

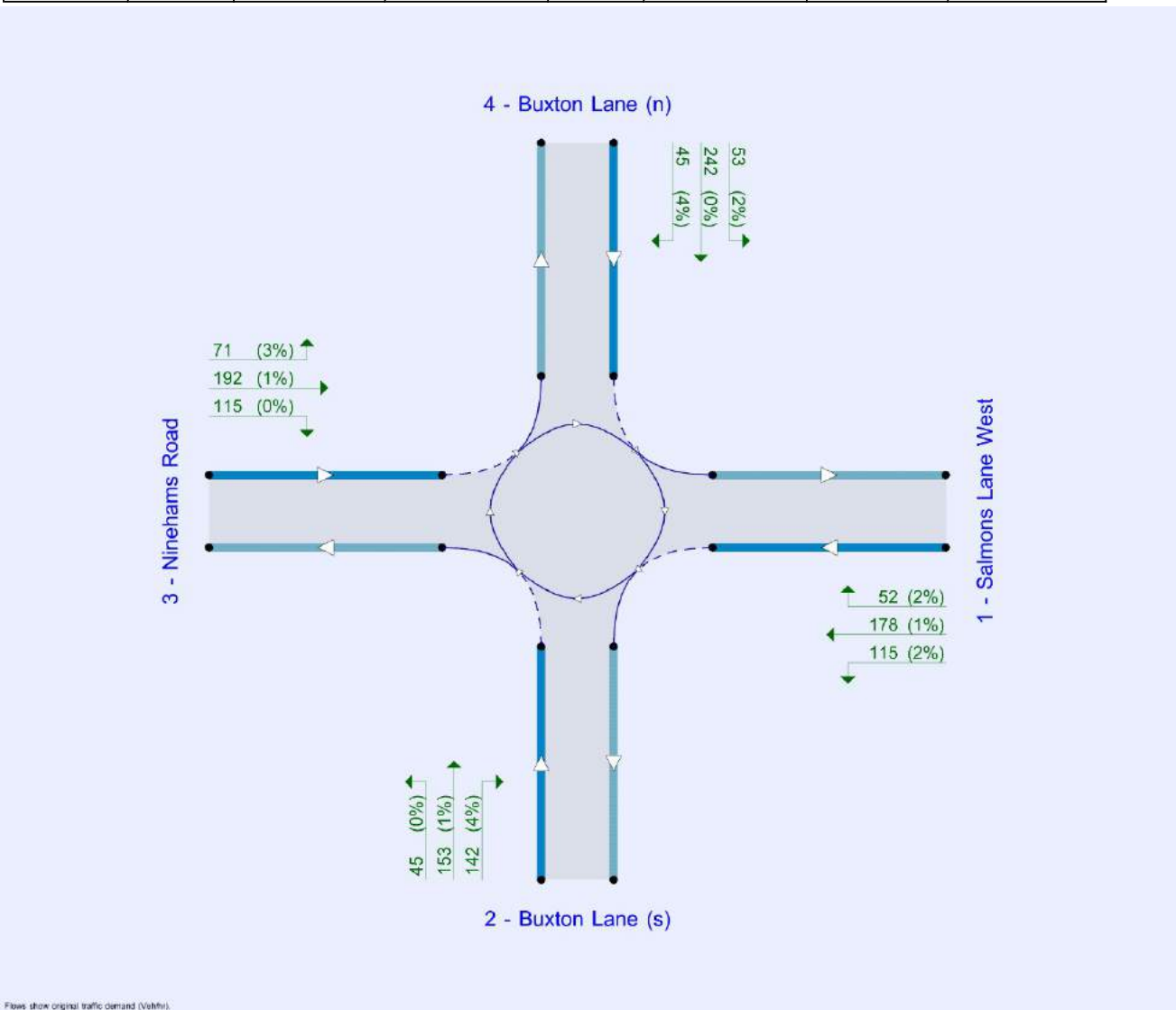
File summary

File Description

Title	
Location	
Site number	
Date	19/05/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\meganslade
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2023	AM	ONE HOUR	08:00	09:30	15	✓		
D2	2023	PM	ONE HOUR	17:00	18:30	15	✓		
D3	2028	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*1.0386
D4	2028	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D2*1.038
D5	Development	AM	ONE HOUR	08:00	09:30	15			
D6	Development	PM	ONE HOUR	17:00	18:30	15			
D7	2028 + Development	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5
D8	2028 + Development	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

Analysis Set Details

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

2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	26.57	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Salmons Lane West	
2	Buxton Lane (s)	
3	Ninehams Road	
4	Buxton Lane (n)	

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 - Salmons Lane West	4.05	4.05	4.72	2.9	14.86	9.72	0.0	
2 - Buxton Lane (s)	3.85	3.85	3.97	5.0	13.22	9.40	0.0	
3 - Ninehams Road	2.74	2.74	3.26	3.5	8.78	2.00	5.4	
4 - Buxton Lane (n)	3.23	3.23	3.33	2.0	16.14	13.77	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Salmons Lane West	0.646	1012
2 - Buxton Lane (s)	0.628	1034
3 - Ninehams Road	0.529	679
4 - Buxton Lane (n)	0.616	831

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Salmons Lane West		ONE HOUR	✓	345	100.000
2 - Buxton Lane (s)		ONE HOUR	✓	340	100.000
3 - Ninehams Road		ONE HOUR	✓	378	100.000
4 - Buxton Lane (n)		ONE HOUR	✓	340	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Salmons Lane West	2 - Buxton Lane (s)	3 - Ninehams Road	4 - Buxton Lane (n)
From	1 - Salmons Lane West	0	115	178	52
	2 - Buxton Lane (s)	142	0	45	153
	3 - Ninehams Road	192	115	0	71
	4 - Buxton Lane (n)	53	242	45	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Salmons Lane West	2 - Buxton Lane (s)	3 - Ninehams Road	4 - Buxton Lane (n)
From	1 - Salmons Lane West	0	2	1	2
	2 - Buxton Lane (s)	4	0	0	1
	3 - Ninehams Road	1	0	0	3
	4 - Buxton Lane (n)	2	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Salmons Lane West	0.53	10.72	1.1	B	317	475
2 - Buxton Lane (s)	0.45	8.01	0.8	A	312	468
3 - Ninehams Road	0.89	59.74	6.4	F	347	520
4 - Buxton Lane (n)	0.72	24.59	2.5	C	312	468

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
1 - Salmons Lane West	260	65	299	806	0.322	258	288	0.0	0.5	6.541	A
2 - Buxton Lane (s)	256	64	205	884	0.289	254	351	0.0	0.4	5.700	A
3 - Ninehams Road	285	71	260	532	0.535	280	200	0.0	1.1	14.045	B
4 - Buxton Lane (n)	256	64	334	617	0.415	253	206	0.0	0.7	9.831	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 - Salmons Lane West	310	78	359	768	0.404	309	346	0.5	0.7	7.839	A
2 - Buxton Lane (s)	306	76	246	859	0.356	305	422	0.4	0.5	6.494	A
3 - Ninehams Road	340	85	311	505	0.674	337	240	1.1	1.9	21.007	C
4 - Buxton Lane (n)	306	76	401	575	0.531	304	247	0.7	1.1	13.200	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
1 - Salmons Lane West	380	95	434	720	0.528	378	418	0.7	1.1	10.484	B
2 - Buxton Lane (s)	374	94	301	825	0.454	373	511	0.5	0.8	7.955	A
3 - Ninehams Road	416	104	381	467	0.891	402	293	1.9	5.5	47.068	E
4 - Buxton Lane (n)	374	94	482	524	0.714	370	300	1.1	2.3	22.558	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 - Salmons Lane West	380	95	441	715	0.531	380	424	1.1	1.1	10.718	B
2 - Buxton Lane (s)	374	94	303	824	0.454	374	518	0.8	0.8	8.009	A
3 - Ninehams Road	416	104	382	467	0.892	413	295	5.5	6.4	59.742	F
4 - Buxton Lane (n)	374	94	491	519	0.722	374	303	2.3	2.5	24.590	C

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 - Salmons Lane West	310	78	371	760	0.408	312	358	1.1	0.7	8.055	A
2 - Buxton Lane (s)	306	76	249	857	0.357	307	433	0.8	0.6	6.551	A
3 - Ninehams Road	340	85	313	504	0.675	357	243	6.4	2.2	26.778	D
4 - Buxton Lane (n)	306	76	418	565	0.541	311	252	2.5	1.2	14.430	B

09:15 - 09:30

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 - Salmons Lane West	260	65	306	802	0.324	261	294	0.7	0.5	6.660	A
2 - Buxton Lane (s)	256	64	208	883	0.290	257	358	0.6	0.4	5.752	A
3 - Ninehams Road	285	71	262	531	0.536	289	203	2.2	1.2	15.097	C
4 - Buxton Lane (n)	256	64	342	612	0.418	258	209	1.2	0.7	10.228	B

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	13.68	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Salmons Lane West		ONE HOUR	✓	358	100.000
2 - Buxton Lane (s)		ONE HOUR	✓	308	100.000
3 - Ninehams Road		ONE HOUR	✓	296	100.000
4 - Buxton Lane (n)		ONE HOUR	✓	291	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Salmons Lane West	2 - Buxton Lane (s)	3 - Ninehams Road	4 - Buxton Lane (n)
From	1 - Salmons Lane West	0	88	198	72
	2 - Buxton Lane (s)	109	0	20	179
	3 - Ninehams Road	167	78	0	51
	4 - Buxton Lane (n)	35	195	61	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Salmons Lane West	2 - Buxton Lane (s)	3 - Ninehams Road	4 - Buxton Lane (n)
From	1 - Salmons Lane West	0	1	0	0
	2 - Buxton Lane (s)	0	0	0	0
	3 - Ninehams Road	0	0	0	0
	4 - Buxton Lane (n)	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Salmons Lane West	0.51	9.56	1.0	A	329	493
2 - Buxton Lane (s)	0.42	7.73	0.7	A	283	424
3 - Ninehams Road	0.70	24.96	2.2	C	272	407
4 - Buxton Lane (n)	0.55	13.60	1.2	B	267	401

Main Results for each time segment

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 - Salmons Lane West	270	67	249	848	0.318	268	232	0.0	0.5	6.185	A
2 - Buxton Lane (s)	232	58	247	878	0.264	230	269	0.0	0.4	5.543	A
3 - Ninehams Road	223	56	269	536	0.416	220	209	0.0	0.7	11.297	B
4 - Buxton Lane (n)	219	55	264	661	0.331	217	226	0.0	0.5	8.070	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 - Salmons Lane West	322	80	299	815	0.395	321	278	0.5	0.6	7.276	A
2 - Buxton Lane (s)	277	69	297	847	0.327	276	323	0.4	0.5	6.300	A
3 - Ninehams Road	266	67	323	508	0.524	265	250	0.7	1.1	14.718	B
4 - Buxton Lane (n)	262	65	317	629	0.416	261	271	0.5	0.7	9.756	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 - Salmons Lane West	394	99	365	772	0.510	393	340	0.6	1.0	9.443	A
2 - Buxton Lane (s)	339	85	363	806	0.421	338	395	0.5	0.7	7.685	A
3 - Ninehams Road	326	81	395	469	0.694	322	306	1.1	2.1	23.718	C
4 - Buxton Lane (n)	320	80	386	587	0.546	319	331	0.7	1.2	13.324	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 - Salmons Lane West	394	99	368	771	0.511	394	342	1.0	1.0	9.558	A
2 - Buxton Lane (s)	339	85	364	805	0.421	339	397	0.7	0.7	7.729	A
3 - Ninehams Road	326	81	396	469	0.695	326	307	2.1	2.2	24.965	C
4 - Buxton Lane (n)	320	80	389	585	0.548	320	332	1.2	1.2	13.603	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 - Salmons Lane West	322	80	303	813	0.396	323	282	1.0	0.7	7.377	A
2 - Buxton Lane (s)	277	69	299	846	0.327	278	327	0.7	0.5	6.348	A
3 - Ninehams Road	266	67	325	507	0.525	270	252	2.2	1.1	15.477	C
4 - Buxton Lane (n)	262	65	322	626	0.418	263	273	1.2	0.7	9.984	A

18:15 - 18:30

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 - Salmons Lane West	270	67	253	845	0.319	270	235	0.7	0.5	6.267	A
2 - Buxton Lane (s)	232	58	250	877	0.264	232	273	0.5	0.4	5.592	A
3 - Ninehams Road	223	56	272	535	0.417	224	211	1.1	0.7	11.661	B
4 - Buxton Lane (n)	219	55	268	659	0.333	220	228	0.7	0.5	8.225	A

2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	34.08	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2028	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*1.0386

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Salmons Lane West		ONE HOUR	✓	358	100.000
2 - Buxton Lane (s)		ONE HOUR	✓	353	100.000
3 - Ninehams Road		ONE HOUR	✓	393	100.000
4 - Buxton Lane (n)		ONE HOUR	✓	353	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Salmons Lane West	2 - Buxton Lane (s)	3 - Ninehams Road	4 - Buxton Lane (n)
From	1 - Salmons Lane West	0	119	185	54
	2 - Buxton Lane (s)	147	0	47	159
	3 - Ninehams Road	199	119	0	74
	4 - Buxton Lane (n)	55	251	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Salmons Lane West	2 - Buxton Lane (s)	3 - Ninehams Road	4 - Buxton Lane (n)
From	1 - Salmons Lane West	0	2	1	2
	2 - Buxton Lane (s)	4	0	0	1
	3 - Ninehams Road	1	0	0	3
	4 - Buxton Lane (n)	2	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Salmons Lane West	0.56	11.56	1.2	B	329	493
2 - Buxton Lane (s)	0.48	8.42	0.9	A	324	486
3 - Ninehams Road	0.94	82.41	9.3	F	360	540
4 - Buxton Lane (n)	0.76	29.23	3.0	D	324	486

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
1 - Salmons Lane West	270	67	310	799	0.338	268	299	0.0	0.5	6.750	A
2 - Buxton Lane (s)	266	66	213	880	0.302	264	365	0.0	0.4	5.833	A
3 - Ninehams Road	296	74	270	527	0.561	291	208	0.0	1.2	14.950	B
4 - Buxton Lane (n)	266	66	346	609	0.437	263	214	0.0	0.8	10.316	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 - Salmons Lane West	322	81	373	759	0.424	321	359	0.5	0.7	8.201	A
2 - Buxton Lane (s)	317	79	256	853	0.372	317	438	0.4	0.6	6.706	A
3 - Ninehams Road	353	88	323	498	0.709	349	249	1.2	2.2	23.480	C
4 - Buxton Lane (n)	317	79	416	566	0.561	316	257	0.8	1.2	14.271	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
1 - Salmons Lane West	395	99	448	711	0.555	393	431	0.7	1.2	11.242	B
2 - Buxton Lane (s)	389	97	312	818	0.476	388	528	0.6	0.9	8.347	A
3 - Ninehams Road	432	108	395	459	0.941	412	304	2.2	7.4	58.769	F
4 - Buxton Lane (n)	389	97	496	516	0.754	383	311	1.2	2.8	25.930	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
1 - Salmons Lane West	395	99	457	705	0.559	394	439	1.2	1.2	11.562	B
2 - Buxton Lane (s)	389	97	314	816	0.476	389	537	0.9	0.9	8.416	A
3 - Ninehams Road	432	108	397	459	0.942	425	306	7.4	9.3	82.409	F
4 - Buxton Lane (n)	389	97	507	509	0.764	388	314	2.8	3.0	29.226	D

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 - Salmons Lane West	322	81	389	749	0.430	324	376	1.2	0.8	8.510	A
2 - Buxton Lane (s)	317	79	259	851	0.373	319	454	0.9	0.6	6.776	A
3 - Ninehams Road	353	88	325	497	0.710	379	252	9.3	2.7	35.606	E
4 - Buxton Lane (n)	317	79	441	550	0.577	324	263	3.0	1.4	16.315	C

09:15 - 09:30

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 - Salmons Lane West	270	67	318	794	0.340	271	306	0.8	0.5	6.890	A
2 - Buxton Lane (s)	266	66	216	878	0.303	267	373	0.6	0.4	5.896	A
3 - Ninehams Road	296	74	272	526	0.562	301	210	2.7	1.3	16.390	C
4 - Buxton Lane (n)	266	66	356	603	0.441	268	217	1.4	0.8	10.832	B

2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	15.17	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2028	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D2*1.038

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Salmons Lane West		ONE HOUR	✓	372	100.000
2 - Buxton Lane (s)		ONE HOUR	✓	320	100.000
3 - Ninehams Road		ONE HOUR	✓	307	100.000
4 - Buxton Lane (n)		ONE HOUR	✓	302	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Salmons Lane West	2 - Buxton Lane (s)	3 - Ninehams Road	4 - Buxton Lane (n)
From	1 - Salmons Lane West	0	91	206	75
	2 - Buxton Lane (s)	113	0	21	186
	3 - Ninehams Road	173	81	0	53
	4 - Buxton Lane (n)	36	202	63	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Salmons Lane West	2 - Buxton Lane (s)	3 - Ninehams Road	4 - Buxton Lane (n)
From	1 - Salmons Lane West	0	1	0	0
	2 - Buxton Lane (s)	0	0	0	0
	3 - Ninehams Road	0	0	0	0
	4 - Buxton Lane (n)	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Salmons Lane West	0.54	10.21	1.1	B	341	511
2 - Buxton Lane (s)	0.44	8.11	0.8	A	293	440
3 - Ninehams Road	0.73	28.93	2.6	D	282	423
4 - Buxton Lane (n)	0.58	14.78	1.3	B	277	416

Main Results for each time segment

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 - Salmons Lane West	280	70	258	842	0.332	278	241	0.0	0.5	6.363	A
2 - Buxton Lane (s)	241	60	257	873	0.276	239	279	0.0	0.4	5.669	A
3 - Ninehams Road	231	58	280	531	0.436	228	216	0.0	0.8	11.792	B
4 - Buxton Lane (n)	227	57	274	655	0.347	225	234	0.0	0.5	8.333	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 - Salmons Lane West	334	84	310	808	0.414	333	289	0.5	0.7	7.573	A
2 - Buxton Lane (s)	287	72	308	840	0.342	287	336	0.4	0.5	6.498	A
3 - Ninehams Road	276	69	335	501	0.551	274	260	0.8	1.2	15.756	C
4 - Buxton Lane (n)	272	68	329	622	0.437	271	281	0.5	0.8	10.224	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 - Salmons Lane West	409	102	378	764	0.536	407	352	0.7	1.1	10.057	B
2 - Buxton Lane (s)	352	88	377	797	0.442	351	409	0.5	0.8	8.050	A
3 - Ninehams Road	338	85	410	462	0.733	333	317	1.2	2.5	26.967	D
4 - Buxton Lane (n)	333	83	400	578	0.575	330	343	0.8	1.3	14.389	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 - Salmons Lane West	409	102	381	762	0.537	409	355	1.1	1.1	10.207	B
2 - Buxton Lane (s)	352	88	378	796	0.442	352	412	0.8	0.8	8.105	A
3 - Ninehams Road	338	85	411	461	0.734	338	319	2.5	2.6	28.933	D
4 - Buxton Lane (n)	333	83	404	576	0.578	332	345	1.3	1.3	14.775	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 - Salmons Lane West	334	84	315	805	0.415	336	294	1.1	0.7	7.702	A
2 - Buxton Lane (s)	287	72	311	839	0.343	288	340	0.8	0.5	6.557	A
3 - Ninehams Road	276	69	337	500	0.552	282	262	2.6	1.3	16.840	C
4 - Buxton Lane (n)	272	68	335	618	0.440	274	284	1.3	0.8	10.527	B

18:15 - 18:30

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 - Salmons Lane West	280	70	262	839	0.333	281	244	0.7	0.5	6.455	A
2 - Buxton Lane (s)	241	60	260	871	0.276	241	284	0.5	0.4	5.722	A
3 - Ninehams Road	231	58	282	529	0.437	233	219	1.3	0.8	12.236	B
4 - Buxton Lane (n)	227	57	278	652	0.349	228	237	0.8	0.5	8.515	A

2028 + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	35.67	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2028 + Development	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Salmons Lane West		ONE HOUR	✓	380	100.000
2 - Buxton Lane (s)		ONE HOUR	✓	359	100.000
3 - Ninehams Road		ONE HOUR	✓	394	100.000
4 - Buxton Lane (n)		ONE HOUR	✓	353	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Salmons Lane West	2 - Buxton Lane (s)	3 - Ninehams Road	4 - Buxton Lane (n)
From	1 - Salmons Lane West	0	138	188	54
	2 - Buxton Lane (s)	153	0	47	159
	3 - Ninehams Road	200	119	0	74
	4 - Buxton Lane (n)	55	251	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Salmons Lane West	2 - Buxton Lane (s)	3 - Ninehams Road	4 - Buxton Lane (n)
From	1 - Salmons Lane West	0	2	1	2
	2 - Buxton Lane (s)	4	0	0	1
	3 - Ninehams Road	1	0	0	3
	4 - Buxton Lane (n)	2	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Salmons Lane West	0.59	12.49	1.4	B	349	523
2 - Buxton Lane (s)	0.49	8.58	0.9	A	330	494
3 - Ninehams Road	0.95	88.01	10.0	F	361	542
4 - Buxton Lane (n)	0.77	30.18	3.1	D	324	486

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
1 - Salmons Lane West	286	72	310	800	0.358	284	304	0.0	0.6	6.953	A
2 - Buxton Lane (s)	270	68	215	879	0.308	269	379	0.0	0.4	5.886	A
3 - Ninehams Road	296	74	274	525	0.565	291	210	0.0	1.2	15.132	C
4 - Buxton Lane (n)	266	66	352	606	0.439	263	214	0.0	0.8	10.410	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 - Salmons Lane West	342	85	372	760	0.450	341	365	0.6	0.8	8.568	A
2 - Buxton Lane (s)	323	81	259	852	0.379	322	455	0.4	0.6	6.791	A
3 - Ninehams Road	354	88	329	495	0.714	350	252	1.2	2.3	24.013	C
4 - Buxton Lane (n)	317	79	422	562	0.565	316	256	0.8	1.3	14.482	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
1 - Salmons Lane West	419	105	448	712	0.588	416	437	0.8	1.4	12.092	B
2 - Buxton Lane (s)	395	99	315	816	0.485	394	549	0.6	0.9	8.506	A
3 - Ninehams Road	433	108	402	456	0.950	411	308	2.3	7.8	61.453	F
4 - Buxton Lane (n)	389	97	503	512	0.760	383	311	1.3	2.8	26.611	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
1 - Salmons Lane West	419	105	456	706	0.593	419	446	1.4	1.4	12.494	B
2 - Buxton Lane (s)	395	99	318	815	0.485	395	557	0.9	0.9	8.583	A
3 - Ninehams Road	433	108	403	455	0.952	425	310	7.8	10.0	88.014	F
4 - Buxton Lane (n)	389	97	514	505	0.770	388	314	2.8	3.1	30.183	D

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 - Salmons Lane West	342	85	390	749	0.457	344	384	1.4	0.9	8.943	A
2 - Buxton Lane (s)	323	81	262	850	0.380	324	472	0.9	0.6	6.866	A
3 - Ninehams Road	354	88	331	494	0.716	383	255	10.0	2.8	38.178	E
4 - Buxton Lane (n)	317	79	449	545	0.582	324	264	3.1	1.5	16.735	C

09:15 - 09:30

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 - Salmons Lane West	286	72	318	795	0.360	287	311	0.9	0.6	7.115	A
2 - Buxton Lane (s)	270	68	218	877	0.308	271	387	0.6	0.5	5.949	A
3 - Ninehams Road	296	74	277	523	0.566	302	213	2.8	1.4	16.669	C
4 - Buxton Lane (n)	266	66	361	600	0.443	268	217	1.5	0.8	10.947	B

2028 + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	16.27	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2028 + Development	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Salmons Lane West		ONE HOUR	✓	382	100.000
2 - Buxton Lane (s)		ONE HOUR	✓	338	100.000
3 - Ninehams Road		ONE HOUR	✓	310	100.000
4 - Buxton Lane (n)		ONE HOUR	✓	302	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Salmons Lane West	2 - Buxton Lane (s)	3 - Ninehams Road	4 - Buxton Lane (n)
From	1 - Salmons Lane West	0	100	207	75
	2 - Buxton Lane (s)	131	0	21	186
	3 - Ninehams Road	176	81	0	53
	4 - Buxton Lane (n)	36	202	63	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Salmons Lane West	2 - Buxton Lane (s)	3 - Ninehams Road	4 - Buxton Lane (n)
From	1 - Salmons Lane West	0	1	0	0
	2 - Buxton Lane (s)	0	0	0	0
	3 - Ninehams Road	0	0	0	0
	4 - Buxton Lane (n)	0	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Salmons Lane West	0.55	10.53	1.2	B	350	525
2 - Buxton Lane (s)	0.47	8.50	0.9	A	310	465
3 - Ninehams Road	0.76	32.38	2.9	D	285	427
4 - Buxton Lane (n)	0.59	15.68	1.4	C	277	416

Main Results for each time segment

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 - Salmons Lane West	287	72	258	842	0.341	285	256	0.0	0.5	6.445	A
2 - Buxton Lane (s)	254	64	257	872	0.292	253	286	0.0	0.4	5.795	A
3 - Ninehams Road	234	58	293	524	0.446	230	217	0.0	0.8	12.156	B
4 - Buxton Lane (n)	227	57	289	646	0.352	225	234	0.0	0.5	8.519	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 - Salmons Lane West	343	86	310	808	0.425	342	308	0.5	0.7	7.714	A
2 - Buxton Lane (s)	304	76	309	840	0.362	303	344	0.4	0.6	6.701	A
3 - Ninehams Road	279	70	351	493	0.566	277	261	0.8	1.3	16.543	C
4 - Buxton Lane (n)	272	68	347	610	0.445	271	281	0.5	0.8	10.564	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 - Salmons Lane West	420	105	378	764	0.550	418	374	0.7	1.2	10.361	B
2 - Buxton Lane (s)	372	93	378	796	0.467	371	419	0.6	0.9	8.429	A
3 - Ninehams Road	342	85	430	451	0.757	336	318	1.3	2.8	29.674	D
4 - Buxton Lane (n)	333	83	422	565	0.589	330	343	0.8	1.4	15.193	C

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 - Salmons Lane West	420	105	381	762	0.552	420	378	1.2	1.2	10.531	B
2 - Buxton Lane (s)	372	93	379	795	0.468	372	422	0.9	0.9	8.498	A
3 - Ninehams Road	342	85	431	450	0.758	341	320	2.8	2.9	32.379	D
4 - Buxton Lane (n)	333	83	427	562	0.592	332	345	1.4	1.4	15.676	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 - Salmons Lane West	343	86	315	805	0.426	345	313	1.2	0.8	7.860	A
2 - Buxton Lane (s)	304	76	312	838	0.362	305	349	0.9	0.6	6.765	A
3 - Ninehams Road	279	70	354	491	0.567	285	263	2.9	1.4	17.934	C
4 - Buxton Lane (n)	272	68	355	606	0.448	274	284	1.4	0.8	10.923	B

18:15 - 18:30

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 - Salmons Lane West	287	72	263	839	0.342	288	260	0.8	0.5	6.548	A
2 - Buxton Lane (s)	254	64	260	870	0.292	255	290	0.6	0.4	5.856	A
3 - Ninehams Road	234	58	296	522	0.447	236	220	1.4	0.8	12.663	B
4 - Buxton Lane (n)	227	57	294	643	0.354	229	237	0.8	0.6	8.719	A