3 - Baird Road	1.000	1.000
	4 - Eversley Road (W)	1.010	1.010

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Eversley Road (N)	16:45-17:00	323	325
	17:00-17:15	386	388
	17:15-17:30	472	475
	17:30-17:45	472	475
	17:45-18:00	386	388
	18:00-18:15	323	325
2 - B3349 Langley Common Road	16:45-17:00	522	529
	17:00-17:15	623	632
	17:15-17:30	763	774
	17:30-17:45	763	774
	17:45-18:00	623	632
	18:00-18:15	522	529
3 - Baird Road	16:45-17:00	114	114
	17:00-17:15	137	137
	17:15-17:30	167	167
	17:30-17:45	167	167
	17:45-18:00	137	137
	18:00-18:15	114	114
4 - Eversley Road (W)	16:45-17:00	629	634
	17:00-17:15	751	757
	17:15-17:30	919	927
	17:30-17:45	919	927
	17:45-18:00	751	757
	18:00-18:15	629	634

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

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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	10.18	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	11	2 - B3349 Langley Common Road	10.18	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 (%)
1 - Eversley Road (N)		ONE HOUR	✓	435	100.000
2 - B3349 Langley Common Road		ONE HOUR	✓	903	100.000
3 - Baird Road		ONE HOUR	✓	87	100.000
4 - Eversley Road (W)		ONE HOUR	✓	865	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	280
	2 - B3349 Langley Common Road	187	0	1	715
	3 - Baird Road	33	15	0	39
	4 - Eversley Road (W)	248	616	1	0

Proportions

	To		
		1 - Eversley Road (N)	2 - B3349 Langley Common Road
From	1 - Eversley Road (N)	0.00	0.35
	2 - B3349 Langley Common Road	0.21	0.00
	3 - Baird Road	0.38	0.17
	4 - Eversley Road (W)	0.29	0.71

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	2	9	1
	2 - B3349 Langley Common Road	0	0	0	1
	3 - Baird Road	1	0	0	0
	4 - Eversley Road (W)	2	2	1	0

Average PCU Per Veh

	To		
		1 - Eversley Road (N)	2 - B3349 Langley Common Road
From	1 - Eversley Road (N)	1.000	1.020
	2 - B3349 Langley Common Road	1.000	1.000
	3 - Baird Road	1.010	1.000
	4 - Eversley Road (W)	1.020	1.020

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Eversley Road (N)	07:45-08:00	327	332
	08:00-08:15	391	396
	08:15-08:30	479	486
	08:30-08:45	479	486
	08:45-09:00	391	396
	09:00-09:15	327	332
2 - B3349 Langley Common Road	07:45-08:00	680	685
	08:00-08:15	812	818
	08:15-08:30	994	1002
	08:30-08:45	994	1002
	08:45-09:00	812	818
	09:00-09:15	680	685
3 - Baird Road	07:45-08:00	65	66
	08:00-08:15	78	79
	08:15-08:30	96	96
	08:30-08:45	96	96
	08:45-09:00	78	79
	09:00-09:15	65	66
4 - Eversley Road (W)	07:45-08:00	651	664
	08:00-08:15	778	793
	08:15-08:30	952	971
	08:30-08:45	952	971
	08:45-09:00	778	793
	09:00-09:15	651	664

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	7.32	1.0	A	399	599
2 - B3349 Langley Common Road	0.82	15.91	4.2	C	829	1243
3 - Baird Road	0.19	8.98	0.2	A	80	120
4 - Eversley Road (W)	0.61	5.80	1.5	A	794	1191

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	474	1107	0.296	326	350	0.0	0.4	4.600	A
2 - B3349 Langley Common Road	680	170	212	1276	0.533	675	588	0.0	1.1	5.951	A
3 - Baird Road	65	16	884	732	0.090	65	3	0.0	0.1	5.399	A
4 - Eversley Road (W)	651	163	176	1628	0.400	649	774	0.0	0.7	3.667	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	567	1049	0.373	390	420	0.4	0.6	5.457	A
2 - B3349 Langley Common Road	812	203	254	1251	0.649	809	704	1.1	1.8	8.086	A
3 - Baird Road	78	20	1059	633	0.124	78	4	0.1	0.1	6.487	A
4 - Eversley Road (W)	778	194	211	1605	0.485	777	927	0.7	0.9	4.342	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	694	971	0.493	477	513	0.6	1.0	7.265	A
2 - B3349 Langley Common Road	994	249	311	1219	0.816	985	861	1.8	4.1	14.865	B
3 - Baird Road	96	24	1291	502	0.191	95	4	0.1	0.2	8.848	A
4 - Eversley Road (W)	952	238	257	1574	0.605	950	1130	0.9	1.5	5.748	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	696	970	0.494	479	515	1.0	1.0	7.323	A
2 - B3349 Langley Common Road	994	249	312	1218	0.816	994	863	4.1	4.2	15.911	C
3 - Baird Road	96	24	1301	497	0.193	96	4	0.2	0.2	8.980	A
4 - Eversley Road (W)	952	238	259	1573	0.606	952	1138	1.5	1.5	5.803	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	570	1048	0.373	393	423	1.0	0.6	5.507	A
2 - B3349 Langley Common Road	812	203	255	1251	0.649	821	707	4.2	1.9	8.558	A
3 - Baird Road	78	20	1073	625	0.125	79	4	0.2	0.1	6.589	A
4 - Eversley Road (W)	778	194	213	1603	0.485	780	938	1.5	1.0	4.386	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	1105	0.296	328	353	0.6	0.4	4.639	A
2 - B3349 Langley Common Road	680	170	214	1275	0.533	683	591	1.9	1.2	6.110	A
3 - Baird Road	65	16	893	727	0.090	66	3	0.1	0.1	5.447	A
4 - Eversley Road (W)	651	163	178	1627	0.400	652	781	1.0	0.7	3.698	A

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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	7.28	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	7.28	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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	✓	383	100.000
2 - B3349 Langley Common Road		ONE HOUR	✓	750	100.000
3 - Baird Road		ONE HOUR	✓	12	100.000
4 - Eversley Road (W)		ONE HOUR	✓	930	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	249
	2 - B3349 Langley Common Road	144	0	7	599
	3 - Baird Road	3	3	0	6
	4 - Eversley Road (W)	146	772	12	0

Proportions

	To		
		1 - Eversley Road (N)	2 - B3349 Langley Common Road
From	1 - Eversley Road (N)	0.00	0.32
	2 - B3349 Langley Common Road	0.19	0.00
	3 - Baird Road	0.25	0.25
	4 - Eversley Road (W)	0.16	0.83

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

Average PCU Per Veh

	To		
		1 - Eversley Road (N)	2 - B3349 Langley Common Road
From	1 - Eversley Road (N)	1.000	1.010
	2 - B3349 Langley Common Road	1.010	1.000
	3 - Baird Road	1.020	1.000
	4 - Eversley Road (W)	1.030	1.010

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Eversley Road (N)	16:45-17:00	288	291
	17:00-17:15	344	348
	17:15-17:30	422	426
	17:30-17:45	422	426
	17:45-18:00	344	348
	18:00-18:15	288	291
2 - B3349 Langley Common Road	16:45-17:00	565	566
	17:00-17:15	674	676
	17:15-17:30	826	827
	17:30-17:45	826	827
	17:45-18:00	674	676
	18:00-18:15	565	566
3 - Baird Road	16:45-17:00	9	9
	17:00-17:15	11	11
	17:15-17:30	13	13
	17:30-17:45	13	13
	17:45-18:00	11	11
	18:00-18:15	9	9
4 - Eversley Road (W)	16:45-17:00	700	709
	17:00-17:15	836	847
	17:15-17:30	1024	1037
	17:30-17:45	1024	1037
	17:45-18:00	836	847
	18:00-18:15	700	709

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	7.96	0.9	A	351	527
2 - B3349 Langley Common Road	0.67	8.83	2.0	A	688	1032
3 - Baird Road	0.02	5.97	0.0	A	11	17
4 - Eversley Road (W)	0.62	5.79	1.6	A	853	1280

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)	288	72	590	1043	0.276	287	220	0.0	0.4	4.752	A
2 - B3349 Langley Common Road	565	141	203	1289	0.438	562	674	0.0	0.8	4.930	A
3 - Baird Road	9	2	743	812	0.011	9	22	0.0	0.0	4.480	A
4 - Eversley Road (W)	700	175	112	1681	0.416	697	639	0.0	0.7	3.648	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)	344	86	707	972	0.354	344	263	0.4	0.5	5.726	A
2 - B3349 Langley Common Road	674	169	243	1265	0.533	673	807	0.8	1.1	6.061	A
3 - Baird Road	11	3	890	730	0.015	11	26	0.0	0.0	5.006	A
4 - Eversley Road (W)	836	209	135	1666	0.502	835	766	0.7	1.0	4.325	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)	422	105	864	875	0.482	420	322	0.5	0.9	7.886	A
2 - B3349 Langley Common Road	826	206	297	1234	0.669	822	987	1.1	2.0	8.682	A
3 - Baird Road	13	3	1088	619	0.021	13	32	0.0	0.0	5.944	A
4 - Eversley Road (W)	1024	256	164	1646	0.622	1021	937	1.0	1.6	5.743	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)	422	105	866	874	0.483	422	323	0.9	0.9	7.958	A
2 - B3349 Langley Common Road	826	206	298	1233	0.670	826	990	2.0	2.0	8.829	A
3 - Baird Road	13	3	1092	616	0.021	13	32	0.0	0.0	5.967	A
4 - Eversley Road (W)	1024	256	165	1645	0.622	1024	940	1.6	1.6	5.792	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)	344	86	710	970	0.355	346	264	0.9	0.6	5.781	A
2 - B3349 Langley Common Road	674	169	245	1264	0.533	678	811	2.0	1.2	6.168	A
3 - Baird Road	11	3	896	726	0.015	11	26	0.0	0.0	5.030	A
4 - Eversley Road (W)	836	209	136	1665	0.502	839	771	1.6	1.0	4.366	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)	288	72	594	1041	0.277	289	221	0.6	0.4	4.794	A
2 - B3349 Langley Common Road	565	141	204	1288	0.438	566	678	1.2	0.8	4.997	A
3 - Baird Road	9	2	749	809	0.011	9	22	0.0	0.0	4.499	A
4 - Eversley Road (W)	700	175	113	1681	0.417	701	645	1.0	0.7	3.680	A

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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	10.52	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	11	2 - B3349 Langley Common Road	10.52	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
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	✓	439	100.000
2 - B3349 Langley Common Road		ONE HOUR	✓	912	100.000
3 - Baird Road		ONE HOUR	✓	111	100.000
4 - Eversley Road (W)		ONE HOUR	✓	853	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	158	2	279
	2 - B3349 Langley Common Road	198	0	1	713
	3 - Baird Road	44	15	0	52
	4 - Eversley Road (W)	239	613	1	0

Proportions

	To		
		1 - Eversley Road (N)	2 - B3349 Langley Common Road
From	1 - Eversley Road (N)	0.00	0.36
	2 - B3349 Langley Common Road	0.22	0.00
	3 - Baird Road	0.40	0.14
	4 - Eversley Road (W)	0.28	0.72

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	2	8	1
	2 - B3349 Langley Common Road	0	0	0	1
	3 - Baird Road	1	0	0	2
	4 - Eversley Road (W)	2	2	1	0

Average PCU Per Veh

	To		
		1 - Eversley Road (N)	2 - B3349 Langley Common Road
From	1 - Eversley Road (N)	1.000	1.020
	2 - B3349 Langley Common Road	1.000	1.000
	3 - Baird Road	1.010	1.000
	4 - Eversley Road (W)	1.020	1.020

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Eversley Road (N)	07:45-08:00	331	335
	08:00-08:15	395	400
	08:15-08:30	483	490
	08:30-08:45	483	490
	08:45-09:00	395	400
	09:00-09:15	331	335
2 - B3349 Langley Common Road	07:45-08:00	687	692
	08:00-08:15	820	826
	08:15-08:30	1004	1012
	08:30-08:45	1004	1012
	08:45-09:00	820	826
	09:00-09:15	687	692
3 - Baird Road	07:45-08:00	84	85
	08:00-08:15	100	101
	08:15-08:30	122	124
	08:30-08:45	122	124
	08:45-09:00	100	101
	09:00-09:15	84	85
4 - Eversley Road (W)	07:45-08:00	642	655
	08:00-08:15	767	782
	08:15-08:30	939	958
	08:30-08:45	939	958
	08:45-09:00	767	782
	09:00-09:15	642	655

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	7.36	1.0	A	403	604
2 - B3349 Langley Common Road	0.82	16.56	4.5	C	837	1255
3 - Baird Road	0.25	9.86	0.3	A	102	153
4 - Eversley Road (W)	0.60	5.83	1.5	A	783	1174

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	472	1108	0.298	329	360	0.0	0.4	4.610	A
2 - B3349 Langley Common Road	687	172	211	1276	0.538	682	589	0.0	1.1	6.012	A
3 - Baird Road	84	21	890	722	0.116	83	3	0.0	0.1	5.633	A
4 - Eversley Road (W)	642	161	192	1617	0.397	640	781	0.0	0.7	3.675	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
1 - Eversley Road (N)	395	99	565	1051	0.376	394	431	0.4	0.6	5.473	A
2 - B3349 Langley Common Road	820	205	253	1252	0.655	817	706	1.1	1.8	8.220	A
3 - Baird Road	100	25	1067	623	0.160	100	4	0.1	0.2	6.875	A
4 - Eversley Road (W)	767	192	230	1591	0.482	766	936	0.7	0.9	4.355	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	691	973	0.497	482	527	0.6	1.0	7.301	A
2 - B3349 Langley Common Road	1004	251	310	1219	0.824	994	863	1.8	4.3	15.380	C
3 - Baird Road	122	31	1300	493	0.248	122	4	0.2	0.3	9.689	A
4 - Eversley Road (W)	939	235	281	1558	0.603	937	1141	0.9	1.5	5.777	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	692	972	0.497	483	529	1.0	1.0	7.359	A
2 - B3349 Langley Common Road	1004	251	310	1219	0.824	1003	865	4.3	4.5	16.559	C
3 - Baird Road	122	31	1309	487	0.251	122	4	0.3	0.3	9.862	A
4 - Eversley Road (W)	939	235	283	1556	0.603	939	1149	1.5	1.5	5.832	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	567	1049	0.376	396	435	1.0	0.6	5.522	A
2 - B3349 Langley Common Road	820	205	254	1251	0.655	830	709	4.5	1.9	8.734	A
3 - Baird Road	100	25	1081	615	0.162	100	4	0.3	0.2	7.001	A
4 - Eversley Road (W)	767	192	234	1589	0.482	769	948	1.5	0.9	4.402	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	474	1106	0.299	331	363	0.6	0.4	4.649	A
2 - B3349 Langley Common Road	687	172	213	1276	0.538	690	593	1.9	1.2	6.175	A
3 - Baird Road	84	21	899	716	0.117	84	3	0.2	0.1	5.692	A
4 - Eversley Road (W)	642	161	194	1616	0.398	643	789	0.9	0.7	3.706	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	7.47	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	31	2 - B3349 Langley Common Road	7.47	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	✓	393	100.000
2 - B3349 Langley Common Road		ONE HOUR	✓	758	100.000
3 - Baird Road		ONE HOUR	✓	12	100.000
4 - Eversley Road (W)		ONE HOUR	✓	941	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	134	10	249
	2 - B3349 Langley Common Road	146	0	7	605
	3 - Baird Road	3	3	0	6
	4 - Eversley Road (W)	148	781	12	0

Proportions

	To		
		1 - Eversley Road (N)	2 - B3349 Langley Common Road
From	1 - Eversley Road (N)	0.00	0.34
	2 - B3349 Langley Common Road	0.19	0.00
	3 - Baird Road	0.25	0.25
	4 - Eversley Road (W)	0.16	0.83

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

Average PCU Per Veh

	To		
		1 - Eversley Road (N)	2 - B3349 Langley Common Road
From	1 - Eversley Road (N)	1.000	1.010
	2 - B3349 Langley Common Road	1.010	1.000
	3 - Baird Road	1.020	1.000
	4 - Eversley Road (W)	1.030	1.010

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Eversley Road (N)	16:45-17:00	296	299
	17:00-17:15	353	357
	17:15-17:30	433	437
	17:30-17:45	433	437
	17:45-18:00	353	357
	18:00-18:15	296	299
2 - B3349 Langley Common Road	16:45-17:00	571	572
	17:00-17:15	681	683
	17:15-17:30	835	836
	17:30-17:45	835	836
	17:45-18:00	681	683
	18:00-18:15	571	572
3 - Baird Road	16:45-17:00	9	9
	17:00-17:15	11	11
	17:15-17:30	13	13
	17:30-17:45	13	13
	17:45-18:00	11	11
	18:00-18:15	9	9
4 - Eversley Road (W)	16:45-17:00	708	718
	17:00-17:15	846	857
	17:15-17:30	1036	1050
	17:30-17:45	1036	1050
	17:45-18:00	846	857
	18:00-18:15	708	718

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	8.27	1.0	A	361	541
2 - B3349 Langley Common Road	0.68	9.02	2.1	A	696	1043
3 - Baird Road	0.02	6.02	0.0	A	11	17
4 - Eversley Road (W)	0.63	5.92	1.7	A	863	1295

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)	296	74	597	1039	0.285	294	223	0.0	0.4	4.826	A
2 - B3349 Langley Common Road	571	143	203	1289	0.443	568	688	0.0	0.8	4.969	A
3 - Baird Road	9	2	749	809	0.011	9	22	0.0	0.0	4.499	A
4 - Eversley Road (W)	708	177	114	1680	0.422	706	644	0.0	0.7	3.683	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)	353	88	715	967	0.365	353	267	0.4	0.6	5.856	A
2 - B3349 Langley Common Road	681	170	243	1265	0.539	680	824	0.8	1.2	6.136	A
3 - Baird Road	11	3	897	726	0.015	11	26	0.0	0.0	5.034	A
4 - Eversley Road (W)	846	211	136	1665	0.508	845	772	0.7	1.0	4.383	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)	433	108	874	869	0.498	431	326	0.6	1.0	8.187	A
2 - B3349 Langley Common Road	835	209	297	1234	0.676	831	1008	1.2	2.0	8.862	A
3 - Baird Road	13	3	1097	614	0.022	13	32	0.0	0.0	5.992	A
4 - Eversley Road (W)	1036	259	167	1644	0.630	1033	943	1.0	1.7	5.869	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)	433	108	876	868	0.499	433	327	1.0	1.0	8.270	A
2 - B3349 Langley Common Road	835	209	298	1233	0.677	834	1011	2.0	2.1	9.022	A
3 - Baird Road	13	3	1101	611	0.022	13	32	0.0	0.0	6.017	A
4 - Eversley Road (W)	1036	259	167	1644	0.630	1036	947	1.7	1.7	5.922	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)	353	88	718	965	0.366	355	268	1.0	0.6	5.919	A
2 - B3349 Langley Common Road	681	170	245	1264	0.539	685	828	2.1	1.2	6.251	A
3 - Baird Road	11	3	903	722	0.015	11	26	0.0	0.0	5.061	A
4 - Eversley Road (W)	846	211	137	1664	0.508	849	777	1.7	1.0	4.428	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)	296	74	600	1037	0.285	297	224	0.6	0.4	4.869	A
2 - B3349 Langley Common Road	571	143	205	1288	0.443	572	692	1.2	0.8	5.042	A
3 - Baird Road	9	2	755	806	0.011	9	22	0.0	0.0	4.520	A
4 - Eversley Road (W)	708	177	115	1680	0.422	710	649	1.0	0.7	3.718	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	10.62	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	10.62	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	✓	914	100.000
3 - Baird Road		ONE HOUR	✓	115	100.000
4 - Eversley Road (W)		ONE HOUR	✓	861	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	158	2	279
	2 - B3349 Langley Common Road	199	0	1	714
	3 - Baird Road	46	15	0	54
	4 - Eversley Road (W)	241	619	1	0

Proportions

	To		
		1 - Eversley Road (N)	2 - B3349 Langley Common Road
From	1 - Eversley Road (N)	0.00	0.36
	2 - B3349 Langley Common Road	0.22	0.00
	3 - Baird Road	0.40	0.13
	4 - Eversley Road (W)	0.28	0.72

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	2	9	1
	2 - B3349 Langley Common Road	0	0	0	1
	3 - Baird Road	0	0	0	0
	4 - Eversley Road (W)	2	2	1	0

Average PCU Per Veh

	To		
		1 - Eversley Road (N)	2 - B3349 Langley Common Road
From	1 - Eversley Road (N)	1.000	1.020
	2 - B3349 Langley Common Road	1.000	1.000
	3 - Baird Road	1.000	1.000
	4 - Eversley Road (W)	1.020	1.020

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Eversley Road (N)	07:45-08:00	331	335
	08:00-08:15	395	400
	08:15-08:30	483	490
	08:30-08:45	483	490
	08:45-09:00	395	400
	09:00-09:15	331	335
2 - B3349 Langley Common Road	07:45-08:00	688	693
	08:00-08:15	822	828
	08:15-08:30	1006	1014
	08:30-08:45	1006	1014
	08:45-09:00	822	828
	09:00-09:15	688	693
3 - Baird Road	07:45-08:00	87	87
	08:00-08:15	103	103
	08:15-08:30	127	127
	08:30-08:45	127	127
	08:45-09:00	103	103
	09:00-09:15	87	87
4 - Eversley Road (W)	07:45-08:00	648	661
	08:00-08:15	774	789
	08:15-08:30	948	967
	08:30-08:45	948	967
	08:45-09:00	774	789
	09:00-09:15	648	661

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	7.42	1.0	A	403	604
2 - B3349 Langley Common Road	0.83	16.72	4.5	C	839	1258
3 - Baird Road	0.26	9.84	0.3	A	106	158
4 - Eversley Road (W)	0.61	5.93	1.5	A	790	1185

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	1105	0.299	329	364	0.0	0.4	4.625	A
2 - B3349 Langley Common Road	688	172	211	1276	0.539	683	594	0.0	1.2	6.027	A
3 - Baird Road	87	22	892	730	0.119	86	3	0.0	0.1	5.583	A
4 - Eversley Road (W)	648	162	194	1616	0.401	646	783	0.0	0.7	3.702	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	1048	0.377	394	436	0.4	0.6	5.501	A
2 - B3349 Langley Common Road	822	205	253	1252	0.656	819	711	1.2	1.9	8.253	A
3 - Baird Road	103	26	1068	630	0.164	103	4	0.1	0.2	6.826	A
4 - Eversley Road (W)	774	194	233	1590	0.487	773	938	0.7	0.9	4.401	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	969	0.499	482	532	0.6	1.0	7.359	A
2 - B3349 Langley Common Road	1006	252	310	1219	0.825	997	870	1.9	4.3	15.508	C
3 - Baird Road	127	32	1302	498	0.254	126	4	0.2	0.3	9.663	A
4 - Eversley Road (W)	948	237	284	1556	0.609	946	1144	0.9	1.5	5.873	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	968	0.499	483	535	1.0	1.0	7.422	A
2 - B3349 Langley Common Road	1006	252	310	1219	0.826	1006	872	4.3	4.5	16.723	C
3 - Baird Road	127	32	1312	492	0.257	127	4	0.3	0.3	9.839	A
4 - Eversley Road (W)	948	237	286	1555	0.610	948	1152	1.5	1.5	5.934	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	1046	0.377	396	440	1.0	0.6	5.553	A
2 - B3349 Langley Common Road	822	205	254	1251	0.657	832	714	4.5	2.0	8.781	A
3 - Baird Road	103	26	1083	622	0.166	104	4	0.3	0.2	6.957	A
4 - Eversley Road (W)	774	194	236	1588	0.488	776	950	1.5	1.0	4.449	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	1104	0.299	331	367	0.6	0.4	4.666	A
2 - B3349 Langley Common Road	688	172	213	1276	0.539	691	597	2.0	1.2	6.194	A
3 - Baird Road	87	22	901	725	0.119	87	3	0.2	0.1	5.644	A
4 - Eversley Road (W)	648	162	197	1614	0.402	649	791	1.0	0.7	3.737	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	7.51	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	31	2 - B3349 Langley Common Road	7.51	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	✓	394	100.000
2 - B3349 Langley Common Road		ONE HOUR	✓	759	100.000
3 - Baird Road		ONE HOUR	✓	12	100.000
4 - Eversley Road (W)		ONE HOUR	✓	942	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	135	10	249
	2 - B3349 Langley Common Road	149	0	7	603
	3 - Baird Road	3	3	0	6
	4 - Eversley Road (W)	146	784	12	0

Proportions

	To		
		1 - Eversley Road (N)	2 - B3349 Langley Common Road
From	1 - Eversley Road (N)	0.00	0.34
	2 - B3349 Langley Common Road	0.20	0.00
	3 - Baird Road	0.25	0.25
	4 - Eversley Road (W)	0.15	0.83

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

Average PCU Per Veh

From	To		
		1 - Eversley Road (N)	2 - B3349 Langley Common Road
	1 - Eversley Road (N)	1.000	1.010
	2 - B3349 Langley Common Road	1.010	1.000
	3 - Baird Road	1.020	1.000
	4 - Eversley Road (W)	1.030	1.010

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Eversley Road (N)	16:45-17:00	297	300
	17:00-17:15	354	358
	17:15-17:30	434	438
	17:30-17:45	434	438
	17:45-18:00	354	358
	18:00-18:15	297	300
2 - B3349 Langley Common Road	16:45-17:00	571	573
	17:00-17:15	682	684
	17:15-17:30	836	837
	17:30-17:45	836	837
	17:45-18:00	682	684
	18:00-18:15	571	573
3 - Baird Road	16:45-17:00	9	9
	17:00-17:15	11	11
	17:15-17:30	13	13
	17:30-17:45	13	13
	17:45-18:00	11	11
	18:00-18:15	9	9
4 - Eversley Road (W)	16:45-17:00	709	718
	17:00-17:15	847	858
	17:15-17:30	1037	1051
	17:30-17:45	1037	1051
	17:45-18:00	847	858
	18:00-18:15	709	718

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	8.33	1.0	A	362	542
2 - B3349 Langley Common Road	0.68	9.05	2.1	A	696	1045
3 - Baird Road	0.02	6.02	0.0	A	11	17
4 - Eversley Road (W)	0.63	5.95	1.7	A	864	1297

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)	297	74	599	1037	0.286	295	223	0.0	0.4	4.840	A
2 - B3349 Langley Common Road	571	143	203	1289	0.443	568	691	0.0	0.8	4.975	A
3 - Baird Road	9	2	749	809	0.011	9	22	0.0	0.0	4.501	A
4 - Eversley Road (W)	709	177	116	1679	0.422	706	642	0.0	0.7	3.691	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)	354	89	717	965	0.367	353	267	0.4	0.6	5.881	A
2 - B3349 Langley Common Road	682	171	243	1265	0.539	681	828	0.8	1.2	6.145	A
3 - Baird Road	11	3	898	725	0.015	11	26	0.0	0.0	5.037	A
4 - Eversley Road (W)	847	212	139	1663	0.509	846	770	0.7	1.0	4.397	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)	434	108	877	867	0.500	432	327	0.6	1.0	8.244	A
2 - B3349 Langley Common Road	836	209	297	1234	0.677	832	1012	1.2	2.0	8.886	A
3 - Baird Road	13	3	1098	613	0.022	13	32	0.0	0.0	5.998	A
4 - Eversley Road (W)	1037	259	170	1642	0.632	1035	941	1.0	1.7	5.898	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)	434	108	880	866	0.501	434	328	1.0	1.0	8.329	A
2 - B3349 Langley Common Road	836	209	298	1233	0.678	836	1015	2.0	2.1	9.048	A
3 - Baird Road	13	3	1102	611	0.022	13	32	0.0	0.0	6.023	A
4 - Eversley Road (W)	1037	259	171	1642	0.632	1037	945	1.7	1.7	5.952	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)	354	89	720	963	0.368	356	269	1.0	0.6	5.944	A
2 - B3349 Langley Common Road	682	171	245	1264	0.540	686	832	2.1	1.2	6.262	A
3 - Baird Road	11	3	904	722	0.015	11	26	0.0	0.0	5.065	A
4 - Eversley Road (W)	847	212	140	1662	0.509	849	775	1.7	1.0	4.443	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)	297	74	603	1035	0.287	297	225	0.6	0.4	4.885	A
2 - B3349 Langley Common Road	571	143	205	1288	0.444	573	695	1.2	0.8	5.048	A
3 - Baird Road	9	2	756	805	0.011	9	22	0.0	0.0	4.523	A
4 - Eversley Road (W)	709	177	117	1678	0.423	710	648	1.0	0.7	3.724	A

Junctions 11											
ARCADY 11 - Roundabout Module											
Version: 11.1.1.2424											
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Filename: Observer Way A327_B3349 Roundabout.j11

Path: L:\PROJECTS\210000 SERIES\210226 - Arborfield Studios, Arborfield Green\Tech\Junction Assessments\Arcady

Report generation date: 11/03/2026 11:38:46

- »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

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 - A327 Observer Way (NW)	D1	4.6	15.00	0.83	C	9 %	D2	1.1	5.23	0.53	A	13 %
2 - Eversley Road (NE)		1.8	7.16	0.64	A	[3 - A327 Eversley Road (SW)]		1.7	6.32	0.63	A	[3 - A327 Eversley Road (SW)]
3 - A327 Eversley Road (SW)		4.7	18.10	0.83	C			3.5	14.33	0.79	B	
	2040 - WSTM-SC1											
1 - A327 Observer Way (NW)	D3	1.3	5.94	0.56	A	-16 %	D4	2.7	9.79	0.73	A	-2 %
2 - Eversley Road (NE)		3.1	9.94	0.76	A	[3 - A327 Eversley Road (SW)]		1.9	7.42	0.66	A	[3 - A327 Eversley Road (SW)]
3 - A327 Eversley Road (SW)		83.3	238.10	1.15	F			12.6	44.64	0.95	E	
	2040 - WSTM-SC2											
1 - A327 Observer Way (NW)	D5	1.3	5.89	0.56	A	-16 %	D6	2.8	10.06	0.74	B	-3 %
2 - Eversley Road (NE)		3.2	10.31	0.77	B	[3 - A327 Eversley Road (SW)]		2.0	7.52	0.66	A	[3 - A327 Eversley Road (SW)]
3 - A327 Eversley Road (SW)		84.9	244.02	1.15	F			13.2	46.82	0.95	E	
	2040 - WSTM-SC3a											
1 - A327 Observer Way (NW)	D7	1.3	5.94	0.57	A	-16 %	D8	2.8	9.96	0.74	A	-3 %
2 - Eversley Road (NE)		3.3	10.42	0.77	B	[3 - A327 Eversley Road (SW)]		1.9	7.41	0.66	A	[3 - A327 Eversley Road (SW)]
3 - A327 Eversley Road (SW)		85.3	245.41	1.16	F			13.9	48.76	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.

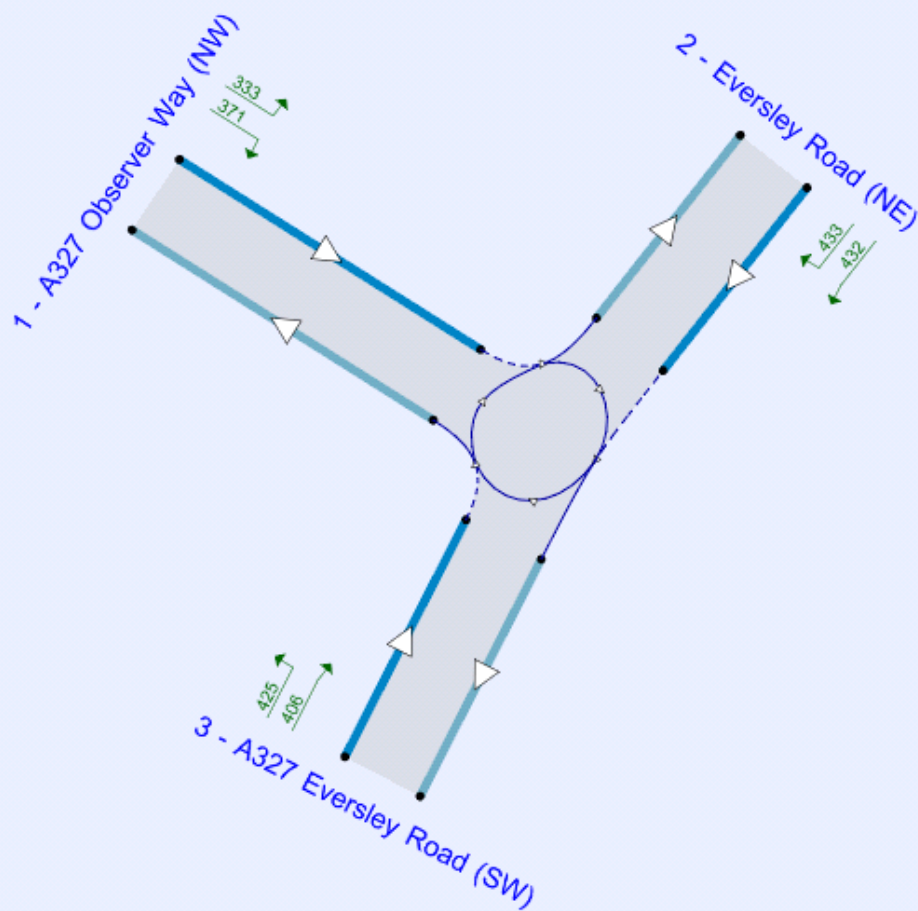
File summary

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-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



Flows show original traffic demand (Veh/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	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	✓

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	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1, 2, 3	13.67	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	9	3 - A327 Eversley Road (SW)	13.67	B

Arms

Arms

Arm	Name	Description	No give-way line
1	A327 Observer Way (NW)		
2	Eversley Road (NE)		
3	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
1 - A327 Observer Way (NW)	3.88	6.92	11.0	42.9	41.7	18.4		
2 - Eversley Road (NE)	4.01	6.85	15.9	24.6	41.7	24.8		
3 - 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)
1 - A327 Observer Way (NW)	0.672	1774
2 - Eversley Road (NE)	0.668	1810
3 - 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 (%)
1 - A327 Observer Way (NW)		ONE HOUR	✓	1037	100.000
2 - Eversley Road (NE)		ONE HOUR	✓	814	100.000
3 - A327 Eversley Road (SW)		ONE HOUR	✓	881	100.000

Origin-Destination Data

Demand (Veh/hr)

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

Proportions

From	To			
		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	0.00	0.51	0.49
	2 - Eversley Road (NE)	0.47	0.00	0.53
	3 - A327 Eversley Road (SW)	0.44	0.56	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	0	2	2
	2 - Eversley Road (NE)	3	0	2
	3 - A327 Eversley Road (SW)	6	1	0

Average PCU Per Veh

From	To			
		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	1.000	1.020	1.020
	2 - Eversley Road (NE)	1.030	1.000	1.020
	3 - A327 Eversley Road (SW)	1.060	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - A327 Observer Way (NW)	07:45-08:00	781	796
	08:00-08:15	932	951
	08:15-08:30	1142	1165
	08:30-08:45	1142	1165
	08:45-09:00	932	951
	09:00-09:15	781	796
2 - Eversley Road (NE)	07:45-08:00	613	628
	08:00-08:15	732	750
	08:15-08:30	896	918
	08:30-08:45	896	918
	08:45-09:00	732	750
	09:00-09:15	613	628
3 - A327 Eversley Road (SW)	07:45-08:00	663	685
	08:00-08:15	792	817
	08:15-08:30	970	1001
	08:30-08:45	970	1001
	08:45-09:00	792	817
	09:00-09:15	663	685

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 - A327 Observer Way (NW)	0.83	15.00	4.6	C	952	1427
2 - Eversley Road (NE)	0.64	7.16	1.8	A	747	1120
3 - A327 Eversley Road (SW)	0.83	18.10	4.7	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
1 - A327 Observer Way (NW)	781	195	368	1494	0.523	776	579	0.0	1.1	4.986	A
2 - Eversley Road (NE)	613	153	377	1516	0.404	610	768	0.0	0.7	3.962	A
3 - A327 Eversley Road (SW)	663	166	289	1247	0.532	659	698	0.0	1.1	6.078	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 - A327 Observer Way (NW)	932	233	441	1446	0.645	929	694	1.1	1.8	6.937	A
2 - Eversley Road (NE)	732	183	451	1467	0.499	731	919	0.7	1.0	4.882	A
3 - A327 Eversley Road (SW)	792	198	346	1213	0.653	789	836	1.1	1.8	8.443	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 - A327 Observer Way (NW)	1142	285	536	1382	0.826	1131	846	1.8	4.4	13.808	B
2 - Eversley Road (NE)	896	224	549	1402	0.639	893	1118	1.0	1.7	7.039	A
3 - A327 Eversley Road (SW)	970	242	422	1167	0.832	960	1020	1.8	4.5	16.601	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
1 - A327 Observer Way (NW)	1142	285	541	1379	0.828	1141	852	4.4	4.6	15.001	C
2 - Eversley Road (NE)	896	224	553	1399	0.641	896	1129	1.7	1.8	7.163	A
3 - A327 Eversley Road (SW)	970	242	424	1166	0.832	969	1026	4.5	4.7	18.099	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
1 - A327 Observer Way (NW)	932	233	448	1440	0.647	943	702	4.6	1.9	7.388	A
2 - Eversley Road (NE)	732	183	457	1462	0.500	735	934	1.8	1.0	4.970	A
3 - A327 Eversley Road (SW)	792	198	348	1211	0.654	803	845	4.7	1.9	9.039	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 - A327 Observer Way (NW)	781	195	372	1491	0.524	784	585	1.9	1.1	5.111	A
2 - Eversley Road (NE)	613	153	380	1514	0.405	614	776	1.0	0.7	4.007	A
3 - A327 Eversley Road (SW)	663	166	290	1246	0.533	666	704	1.9	1.2	6.248	A

D2 - 2025 | Base | 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	8.78	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	13	3 - A327 Eversley Road (SW)	8.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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 - A327 Observer Way (NW)		ONE HOUR	✓	704	100.000
2 - Eversley Road (NE)		ONE HOUR	✓	865	100.000
3 - A327 Eversley Road (SW)		ONE HOUR	✓	831	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	0	333	371
	2 - Eversley Road (NE)	433	0	432
	3 - A327 Eversley Road (SW)	425	406	0

Proportions

	To			
From		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	0.00	0.47	0.53
	2 - Eversley Road (NE)	0.50	0.00	0.50
	3 - A327 Eversley Road (SW)	0.51	0.49	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

From	To			
		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	1.000	1.010	1.000
	2 - Eversley Road (NE)	1.010	1.000	1.010
	3 - A327 Eversley Road (SW)	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - A327 Observer Way (NW)	16:45-17:00	530	533
	17:00-17:15	633	636
	17:15-17:30	775	779
	17:30-17:45	775	779
	17:45-18:00	633	636
	18:00-18:15	530	533
2 - Eversley Road (NE)	16:45-17:00	651	658
	17:00-17:15	778	785
	17:15-17:30	952	962
	17:30-17:45	952	962
	17:45-18:00	778	785
	18:00-18:15	651	658
3 - A327 Eversley Road (SW)	16:45-17:00	626	632
	17:00-17:15	747	755
	17:15-17:30	915	924
	17:30-17:45	915	924
	17:45-18:00	747	755
	18:00-18:15	626	632

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 - A327 Observer Way (NW)	0.53	5.23	1.1	A	646	969
2 - Eversley Road (NE)	0.63	6.32	1.7	A	794	1191
3 - A327 Eversley Road (SW)	0.79	14.33	3.5	B	763	1144

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 - A327 Observer Way (NW)	530	133	304	1560	0.340	528	643	0.0	0.5	3.480	A
2 - Eversley Road (NE)	651	163	278	1608	0.405	649	553	0.0	0.7	3.740	A
3 - A327 Eversley Road (SW)	626	156	325	1256	0.498	622	602	0.0	1.0	5.643	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 - A327 Observer Way (NW)	633	158	364	1520	0.417	632	770	0.5	0.7	4.053	A
2 - Eversley Road (NE)	778	194	333	1572	0.495	776	663	0.7	1.0	4.520	A
3 - A327 Eversley Road (SW)	747	187	389	1217	0.614	745	721	1.0	1.6	7.579	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 - A327 Observer Way (NW)	775	194	443	1466	0.529	774	940	0.7	1.1	5.189	A
2 - Eversley Road (NE)	952	238	408	1523	0.626	950	809	1.0	1.6	6.253	A
3 - A327 Eversley Road (SW)	915	229	475	1165	0.785	907	882	1.6	3.4	13.582	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
1 - A327 Observer Way (NW)	775	194	447	1463	0.530	775	944	1.1	1.1	5.229	A
2 - Eversley Road (NE)	952	238	408	1522	0.626	952	813	1.6	1.7	6.316	A
3 - A327 Eversley Road (SW)	915	229	477	1164	0.786	914	884	3.4	3.5	14.329	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
1 - A327 Observer Way (NW)	633	158	369	1516	0.417	634	777	1.1	0.7	4.091	A
2 - Eversley Road (NE)	778	194	334	1571	0.495	780	669	1.7	1.0	4.569	A
3 - A327 Eversley Road (SW)	747	187	391	1216	0.614	755	724	3.5	1.6	7.925	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 - A327 Observer Way (NW)	530	133	307	1558	0.340	531	648	0.7	0.5	3.509	A
2 - Eversley Road (NE)	651	163	280	1607	0.405	652	558	1.0	0.7	3.774	A
3 - A327 Eversley Road (SW)	626	156	327	1255	0.499	628	606	1.6	1.0	5.770	A

D3 - 2040 | WSTM-SC1 | 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	95.12	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-16	3 - A327 Eversley Road (SW)	95.12	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
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 - A327 Observer Way (NW)		ONE HOUR	✓	711	100.000
2 - Eversley Road (NE)		ONE HOUR	✓	1035	100.000
3 - A327 Eversley Road (SW)		ONE HOUR	✓	1045	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	0	338	373
	2 - Eversley Road (NE)	637	0	398
	3 - A327 Eversley Road (SW)	517	528	0

Proportions

	To			
From		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	0.00	0.48	0.52
	2 - Eversley Road (NE)	0.62	0.00	0.38
	3 - A327 Eversley Road (SW)	0.49	0.51	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

From	To			
		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	1.000	1.010	1.040
	2 - Eversley Road (NE)	1.020	1.000	1.010
	3 - A327 Eversley Road (SW)	1.040	1.030	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - A327 Observer Way (NW)	07:45-08:00	535	549
	08:00-08:15	639	656
	08:15-08:30	783	803
	08:30-08:45	783	803
	08:45-09:00	639	656
	09:00-09:15	535	549
2 - Eversley Road (NE)	07:45-08:00	779	792
	08:00-08:15	930	945
	08:15-08:30	1140	1158
	08:30-08:45	1140	1158
	08:45-09:00	930	945
	09:00-09:15	779	792
3 - A327 Eversley Road (SW)	07:45-08:00	787	814
	08:00-08:15	939	972
	08:15-08:30	1151	1191
	08:30-08:45	1151	1191
	08:45-09:00	939	972
	09:00-09:15	787	814

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 - A327 Observer Way (NW)	0.56	5.94	1.3	A	652	979
2 - Eversley Road (NE)	0.76	9.94	3.1	A	950	1425
3 - A327 Eversley Road (SW)	1.15	238.10	83.3	F	959	1438

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 - A327 Observer Way (NW)	535	134	393	1464	0.366	533	862	0.0	0.6	3.858	A
2 - Eversley Road (NE)	779	195	280	1590	0.490	775	646	0.0	1.0	4.399	A
3 - A327 Eversley Road (SW)	787	197	477	1133	0.694	778	578	0.0	2.2	9.902	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 - A327 Observer Way (NW)	639	160	468	1414	0.452	638	1029	0.6	0.8	4.637	A
2 - Eversley Road (NE)	930	233	335	1552	0.599	928	771	1.0	1.5	5.749	A
3 - A327 Eversley Road (SW)	939	235	571	1078	0.872	925	692	2.2	5.7	21.816	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
1 - A327 Observer Way (NW)	783	196	501	1391	0.563	781	1188	0.8	1.3	5.883	A
2 - Eversley Road (NE)	1140	285	410	1501	0.759	1133	872	1.5	3.0	9.627	A
3 - A327 Eversley Road (SW)	1151	288	698	1003	1.147	991	846	5.7	45.5	105.616	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
1 - A327 Observer Way (NW)	783	196	505	1388	0.564	783	1196	1.3	1.3	5.944	A
2 - Eversley Road (NE)	1140	285	411	1501	0.759	1139	877	3.0	3.1	9.944	A
3 - A327 Eversley Road (SW)	1151	288	701	1001	1.149	999	849	45.5	83.3	238.096	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
1 - A327 Observer Way (NW)	639	160	537	1367	0.468	641	1102	1.3	0.9	4.967	A
2 - Eversley Road (NE)	930	233	336	1551	0.600	937	841	3.1	1.5	5.915	A
3 - A327 Eversley Road (SW)	939	235	577	1075	0.874	1062	696	83.3	52.7	231.304	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
1 - A327 Observer Way (NW)	535	134	499	1392	0.384	536	970	0.9	0.6	4.211	A
2 - Eversley Road (NE)	779	195	281	1589	0.490	781	754	1.5	1.0	4.469	A
3 - A327 Eversley Road (SW)	787	197	481	1131	0.696	988	582	52.7	2.5	58.388	F

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	21.51	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-2	3 - A327 Eversley Road (SW)	21.51	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
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 - A327 Observer Way (NW)		ONE HOUR	✓	918	100.000
2 - Eversley Road (NE)		ONE HOUR	✓	854	100.000
3 - A327 Eversley Road (SW)		ONE HOUR	✓	983	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	0	423	495
	2 - Eversley Road (NE)	460	0	394
	3 - A327 Eversley Road (SW)	477	506	0

Proportions

	To			
From		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	0.00	0.46	0.54
	2 - Eversley Road (NE)	0.54	0.00	0.46
	3 - A327 Eversley Road (SW)	0.49	0.51	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

From	To			
		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	1.000	1.010	1.020
	2 - Eversley Road (NE)	1.010	1.000	1.010
	3 - A327 Eversley Road (SW)	1.020	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - A327 Observer Way (NW)	16:45-17:00	691	702
	17:00-17:15	825	838
	17:15-17:30	1011	1026
	17:30-17:45	1011	1026
	17:45-18:00	825	838
	18:00-18:15	691	702
2 - Eversley Road (NE)	16:45-17:00	643	649
	17:00-17:15	768	775
	17:15-17:30	940	950
	17:30-17:45	940	950
	17:45-18:00	768	775
	18:00-18:15	643	649
3 - A327 Eversley Road (SW)	16:45-17:00	740	751
	17:00-17:15	884	897
	17:15-17:30	1082	1098
	17:30-17:45	1082	1098
	17:45-18:00	884	897
	18:00-18:15	740	751

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 - A327 Observer Way (NW)	0.73	9.79	2.7	A	842	1264
2 - Eversley Road (NE)	0.66	7.42	1.9	A	784	1175
3 - A327 Eversley Road (SW)	0.95	44.64	12.6	E	902	1353

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 - A327 Observer Way (NW)	691	173	378	1494	0.463	688	701	0.0	0.9	4.445	A
2 - Eversley Road (NE)	643	161	371	1542	0.417	640	695	0.0	0.7	3.980	A
3 - A327 Eversley Road (SW)	740	185	345	1238	0.598	734	666	0.0	1.5	7.072	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 - A327 Observer Way (NW)	825	206	452	1444	0.571	823	839	0.9	1.3	5.779	A
2 - Eversley Road (NE)	768	192	444	1493	0.514	766	832	0.7	1.0	4.948	A
3 - A327 Eversley Road (SW)	884	221	413	1197	0.738	879	798	1.5	2.7	11.134	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
1 - A327 Observer Way (NW)	1011	253	541	1385	0.730	1006	1015	1.3	2.6	9.361	A
2 - Eversley Road (NE)	940	235	542	1426	0.659	937	1005	1.0	1.9	7.302	A
3 - A327 Eversley Road (SW)	1082	271	505	1142	0.948	1051	974	2.7	10.4	32.149	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
1 - A327 Observer Way (NW)	1011	253	553	1377	0.734	1010	1027	2.6	2.7	9.790	A
2 - Eversley Road (NE)	940	235	545	1425	0.660	940	1018	1.9	1.9	7.425	A
3 - A327 Eversley Road (SW)	1082	271	506	1141	0.948	1074	979	10.4	12.6	44.636	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
1 - A327 Observer Way (NW)	825	206	475	1429	0.577	830	863	2.7	1.4	6.061	A
2 - Eversley Road (NE)	768	192	448	1490	0.515	771	857	1.9	1.1	5.031	A
3 - A327 Eversley Road (SW)	884	221	415	1196	0.739	922	804	12.6	3.0	14.846	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
1 - A327 Observer Way (NW)	691	173	384	1490	0.464	693	709	1.4	0.9	4.530	A
2 - Eversley Road (NE)	643	161	374	1540	0.417	644	703	1.1	0.7	4.025	A
3 - A327 Eversley Road (SW)	740	185	347	1236	0.599	746	671	3.0	1.5	7.427	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	96.93	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-16	3 - A327 Eversley Road (SW)	96.93	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 (%)
1 - A327 Observer Way (NW)		ONE HOUR	✓	713	100.000
2 - Eversley Road (NE)		ONE HOUR	✓	1044	100.000
3 - A327 Eversley Road (SW)		ONE HOUR	✓	1041	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	0	336	377
	2 - Eversley Road (NE)	649	0	395
	3 - A327 Eversley Road (SW)	523	518	0

Proportions

	To			
From		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	0.00	0.47	0.53
	2 - Eversley Road (NE)	0.62	0.00	0.38
	3 - A327 Eversley Road (SW)	0.50	0.50	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

From	To			
		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	1.000	1.010	1.040
	2 - Eversley Road (NE)	1.020	1.000	1.010
	3 - A327 Eversley Road (SW)	1.040	1.030	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - A327 Observer Way (NW)	07:45-08:00	537	551
	08:00-08:15	641	658
	08:15-08:30	785	805
	08:30-08:45	785	805
	08:45-09:00	641	658
	09:00-09:15	537	551
2 - Eversley Road (NE)	07:45-08:00	786	799
	08:00-08:15	939	954
	08:15-08:30	1149	1168
	08:30-08:45	1149	1168
	08:45-09:00	939	954
	09:00-09:15	786	799
3 - A327 Eversley Road (SW)	07:45-08:00	784	811
	08:00-08:15	936	969
	08:15-08:30	1146	1186
	08:30-08:45	1146	1186
	08:45-09:00	936	969
	09:00-09:15	784	811

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 - A327 Observer Way (NW)	0.56	5.89	1.3	A	654	981
2 - Eversley Road (NE)	0.77	10.31	3.2	B	958	1437
3 - A327 Eversley Road (SW)	1.15	244.02	84.9	F	955	1433

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 - A327 Observer Way (NW)	537	134	386	1469	0.365	534	876	0.0	0.6	3.844	A
2 - Eversley Road (NE)	786	196	283	1588	0.495	782	637	0.0	1.0	4.446	A
3 - A327 Eversley Road (SW)	784	196	486	1128	0.695	775	579	0.0	2.2	9.966	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A327 Observer Way (NW)	641	160	459	1420	0.452	640	1045	0.6	0.8	4.612	A
2 - Eversley Road (NE)	939	235	338	1550	0.606	936	760	1.0	1.5	5.847	A
3 - A327 Eversley Road (SW)	936	234	582	1071	0.874	921	693	2.2	5.8	22.141	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
1 - A327 Observer Way (NW)	785	196	490	1399	0.561	783	1205	0.8	1.3	5.835	A
2 - Eversley Road (NE)	1149	287	414	1498	0.767	1143	859	1.5	3.2	9.954	A
3 - A327 Eversley Road (SW)	1146	287	710	995	1.151	984	847	5.8	46.3	107.864	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
1 - A327 Observer Way (NW)	785	196	493	1396	0.562	785	1213	1.3	1.3	5.891	A
2 - Eversley Road (NE)	1149	287	415	1497	0.768	1149	863	3.2	3.2	10.312	B
3 - A327 Eversley Road (SW)	1146	287	714	993	1.154	992	850	46.3	84.9	244.025	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
1 - A327 Observer Way (NW)	641	160	525	1374	0.466	643	1118	1.3	0.9	4.928	A
2 - Eversley Road (NE)	939	235	340	1549	0.606	945	828	3.2	1.6	6.026	A
3 - A327 Eversley Road (SW)	936	234	588	1068	0.876	1056	697	84.9	55.0	239.165	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
1 - A327 Observer Way (NW)	537	134	494	1395	0.385	538	989	0.9	0.6	4.204	A
2 - Eversley Road (NE)	786	196	284	1587	0.495	788	748	1.6	1.0	4.520	A
3 - A327 Eversley Road (SW)	784	196	490	1126	0.696	994	583	55.0	2.5	64.641	F

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	22.32	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-3	3 - A327 Eversley Road (SW)	22.32	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 (%)
1 - A327 Observer Way (NW)		ONE HOUR	✓	926	100.000
2 - Eversley Road (NE)		ONE HOUR	✓	861	100.000
3 - A327 Eversley Road (SW)		ONE HOUR	✓	982	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	0	433	493
	2 - Eversley Road (NE)	470	0	391
	3 - A327 Eversley Road (SW)	474	508	0

Proportions

	To			
From		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	0.00	0.47	0.53
	2 - Eversley Road (NE)	0.55	0.00	0.45
	3 - A327 Eversley Road (SW)	0.48	0.52	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

From	To			
		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	1.000	1.010	1.020
	2 - Eversley Road (NE)	1.010	1.000	1.010
	3 - A327 Eversley Road (SW)	1.020	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - A327 Observer Way (NW)	16:45-17:00	697	708
	17:00-17:15	832	845
	17:15-17:30	1020	1035
	17:30-17:45	1020	1035
	17:45-18:00	832	845
	18:00-18:15	697	708
2 - Eversley Road (NE)	16:45-17:00	648	655
	17:00-17:15	774	782
	17:15-17:30	948	957
	17:30-17:45	948	957
	17:45-18:00	774	782
	18:00-18:15	648	655
3 - A327 Eversley Road (SW)	16:45-17:00	739	750
	17:00-17:15	883	896
	17:15-17:30	1081	1097
	17:30-17:45	1081	1097
	17:45-18:00	883	896
	18:00-18:15	739	750

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 - A327 Observer Way (NW)	0.74	10.06	2.8	B	850	1275
2 - Eversley Road (NE)	0.66	7.52	2.0	A	790	1185
3 - A327 Eversley Road (SW)	0.95	46.82	13.2	E	901	1352

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 - A327 Observer Way (NW)	697	174	379	1493	0.467	694	706	0.0	0.9	4.484	A
2 - Eversley Road (NE)	648	162	369	1543	0.420	645	704	0.0	0.7	3.997	A
3 - A327 Eversley Road (SW)	739	185	352	1233	0.599	733	662	0.0	1.5	7.122	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 - A327 Observer Way (NW)	832	208	454	1443	0.577	831	845	0.9	1.3	5.838	A
2 - Eversley Road (NE)	774	194	442	1494	0.518	773	842	0.7	1.1	4.982	A
3 - A327 Eversley Road (SW)	883	221	422	1192	0.741	878	793	1.5	2.7	11.282	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
1 - A327 Observer Way (NW)	1020	255	543	1384	0.737	1014	1022	1.3	2.7	9.591	A
2 - Eversley Road (NE)	948	237	540	1428	0.664	945	1017	1.1	1.9	7.393	A
3 - A327 Eversley Road (SW)	1081	270	516	1136	0.952	1049	969	2.7	10.8	33.188	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
1 - A327 Observer Way (NW)	1020	255	554	1376	0.741	1019	1035	2.7	2.8	10.057	B
2 - Eversley Road (NE)	948	237	543	1426	0.665	948	1031	1.9	2.0	7.521	A
3 - A327 Eversley Road (SW)	1081	270	517	1135	0.953	1072	973	10.8	13.2	46.817	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
1 - A327 Observer Way (NW)	832	208	478	1427	0.583	838	870	2.8	1.4	6.163	A
2 - Eversley Road (NE)	774	194	446	1491	0.519	777	870	2.0	1.1	5.069	A
3 - A327 Eversley Road (SW)	883	221	424	1190	0.742	924	799	13.2	3.0	15.377	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
1 - A327 Observer Way (NW)	697	174	386	1489	0.468	699	714	1.4	0.9	4.569	A
2 - Eversley Road (NE)	648	162	372	1541	0.421	650	713	1.1	0.7	4.045	A
3 - A327 Eversley Road (SW)	739	185	355	1232	0.600	745	667	3.0	1.5	7.488	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	97.26	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-16	3 - A327 Eversley Road (SW)	97.26	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 (%)
1 - A327 Observer Way (NW)		ONE HOUR	✓	715	100.000
2 - Eversley Road (NE)		ONE HOUR	✓	1048	100.000
3 - A327 Eversley Road (SW)		ONE HOUR	✓	1040	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	0	339	376
	2 - Eversley Road (NE)	652	0	396
	3 - A327 Eversley Road (SW)	517	523	0

Proportions

	To			
From		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	0.00	0.47	0.53
	2 - Eversley Road (NE)	0.62	0.00	0.38
	3 - A327 Eversley Road (SW)	0.50	0.50	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

From	To			
		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	1.000	1.010	1.040
	2 - Eversley Road (NE)	1.020	1.000	1.010
	3 - A327 Eversley Road (SW)	1.040	1.030	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - A327 Observer Way (NW)	07:45-08:00	538	552
	08:00-08:15	643	659
	08:15-08:30	787	808
	08:30-08:45	787	808
	08:45-09:00	643	659
	09:00-09:15	538	552
2 - Eversley Road (NE)	07:45-08:00	789	802
	08:00-08:15	942	957
	08:15-08:30	1154	1173
	08:30-08:45	1154	1173
	08:45-09:00	942	957
	09:00-09:15	789	802
3 - A327 Eversley Road (SW)	07:45-08:00	783	810
	08:00-08:15	935	968
	08:15-08:30	1145	1185
	08:30-08:45	1145	1185
	08:45-09:00	935	968
	09:00-09:15	783	810

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 - A327 Observer Way (NW)	0.57	5.94	1.3	A	656	984
2 - Eversley Road (NE)	0.77	10.42	3.3	B	962	1442
3 - A327 Eversley Road (SW)	1.16	245.41	85.3	F	954	1431

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 - A327 Observer Way (NW)	538	135	389	1466	0.367	536	873	0.0	0.6	3.860	A
2 - Eversley Road (NE)	789	197	282	1588	0.497	785	643	0.0	1.0	4.460	A
3 - A327 Eversley Road (SW)	783	196	488	1127	0.695	774	579	0.0	2.2	9.979	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 - A327 Observer Way (NW)	643	161	463	1417	0.454	642	1042	0.6	0.8	4.640	A
2 - Eversley Road (NE)	942	236	337	1550	0.608	940	767	1.0	1.5	5.875	A
3 - A327 Eversley Road (SW)	935	234	585	1070	0.874	920	693	2.2	5.8	22.213	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
1 - A327 Observer Way (NW)	787	197	494	1396	0.564	785	1202	0.8	1.3	5.881	A
2 - Eversley Road (NE)	1154	288	413	1499	0.770	1147	866	1.5	3.2	10.050	B
3 - A327 Eversley Road (SW)	1145	286	714	994	1.153	982	847	5.8	46.5	108.389	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
1 - A327 Observer Way (NW)	787	197	498	1393	0.565	787	1210	1.3	1.3	5.940	A
2 - Eversley Road (NE)	1154	288	414	1498	0.770	1154	871	3.2	3.3	10.421	B
3 - A327 Eversley Road (SW)	1145	286	718	991	1.155	990	850	46.5	85.3	245.413	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
1 - A327 Observer Way (NW)	643	161	530	1371	0.469	644	1114	1.3	0.9	4.962	A
2 - Eversley Road (NE)	942	236	339	1550	0.608	949	836	3.3	1.6	6.058	A
3 - A327 Eversley Road (SW)	935	234	590	1066	0.877	1054	697	85.3	55.5	240.993	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
1 - A327 Observer Way (NW)	538	135	500	1391	0.387	539	987	0.9	0.6	4.231	A
2 - Eversley Road (NE)	789	197	284	1587	0.497	791	756	1.6	1.0	4.537	A
3 - A327 Eversley Road (SW)	783	196	492	1124	0.696	995	583	55.5	2.5	66.117	F

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	23.04	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-3	3 - A327 Eversley Road (SW)	23.04	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 (%)
1 - A327 Observer Way (NW)		ONE HOUR	✓	922	100.000
2 - Eversley Road (NE)		ONE HOUR	✓	857	100.000
3 - A327 Eversley Road (SW)		ONE HOUR	✓	987	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	0	433	489
	2 - Eversley Road (NE)	469	0	388
	3 - A327 Eversley Road (SW)	477	510	0

Proportions

	To			
From		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	0.00	0.47	0.53
	2 - Eversley Road (NE)	0.55	0.00	0.45
	3 - A327 Eversley Road (SW)	0.48	0.52	0.00

Vehicle Mix

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

Heavy Vehicle %

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

Average PCU Per Veh

From	To			
		1 - A327 Observer Way (NW)	2 - Eversley Road (NE)	3 - A327 Eversley Road (SW)
	1 - A327 Observer Way (NW)	1.000	1.010	1.020
	2 - Eversley Road (NE)	1.010	1.000	1.010
	3 - A327 Eversley Road (SW)	1.020	1.010	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - A327 Observer Way (NW)	16:45-17:00	694	705
	17:00-17:15	829	842
	17:15-17:30	1015	1031
	17:30-17:45	1015	1031
	17:45-18:00	829	842
	18:00-18:15	694	705
2 - Eversley Road (NE)	16:45-17:00	645	652
	17:00-17:15	770	778
	17:15-17:30	944	953
	17:30-17:45	944	953
	17:45-18:00	770	778
	18:00-18:15	645	652
3 - A327 Eversley Road (SW)	16:45-17:00	743	754
	17:00-17:15	887	900
	17:15-17:30	1087	1103
	17:30-17:45	1087	1103
	17:45-18:00	887	900
	18:00-18:15	743	754

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 - A327 Observer Way (NW)	0.74	9.96	2.8	A	846	1269
2 - Eversley Road (NE)	0.66	7.41	1.9	A	786	1180
3 - A327 Eversley Road (SW)	0.96	48.76	13.9	E	906	1359

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 - A327 Observer Way (NW)	694	174	381	1492	0.465	691	708	0.0	0.9	4.472	A
2 - Eversley Road (NE)	645	161	366	1545	0.418	642	705	0.0	0.7	3.988	A
3 - A327 Eversley Road (SW)	743	186	352	1234	0.602	737	657	0.0	1.5	7.167	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 - A327 Observer Way (NW)	829	207	456	1442	0.575	827	847	0.9	1.3	5.834	A
2 - Eversley Road (NE)	770	193	439	1496	0.515	769	844	0.7	1.0	4.941	A
3 - A327 Eversley Road (SW)	887	222	421	1192	0.744	882	787	1.5	2.8	11.415	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
1 - A327 Observer Way (NW)	1015	254	544	1383	0.734	1010	1023	1.3	2.7	9.508	A
2 - Eversley Road (NE)	944	236	536	1431	0.659	940	1018	1.0	1.9	7.285	A
3 - A327 Eversley Road (SW)	1087	272	515	1136	0.956	1053	961	2.8	11.3	34.100	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
1 - A327 Observer Way (NW)	1015	254	556	1375	0.738	1015	1036	2.7	2.8	9.965	A
2 - Eversley Road (NE)	944	236	538	1429	0.660	943	1033	1.9	1.9	7.407	A
3 - A327 Eversley Road (SW)	1087	272	516	1135	0.957	1076	965	11.3	13.9	48.760	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
1 - A327 Observer Way (NW)	829	207	481	1425	0.581	834	873	2.8	1.4	6.144	A
2 - Eversley Road (NE)	770	193	442	1494	0.516	774	873	1.9	1.1	5.023	A
3 - A327 Eversley Road (SW)	887	222	423	1191	0.745	931	793	13.9	3.1	15.912	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
1 - A327 Observer Way (NW)	694	174	387	1488	0.466	696	716	1.4	0.9	4.559	A
2 - Eversley Road (NE)	645	161	369	1543	0.418	647	714	1.1	0.7	4.021	A
3 - A327 Eversley Road (SW)	743	186	354	1232	0.603	749	662	3.1	1.5	7.545	A

Junctions 11						
ARCADY 11 - Roundabout Module						
Version: 11.1.1.2424						
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Filename: Barkham Street_barkham road mini roundabout - AM FLAT.j11

Path: L:\PROJECTS\210000 SERIES\210226 - Arborfield Studios, Arborfield Green\Tech\Junction Assessments\Arcady

Report generation date: 08/04/2026 14:07:48

»D1 - 2025 | Base | AM

»D3 - 2040 | WSTM-SC1 | AM

»D5 - 2040 | WSTM-SC2 | AM

»D7 - 2040 | WSTM-SC3a | AM

Summary of junction performance

	AM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025 - Base					
2 - Barkham Street	D1	2.0	14.99	0.66	B	19 %
3 - B3349 Barkham Road (W)		2.2	12.39	0.69	B	[2 - Barkham Street]
1 - B3349 Barkham Road (E)		2.0	11.85	0.67	B	
	2040 - WSTM-SC1					
2 - Barkham Street	D3	5.4	34.81	0.85	D	0 %
3 - B3349 Barkham Road (W)		4.2	21.43	0.81	C	[2 - Barkham Street]
1 - B3349 Barkham Road (E)		5.6	26.99	0.86	D	
	2040 - WSTM-SC2					
2 - Barkham Street	D5	6.4	41.37	0.88	E	-2 %
3 - B3349 Barkham Road (W)		4.7	24.05	0.83	C	[2 - Barkham Street]
1 - B3349 Barkham Road (E)		6.3	29.82	0.87	D	
	2040 - WSTM-SC3a					
2 - Barkham Street	D7	7.1	45.29	0.89	E	-3 %
3 - B3349 Barkham Road (W)		5.1	25.44	0.84	D	[2 - Barkham Street]
1 - B3349 Barkham Road (E)		7.1	33.75	0.88	D	

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.

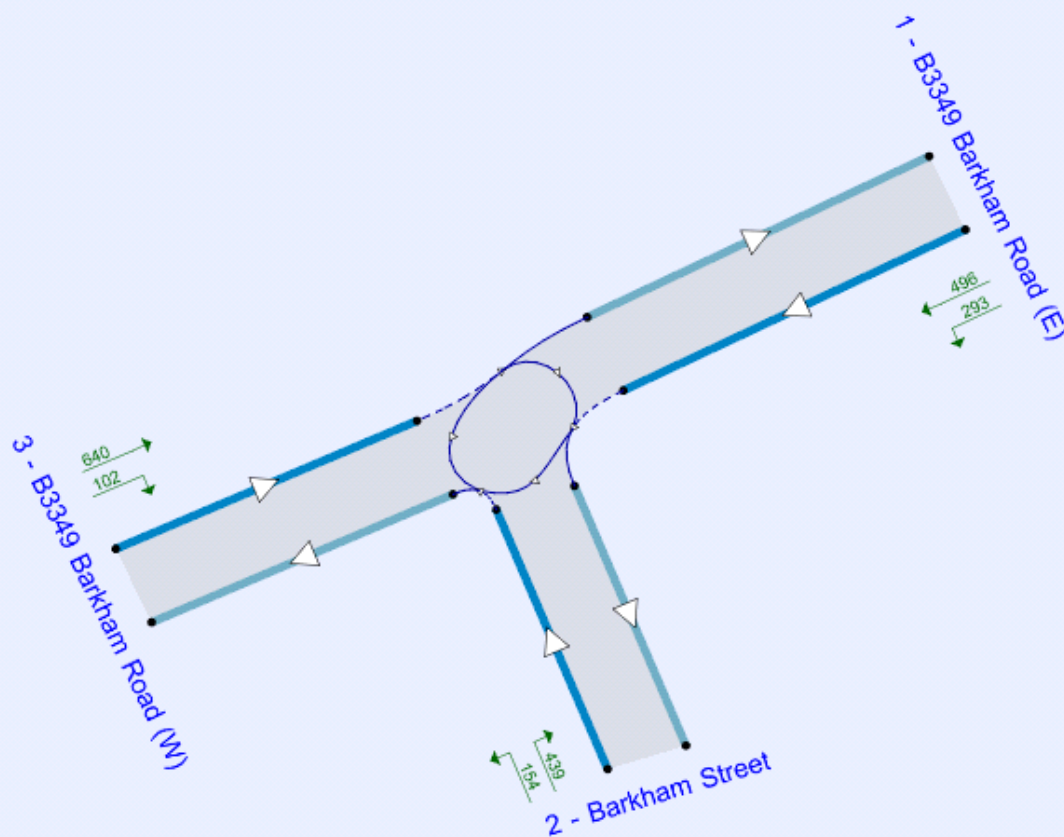
File summary

File Description

Title	Barkham Street / barkham road mini roundabout
Location	Barkham Street / barkham road mini roundabout
Site number	
Date	18/07/2025
Version	
Status	Base Existing
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



Flows show original traffic demand (Veh/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	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 period length (min)	Time segment length (min)	Run automatically
D1	2025	Base	AM	FLAT	08:00	09:00	60	15	✓
D3	2040	WSTM-SC1	AM	FLAT	08:00	09:00	60	15	✓
D5	2040	WSTM-SC2	AM	FLAT	08:00	09:00	60	15	✓
D7	2040	WSTM-SC3a	AM	FLAT	08:00	09:00	60	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	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	2, 3, 1	12.91	B

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		19	2 - Barkham Street	12.91	B

Arms

Arms

Arm	Name	Description
2	Barkham Street	
3	B3349 Barkham Road (W)	
1	B3349 Barkham Road (E)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
2 - Barkham Street	2.82	2.70	4.29	4.6	10.17	8.04	0.0	
3 - B3349 Barkham Road (W)	3.45	3.45	3.45	0.0	16.22	16.80	0.0	
1 - B3349 Barkham Road (E)	2.87	2.87	3.71	8.8	10.24	6.31	0.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
2 - Barkham Street	Direct	in line with queue surveys	150
3 - B3349 Barkham Road (W)	Direct	in line with queue survey	150
1 - B3349 Barkham Road (E)	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
2 - Barkham Street	0.608	979
3 - B3349 Barkham Road (W)	0.668	1180
1 - B3349 Barkham Road (E)	0.610	974

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 period length (min)	Time segment length (min)	Run automatically
D1	2025	Base	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Barkham Street		FLAT	✓	474	100.000
3 - B3349 Barkham Road (W)		FLAT	✓	648	100.000
1 - B3349 Barkham Road (E)		FLAT	✓	607	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0	139	335
	3 - B3349 Barkham Road (W)	83	0	565
	1 - B3349 Barkham Road (E)	183	424	0

Proportions

	To			
From		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0.00	0.29	0.71
	3 - B3349 Barkham Road (W)	0.13	0.00	0.87
	1 - B3349 Barkham Road (E)	0.30	0.70	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0	1	0
	3 - B3349 Barkham Road (W)	1	0	2
	1 - B3349 Barkham Road (E)	0	2	0

Average PCU Per Veh

	To			
From		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	1.000	1.010	1.000
	3 - B3349 Barkham Road (W)	1.010	1.000	1.020
	1 - B3349 Barkham Road (E)	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
2 - Barkham Street	08:00-08:15	474	475
	08:15-08:30	474	475
	08:30-08:45	474	475
	08:45-09:00	474	475
3 - B3349 Barkham Road (W)	08:00-08:15	648	660
	08:15-08:30	648	660
	08:30-08:45	648	660
	08:45-09:00	648	660
1 - B3349 Barkham Road (E)	08:00-08:15	607	615
	08:15-08:30	607	615
	08:30-08:45	607	615
	08:45-09:00	607	615

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 - Barkham Street	0.66	14.99	2.0	B	474	474
3 - B3349 Barkham Road (W)	0.69	12.39	2.2	B	648	648
1 - B3349 Barkham Road (E)	0.67	11.85	2.0	B	607	607

Main Results for each time segment

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 - Barkham Street	474	119	419	717	0.661	467	263	0.0	1.9	13.981	B
3 - B3349 Barkham Road (W)	648	162	330	942	0.688	640	555	0.0	2.1	11.609	B
1 - B3349 Barkham Road (E)	607	152	82	911	0.666	599	887	0.0	1.9	11.281	B

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 - Barkham Street	474	119	424	714	0.664	474	266	1.9	1.9	14.950	B
3 - B3349 Barkham Road (W)	648	162	335	938	0.691	648	563	2.1	2.2	12.360	B
1 - B3349 Barkham Road (E)	607	152	83	911	0.667	607	900	1.9	2.0	11.835	B

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 - Barkham Street	474	119	424	714	0.664	474	266	1.9	1.9	14.979	B
3 - B3349 Barkham Road (W)	648	162	335	938	0.691	648	563	2.2	2.2	12.383	B
1 - B3349 Barkham Road (E)	607	152	83	911	0.667	607	900	2.0	2.0	11.848	B

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 - Barkham Street	474	119	424	714	0.664	474	266	1.9	2.0	14.989	B
3 - B3349 Barkham Road (W)	648	162	335	938	0.691	648	563	2.2	2.2	12.388	B
1 - B3349 Barkham Road (E)	607	152	83	911	0.667	607	900	2.0	2.0	11.850	B

D3 - 2040 | WSTM-SC1 | 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	Mini-roundabout	2, 3, 1	27.23	D

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		0	2 - Barkham Street	27.23	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2040	WSTM-SC1	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Barkham Street		FLAT	✓	578	100.000
3 - B3349 Barkham Road (W)		FLAT	✓	721	100.000
1 - B3349 Barkham Road (E)		FLAT	✓	775	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0	154	424
	3 - B3349 Barkham Road (W)	96	0	625
	1 - B3349 Barkham Road (E)	292	483	0

Proportions

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0.00	0.27	0.73
	3 - B3349 Barkham Road (W)	0.13	0.00	0.87
	1 - B3349 Barkham Road (E)	0.38	0.62	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0	2	0
	3 - B3349 Barkham Road (W)	1	0	1
	1 - B3349 Barkham Road (E)	1	1	0

Average PCU Per Veh

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	1.000	1.020	1.000
	3 - B3349 Barkham Road (W)	1.010	1.000	1.010
	1 - B3349 Barkham Road (E)	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Am	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
2 - Barkham Street	08:00-08:15	578	581
	08:15-08:30	578	581
	08:30-08:45	578	581
	08:45-09:00	578	581
3 - B3349 Barkham Road (W)	08:00-08:15	721	728
	08:15-08:30	721	728
	08:30-08:45	721	728
	08:45-09:00	721	728
1 - B3349 Barkham Road (E)	08:00-08:15	775	783
	08:15-08:30	775	783
	08:30-08:45	775	783
	08:45-09:00	775	783

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Barkham Street	0.85	34.81	5.4	D	578	578
3 - B3349 Barkham Road (W)	0.81	21.43	4.2	C	721	721
1 - B3349 Barkham Road (E)	0.86	26.99	5.6	D	775	775

Main Results for each time segment

08:00 - 08:15

Am	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 - Barkham Street	578	144	471	686	0.842	560	379	0.0	4.4	25.785	D
3 - B3349 Barkham Road (W)	721	180	411	896	0.805	706	620	0.0	3.7	17.775	C
1 - B3349 Barkham Road (E)	775	194	94	907	0.854	755	1023	0.0	5.0	21.461	C

08:15 - 08:30

Am	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 - Barkham Street	578	144	482	679	0.851	576	387	4.4	5.0	33.306	D
3 - B3349 Barkham Road (W)	721	180	422	889	0.811	720	635	3.7	4.0	21.037	C
1 - B3349 Barkham Road (E)	775	194	96	906	0.855	773	1046	5.0	5.4	26.333	D

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 - Barkham Street	578	144	483	679	0.851	577	388	5.0	5.2	34.389	D
3 - B3349 Barkham Road (W)	721	180	423	888	0.812	721	636	4.0	4.1	21.320	C
1 - B3349 Barkham Road (E)	775	194	96	906	0.855	774	1048	5.4	5.5	26.804	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 - Barkham Street	578	144	483	679	0.851	578	388	5.2	5.4	34.808	D
3 - B3349 Barkham Road (W)	721	180	424	888	0.812	721	637	4.1	4.2	21.426	C
1 - B3349 Barkham Road (E)	775	194	96	906	0.855	775	1048	5.5	5.6	26.992	D

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	Mini-roundabout	2, 3, 1	31.03	D

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-2	2 - Barkham Street	31.03	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2040	WSTM-SC2	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Barkham Street		FLAT	✓	589	100.000
3 - B3349 Barkham Road (W)		FLAT	✓	732	100.000
1 - B3349 Barkham Road (E)		FLAT	✓	787	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0	153	436
	3 - B3349 Barkham Road (W)	98	0	634
	1 - B3349 Barkham Road (E)	293	494	0

Proportions

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0.00	0.26	0.74
	3 - B3349 Barkham Road (W)	0.13	0.00	0.87
	1 - B3349 Barkham Road (E)	0.37	0.63	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0	2	0
	3 - B3349 Barkham Road (W)	1	0	1
	1 - B3349 Barkham Road (E)	1	1	0

Average PCU Per Veh

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	1.000	1.020	1.000
	3 - B3349 Barkham Road (W)	1.010	1.000	1.010
	1 - B3349 Barkham Road (E)	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Am	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
2 - Barkham Street	08:00-08:15	589	592
	08:15-08:30	589	592
	08:30-08:45	589	592
	08:45-09:00	589	592
3 - B3349 Barkham Road (W)	08:00-08:15	732	739
	08:15-08:30	732	739
	08:30-08:45	732	739
	08:45-09:00	732	739
1 - B3349 Barkham Road (E)	08:00-08:15	787	795
	08:15-08:30	787	795
	08:30-08:45	787	795
	08:45-09:00	787	795

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Barkham Street	0.88	41.37	6.4	E	589	589
3 - B3349 Barkham Road (W)	0.83	24.05	4.7	C	732	732
1 - B3349 Barkham Road (E)	0.87	29.82	6.3	D	787	787

Main Results for each time segment

08:00 - 08:15

Am	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 - Barkham Street	589	147	480	680	0.866	569	381	0.0	5.1	28.465	D
3 - B3349 Barkham Road (W)	732	183	421	890	0.823	716	628	0.0	4.1	19.200	C
1 - B3349 Barkham Road (E)	787	197	96	906	0.868	765	1041	0.0	5.4	22.869	C

08:15 - 08:30

Am	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 - Barkham Street	589	147	493	673	0.875	586	390	5.1	5.9	38.686	E
3 - B3349 Barkham Road (W)	732	183	434	881	0.831	730	645	4.1	4.5	23.366	C
1 - B3349 Barkham Road (E)	787	197	98	905	0.869	785	1066	5.4	5.9	28.849	D

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 - Barkham Street	589	147	493	672	0.876	588	391	5.9	6.3	40.567	E
3 - B3349 Barkham Road (W)	732	183	435	880	0.832	731	646	4.5	4.7	23.869	C
1 - B3349 Barkham Road (E)	787	197	98	905	0.870	786	1068	5.9	6.2	29.534	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 - Barkham Street	589	147	494	672	0.876	588	391	6.3	6.4	41.365	E
3 - B3349 Barkham Road (W)	732	183	435	880	0.832	732	647	4.7	4.7	24.051	C
1 - B3349 Barkham Road (E)	787	197	98	905	0.870	787	1069	6.2	6.3	29.817	D

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	Mini-roundabout	2, 3, 1	34.09	D

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-3	2 - Barkham Street	34.09	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2040	WSTM-SC3a	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Am	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Barkham Street		FLAT	✓	593	100.000
3 - B3349 Barkham Road (W)		FLAT	✓	742	100.000
1 - B3349 Barkham Road (E)		FLAT	✓	789	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0	154	439
	3 - B3349 Barkham Road (W)	102	0	640
	1 - B3349 Barkham Road (E)	293	496	0

Proportions

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0.00	0.26	0.74
	3 - B3349 Barkham Road (W)	0.14	0.00	0.86
	1 - B3349 Barkham Road (E)	0.37	0.63	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0	1	1
	3 - B3349 Barkham Road (W)	2	0	0
	1 - B3349 Barkham Road (E)	4	1	0

Average PCU Per Veh

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	1.000	1.010	1.010
	3 - B3349 Barkham Road (W)	1.020	1.000	1.000
	1 - B3349 Barkham Road (E)	1.040	1.010	1.000

Detailed Demand Data

Demand for each time segment

Am	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
2 - Barkham Street	08:00-08:15	593	599
	08:15-08:30	593	599
	08:30-08:45	593	599
	08:45-09:00	593	599
3 - B3349 Barkham Road (W)	08:00-08:15	742	744
	08:15-08:30	742	744
	08:30-08:45	742	744
	08:45-09:00	742	744
1 - B3349 Barkham Road (E)	08:00-08:15	789	806
	08:15-08:30	789	806
	08:30-08:45	789	806
	08:45-09:00	789	806

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Barkham Street	0.89	45.29	7.1	E	593	593
3 - B3349 Barkham Road (W)	0.84	25.44	5.1	D	742	742
1 - B3349 Barkham Road (E)	0.88	33.75	7.1	D	789	789

Main Results for each time segment

08:00 - 08:15

Am	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 - Barkham Street	593	148	481	677	0.876	571	384	0.0	5.4	29.832	D
3 - B3349 Barkham Road (W)	742	185	423	892	0.832	725	629	0.0	4.3	19.868	C
1 - B3349 Barkham Road (E)	789	197	100	894	0.883	765	1048	0.0	6.0	24.703	C

08:15 - 08:30

Am	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 - Barkham Street	593	148	494	669	0.887	589	394	5.4	6.4	41.690	E
3 - B3349 Barkham Road (W)	742	185	436	883	0.840	740	647	4.3	4.8	24.570	C
1 - B3349 Barkham Road (E)	789	197	102	892	0.884	786	1074	6.0	6.6	32.264	D

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 - Barkham Street	593	148	495	668	0.888	591	394	6.4	6.8	44.182	E
3 - B3349 Barkham Road (W)	742	185	438	882	0.841	741	649	4.8	5.0	25.202	D
1 - B3349 Barkham Road (E)	789	197	102	892	0.884	788	1077	6.6	6.9	33.298	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 - Barkham Street	593	148	496	668	0.888	592	395	6.8	7.1	45.294	E
3 - B3349 Barkham Road (W)	742	185	438	881	0.842	742	649	5.0	5.1	25.438	D
1 - B3349 Barkham Road (E)	789	197	102	892	0.884	788	1078	6.9	7.1	33.748	D

Junctions 11						
ARCADY 11 - Roundabout Module						
Version: 11.1.1.2424						
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Filename: Barkham Street_barkham road mini roundabout - PM FLAT.j11

Path: L:\PROJECTS\210000 SERIES\210226 - Arborfield Studios, Arborfield Green\Tech\Junction Assessments\Arcady

Report generation date: 08/04/2026 10:44:09

»D2 - 2025 | Base | PM

»D4 - 2040 | WSTM-SC1 | PM

»D6 - 2040 | WSTM-SC2 | PM

»D8 - 2040 | WSTM-SC3a | PM

Summary of junction performance

	PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025 - Base					
2 - Barkham Street	D2	1.4	16.04	0.59	C	17 % [1 - B3349 Barkham Road (E)]
3 - B3349 Barkham Road (W)		1.5	9.94	0.59	A	
1 - B3349 Barkham Road (E)		3.0	14.75	0.75	B	
	2040 - WSTM-SC1					
2 - Barkham Street	D4	1.9	19.07	0.66	C	10 % [3 - B3349 Barkham Road (W)]
3 - B3349 Barkham Road (W)		3.7	19.81	0.79	C	
1 - B3349 Barkham Road (E)		2.6	13.46	0.73	B	
	2040 - WSTM-SC2					
2 - Barkham Street	D6	2.1	20.52	0.68	C	9 % [3 - B3349 Barkham Road (W)]
3 - B3349 Barkham Road (W)		3.8	20.25	0.80	C	
1 - B3349 Barkham Road (E)		2.8	14.15	0.74	B	
	2040 - WSTM-SC3a					
2 - Barkham Street	D8	2.1	20.77	0.68	C	9 % [3 - B3349 Barkham Road (W)]
3 - B3349 Barkham Road (W)		3.9	20.63	0.80	C	
1 - B3349 Barkham Road (E)		2.8	14.18	0.74	B	

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.

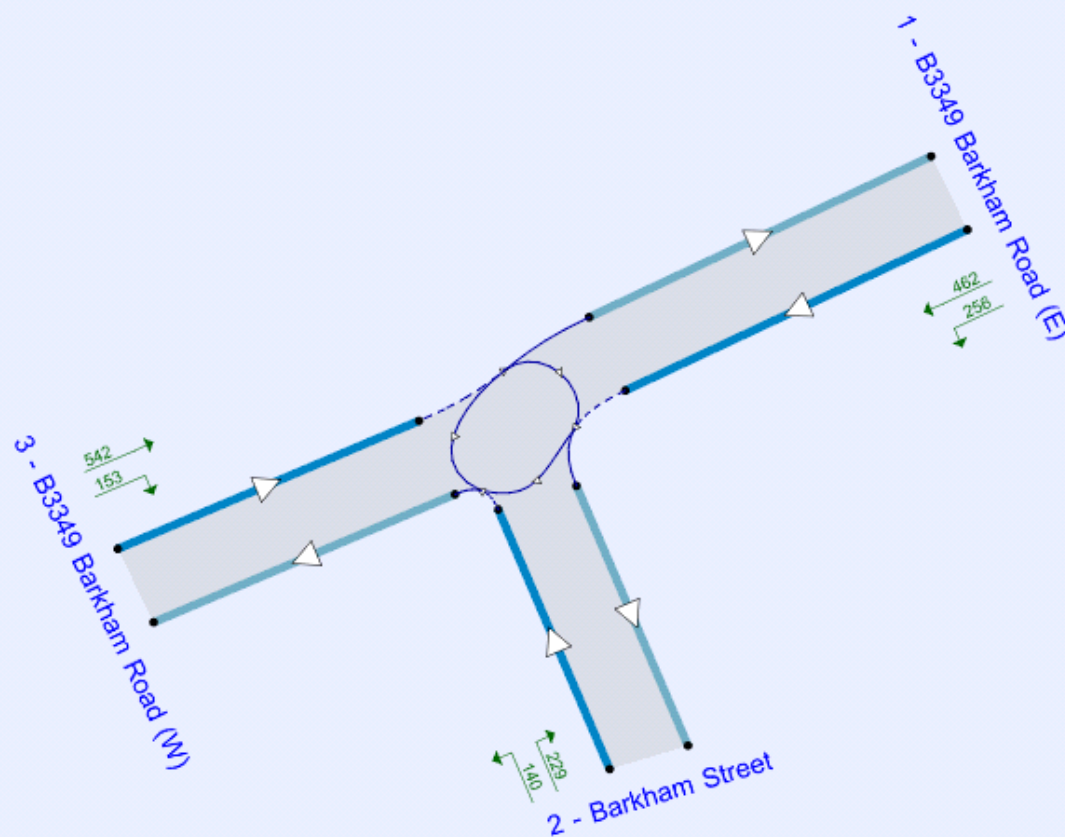
File summary

File Description

Title	Barkham Street / barkham road mini roundabout
Location	Barkham Street / barkham road mini roundabout
Site number	
Date	18/07/2025
Version	
Status	Base Existing
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



Flows show original traffic demand (Veh/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	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 period length (min)	Time segment length (min)	Run automatically
D2	2025	Base	PM	FLAT	16:45	17:45	60	15	✓
D4	2040	WSTM-SC1	PM	FLAT	16:45	17:45	60	15	✓
D6	2040	WSTM-SC2	PM	FLAT	16:45	17:45	60	15	✓
D8	2040	WSTM-SC3a	PM	FLAT	16:45	17:45	60	15	✓

Analysis Set Details

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

D2 - 2025 | Base | 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	Mini-roundabout	2, 3, 1	13.41	B

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		17	1 - B3349 Barkham Road (E)	13.41	B

Arms

Arms

Arm	Name	Description
2	Barkham Street	
3	B3349 Barkham Road (W)	
1	B3349 Barkham Road (E)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
2 - Barkham Street	2.82	2.70	4.29	4.6	10.17	8.04	0.0	
3 - B3349 Barkham Road (W)	3.45	3.45	3.45	0.0	16.22	16.80	0.0	
1 - B3349 Barkham Road (E)	2.87	2.87	3.71	8.8	10.24	6.31	0.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
2 - Barkham Street	None		
3 - B3349 Barkham Road (W)	None		
1 - B3349 Barkham Road (E)	Direct		100

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
2 - Barkham Street	0.608	829
3 - B3349 Barkham Road (W)	0.668	1030
1 - B3349 Barkham Road (E)	0.610	1074

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 period length (min)	Time segment length (min)	Run automatically
D2	2025	Base	PM	FLAT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Barkham Street		FLAT	✓	321	100.000
3 - B3349 Barkham Road (W)		FLAT	✓	531	100.000
1 - B3349 Barkham Road (E)		FLAT	✓	736	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	1	120	200
	3 - B3349 Barkham Road (W)	146	1	384
	1 - B3349 Barkham Road (E)	277	459	0

Proportions

	To			
From		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0.00	0.37	0.62
	3 - B3349 Barkham Road (W)	0.27	0.00	0.72
	1 - B3349 Barkham Road (E)	0.38	0.62	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0	2	0
	3 - B3349 Barkham Road (W)	1	0	0
	1 - B3349 Barkham Road (E)	1	0	0

Average PCU Per Veh

	To			
From		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	1.000	1.020	1.000
	3 - B3349 Barkham Road (W)	1.010	1.000	1.000
	1 - B3349 Barkham Road (E)	1.010	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
2 - Barkham Street	16:45-17:00	321	323
	17:00-17:15	321	323
	17:15-17:30	321	323
	17:30-17:45	321	323
3 - B3349 Barkham Road (W)	16:45-17:00	531	532
	17:00-17:15	531	532
	17:15-17:30	531	532
	17:30-17:45	531	532
1 - B3349 Barkham Road (E)	16:45-17:00	736	739
	17:00-17:15	736	739
	17:15-17:30	736	739
	17:30-17:45	736	739

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 - Barkham Street	0.59	16.04	1.4	C	321	321
3 - B3349 Barkham Road (W)	0.59	9.94	1.5	A	531	531
1 - B3349 Barkham Road (E)	0.75	14.75	3.0	B	736	736

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 - Barkham Street	321	80	453	549	0.584	316	418	0.0	1.3	15.073	C
3 - B3349 Barkham Road (W)	531	133	198	895	0.593	525	571	0.0	1.4	9.590	A
1 - B3349 Barkham Road (E)	736	184	146	981	0.751	725	577	0.0	2.8	13.531	B

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 - Barkham Street	321	80	460	545	0.589	321	424	1.3	1.4	16.004	C
3 - B3349 Barkham Road (W)	531	133	201	893	0.595	531	580	1.4	1.4	9.934	A
1 - B3349 Barkham Road (E)	736	184	148	980	0.751	736	584	2.8	2.9	14.702	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 - Barkham Street	321	80	460	545	0.589	321	424	1.4	1.4	16.032	C
3 - B3349 Barkham Road (W)	531	133	201	893	0.595	531	580	1.4	1.5	9.939	A
1 - B3349 Barkham Road (E)	736	184	148	980	0.751	736	584	2.9	3.0	14.736	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 - Barkham Street	321	80	460	545	0.589	321	424	1.4	1.4	16.044	C
3 - B3349 Barkham Road (W)	531	133	201	893	0.595	531	580	1.5	1.5	9.941	A
1 - B3349 Barkham Road (E)	736	184	148	980	0.751	736	584	3.0	3.0	14.751	B

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	Mini-roundabout	2, 3, 1	17.11	C

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		10	3 - B3349 Barkham Road (W)	17.11	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2040	WSTM-SC1	PM	FLAT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Barkham Street		FLAT	✓	362	100.000
3 - B3349 Barkham Road (W)		FLAT	✓	691	100.000
1 - B3349 Barkham Road (E)		FLAT	✓	705	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0	138	224
	3 - B3349 Barkham Road (W)	152	0	539
	1 - B3349 Barkham Road (E)	257	448	0

Proportions

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0.00	0.38	0.62
	3 - B3349 Barkham Road (W)	0.22	0.00	0.78
	1 - B3349 Barkham Road (E)	0.36	0.64	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0	0	1
	3 - B3349 Barkham Road (W)	0	0	1
	1 - B3349 Barkham Road (E)	1	1	0

Average PCU Per Veh

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	1.000	1.000	1.010
	3 - B3349 Barkham Road (W)	1.000	1.000	1.010
	1 - B3349 Barkham Road (E)	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Am	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
2 - Barkham Street	16:45-17:00	362	364
	17:00-17:15	362	364
	17:15-17:30	362	364
	17:30-17:45	362	364
3 - B3349 Barkham Road (W)	16:45-17:00	691	696
	17:00-17:15	691	696
	17:15-17:30	691	696
	17:30-17:45	691	696
1 - B3349 Barkham Road (E)	16:45-17:00	705	712
	17:00-17:15	705	712
	17:15-17:30	705	712
	17:30-17:45	705	712

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Barkham Street	0.66	19.07	1.9	C	362	362
3 - B3349 Barkham Road (W)	0.79	19.81	3.7	C	691	691
1 - B3349 Barkham Road (E)	0.73	13.46	2.6	B	705	705

Main Results for each time segment

16:45 - 17:00

Am	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 - Barkham Street	362	90	442	554	0.653	355	402	0.0	1.8	17.489	C
3 - B3349 Barkham Road (W)	691	173	220	875	0.790	677	577	0.0	3.4	17.209	C
1 - B3349 Barkham Road (E)	705	176	149	974	0.724	695	748	0.0	2.5	12.506	B

17:00 - 17:15

Am	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 - Barkham Street	362	90	448	551	0.658	362	409	1.8	1.9	18.994	C
3 - B3349 Barkham Road (W)	691	173	224	872	0.793	690	586	3.4	3.6	19.619	C
1 - B3349 Barkham Road (E)	705	176	152	972	0.725	705	762	2.5	2.6	13.423	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 - Barkham Street	362	90	448	550	0.658	362	409	1.9	1.9	19.053	C
3 - B3349 Barkham Road (W)	691	173	224	872	0.793	691	586	3.6	3.7	19.763	C
1 - B3349 Barkham Road (E)	705	176	152	972	0.725	705	763	2.6	2.6	13.453	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 - Barkham Street	362	90	448	550	0.658	362	409	1.9	1.9	19.072	C
3 - B3349 Barkham Road (W)	691	173	224	872	0.793	691	586	3.7	3.7	19.812	C
1 - B3349 Barkham Road (E)	705	176	152	972	0.725	705	763	2.6	2.6	13.464	B

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	Mini-roundabout	2, 3, 1	17.84	C

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		9	3 - B3349 Barkham Road (W)	17.84	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2040	WSTM-SC2	PM	FLAT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Barkham Street		FLAT	✓	368	100.000
3 - B3349 Barkham Road (W)		FLAT	✓	691	100.000
1 - B3349 Barkham Road (E)		FLAT	✓	718	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0	138	230
	3 - B3349 Barkham Road (W)	152	0	539
	1 - B3349 Barkham Road (E)	258	460	0

Proportions

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0.00	0.38	0.63
	3 - B3349 Barkham Road (W)	0.22	0.00	0.78
	1 - B3349 Barkham Road (E)	0.36	0.64	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0	0	1
	3 - B3349 Barkham Road (W)	0	0	1
	1 - B3349 Barkham Road (E)	1	1	0

Average PCU Per Veh

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	1.000	1.000	1.010
	3 - B3349 Barkham Road (W)	1.000	1.000	1.010
	1 - B3349 Barkham Road (E)	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Am	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
2 - Barkham Street	16:45-17:00	368	370
	17:00-17:15	368	370
	17:15-17:30	368	370
	17:30-17:45	368	370
3 - B3349 Barkham Road (W)	16:45-17:00	691	696
	17:00-17:15	691	696
	17:15-17:30	691	696
	17:30-17:45	691	696
1 - B3349 Barkham Road (E)	16:45-17:00	718	725
	17:00-17:15	718	725
	17:15-17:30	718	725
	17:30-17:45	718	725

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Barkham Street	0.68	20.52	2.1	C	368	368
3 - B3349 Barkham Road (W)	0.80	20.25	3.8	C	691	691
1 - B3349 Barkham Road (E)	0.74	14.15	2.8	B	718	718

Main Results for each time segment

16:45 - 17:00

Am	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 - Barkham Street	368	92	453	547	0.672	360	403	0.0	1.9	18.574	C
3 - B3349 Barkham Road (W)	691	173	225	871	0.793	677	588	0.0	3.5	17.489	C
1 - B3349 Barkham Road (E)	718	180	149	974	0.737	707	753	0.0	2.7	13.041	B

17:00 - 17:15

Am	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 - Barkham Street	368	92	460	543	0.677	368	410	1.9	2.0	20.405	C
3 - B3349 Barkham Road (W)	691	173	230	868	0.796	690	598	3.5	3.7	20.038	C
1 - B3349 Barkham Road (E)	718	180	152	972	0.739	718	768	2.7	2.7	14.099	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 - Barkham Street	368	92	460	543	0.678	368	410	2.0	2.0	20.489	C
3 - B3349 Barkham Road (W)	691	173	230	868	0.796	691	598	3.7	3.8	20.199	C
1 - B3349 Barkham Road (E)	718	180	152	972	0.739	718	769	2.7	2.8	14.136	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 - Barkham Street	368	92	460	543	0.678	368	410	2.0	2.1	20.516	C
3 - B3349 Barkham Road (W)	691	173	230	868	0.796	691	598	3.8	3.8	20.254	C
1 - B3349 Barkham Road (E)	718	180	152	972	0.739	718	769	2.8	2.8	14.148	B

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	Mini-roundabout	2, 3, 1	18.06	C

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		9	3 - B3349 Barkham Road (W)	18.06	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2040	WSTM-SC3a	PM	FLAT	16:45	17:45	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
2 - Barkham Street		FLAT	✓	369	100.000
3 - B3349 Barkham Road (W)		FLAT	✓	695	100.000
1 - B3349 Barkham Road (E)		FLAT	✓	718	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0	140	229
	3 - B3349 Barkham Road (W)	153	0	542
	1 - B3349 Barkham Road (E)	256	462	0

Proportions

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0.00	0.38	0.62
	3 - B3349 Barkham Road (W)	0.22	0.00	0.78
	1 - B3349 Barkham Road (E)	0.36	0.64	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	0	0	1
	3 - B3349 Barkham Road (W)	0	0	1
	1 - B3349 Barkham Road (E)	1	1	0

Average PCU Per Veh

From	To			
		2 - Barkham Street	3 - B3349 Barkham Road (W)	1 - B3349 Barkham Road (E)
	2 - Barkham Street	1.000	1.000	1.010
	3 - B3349 Barkham Road (W)	1.000	1.000	1.010
	1 - B3349 Barkham Road (E)	1.010	1.010	1.000

Detailed Demand Data

Demand for each time segment

Am	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
2 - Barkham Street	16:45-17:00	369	371
	17:00-17:15	369	371
	17:15-17:30	369	371
	17:30-17:45	369	371
3 - B3349 Barkham Road (W)	16:45-17:00	695	700
	17:00-17:15	695	700
	17:15-17:30	695	700
	17:30-17:45	695	700
1 - B3349 Barkham Road (E)	16:45-17:00	718	725
	17:00-17:15	718	725
	17:15-17:30	718	725
	17:30-17:45	718	725

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
2 - Barkham Street	0.68	20.77	2.1	C	369	369
3 - B3349 Barkham Road (W)	0.80	20.63	3.9	C	695	695
1 - B3349 Barkham Road (E)	0.74	14.18	2.8	B	718	718

Main Results for each time segment

16:45 - 17:00

Am	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 - Barkham Street	369	92	455	546	0.676	361	402	0.0	2.0	18.766	C
3 - B3349 Barkham Road (W)	695	174	224	872	0.797	681	592	0.0	3.6	17.731	C
1 - B3349 Barkham Road (E)	718	180	150	973	0.738	707	755	0.0	2.7	13.064	B

17:00 - 17:15

Am	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 - Barkham Street	369	92	462	542	0.681	369	409	2.0	2.0	20.657	C
3 - B3349 Barkham Road (W)	695	174	229	869	0.800	694	602	3.6	3.8	20.401	C
1 - B3349 Barkham Road (E)	718	180	153	972	0.739	718	770	2.7	2.7	14.132	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 - Barkham Street	369	92	462	542	0.681	369	409	2.0	2.1	20.747	C
3 - B3349 Barkham Road (W)	695	174	229	868	0.800	695	602	3.8	3.9	20.574	C
1 - B3349 Barkham Road (E)	718	180	153	971	0.739	718	771	2.7	2.8	14.169	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 - Barkham Street	369	92	462	542	0.681	369	409	2.1	2.1	20.774	C
3 - B3349 Barkham Road (W)	695	174	229	868	0.800	695	602	3.9	3.9	20.634	C
1 - B3349 Barkham Road (E)	718	180	153	971	0.739	718	771	2.8	2.8	14.181	B

Junctions 11											
ARCADY 11 - Roundabout Module											
Version: 11.2.0.2510											
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Filename: Bearwood Road_Barkham Road mini roundabout.j11

Path: L:\PROJECTS\210000 SERIES\210226 - Arborfield Studios, Arborfield Green\Tech\Junction Assessments\Arcady

Report generation date: 21/08/2026 17:23:06

- »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

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 - Bearwood Road	D1	4.4	39.36	0.83	E	-2 %	D2	4.8	32.72	0.84	D	1 %
2 - B3349 Barkham Road (E)		1.7	9.72	0.64	A	[1 - Bearwood Road]		2.2	12.35	0.69	B	
3 - B3349 Barkham Road (W)		2.6	9.54	0.72	A			0.9	5.02	0.47	A	[1 - Bearwood Road]
	2040 - WSTM-SC1											
1 - Bearwood Road	D3	217.8	1225.65	1.59	F	-35 %	D4	99.5	547.26	1.30	F	-26 %
2 - B3349 Barkham Road (E)		3.2	15.80	0.77	C	[1 - Bearwood Road]		3.9	18.82	0.80	C	
3 - B3349 Barkham Road (W)		10.5	35.05	0.93	E			2.2	9.60	0.69	A	[1 - Bearwood Road]
	2040 - WSTM-SC2											
1 - Bearwood Road	D5	230.1	1295.54	1.62	F	-36 %	D6	103.0	571.00	1.32	F	-26 %
2 - B3349 Barkham Road (E)		3.3	16.20	0.77	C	[1 - Bearwood Road]		4.1	19.78	0.81	C	
3 - B3349 Barkham Road (W)		12.4	40.53	0.95	E			2.3	9.77	0.70	A	[1 - Bearwood Road]
	2040 - WSTM-SC3a											
1 - Bearwood Road	D7	235.7	1328.57	1.64	F	-36 %	D8	101.2	560.55	1.31	F	-26 %
2 - B3349 Barkham Road (E)		3.3	16.24	0.78	C	[1 - Bearwood Road]		4.1	19.92	0.81	C	
3 - B3349 Barkham Road (W)		13.7	44.17	0.95	E			2.3	9.83	0.70	A	[1 - Bearwood Road]

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.

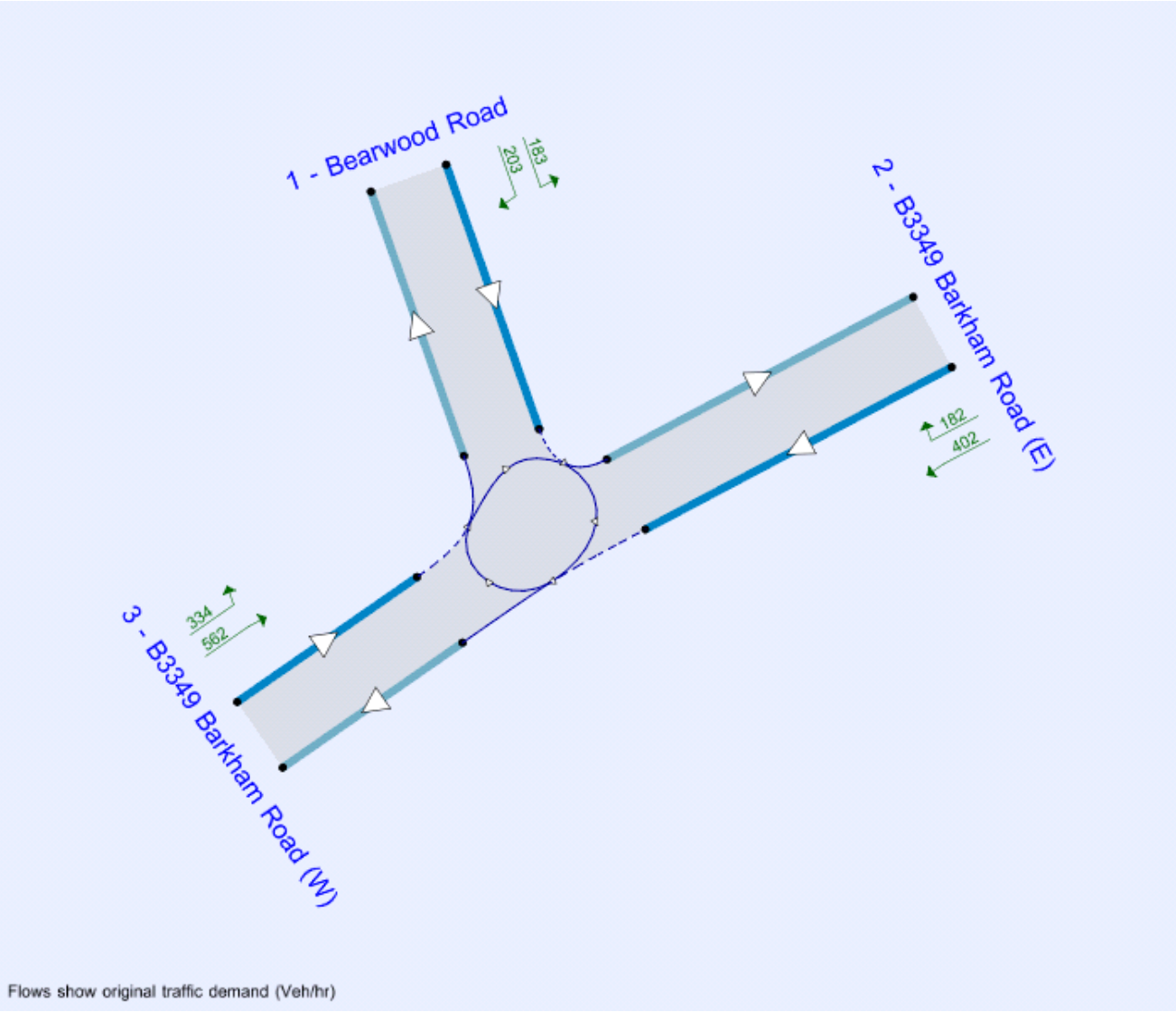
File summary

File Description

Title	Bearwood Road / Barkham Road mini roundabout
Location	Bearwood Road / Barkham Road mini roundabout
Site number	
Date	18/07/2025
Version	
Status	Base Existing
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

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	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)	Results for central hour only	Locked	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			✓

Analysis Set Details

ID	Use Lane Simulation	Include in report	Use specific Demand Set(s)	Locked	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	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	15.78	C

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-2	1 - Bearwood Road	15.78	C

Arms

Arms

Arm	Name
1	Bearwood Road
2	B3349 Barkham Road (E)
3	B3349 Barkham Road (W)

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Bearwood Road	3.50	3.50	3.68	0.1	7.81	4.94	0.0	
2 - B3349 Barkham Road (E)	3.61	3.06	5.30	25.9	11.69	11.51	0.0	
3 - B3349 Barkham Road (W)	3.00	3.00	7.40	34.5	10.41	8.54	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Final slope	Final intercept (PCU/hr)
1 - Bearwood Road		0.610	904
2 - B3349 Barkham Road (E)		0.663	1181
3 - B3349 Barkham Road (W)		0.710	1523

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)	Results for central hour only	Locked	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 - Bearwood Road		ONE HOUR	✓	386	100.000
2 - B3349 Barkham Road (E)		ONE HOUR	✓	585	100.000
3 - B3349 Barkham Road (W)		ONE HOUR	✓	899	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	183	203
	2 - B3349 Barkham Road (E)	182	1	402
	3 - B3349 Barkham Road (W)	334	562	3

Proportions

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0.00	0.47	0.53
	2 - B3349 Barkham Road (E)	0.31	0.00	0.69
	3 - B3349 Barkham Road (W)	0.37	0.63	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	1	2
	2 - B3349 Barkham Road (E)	2	0	1
	3 - B3349 Barkham Road (W)	0	1	33

Average PCU Per Veh

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	1.000	1.010	1.020
	2 - B3349 Barkham Road (E)	1.020	1.000	1.010
	3 - B3349 Barkham Road (W)	1.000	1.010	1.330

Detailed Demand Data

Demand for each time segment

Am	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Bearwood Road	07:45-08:00	291	295
	08:00-08:15	347	352
	08:15-08:30	425	431
	08:30-08:45	425	431
	08:45-09:00	347	352
	09:00-09:15	291	295
2 - B3349 Barkham Road (E)	07:45-08:00	440	446
	08:00-08:15	526	533
	08:15-08:30	644	653
	08:30-08:45	644	653
	08:45-09:00	526	533
	09:00-09:15	440	446
3 - B3349 Barkham Road (W)	07:45-08:00	677	682
	08:00-08:15	808	814
	08:15-08:30	990	997
	08:30-08:45	990	997
	08:45-09:00	808	814
	09:00-09:15	677	682

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Bearwood Road	0.83	39.36	4.4	E	354	531
2 - B3349 Barkham Road (E)	0.64	9.72	1.7	A	537	805
3 - B3349 Barkham Road (W)	0.72	9.54	2.6	A	825	1237

Main Results for each time segment

07:45 - 08:00

Am	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 - Bearwood Road	291	73	424	633	0.459	287	386	0.0	0.8	10.330	B
2 - B3349 Barkham Road (E)	440	110	153	1063	0.414	438	558	0.0	0.7	5.735	A
3 - B3349 Barkham Road (W)	677	169	137	1413	0.479	673	454	0.0	0.9	4.843	A

08:00 - 08:15

Am	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 - Bearwood Road	347	87	508	582	0.597	345	463	0.8	1.4	15.038	C
2 - B3349 Barkham Road (E)	526	131	184	1042	0.505	525	668	0.7	1.0	6.940	A
3 - B3349 Barkham Road (W)	808	202	164	1393	0.580	806	544	0.9	1.4	6.114	A

08:15 - 08:30

Am	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 - Bearwood Road	425	106	620	513	0.828	415	566	1.4	4.0	33.605	D
2 - B3349 Barkham Road (E)	644	161	221	1017	0.633	641	814	1.0	1.7	9.515	A
3 - B3349 Barkham Road (W)	990	247	201	1367	0.724	985	662	1.4	2.5	9.307	A

08:30 - 08:45

Am	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 - Bearwood Road	425	106	623	511	0.831	423	568	4.0	4.4	39.357	E
2 - B3349 Barkham Road (E)	644	161	226	1014	0.635	644	820	1.7	1.7	9.722	A
3 - B3349 Barkham Road (W)	990	247	201	1367	0.724	990	668	2.5	2.6	9.536	A

08:45 - 09:00

Am	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 - Bearwood Road	347	87	512	579	0.599	358	466	4.4	1.6	17.048	C
2 - B3349 Barkham Road (E)	526	131	191	1037	0.507	529	679	1.7	1.0	7.112	A
3 - B3349 Barkham Road (W)	808	202	165	1393	0.580	813	554	2.6	1.4	6.258	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 - Bearwood Road	291	73	427	630	0.461	293	390	1.6	0.9	10.764	B
2 - B3349 Barkham Road (E)	440	110	157	1060	0.415	442	564	1.0	0.7	5.831	A
3 - B3349 Barkham Road (W)	677	169	138	1412	0.479	679	460	1.4	0.9	4.922	A

■ D2 - 2025 | Base | 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	Mini-roundabout	1, 2, 3	15.90	C

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		1	1 - Bearwood Road	15.90	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)	Results for central hour only	Locked	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 - Bearwood Road		ONE HOUR	✓	504	100.000
2 - B3349 Barkham Road (E)		ONE HOUR	✓	598	100.000
3 - B3349 Barkham Road (W)		ONE HOUR	✓	586	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	204	300
	2 - B3349 Barkham Road (E)	182	0	416
	3 - B3349 Barkham Road (W)	237	347	2

Proportions

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0.00	0.40	0.60
	2 - B3349 Barkham Road (E)	0.30	0.00	0.70
	3 - B3349 Barkham Road (W)	0.40	0.59	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	2	1
	2 - B3349 Barkham Road (E)	1	0	1
	3 - B3349 Barkham Road (W)	3	0	0

Average PCU Per Veh

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	1.000	1.020	1.010
	2 - B3349 Barkham Road (E)	1.010	1.000	1.010
	3 - B3349 Barkham Road (W)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Bearwood Road	16:45-17:00	379	385
	17:00-17:15	453	459
	17:15-17:30	555	563
	17:30-17:45	555	563
	17:45-18:00	453	459
	18:00-18:15	379	385
2 - B3349 Barkham Road (E)	16:45-17:00	450	455
	17:00-17:15	538	543
	17:15-17:30	658	665
	17:30-17:45	658	665
	17:45-18:00	538	543
	18:00-18:15	450	455
3 - B3349 Barkham Road (W)	16:45-17:00	441	447
	17:00-17:15	527	533
	17:15-17:30	645	653
	17:30-17:45	645	653
	17:45-18:00	527	533
	18:00-18:15	441	447

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 - Bearwood Road	0.84	32.72	4.8	D	462	694
2 - B3349 Barkham Road (E)	0.69	12.35	2.2	B	549	823
3 - B3349 Barkham Road (W)	0.47	5.02	0.9	A	538	807

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 - Bearwood Road	379	95	262	734	0.517	375	314	0.0	1.0	9.927	A
2 - B3349 Barkham Road (E)	450	113	225	1020	0.441	447	412	0.0	0.8	6.251	A
3 - B3349 Barkham Road (W)	441	110	136	1408	0.313	439	536	0.0	0.5	3.711	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 - Bearwood Road	453	113	313	703	0.645	450	376	1.0	1.7	14.098	B
2 - B3349 Barkham Road (E)	538	134	270	990	0.543	536	494	0.8	1.2	7.901	A
3 - B3349 Barkham Road (W)	527	132	163	1389	0.379	526	643	0.5	0.6	4.171	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 - Bearwood Road	555	139	384	661	0.840	544	460	1.7	4.4	28.634	D
2 - B3349 Barkham Road (E)	658	165	326	953	0.691	654	602	1.2	2.1	11.913	B
3 - B3349 Barkham Road (W)	645	161	199	1363	0.473	644	781	0.6	0.9	4.997	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 - Bearwood Road	555	139	384	660	0.841	553	461	4.4	4.8	32.716	D
2 - B3349 Barkham Road (E)	658	165	332	949	0.694	658	606	2.1	2.2	12.347	B
3 - B3349 Barkham Road (W)	645	161	200	1362	0.474	645	789	0.9	0.9	5.019	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 - Bearwood Road	453	113	314	702	0.645	465	378	4.8	1.9	15.811	C
2 - B3349 Barkham Road (E)	538	134	278	984	0.546	542	501	2.2	1.2	8.197	A
3 - B3349 Barkham Road (W)	527	132	165	1388	0.380	528	655	0.9	0.6	4.194	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 - Bearwood Road	379	95	263	733	0.518	383	316	1.9	1.1	10.365	B
2 - B3349 Barkham Road (E)	450	113	229	1017	0.443	452	416	1.2	0.8	6.391	A
3 - B3349 Barkham Road (W)	441	110	138	1407	0.314	442	544	0.6	0.5	3.731	A

■ D3 - 2040 | WSTM-SC1 | 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	Mini-roundabout	1, 2, 3	400.90	F

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-35	1 - Bearwood Road	400.90	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)	Results for central hour only	Locked	Run automatically
D3	2040	WSTM-SC1	AM	ONE HOUR	07:45	09:15	15			✓

Demand overview (Traffic)

Am	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Bearwood Road		ONE HOUR	✓	776	100.000
2 - B3349 Barkham Road (E)		ONE HOUR	✓	676	100.000
3 - B3349 Barkham Road (W)		ONE HOUR	✓	1048	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	343	433
	2 - B3349 Barkham Road (E)	334	0	342
	3 - B3349 Barkham Road (W)	528	520	0

Proportions

	To			
From		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0.00	0.44	0.56
	2 - B3349 Barkham Road (E)	0.49	0.00	0.51
	3 - B3349 Barkham Road (W)	0.50	0.50	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	3	1
	2 - B3349 Barkham Road (E)	1	0	1
	3 - B3349 Barkham Road (W)	0	3	0

Average PCU Per Veh

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	1.000	1.030	1.010
	2 - B3349 Barkham Road (E)	1.010	1.000	1.010
	3 - B3349 Barkham Road (W)	1.000	1.030	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Bearwood Road	07:45-08:00	584	595
	08:00-08:15	698	711
	08:15-08:30	854	870
	08:30-08:45	854	870
	08:45-09:00	698	711
	09:00-09:15	584	595
2 - B3349 Barkham Road (E)	07:45-08:00	509	514
	08:00-08:15	608	614
	08:15-08:30	744	752
	08:30-08:45	744	752
	08:45-09:00	608	614
	09:00-09:15	509	514
3 - B3349 Barkham Road (W)	07:45-08:00	789	801
	08:00-08:15	942	956
	08:15-08:30	1154	1171
	08:30-08:45	1154	1171
	08:45-09:00	942	956
	09:00-09:15	789	801

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 - Bearwood Road	1.59	1225.65	217.8	F	712	1068
2 - B3349 Barkham Road (E)	0.77	15.80	3.2	C	620	930
3 - B3349 Barkham Road (W)	0.93	35.05	10.5	E	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
1 - Bearwood Road	584	146	389	647	0.902	559	644	0.0	6.3	34.384	D
2 - B3349 Barkham Road (E)	509	127	312	962	0.529	505	636	0.0	1.1	7.769	A
3 - B3349 Barkham Road (W)	789	197	249	1324	0.596	783	567	0.0	1.4	6.587	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 - Bearwood Road	698	174	465	600	1.162	592	771	6.3	32.8	138.916	F
2 - B3349 Barkham Road (E)	608	152	330	950	0.640	605	727	1.1	1.7	10.361	B
3 - B3349 Barkham Road (W)	942	236	299	1289	0.731	937	636	1.4	2.6	10.107	B

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 - Bearwood Road	854	214	560	542	1.577	542	933	32.8	111.0	492.622	F
2 - B3349 Barkham Road (E)	744	186	302	969	0.768	739	799	1.7	3.1	15.288	C
3 - B3349 Barkham Road (W)	1154	288	365	1242	0.929	1128	676	2.6	9.1	26.893	D

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 - Bearwood Road	854	214	570	536	1.595	536	946	111.0	190.7	968.271	F
2 - B3349 Barkham Road (E)	744	186	299	971	0.767	744	806	3.1	3.2	15.805	C
3 - B3349 Barkham Road (W)	1154	288	368	1241	0.930	1148	675	9.1	10.5	35.046	E

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 - Bearwood Road	698	174	483	589	1.184	589	793	190.7	217.8	1225.646	F
2 - B3349 Barkham Road (E)	608	152	329	951	0.639	613	743	3.2	1.8	10.823	B
3 - B3349 Barkham Road (W)	942	236	303	1286	0.732	973	639	10.5	2.9	12.512	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
1 - Bearwood Road	584	146	394	644	0.907	641	653	217.8	203.6	1183.354	F
2 - B3349 Barkham Road (E)	509	127	358	932	0.546	511	678	1.8	1.2	8.611	A
3 - B3349 Barkham Road (W)	789	197	253	1322	0.597	794	616	2.9	1.5	6.893	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	Mini-roundabout	1, 2, 3	185.43	F

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-26	1 - Bearwood Road	185.43	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)	Results for central hour only	Locked	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 - Bearwood Road		ONE HOUR	✓	692	100.000
2 - B3349 Barkham Road (E)		ONE HOUR	✓	696	100.000
3 - B3349 Barkham Road (W)		ONE HOUR	✓	763	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	310	382
	2 - B3349 Barkham Road (E)	372	0	324
	3 - B3349 Barkham Road (W)	305	458	0

Proportions

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0.00	0.45	0.55
	2 - B3349 Barkham Road (E)	0.53	0.00	0.47
	3 - B3349 Barkham Road (W)	0.40	0.60	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	1	1
	2 - B3349 Barkham Road (E)	1	0	1
	3 - B3349 Barkham Road (W)	0	2	0

Average PCU Per Veh

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	1.000	1.010	1.010
	2 - B3349 Barkham Road (E)	1.010	1.000	1.010
	3 - B3349 Barkham Road (W)	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Bearwood Road	16:45-17:00	521	526
	17:00-17:15	622	628
	17:15-17:30	762	770
	17:30-17:45	762	770
	17:45-18:00	622	628
	18:00-18:15	521	526
2 - B3349 Barkham Road (E)	16:45-17:00	524	529
	17:00-17:15	626	632
	17:15-17:30	766	774
	17:30-17:45	766	774
	17:45-18:00	626	632
	18:00-18:15	524	529
3 - B3349 Barkham Road (W)	16:45-17:00	574	581
	17:00-17:15	686	694
	17:15-17:30	840	850
	17:30-17:45	840	850
	17:45-18:00	686	694
	18:00-18:15	574	581

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 - Bearwood Road	1.30	547.26	99.5	F	635	952
2 - B3349 Barkham Road (E)	0.80	18.82	3.9	C	639	958
3 - B3349 Barkham Road (W)	0.69	9.60	2.2	A	700	1050

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 - Bearwood Road	521	130	343	684	0.762	509	506	0.0	2.9	19.533	C
2 - B3349 Barkham Road (E)	524	131	281	983	0.533	519	571	0.0	1.1	7.702	A
3 - B3349 Barkham Road (W)	574	144	278	1308	0.439	571	523	0.0	0.8	4.868	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 - Bearwood Road	622	156	411	642	0.969	593	606	2.9	10.2	54.507	F
2 - B3349 Barkham Road (E)	626	156	327	952	0.657	623	676	1.1	1.9	10.838	B
3 - B3349 Barkham Road (W)	686	171	333	1269	0.541	684	617	0.8	1.2	6.145	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 - Bearwood Road	762	190	502	586	1.301	583	740	10.2	55.0	217.054	F
2 - B3349 Barkham Road (E)	766	192	322	956	0.802	759	763	1.9	3.7	17.644	C
3 - B3349 Barkham Road (W)	840	210	406	1217	0.690	836	675	1.2	2.2	9.349	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 - Bearwood Road	762	190	504	584	1.304	584	745	55.0	99.5	473.176	F
2 - B3349 Barkham Road (E)	766	192	322	955	0.802	766	766	3.7	3.9	18.815	C
3 - B3349 Barkham Road (W)	840	210	409	1215	0.692	840	679	2.2	2.2	9.597	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 - Bearwood Road	622	156	414	640	0.972	633	614	99.5	96.7	547.260	F
2 - B3349 Barkham Road (E)	626	156	350	937	0.668	633	698	3.9	2.1	12.089	B
3 - B3349 Barkham Road (W)	686	171	338	1265	0.542	690	644	2.2	1.2	6.303	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 - Bearwood Road	521	130	346	682	0.764	675	512	96.7	58.2	415.337	F
2 - B3349 Barkham Road (E)	524	131	373	922	0.568	527	648	2.1	1.3	9.180	A
3 - B3349 Barkham Road (W)	574	144	282	1305	0.440	576	618	1.2	0.8	4.949	A

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	424.47	F

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-36	1 - Bearwood Road	424.47	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)	Results for central hour only	Locked	Run automatically
D5	2040	WSTM-SC2	AM	ONE HOUR	07:45	09:15	15			✓

Demand overview (Traffic)

Am	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Bearwood Road		ONE HOUR	✓	784	100.000
2 - B3349 Barkham Road (E)		ONE HOUR	✓	681	100.000
3 - B3349 Barkham Road (W)		ONE HOUR	✓	1070	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	343	441
	2 - B3349 Barkham Road (E)	335	0	346
	3 - B3349 Barkham Road (W)	538	532	0

Proportions

	To			
From		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0.00	0.44	0.56
	2 - B3349 Barkham Road (E)	0.49	0.00	0.51
	3 - B3349 Barkham Road (W)	0.50	0.50	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	3	1
	2 - B3349 Barkham Road (E)	1	0	1
	3 - B3349 Barkham Road (W)	0	2	0

Average PCU Per Veh

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	1.000	1.030	1.010
	2 - B3349 Barkham Road (E)	1.010	1.000	1.010
	3 - B3349 Barkham Road (W)	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Bearwood Road	07:45-08:00	590	601
	08:00-08:15	705	718
	08:15-08:30	863	879
	08:30-08:45	863	879
	08:45-09:00	705	718
	09:00-09:15	590	601
2 - B3349 Barkham Road (E)	07:45-08:00	513	518
	08:00-08:15	612	618
	08:15-08:30	750	757
	08:30-08:45	750	757
	08:45-09:00	612	618
	09:00-09:15	513	518
3 - B3349 Barkham Road (W)	07:45-08:00	806	814
	08:00-08:15	962	971
	08:15-08:30	1178	1190
	08:30-08:45	1178	1190
	08:45-09:00	962	971
	09:00-09:15	806	814

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 - Bearwood Road	1.62	1295.54	230.1	F	719	1079
2 - B3349 Barkham Road (E)	0.77	16.20	3.3	C	625	937
3 - B3349 Barkham Road (W)	0.95	40.53	12.4	E	982	1473

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 - Bearwood Road	590	148	398	644	0.916	563	652	0.0	6.9	36.551	E
2 - B3349 Barkham Road (E)	513	128	317	959	0.535	508	644	0.0	1.1	7.907	A
3 - B3349 Barkham Road (W)	806	201	250	1330	0.606	800	575	0.0	1.5	6.712	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 - Bearwood Road	705	176	476	597	1.181	589	781	6.9	35.8	150.265	F
2 - B3349 Barkham Road (E)	612	153	331	949	0.645	610	734	1.1	1.8	10.521	B
3 - B3349 Barkham Road (W)	962	240	300	1295	0.743	957	641	1.5	2.8	10.499	B

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 - Bearwood Road	863	216	571	539	1.603	538	943	35.8	117.0	525.384	F
2 - B3349 Barkham Road (E)	750	187	303	968	0.774	744	806	1.8	3.2	15.653	C
3 - B3349 Barkham Road (W)	1178	295	366	1248	0.944	1148	681	2.8	10.4	29.607	D

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 - Bearwood Road	863	216	582	532	1.623	532	957	117.0	199.8	1021.530	F
2 - B3349 Barkham Road (E)	750	187	299	971	0.772	749	814	3.2	3.3	16.202	C
3 - B3349 Barkham Road (W)	1178	295	369	1246	0.946	1170	680	10.4	12.4	40.529	E

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 - Bearwood Road	705	176	497	584	1.208	584	806	199.8	230.1	1295.540	F
2 - B3349 Barkham Road (E)	612	153	328	951	0.644	618	752	3.3	1.9	10.975	B
3 - B3349 Barkham Road (W)	962	240	304	1292	0.745	999	642	12.4	3.1	13.750	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
1 - Bearwood Road	590	148	403	641	0.921	638	661	230.1	218.2	1265.098	F
2 - B3349 Barkham Road (E)	513	128	359	931	0.551	515	683	1.9	1.3	8.706	A
3 - B3349 Barkham Road (W)	806	201	253	1328	0.607	812	621	3.1	1.6	7.054	A

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Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	192.72	F

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-26	1 - Bearwood Road	192.72	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)	Results for central hour only	Locked	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 - Bearwood Road		ONE HOUR	✓	695	100.000
2 - B3349 Barkham Road (E)		ONE HOUR	✓	705	100.000
3 - B3349 Barkham Road (W)		ONE HOUR	✓	769	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	310	385
	2 - B3349 Barkham Road (E)	372	0	333
	3 - B3349 Barkham Road (W)	307	462	0

Proportions

	To			
From		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0.00	0.45	0.55
	2 - B3349 Barkham Road (E)	0.53	0.00	0.47
	3 - B3349 Barkham Road (W)	0.40	0.60	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	1	1
	2 - B3349 Barkham Road (E)	1	0	1
	3 - B3349 Barkham Road (W)	0	2	0

Average PCU Per Veh

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	1.000	1.010	1.010
	2 - B3349 Barkham Road (E)	1.010	1.000	1.010
	3 - B3349 Barkham Road (W)	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Bearwood Road	16:45-17:00	523	528
	17:00-17:15	625	631
	17:15-17:30	765	773
	17:30-17:45	765	773
	17:45-18:00	625	631
	18:00-18:15	523	528
2 - B3349 Barkham Road (E)	16:45-17:00	531	536
	17:00-17:15	634	640
	17:15-17:30	776	784
	17:30-17:45	776	784
	17:45-18:00	634	640
	18:00-18:15	531	536
3 - B3349 Barkham Road (W)	16:45-17:00	579	586
	17:00-17:15	691	700
	17:15-17:30	847	857
	17:30-17:45	847	857
	17:45-18:00	691	700
	18:00-18:15	579	586

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 - Bearwood Road	1.32	571.00	103.0	F	638	957
2 - B3349 Barkham Road (E)	0.81	19.78	4.1	C	647	970
3 - B3349 Barkham Road (W)	0.70	9.77	2.3	A	706	1058

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 - Bearwood Road	523	131	346	682	0.767	511	507	0.0	3.0	19.922	C
2 - B3349 Barkham Road (E)	531	133	283	981	0.541	526	574	0.0	1.2	7.834	A
3 - B3349 Barkham Road (W)	579	145	278	1308	0.443	576	532	0.0	0.8	4.898	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 - Bearwood Road	625	156	414	640	0.977	594	608	3.0	10.7	56.971	F
2 - B3349 Barkham Road (E)	634	158	329	951	0.667	631	679	1.2	1.9	11.133	B
3 - B3349 Barkham Road (W)	691	173	333	1269	0.545	690	627	0.8	1.2	6.200	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 - Bearwood Road	765	191	506	583	1.313	580	742	10.7	57.0	225.609	F
2 - B3349 Barkham Road (E)	776	194	321	956	0.812	768	765	1.9	3.9	18.430	C
3 - B3349 Barkham Road (W)	847	212	405	1217	0.696	843	684	1.2	2.2	9.502	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 - Bearwood Road	765	191	509	582	1.316	581	747	57.0	103.0	490.957	F
2 - B3349 Barkham Road (E)	776	194	322	956	0.812	775	768	3.9	4.1	19.782	C
3 - B3349 Barkham Road (W)	847	212	409	1215	0.697	846	688	2.2	2.3	9.767	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 - Bearwood Road	625	156	418	637	0.980	631	616	103.0	101.3	570.998	F
2 - B3349 Barkham Road (E)	634	158	350	937	0.676	642	699	4.1	2.2	12.478	B
3 - B3349 Barkham Road (W)	691	173	338	1265	0.547	695	653	2.3	1.2	6.371	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 - Bearwood Road	523	131	349	680	0.769	673	514	101.3	63.8	443.492	F
2 - B3349 Barkham Road (E)	531	133	373	922	0.576	534	649	2.2	1.4	9.357	A
3 - B3349 Barkham Road (W)	579	145	282	1305	0.444	581	625	1.2	0.8	4.981	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	Mini-roundabout	1, 2, 3	435.80	F

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-36	1 - Bearwood Road	435.80	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)	Results for central hour only	Locked	Run automatically
D7	2040	WSTM-SC3a	AM	ONE HOUR	07:45	09:15	15			✓

Demand overview (Traffic)

Am	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Bearwood Road		ONE HOUR	✓	787	100.000
2 - B3349 Barkham Road (E)		ONE HOUR	✓	682	100.000
3 - B3349 Barkham Road (W)		ONE HOUR	✓	1079	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	344	443
	2 - B3349 Barkham Road (E)	336	0	346
	3 - B3349 Barkham Road (W)	543	536	0

Proportions

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0.00	0.44	0.56
	2 - B3349 Barkham Road (E)	0.49	0.00	0.51
	3 - B3349 Barkham Road (W)	0.50	0.50	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	3	1
	2 - B3349 Barkham Road (E)	1	0	1
	3 - B3349 Barkham Road (W)	0	2	0

Average PCU Per Veh

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	1.000	1.030	1.010
	2 - B3349 Barkham Road (E)	1.010	1.000	1.010
	3 - B3349 Barkham Road (W)	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Bearwood Road	07:45-08:00	592	604
	08:00-08:15	707	721
	08:15-08:30	867	883
	08:30-08:45	867	883
	08:45-09:00	707	721
	09:00-09:15	592	604
2 - B3349 Barkham Road (E)	07:45-08:00	513	519
	08:00-08:15	613	619
	08:15-08:30	751	758
	08:30-08:45	751	758
	08:45-09:00	613	619
	09:00-09:15	513	519
3 - B3349 Barkham Road (W)	07:45-08:00	812	820
	08:00-08:15	970	980
	08:15-08:30	1188	1200
	08:30-08:45	1188	1200
	08:45-09:00	970	980
	09:00-09:15	812	820

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 - Bearwood Road	1.64	1328.57	235.7	F	722	1083
2 - B3349 Barkham Road (E)	0.78	16.24	3.3	C	626	939
3 - B3349 Barkham Road (W)	0.95	44.17	13.7	E	990	1485

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 - Bearwood Road	592	148	400	643	0.922	564	656	0.0	7.2	37.589	E
2 - B3349 Barkham Road (E)	513	128	317	959	0.536	509	647	0.0	1.1	7.930	A
3 - B3349 Barkham Road (W)	812	203	251	1330	0.611	806	576	0.0	1.5	6.801	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 - Bearwood Road	707	177	479	594	1.190	588	786	7.2	37.1	155.652	F
2 - B3349 Barkham Road (E)	613	153	331	950	0.646	611	736	1.1	1.8	10.536	B
3 - B3349 Barkham Road (W)	970	242	301	1294	0.750	965	641	1.5	2.9	10.758	B

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 - Bearwood Road	867	217	574	537	1.614	537	948	37.1	119.6	540.525	F
2 - B3349 Barkham Road (E)	751	188	302	969	0.775	745	808	1.8	3.2	15.689	C
3 - B3349 Barkham Road (W)	1188	297	367	1247	0.953	1155	680	2.9	11.2	31.332	D

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 - Bearwood Road	867	217	585	530	1.636	530	963	119.6	203.8	1046.366	F
2 - B3349 Barkham Road (E)	751	188	298	971	0.773	751	817	3.2	3.3	16.235	C
3 - B3349 Barkham Road (W)	1188	297	370	1245	0.954	1178	679	11.2	13.7	44.173	E

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 - Bearwood Road	707	177	503	580	1.220	580	814	203.8	235.7	1328.570	F
2 - B3349 Barkham Road (E)	613	153	326	953	0.644	619	756	3.3	1.9	10.966	B
3 - B3349 Barkham Road (W)	970	242	305	1291	0.751	1012	640	13.7	3.2	14.673	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
1 - Bearwood Road	592	148	407	639	0.927	636	666	235.7	224.8	1303.061	F
2 - B3349 Barkham Road (E)	513	128	358	932	0.551	516	685	1.9	1.3	8.713	A
3 - B3349 Barkham Road (W)	812	203	254	1327	0.612	819	620	3.2	1.6	7.166	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	Mini-roundabout	1, 2, 3	188.52	F

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-26	1 - Bearwood Road	188.52	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)	Results for central hour only	Locked	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 - Bearwood Road		ONE HOUR	✓	691	100.000
2 - B3349 Barkham Road (E)		ONE HOUR	✓	706	100.000
3 - B3349 Barkham Road (W)		ONE HOUR	✓	771	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	307	384
	2 - B3349 Barkham Road (E)	372	0	334
	3 - B3349 Barkham Road (W)	307	464	0

Proportions

	To			
From		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0.00	0.44	0.56
	2 - B3349 Barkham Road (E)	0.53	0.00	0.47
	3 - B3349 Barkham Road (W)	0.40	0.60	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	1	1
	2 - B3349 Barkham Road (E)	1	0	1
	3 - B3349 Barkham Road (W)	0	2	0

Average PCU Per Veh

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	1.000	1.010	1.010
	2 - B3349 Barkham Road (E)	1.010	1.000	1.010
	3 - B3349 Barkham Road (W)	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Bearwood Road	16:45-17:00	520	525
	17:00-17:15	621	627
	17:15-17:30	761	768
	17:30-17:45	761	768
	17:45-18:00	621	627
	18:00-18:15	520	525
2 - B3349 Barkham Road (E)	16:45-17:00	532	537
	17:00-17:15	635	641
	17:15-17:30	777	785
	17:30-17:45	777	785
	17:45-18:00	635	641
	18:00-18:15	532	537
3 - B3349 Barkham Road (W)	16:45-17:00	580	587
	17:00-17:15	693	701
	17:15-17:30	849	859
	17:30-17:45	849	859
	17:45-18:00	693	701
	18:00-18:15	580	587

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 - Bearwood Road	1.31	560.55	101.2	F	634	951
2 - B3349 Barkham Road (E)	0.81	19.92	4.1	C	648	972
3 - B3349 Barkham Road (W)	0.70	9.83	2.3	A	707	1061

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 - Bearwood Road	520	130	347	681	0.764	508	507	0.0	2.9	19.729	C
2 - B3349 Barkham Road (E)	532	133	283	982	0.541	527	573	0.0	1.2	7.839	A
3 - B3349 Barkham Road (W)	580	145	278	1308	0.444	577	532	0.0	0.8	4.908	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 - Bearwood Road	621	155	416	638	0.973	591	608	2.9	10.4	55.667	F
2 - B3349 Barkham Road (E)	635	159	329	951	0.667	632	679	1.2	1.9	11.153	B
3 - B3349 Barkham Road (W)	693	173	333	1269	0.546	692	627	0.8	1.2	6.219	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 - Bearwood Road	761	190	508	582	1.308	579	742	10.4	55.9	222.033	F
2 - B3349 Barkham Road (E)	777	194	322	956	0.813	769	766	1.9	3.9	18.533	C
3 - B3349 Barkham Road (W)	849	212	405	1217	0.697	845	686	1.2	2.2	9.555	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 - Bearwood Road	761	190	511	580	1.311	580	747	55.9	101.2	483.685	F
2 - B3349 Barkham Road (E)	777	194	322	955	0.814	777	768	3.9	4.1	19.915	C
3 - B3349 Barkham Road (W)	849	212	409	1215	0.699	849	690	2.2	2.3	9.826	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 - Bearwood Road	621	155	420	636	0.976	630	616	101.2	98.9	560.553	F
2 - B3349 Barkham Road (E)	635	159	350	937	0.678	642	700	4.1	2.2	12.535	B
3 - B3349 Barkham Road (W)	693	173	339	1265	0.548	697	654	2.3	1.2	6.390	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 - Bearwood Road	520	130	350	679	0.766	672	514	98.9	60.9	430.184	F
2 - B3349 Barkham Road (E)	532	133	374	921	0.577	535	649	2.2	1.4	9.388	A
3 - B3349 Barkham Road (W)	580	145	282	1305	0.445	582	627	1.2	0.8	4.992	A

Junctions 11											
ARCADY 11 - Roundabout Module											
Version: 11.1.1.2424											
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Filename: Bearwood Road_Barkham Road mini roundabout Mitigation.j11

Path: \\ITRANS-LONSRV\Data\PROJECTS\210000 SERIES\210226 - Arborfield Studios, Arborfield Green\Tech\Junction Assessments\Arcady

Report generation date: 27/07/2026 12:34:29

- »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

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 - Bearwood Road	D1	2.6	14.61	0.72	B	-4 % [2 - B3349 Barkham Road (E)]	D2	2.7	15.41	0.74	C	21 % [1 - Bearwood Road]
2 - B3349 Barkham Road (E)		13.2	50.95	0.95	F			1.6	9.23	0.62	A	
3 - B3349 Barkham Road (W)		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
	2040 - WSTM-SC1											
1 - Bearwood Road	D3	13.9	61.79	0.96	F	-7 % [1 - Bearwood Road]	D4	5.2	26.13	0.85	D	3 % [2 - B3349 Barkham Road (E)]
2 - B3349 Barkham Road (E)		5.8	29.92	0.87	D			5.6	27.62	0.86	D	
3 - B3349 Barkham Road (W)		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
	2040 - WSTM-SC2											
1 - Bearwood Road	D5	15.5	67.53	0.97	F	-8 % [1 - Bearwood Road]	D6	5.4	26.72	0.86	D	2 % [2 - B3349 Barkham Road (E)]
2 - B3349 Barkham Road (E)		6.3	32.36	0.88	D			6.1	30.11	0.87	D	
3 - B3349 Barkham Road (W)		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
	2040 - WSTM-SC3a											
1 - Bearwood Road	D7	16.1	69.84	0.98	F	-9 % [1 - Bearwood Road]	D8	5.2	25.94	0.85	D	2 % [2 - B3349 Barkham Road (E)]
2 - B3349 Barkham Road (E)		6.4	32.91	0.88	D			6.1	30.21	0.87	D	
3 - B3349 Barkham Road (W)		0.0	0.00	0.00	A			0.0	0.00	0.00	A	

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

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

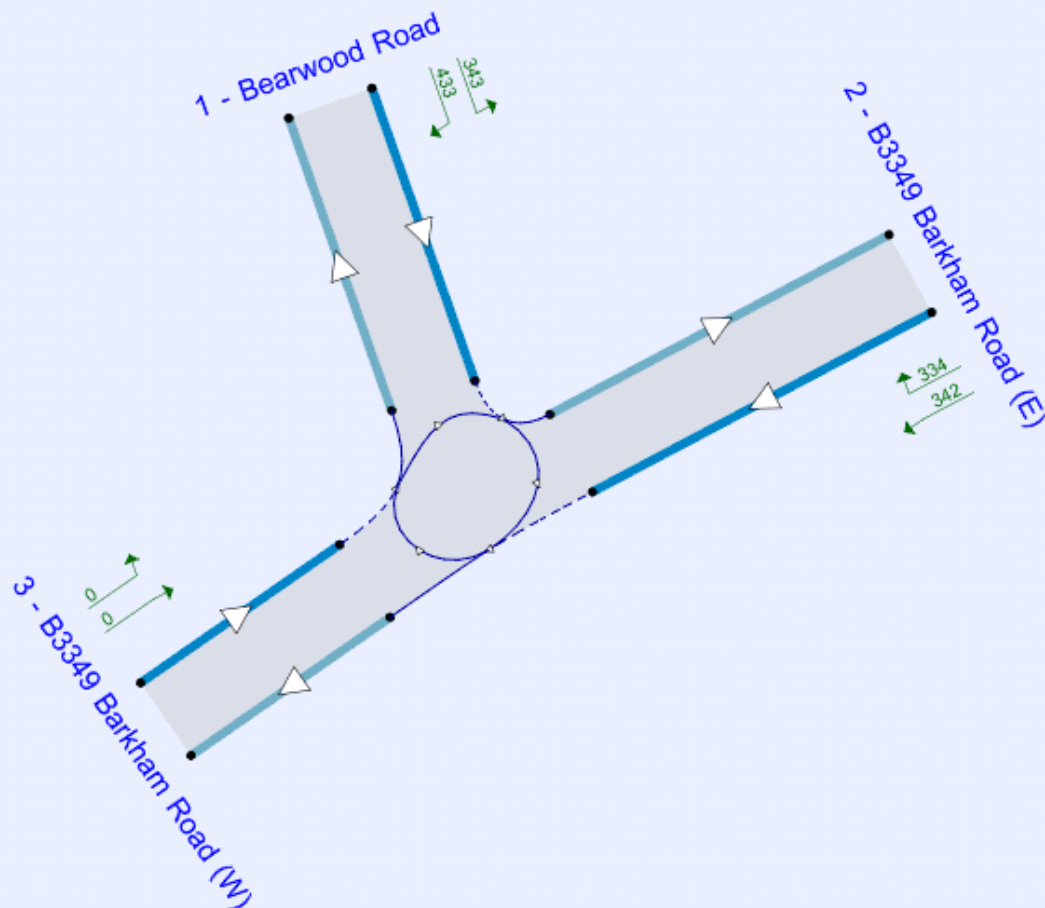
File summary

File Description

Title	Bearwood Road / Barkham Road mini roundabout
Location	Bearwood Road / Barkham Road mini roundabout
Site number	
Date	18/07/2025
Version	
Status	Base Existing
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



Flows show original traffic demand (Veh/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

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

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

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 100% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	36.57	E

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-4	2 - B3349 Barkham Road (E)	36.57	E

Arms

Arms

Arm	Name	Description
1	Bearwood Road	
2	B3349 Barkham Road (E)	
3	B3349 Barkham Road (W)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Bearwood Road	3.50	3.50	3.68	0.1	7.81	4.94	0.0	
2 - B3349 Barkham Road (E)	3.61	3.06	5.30	25.9	11.69	11.51	0.0	
3 - B3349 Barkham Road (W)	3.00	3.00	7.40	34.5	10.41	8.54	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Bearwood Road	0.610	904
2 - B3349 Barkham Road (E)	0.663	1181
3 - B3349 Barkham Road (W)	0.710	1523

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 - Bearwood Road		ONE HOUR	✓	585	100.000
2 - B3349 Barkham Road (E)		ONE HOUR	✓	899	100.000
3 - B3349 Barkham Road (W)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	1	402	182
	2 - B3349 Barkham Road (E)	562	3	334
	3 - B3349 Barkham Road (W)	0	0	0

Proportions

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0.00	0.69	0.31
	2 - B3349 Barkham Road (E)	0.63	0.00	0.37
	3 - B3349 Barkham Road (W)	0.33	0.33	0.33

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	1	2
	2 - B3349 Barkham Road (E)	1	33	0
	3 - B3349 Barkham Road (W)	1	1	33

Average PCU Per Veh

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	1.000	1.010	1.020
	2 - B3349 Barkham Road (E)	1.010	1.330	1.000
	3 - B3349 Barkham Road (W)	1.010	1.010	1.330

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Bearwood Road	07:45-08:00	440	446
	08:00-08:15	526	533
	08:15-08:30	644	653
	08:30-08:45	644	653
	08:45-09:00	526	533
	09:00-09:15	440	446
2 - B3349 Barkham Road (E)	07:45-08:00	677	682
	08:00-08:15	808	814
	08:15-08:30	990	997
	08:30-08:45	990	997
	08:45-09:00	808	814
	09:00-09:15	677	682
3 - B3349 Barkham Road (W)	07:45-08:00	0	0
	08:00-08:15	0	0
	08:15-08:30	0	0
	08:30-08:45	0	0
	08:45-09:00	0	0
	09:00-09:15	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 - Bearwood Road	0.72	14.61	2.6	B	537	805
2 - B3349 Barkham Road (E)	0.95	50.95	13.2	F	825	1237
3 - B3349 Barkham Road (W)	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
1 - Bearwood Road	440	110	2	890	0.495	437	420	0.0	1.0	7.868	A
2 - B3349 Barkham Road (E)	677	169	137	1080	0.626	670	302	0.0	1.6	8.647	A
3 - B3349 Barkham Road (W)	0	0	422	1111	0.000	0	385	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
1 - Bearwood Road	526	131	3	890	0.591	524	503	1.0	1.4	9.789	A
2 - B3349 Barkham Road (E)	808	202	164	1062	0.761	803	363	1.6	3.0	13.593	B
3 - B3349 Barkham Road (W)	0	0	505	1056	0.000	0	461	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
1 - Bearwood Road	644	161	3	890	0.724	640	601	1.4	2.5	14.159	B
2 - B3349 Barkham Road (E)	990	247	200	1038	0.954	959	443	3.0	10.7	36.214	E
3 - B3349 Barkham Road (W)	0	0	604	992	0.000	0	555	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
1 - Bearwood Road	644	161	3	890	0.724	644	614	2.5	2.6	14.606	B
2 - B3349 Barkham Road (E)	990	247	201	1037	0.955	980	446	10.7	13.2	50.950	F
3 - B3349 Barkham Road (W)	0	0	617	983	0.000	0	564	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
1 - Bearwood Road	526	131	3	890	0.591	530	531	2.6	1.5	10.124	B
2 - B3349 Barkham Road (E)	808	202	166	1061	0.762	847	367	13.2	3.4	19.475	C
3 - B3349 Barkham Road (W)	0	0	533	1038	0.000	0	480	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
1 - Bearwood Road	440	110	2	890	0.495	442	428	1.5	1.0	8.070	A
2 - B3349 Barkham Road (E)	677	169	138	1079	0.627	684	306	3.4	1.7	9.251	A
3 - B3349 Barkham Road (W)	0	0	430	1105	0.000	0	392	0.0	0.0	0.000	A

D2 - 2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 100% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	12.36	B

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		21	1 - Bearwood Road	12.36	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
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 - Bearwood Road		ONE HOUR	✓	598	100.000
2 - B3349 Barkham Road (E)		ONE HOUR	✓	586	100.000
3 - B3349 Barkham Road (W)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	416	182
	2 - B3349 Barkham Road (E)	347	2	237
	3 - B3349 Barkham Road (W)	0	0	0

Proportions

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0.00	0.70	0.30
	2 - B3349 Barkham Road (E)	0.59	0.00	0.40
	3 - B3349 Barkham Road (W)	0.33	0.33	0.33

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	1	2
	2 - B3349 Barkham Road (E)	1	0	1
	3 - B3349 Barkham Road (W)	3	0	0

Average PCU Per Veh

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	1.000	1.010	1.020
	2 - B3349 Barkham Road (E)	1.010	1.000	1.010
	3 - B3349 Barkham Road (W)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Bearwood Road	16:45-17:00	450	456
	17:00-17:15	538	545
	17:15-17:30	658	667
	17:30-17:45	658	667
	17:45-18:00	538	545
	18:00-18:15	450	456
2 - B3349 Barkham Road (E)	16:45-17:00	441	446
	17:00-17:15	527	532
	17:15-17:30	645	652
	17:30-17:45	645	652
	17:45-18:00	527	532
	18:00-18:15	441	446
3 - B3349 Barkham Road (W)	16:45-17:00	0	0
	17:00-17:15	0	0
	17:15-17:30	0	0
	17:30-17:45	0	0
	17:45-18:00	0	0
	18:00-18:15	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 - Bearwood Road	0.74	15.41	2.7	C	549	823
2 - B3349 Barkham Road (E)	0.62	9.23	1.6	A	538	807
3 - B3349 Barkham Road (W)	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
1 - Bearwood Road	450	113	1	891	0.505	446	260	0.0	1.0	8.018	A
2 - B3349 Barkham Road (E)	441	110	136	1078	0.409	438	312	0.0	0.7	5.604	A
3 - B3349 Barkham Road (W)	0	0	261	1322	0.000	0	313	0.0	0.0	0.000	A

17:00 - 17:15

Am	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 - Bearwood Road	538	134	2	891	0.603	536	311	1.0	1.5	10.069	B
2 - B3349 Barkham Road (E)	527	132	163	1060	0.497	526	374	0.7	1.0	6.723	A
3 - B3349 Barkham Road (W)	0	0	313	1286	0.000	0	376	0.0	0.0	0.000	A

17:15 - 17:30

Am	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 - Bearwood Road	658	165	2	891	0.739	654	381	1.5	2.7	14.870	B
2 - B3349 Barkham Road (E)	645	161	199	1036	0.623	643	457	1.0	1.6	9.096	A
3 - B3349 Barkham Road (W)	0	0	383	1236	0.000	0	459	0.0	0.0	0.000	A

17:30 - 17:45

Am	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 - Bearwood Road	658	165	2	891	0.739	658	382	2.7	2.7	15.410	C
2 - B3349 Barkham Road (E)	645	161	200	1035	0.623	645	460	1.6	1.6	9.229	A
3 - B3349 Barkham Road (W)	0	0	384	1235	0.000	0	461	0.0	0.0	0.000	A

17:45 - 18:00

Am	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 - Bearwood Road	538	134	2	891	0.603	542	313	2.7	1.6	10.455	B
2 - B3349 Barkham Road (E)	527	132	165	1059	0.498	529	379	1.6	1.0	6.836	A
3 - B3349 Barkham Road (W)	0	0	315	1284	0.000	0	379	0.0	0.0	0.000	A

18:00 - 18:15

Am	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 - Bearwood Road	450	113	2	891	0.505	452	262	1.6	1.0	8.240	A
2 - B3349 Barkham Road (E)	441	110	138	1077	0.410	442	316	1.0	0.7	5.686	A
3 - B3349 Barkham Road (W)	0	0	263	1321	0.000	0	317	0.0	0.0	0.000	A

D3 - 2040 | WSTM-SC1 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 100% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	47.03	E

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-7	1 - Bearwood Road	47.03	E

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 - Bearwood Road		ONE HOUR	✓	776	100.000
2 - B3349 Barkham Road (E)		ONE HOUR	✓	676	100.000
3 - B3349 Barkham Road (W)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	343	433
	2 - B3349 Barkham Road (E)	334	0	342
	3 - B3349 Barkham Road (W)	0	0	0

Proportions

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0.00	0.44	0.56
	2 - B3349 Barkham Road (E)	0.49	0.00	0.51
	3 - B3349 Barkham Road (W)	0.33	0.33	0.33

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	3	1
	2 - B3349 Barkham Road (E)	1	0	1
	3 - B3349 Barkham Road (W)	0	3	0

Average PCU Per Veh

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	1.000	1.030	1.010
	2 - B3349 Barkham Road (E)	1.010	1.000	1.010
	3 - B3349 Barkham Road (W)	1.000	1.030	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Bearwood Road	07:45-08:00	584	595
	08:00-08:15	698	711
	08:15-08:30	854	870
	08:30-08:45	854	870
	08:45-09:00	698	711
	09:00-09:15	584	595
2 - B3349 Barkham Road (E)	07:45-08:00	509	514
	08:00-08:15	608	614
	08:15-08:30	744	752
	08:30-08:45	744	752
	08:45-09:00	608	614
	09:00-09:15	509	514
3 - B3349 Barkham Road (W)	07:45-08:00	0	0
	08:00-08:15	0	0
	08:15-08:30	0	0
	08:30-08:45	0	0
	08:45-09:00	0	0
	09:00-09:15	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 - Bearwood Road	0.96	61.79	13.9	F	712	1068
2 - B3349 Barkham Road (E)	0.87	29.92	5.8	D	620	930
3 - B3349 Barkham Road (W)	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
1 - Bearwood Road	584	146	0	887	0.659	577	249	0.0	1.9	11.346	B
2 - B3349 Barkham Road (E)	509	127	322	956	0.533	504	255	0.0	1.1	7.905	A
3 - B3349 Barkham Road (W)	0	0	249	1331	0.000	0	577	0.0	0.0	0.000	A

08:00 - 08:15

Am	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 - Bearwood Road	698	174	0	887	0.786	692	299	1.9	3.4	17.835	C
2 - B3349 Barkham Road (E)	608	152	386	913	0.666	605	306	1.1	1.9	11.542	B
3 - B3349 Barkham Road (W)	0	0	299	1296	0.000	0	692	0.0	0.0	0.000	A

08:15 - 08:30

Am	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 - Bearwood Road	854	214	0	887	0.963	824	361	3.4	11.0	43.322	E
2 - B3349 Barkham Road (E)	744	186	460	864	0.861	731	364	1.9	5.2	24.929	C
3 - B3349 Barkham Road (W)	0	0	361	1251	0.000	0	830	0.0	0.0	0.000	A

08:30 - 08:45

Am	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 - Bearwood Road	854	214	0	887	0.963	843	366	11.0	13.9	61.794	F
2 - B3349 Barkham Road (E)	744	186	470	857	0.868	742	373	5.2	5.8	29.924	D
3 - B3349 Barkham Road (W)	0	0	366	1248	0.000	0	846	0.0	0.0	0.000	A

08:45 - 09:00

Am	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 - Bearwood Road	698	174	0	887	0.786	737	307	13.9	4.1	28.474	D
2 - B3349 Barkham Road (E)	608	152	411	896	0.678	622	326	5.8	2.2	13.771	B
3 - B3349 Barkham Road (W)	0	0	307	1290	0.000	0	726	0.0	0.0	0.000	A

09:00 - 09:15

Am	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 - Bearwood Road	584	146	0	887	0.659	592	253	4.1	2.0	12.535	B
2 - B3349 Barkham Road (E)	509	127	331	950	0.536	513	262	2.2	1.2	8.316	A
3 - B3349 Barkham Road (W)	0	0	253	1328	0.000	0	590	0.0	0.0	0.000	A

D4 - 2040 | WSTM-SC1 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 100% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	26.88	D

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		3	2 - B3349 Barkham Road (E)	26.88	D

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 - Bearwood Road		ONE HOUR	✓	692	100.000
2 - B3349 Barkham Road (E)		ONE HOUR	✓	696	100.000
3 - B3349 Barkham Road (W)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	310	382
	2 - B3349 Barkham Road (E)	372	0	324
	3 - B3349 Barkham Road (W)	0	0	0

Proportions

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0.00	0.45	0.55
	2 - B3349 Barkham Road (E)	0.53	0.00	0.47
	3 - B3349 Barkham Road (W)	0.33	0.33	0.33

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	1	1
	2 - B3349 Barkham Road (E)	1	0	1
	3 - B3349 Barkham Road (W)	0	2	0

Average PCU Per Veh

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	1.000	1.010	1.010
	2 - B3349 Barkham Road (E)	1.010	1.000	1.010
	3 - B3349 Barkham Road (W)	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Bearwood Road	16:45-17:00	521	526
	17:00-17:15	622	628
	17:15-17:30	762	770
	17:30-17:45	762	770
	17:45-18:00	622	628
	18:00-18:15	521	526
2 - B3349 Barkham Road (E)	16:45-17:00	524	529
	17:00-17:15	626	632
	17:15-17:30	766	774
	17:30-17:45	766	774
	17:45-18:00	626	632
	18:00-18:15	524	529
3 - B3349 Barkham Road (W)	16:45-17:00	0	0
	17:00-17:15	0	0
	17:15-17:30	0	0
	17:30-17:45	0	0
	17:45-18:00	0	0
	18:00-18:15	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 - Bearwood Road	0.85	26.13	5.2	D	635	952
2 - B3349 Barkham Road (E)	0.86	27.62	5.6	D	639	958
3 - B3349 Barkham Road (W)	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
1 - Bearwood Road	521	130	0	895	0.582	516	278	0.0	1.4	9.361	A
2 - B3349 Barkham Road (E)	524	131	285	980	0.535	519	231	0.0	1.1	7.739	A
3 - B3349 Barkham Road (W)	0	0	278	1315	0.000	0	526	0.0	0.0	0.000	A

17:00 - 17:15

Am	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 - Bearwood Road	622	156	0	895	0.695	619	333	1.4	2.2	12.876	B
2 - B3349 Barkham Road (E)	626	156	342	942	0.664	623	277	1.1	1.9	11.141	B
3 - B3349 Barkham Road (W)	0	0	333	1276	0.000	0	631	0.0	0.0	0.000	A

17:15 - 17:30

Am	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 - Bearwood Road	762	190	0	895	0.851	751	403	2.2	4.9	23.372	C
2 - B3349 Barkham Road (E)	766	192	415	894	0.857	754	336	1.9	5.1	23.739	C
3 - B3349 Barkham Road (W)	0	0	403	1226	0.000	0	765	0.0	0.0	0.000	A

17:30 - 17:45

Am	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 - Bearwood Road	762	190	0	895	0.851	761	409	4.9	5.2	26.134	D
2 - B3349 Barkham Road (E)	766	192	420	891	0.860	764	341	5.1	5.6	27.618	D
3 - B3349 Barkham Road (W)	0	0	409	1222	0.000	0	776	0.0	0.0	0.000	A

17:45 - 18:00

Am	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 - Bearwood Road	622	156	0	895	0.695	634	342	5.2	2.4	14.322	B
2 - B3349 Barkham Road (E)	626	156	350	937	0.668	640	284	5.6	2.1	12.619	B
3 - B3349 Barkham Road (W)	0	0	342	1269	0.000	0	647	0.0	0.0	0.000	A

18:00 - 18:15

Am	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 - Bearwood Road	521	130	0	895	0.582	525	282	2.4	1.4	9.824	A
2 - B3349 Barkham Road (E)	524	131	290	977	0.536	528	235	2.1	1.2	8.075	A
3 - B3349 Barkham Road (W)	0	0	282	1312	0.000	0	535	0.0	0.0	0.000	A

D5 - 2040 | WSTM-SC2 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 100% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	51.25	F

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-8	1 - Bearwood Road	51.25	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 (%)
1 - Bearwood Road		ONE HOUR	✓	784	100.000
2 - B3349 Barkham Road (E)		ONE HOUR	✓	681	100.000
3 - B3349 Barkham Road (W)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	343	441
	2 - B3349 Barkham Road (E)	335	0	346
	3 - B3349 Barkham Road (W)	0	0	0

Proportions

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0.00	0.44	0.56
	2 - B3349 Barkham Road (E)	0.49	0.00	0.51
	3 - B3349 Barkham Road (W)	0.33	0.33	0.33

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	3	1
	2 - B3349 Barkham Road (E)	1	0	1
	3 - B3349 Barkham Road (W)	0	2	0

Average PCU Per Veh

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	1.000	1.030	1.010
	2 - B3349 Barkham Road (E)	1.010	1.000	1.010
	3 - B3349 Barkham Road (W)	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Bearwood Road	07:45-08:00	590	601
	08:00-08:15	705	718
	08:15-08:30	863	879
	08:30-08:45	863	879
	08:45-09:00	705	718
	09:00-09:15	590	601
2 - B3349 Barkham Road (E)	07:45-08:00	513	518
	08:00-08:15	612	618
	08:15-08:30	750	757
	08:30-08:45	750	757
	08:45-09:00	612	618
	09:00-09:15	513	518
3 - B3349 Barkham Road (W)	07:45-08:00	0	0
	08:00-08:15	0	0
	08:15-08:30	0	0
	08:30-08:45	0	0
	08:45-09:00	0	0
	09:00-09:15	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 - Bearwood Road	0.97	67.53	15.5	F	719	1079
2 - B3349 Barkham Road (E)	0.88	32.36	6.3	D	625	937
3 - B3349 Barkham Road (W)	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
1 - Bearwood Road	590	148	0	887	0.665	583	250	0.0	1.9	11.547	B
2 - B3349 Barkham Road (E)	513	128	328	952	0.539	508	255	0.0	1.1	8.036	A
3 - B3349 Barkham Road (W)	0	0	250	1335	0.000	0	586	0.0	0.0	0.000	A

08:00 - 08:15

Am	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 - Bearwood Road	705	176	0	887	0.794	698	299	1.9	3.5	18.419	C
2 - B3349 Barkham Road (E)	612	153	393	909	0.674	609	306	1.1	2.0	11.876	B
3 - B3349 Barkham Road (W)	0	0	299	1299	0.000	0	702	0.0	0.0	0.000	A

08:15 - 08:30

Am	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 - Bearwood Road	863	216	0	887	0.973	829	362	3.5	12.0	45.941	E
2 - B3349 Barkham Road (E)	750	187	467	860	0.872	736	363	2.0	5.6	26.404	D
3 - B3349 Barkham Road (W)	0	0	362	1255	0.000	0	840	0.0	0.0	0.000	A

08:30 - 08:45

Am	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 - Bearwood Road	863	216	0	887	0.973	849	367	12.0	15.5	67.527	F
2 - B3349 Barkham Road (E)	750	187	478	852	0.880	747	372	5.6	6.3	32.358	D
3 - B3349 Barkham Road (W)	0	0	367	1251	0.000	0	857	0.0	0.0	0.000	A

08:45 - 09:00

Am	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 - Bearwood Road	705	176	0	887	0.794	750	309	15.5	4.3	31.800	D
2 - B3349 Barkham Road (E)	612	153	422	889	0.688	628	328	6.3	2.3	14.554	B
3 - B3349 Barkham Road (W)	0	0	309	1292	0.000	0	741	0.0	0.0	0.000	A

09:00 - 09:15

Am	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 - Bearwood Road	590	148	0	887	0.665	599	254	4.3	2.1	12.858	B
2 - B3349 Barkham Road (E)	513	128	337	945	0.542	517	262	2.3	1.2	8.486	A
3 - B3349 Barkham Road (W)	0	0	254	1331	0.000	0	600	0.0	0.0	0.000	A

D6 - 2040 | WSTM-SC2 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 100% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	28.43	D

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		2	2 - B3349 Barkham Road (E)	28.43	D

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 - Bearwood Road		ONE HOUR	✓	695	100.000
2 - B3349 Barkham Road (E)		ONE HOUR	✓	705	100.000
3 - B3349 Barkham Road (W)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	310	385
	2 - B3349 Barkham Road (E)	372	0	333
	3 - B3349 Barkham Road (W)	0	0	0

Proportions

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0.00	0.45	0.55
	2 - B3349 Barkham Road (E)	0.53	0.00	0.47
	3 - B3349 Barkham Road (W)	0.33	0.33	0.33

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	1	1
	2 - B3349 Barkham Road (E)	1	0	1
	3 - B3349 Barkham Road (W)	0	2	0

Average PCU Per Veh

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	1.000	1.010	1.010
	2 - B3349 Barkham Road (E)	1.010	1.000	1.010
	3 - B3349 Barkham Road (W)	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Bearwood Road	16:45-17:00	523	528
	17:00-17:15	625	631
	17:15-17:30	765	773
	17:30-17:45	765	773
	17:45-18:00	625	631
	18:00-18:15	523	528
2 - B3349 Barkham Road (E)	16:45-17:00	531	536
	17:00-17:15	634	640
	17:15-17:30	776	784
	17:30-17:45	776	784
	17:45-18:00	634	640
	18:00-18:15	531	536
3 - B3349 Barkham Road (W)	16:45-17:00	0	0
	17:00-17:15	0	0
	17:15-17:30	0	0
	17:30-17:45	0	0
	17:45-18:00	0	0
	18:00-18:15	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 - Bearwood Road	0.86	26.72	5.4	D	638	957
2 - B3349 Barkham Road (E)	0.87	30.11	6.1	D	647	970
3 - B3349 Barkham Road (W)	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
1 - Bearwood Road	523	131	0	895	0.585	518	278	0.0	1.4	9.414	A
2 - B3349 Barkham Road (E)	531	133	287	979	0.542	526	231	0.0	1.2	7.874	A
3 - B3349 Barkham Road (W)	0	0	278	1315	0.000	0	535	0.0	0.0	0.000	A

17:00 - 17:15

Am	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 - Bearwood Road	625	156	0	895	0.698	621	333	1.4	2.2	12.997	B
2 - B3349 Barkham Road (E)	634	158	344	941	0.674	630	277	1.2	2.0	11.478	B
3 - B3349 Barkham Road (W)	0	0	333	1276	0.000	0	642	0.0	0.0	0.000	A

17:15 - 17:30

Am	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 - Bearwood Road	765	191	0	895	0.855	754	402	2.2	5.0	23.788	C
2 - B3349 Barkham Road (E)	776	194	418	892	0.870	762	336	2.0	5.5	25.335	D
3 - B3349 Barkham Road (W)	0	0	402	1226	0.000	0	778	0.0	0.0	0.000	A

17:30 - 17:45

Am	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 - Bearwood Road	765	191	0	895	0.855	764	408	5.0	5.4	26.724	D
2 - B3349 Barkham Road (E)	776	194	423	888	0.874	774	341	5.5	6.1	30.114	D
3 - B3349 Barkham Road (W)	0	0	408	1222	0.000	0	789	0.0	0.0	0.000	A

17:45 - 18:00

Am	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 - Bearwood Road	625	156	0	895	0.698	637	343	5.4	2.4	14.521	B
2 - B3349 Barkham Road (E)	634	158	353	935	0.678	649	284	6.1	2.2	13.237	B
3 - B3349 Barkham Road (W)	0	0	343	1269	0.000	0	659	0.0	0.0	0.000	A

18:00 - 18:15

Am	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 - Bearwood Road	523	131	0	895	0.585	527	282	2.4	1.4	9.891	A
2 - B3349 Barkham Road (E)	531	133	292	975	0.544	535	235	2.2	1.2	8.240	A
3 - B3349 Barkham Road (W)	0	0	282	1312	0.000	0	545	0.0	0.0	0.000	A

D7 - 2040 | WSTM-SC3a | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 100% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	52.77	F

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-9	1 - Bearwood Road	52.77	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)

Am	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Bearwood Road		ONE HOUR	✓	787	100.000
2 - B3349 Barkham Road (E)		ONE HOUR	✓	682	100.000
3 - B3349 Barkham Road (W)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	344	443
	2 - B3349 Barkham Road (E)	336	0	346
	3 - B3349 Barkham Road (W)	0	0	0

Proportions

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0.00	0.44	0.56
	2 - B3349 Barkham Road (E)	0.49	0.00	0.51
	3 - B3349 Barkham Road (W)	0.33	0.33	0.33

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	3	1
	2 - B3349 Barkham Road (E)	1	0	1
	3 - B3349 Barkham Road (W)	0	2	0

Average PCU Per Veh

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	1.000	1.030	1.010
	2 - B3349 Barkham Road (E)	1.010	1.000	1.010
	3 - B3349 Barkham Road (W)	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Bearwood Road	07:45-08:00	592	604
	08:00-08:15	707	721
	08:15-08:30	867	883
	08:30-08:45	867	883
	08:45-09:00	707	721
	09:00-09:15	592	604
2 - B3349 Barkham Road (E)	07:45-08:00	513	519
	08:00-08:15	613	619
	08:15-08:30	751	758
	08:30-08:45	751	758
	08:45-09:00	613	619
	09:00-09:15	513	519
3 - B3349 Barkham Road (W)	07:45-08:00	0	0
	08:00-08:15	0	0
	08:15-08:30	0	0
	08:30-08:45	0	0
	08:45-09:00	0	0
	09:00-09:15	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 - Bearwood Road	0.98	69.84	16.1	F	722	1083
2 - B3349 Barkham Road (E)	0.88	32.91	6.4	D	626	939
3 - B3349 Barkham Road (W)	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
1 - Bearwood Road	592	148	0	887	0.668	585	251	0.0	1.9	11.626	B
2 - B3349 Barkham Road (E)	513	128	329	951	0.540	509	256	0.0	1.2	8.066	A
3 - B3349 Barkham Road (W)	0	0	251	1334	0.000	0	587	0.0	0.0	0.000	A

08:00 - 08:15

Am	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 - Bearwood Road	707	177	0	887	0.797	701	300	1.9	3.6	18.648	C
2 - B3349 Barkham Road (E)	613	153	395	907	0.676	610	306	1.2	2.0	11.953	B
3 - B3349 Barkham Road (W)	0	0	300	1299	0.000	0	704	0.0	0.0	0.000	A

08:15 - 08:30

Am	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 - Bearwood Road	867	217	0	887	0.977	831	363	3.6	12.4	46.975	E
2 - B3349 Barkham Road (E)	751	188	468	859	0.875	736	363	2.0	5.6	26.726	D
3 - B3349 Barkham Road (W)	0	0	363	1254	0.000	0	842	0.0	0.0	0.000	A

08:30 - 08:45

Am	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 - Bearwood Road	867	217	0	887	0.977	851	368	12.4	16.1	69.840	F
2 - B3349 Barkham Road (E)	751	188	479	851	0.882	748	372	5.6	6.4	32.905	D
3 - B3349 Barkham Road (W)	0	0	368	1250	0.000	0	859	0.0	0.0	0.000	A

08:45 - 09:00

Am	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 - Bearwood Road	707	177	0	887	0.797	754	310	16.1	4.4	33.273	D
2 - B3349 Barkham Road (E)	613	153	425	887	0.691	629	330	6.4	2.3	14.759	B
3 - B3349 Barkham Road (W)	0	0	310	1292	0.000	0	744	0.0	0.0	0.000	A

09:00 - 09:15

Am	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 - Bearwood Road	592	148	0	887	0.668	602	255	4.4	2.1	12.990	B
2 - B3349 Barkham Road (E)	513	128	339	944	0.544	518	263	2.3	1.2	8.527	A
3 - B3349 Barkham Road (W)	0	0	255	1331	0.000	0	601	0.0	0.0	0.000	A

D8 - 2040 | WSTM-SC3a | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 100% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	28.10	D

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		2	2 - B3349 Barkham Road (E)	28.10	D

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)

Am	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Bearwood Road		ONE HOUR	✓	691	100.000
2 - B3349 Barkham Road (E)		ONE HOUR	✓	706	100.000
3 - B3349 Barkham Road (W)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	307	384
	2 - B3349 Barkham Road (E)	372	0	334
	3 - B3349 Barkham Road (W)	0	0	0

Proportions

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0.00	0.44	0.56
	2 - B3349 Barkham Road (E)	0.53	0.00	0.47
	3 - B3349 Barkham Road (W)	0.33	0.33	0.33

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	0	1	1
	2 - B3349 Barkham Road (E)	1	0	1
	3 - B3349 Barkham Road (W)	0	2	0

Average PCU Per Veh

From	To			
		1 - Bearwood Road	2 - B3349 Barkham Road (E)	3 - B3349 Barkham Road (W)
	1 - Bearwood Road	1.000	1.010	1.010
	2 - B3349 Barkham Road (E)	1.010	1.000	1.010
	3 - B3349 Barkham Road (W)	1.000	1.020	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (Veh/hr)	Demand in PCU (PCU/hr)
1 - Bearwood Road	16:45-17:00	520	525
	17:00-17:15	621	627
	17:15-17:30	761	768
	17:30-17:45	761	768
	17:45-18:00	621	627
	18:00-18:15	520	525
2 - B3349 Barkham Road (E)	16:45-17:00	532	537
	17:00-17:15	635	641
	17:15-17:30	777	785
	17:30-17:45	777	785
	17:45-18:00	635	641
	18:00-18:15	532	537
3 - B3349 Barkham Road (W)	16:45-17:00	0	0
	17:00-17:15	0	0
	17:15-17:30	0	0
	17:30-17:45	0	0
	17:45-18:00	0	0
	18:00-18:15	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 - Bearwood Road	0.85	25.94	5.2	D	634	951
2 - B3349 Barkham Road (E)	0.87	30.21	6.1	D	648	972
3 - B3349 Barkham Road (W)	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
1 - Bearwood Road	520	130	0	895	0.581	515	278	0.0	1.4	9.344	A
2 - B3349 Barkham Road (E)	532	133	286	979	0.543	527	229	0.0	1.2	7.879	A
3 - B3349 Barkham Road (W)	0	0	278	1315	0.000	0	535	0.0	0.0	0.000	A

17:00 - 17:15

Am	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 - Bearwood Road	621	155	0	895	0.694	618	333	1.4	2.2	12.837	B
2 - B3349 Barkham Road (E)	635	159	343	941	0.674	631	275	1.2	2.0	11.490	B
3 - B3349 Barkham Road (W)	0	0	333	1276	0.000	0	642	0.0	0.0	0.000	A

17:15 - 17:30

Am	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 - Bearwood Road	761	190	0	895	0.850	750	402	2.2	4.9	23.235	C
2 - B3349 Barkham Road (E)	777	194	417	893	0.871	763	333	2.0	5.5	25.405	D
3 - B3349 Barkham Road (W)	0	0	402	1226	0.000	0	778	0.0	0.0	0.000	A

17:30 - 17:45

Am	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 - Bearwood Road	761	190	0	895	0.850	759	408	4.9	5.2	25.940	D
2 - B3349 Barkham Road (E)	777	194	422	889	0.874	775	337	5.5	6.1	30.209	D
3 - B3349 Barkham Road (W)	0	0	408	1222	0.000	0	789	0.0	0.0	0.000	A

17:45 - 18:00

Am	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 - Bearwood Road	621	155	0	895	0.694	633	343	5.2	2.4	14.261	B
2 - B3349 Barkham Road (E)	635	159	352	936	0.678	650	281	6.1	2.2	13.251	B
3 - B3349 Barkham Road (W)	0	0	343	1268	0.000	0	659	0.0	0.0	0.000	A

18:00 - 18:15

Am	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 - Bearwood Road	520	130	0	895	0.581	524	282	2.4	1.4	9.802	A
2 - B3349 Barkham Road (E)	532	133	291	976	0.545	535	233	2.2	1.2	8.242	A
3 - B3349 Barkham Road (W)	0	0	282	1312	0.000	0	545	0.0	0.0	0.000	A

