Appendix C

JUNCTION CAPACITY ASSESSMENTS

Public

ARUN DISTRICT COUNCIL AL/11/24/OUT

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.2.1574
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Filename: 1-A27 - A29 AM.j10
Path: C:\Users\invd03561\WSP O365\Sasidharan, Chinchu - 40 Capacity Assessment\update_070923
Report generation date: 07/09/2023 16:37:34

»A27 - A29 - 2018 Base, AM
»A27 - A29 - 2031 DM, AM Baseline
»A27 - A29 - 2031 DS, AM Baseline + Dev
»A27 - A29 - 2031 DS, AM Baseline + Dev + BEW
»A27 - A29 - 2038 DS, AM Baseline + Dev + BEW

Summary of junction performance

	AM					AM Baseline					AM Baseline + Dev					AM Baseline + Dev + BEW				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
A27 - A29 - 2018 Base																				
A - A29 (East)	D1	1.4	7.46	0.57	A															
B - A27 (South)		1.3	2.73	0.55	A															
C - A27 (West)		1.3	2.63	0.54	A															
A27 - A29 - 2031 DM																				
A - A29 (East)						D2	1.5	7.92	0.57	A										
B - A27 (South)							1.4	2.84	0.57	A										
C - A27 (West)							1.2	2.62	0.52	A										
A27 - A29 - 2031 DS																				
A - A29 (East)											D3	1.5	8.05	0.58	A	D4	1.5	7.94	0.57	A
B - A27 (South)												1.4	2.85	0.57	A		1.6	3.01	0.58	A
C - A27 (West)												1.2	2.54	0.53	A		1.2	2.81	0.53	A
A27 - A29 - 2038 DS																				
A - A29 (East)																D5	1.8	9.55	0.63	A
B - A27 (South)																	2.0	3.58	0.66	A
C - A27 (West)																	1.5	3.03	0.59	A

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

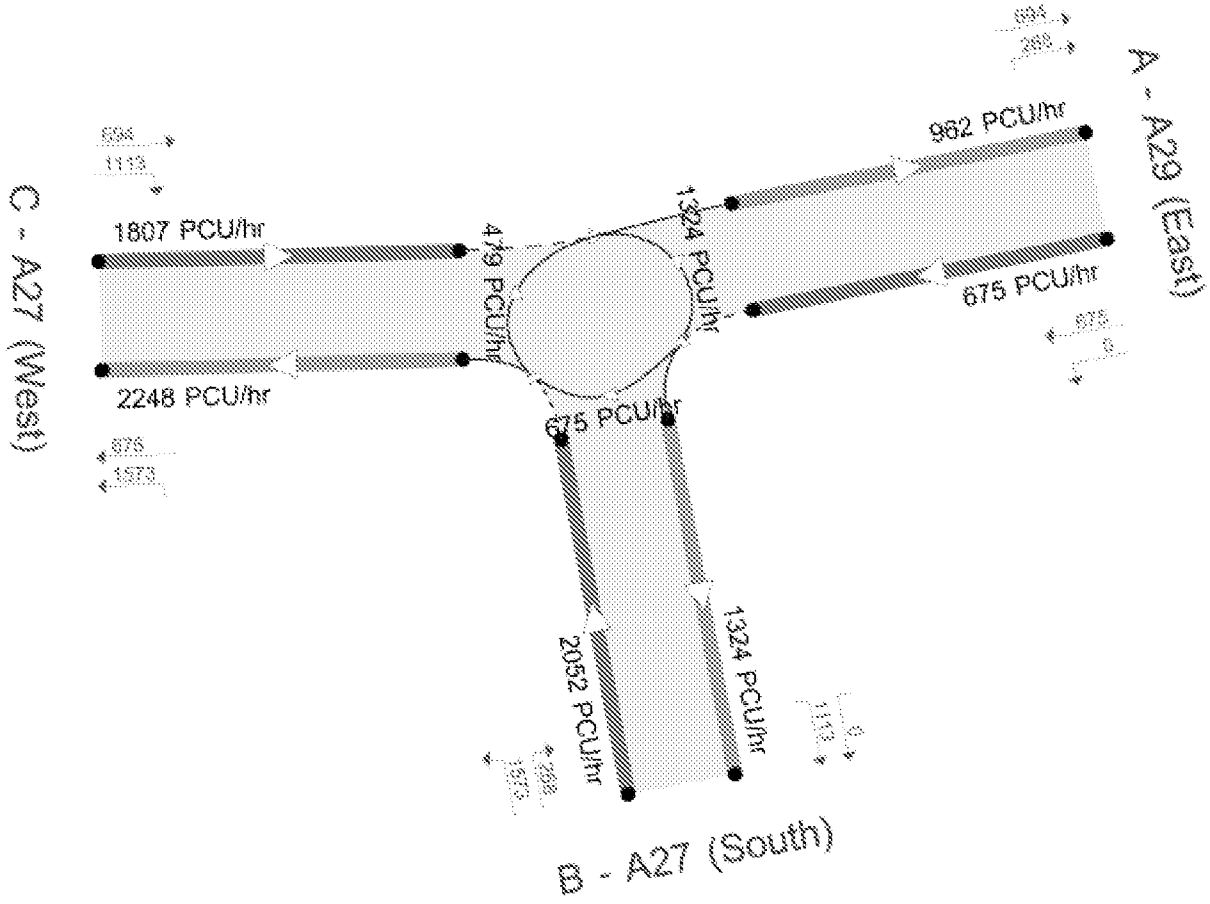
File summary

File Description

Title	A27 - A29
Location	Westergate
Site number	
Date	30/08/2018
Version	
Status	Existing Layout
Identifier	
Client	
Jobnumber	
Enumerator	UKPXM048
Description	

Units

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



New saved modified file/image name: A27.vsim
Time elapsed: 00:00:30

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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	AM	DIRECT	07:15	08:15	60	15	✓
D2	2031 DM	AM Baseline	DIRECT	07:15	08:15	60	15	✓
D3	2031 DS	AM Baseline + Dev	DIRECT	07:15	08:15	60	15	✓
D4	2031 DS	AM Baseline + Dev + BEW	DIRECT	07:15	08:15	60	15	✓
D5	2038 DS	AM Baseline + Dev + BEW	DIRECT	07:15	08:15	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	A27 - A29	✓	100.000	100.000

A27 - A29 - 2019 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		A, B, C	3.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.45	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A29 (East)		
B	A27 (South)		
C	A27 (West)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - A29 (East)	3.80	9.50	24.9	52.5	52.0	27.5		
B - A27 (South)	3.20	9.60	3.0	50.0	52.0	37.5		
C - A27 (West)	3.00	11.20	11.3	55.5	52.0	32.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A29 (East)	0.710	2232
B - A27 (South)	0.779	2858
C - A27 (West)	0.850	3038

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
A - A29 (East)	Direct		-200
B - A27 (South)	Direct		1000
C - A27 (West)	Direct		500

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	AM	DIRECT	07:15	09:15	60	15	✓

ARUN DISTRICT COUNCIL AL/11/24/OUT

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 (East)		DIRECT	✓	100.000
B - A27 (South)		DIRECT	✓	100.000
C - A27 (West)		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	2	887
	B - A27 (South)	169	84	1483
	C - A27 (West)	564	1101	12

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.10	0.05	0.85
	C - A27 (West)	0.37	0.62	0.01

07:30 - 07:45

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	2	887
	B - A27 (South)	169	84	1483
	C - A27 (West)	564	1101	12

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.10	0.05	0.85
	C - A27 (West)	0.37	0.62	0.01

07:45 - 08:00

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	2	887
	B - A27 (South)	169	84	1483
	C - A27 (West)	564	1101	12

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.10	0.05	0.85
	C - A27 (West)	0.37	0.62	0.01

08:00 - 08:15

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	2	887
	B - A27 (South)	169	84	1483
	C - A27 (West)	564	1101	12

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.10	0.05	0.85
	C - A27 (West)	0.37	0.62	0.01

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	7
	B - A27 (South)	4	5	8
	C - A27 (West)	8	12	20

Average PCU Per Veh

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	1.000	1.000	1.070
	B - A27 (South)	1.040	1.050	1.080
	C - A27 (West)	1.080	1.120	1.200

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - A29 (East)	669	669
	B - A27 (South)	1737	1737
	C - A27 (West)	1777	1777
07:30-07:45	A - A29 (East)	669	669
	B - A27 (South)	1737	1737
	C - A27 (West)	1777	1777
07:45-08:00	A - A29 (East)	669	669
	B - A27 (South)	1737	1737
	C - A27 (West)	1777	1777
08:00-08:15	A - A29 (East)	669	669
	B - A27 (South)	1737	1737
	C - A27 (West)	1777	1777

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A29 (East)	0.57	7.49	1.4	A	669	669
B - A27 (South)	0.55	2.73	1.3	A	1737	1737
C - A27 (West)	0.54	2.83	1.3	A	1777	1777

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	669	657	1194	1185	0.564	663	831	0.0	1.4	7.358	A
B - A27 (South)	1737	434	573	3134	0.554	1732	1184	0.0	1.3	2.705	A
C - A27 (West)	1777	444	253	3283	0.540	1772	2152	0.0	1.3	2.608	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	669	657	1197	1183	0.565	669	834	1.4	1.4	7.489	A
B - A27 (South)	1737	434	578	3130	0.555	1737	1187	1.3	1.3	2.732	A
C - A27 (West)	1777	444	254	3282	0.549	1777	2162	1.3	1.3	2.628	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	669	657	1197	1183	0.565	669	834	1.4	1.4	7.492	A
B - A27 (South)	1737	434	578	3130	0.555	1737	1187	1.3	1.3	2.732	A
C - A27 (West)	1777	444	254	3282	0.549	1777	2162	1.3	1.3	2.626	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	889	587	1197	1583	0.565	559	834	1.4	1.4	7.482	A
B - A27 (South)	1737	434	678	3130	0.555	1737	1157	1.3	1.3	2.732	A
C - A27 (West)	1777	444	254	3282	0.540	1777	2152	1.3	1.3	2.626	A

A27 - A29 - 2031 DM, AM Baseline

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		A, B, C	3.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.54	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2031 DM	AM Baseline	DIRECT	07:15	08:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 (East)		DIRECT	✓	100.000
B - A27 (South)		DIRECT	✓	100.000
C - A27 (West)		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	685
	B - A27 (South)	151	134	1485
	C - A27 (West)	664	1047	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.09	0.08	0.84
	C - A27 (West)	0.38	0.61	0.00

07:30 - 07:45

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	685
	B - A27 (South)	151	134	1485
	C - A27 (West)	664	1047	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.09	0.08	0.84
	C - A27 (West)	0.39	0.61	0.00

07:45 - 08:00

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	685
	B - A27 (South)	151	134	1485
	C - A27 (West)	664	1047	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.09	0.08	0.84
	C - A27 (West)	0.39	0.61	0.00

08:00 - 08:15

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	685
	B - A27 (South)	151	134	1485
	C - A27 (West)	664	1047	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.09	0.08	0.84
	C - A27 (West)	0.39	0.61	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	12
	B - A27 (South)	5	6	7
	C - A27 (West)	7	10	0

Average PCU Per Veh

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	1.000	1.000	1.120
	B - A27 (South)	1.050	1.060	1.070
	C - A27 (West)	1.070	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - A29 (East)	685	685
	B - A27 (South)	1770	1770
	C - A27 (West)	1711	1711
07:30-07:45	A - A29 (East)	685	685
	B - A27 (South)	1770	1770
	C - A27 (West)	1711	1711
07:45-08:00	A - A29 (East)	685	685
	B - A27 (South)	1770	1770
	C - A27 (West)	1711	1711
08:00-08:15	A - A29 (East)	685	685
	B - A27 (South)	1770	1770
	C - A27 (West)	1711	1711

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A29 (East)	0.57	7.92	1.5	A	685	685
B - A27 (South)	0.57	2.84	1.4	A	1770	1770
C - A27 (West)	0.52	2.52	1.2	A	1711	1711

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	685	571	1178	1196	0.573	679	813	0.0	1.5	7.711	A
B - A27 (South)	1770	443	679	3129	0.566	1764	1178	0.0	1.4	2.804	A
C - A27 (West)	1711	428	284	3288	0.524	1706	2159	0.0	1.2	2.504	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	685	571	1181	1194	0.574	685	815	1.5	1.5	7.918	A
B - A27 (South)	1770	443	685	3125	0.566	1770	1181	1.4	1.4	2.835	A
C - A27 (West)	1711	428	285	3285	0.524	1711	2170	1.2	1.2	2.519	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	685	571	1181	1194	0.574	685	815	1.5	1.5	7.923	A
B - A27 (South)	1770	443	685	3125	0.566	1770	1181	1.4	1.4	2.835	A
C - A27 (West)	1711	428	285	3285	0.524	1711	2170	1.2	1.2	2.519	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	685	571	1181	1194	0.574	685	815	1.5	1.5	7.922	A
B - A27 (South)	1770	443	685	3125	0.566	1770	1181	1.4	1.4	2.835	A
C - A27 (West)	1711	428	285	3285	0.524	1711	2170	1.2	1.2	2.519	A

A27 - A29 - 2031 DS, AM Baseline + Dev

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		A, B, C	3.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031 DS	AM Baseline + Dev	DIRECT	07:15	08:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 (East)		DIRECT	✓	100.000
B - A27 (South)		DIRECT	✓	100.000
C - A27 (West)		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	687
	B - A27 (South)	151	134	1489
	C - A27 (West)	589	1056	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.05	0.08	0.84
	C - A27 (West)	0.35	0.61	0.00

07:30 - 07:45

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	687
	B - A27 (South)	151	134	1489
	C - A27 (West)	589	1056	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.09	0.08	0.84
	C - A27 (West)	0.39	0.61	0.00

07:45 - 08:00

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	687
	B - A27 (South)	151	134	1489
	C - A27 (West)	669	1056	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.09	0.08	0.84
	C - A27 (West)	0.39	0.61	0.00

08:00 - 08:15

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	687
	B - A27 (South)	151	134	1489
	C - A27 (West)	669	1056	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.09	0.08	0.84
	C - A27 (West)	0.39	0.61	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	12
	B - A27 (South)	5	6	7
	C - A27 (West)	7	10	0

Average PCU Per Veh

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	1.000	1.000	1.120
	B - A27 (South)	1.050	1.060	1.070
	C - A27 (West)	1.070	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - A29 (East)	687	687
	B - A27 (South)	1774	1774
	C - A27 (West)	1725	1725
07:30-07:45	A - A29 (East)	687	687
	B - A27 (South)	1774	1774
	C - A27 (West)	1725	1725
07:45-08:00	A - A29 (East)	687	687
	B - A27 (South)	1774	1774
	C - A27 (West)	1725	1725
08:00-08:15	A - A29 (East)	687	687
	B - A27 (South)	1774	1774
	C - A27 (West)	1725	1725

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A29 (East)	0.58	3.05	1.5	A	687	687
B - A27 (South)	0.57	2.85	1.4	A	1774	1774
C - A27 (West)	0.53	2.54	1.2	A	1725	1725

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	687	372	1187	1190	0.577	681	818	0.0	1.5	7.834	A
B - A27 (South)	1774	444	681	3128	0.567	1768	1187	0.0	1.4	2.815	A
C - A27 (West)	1725	431	284	3288	0.528	1720	2185	0.0	1.2	2.527	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	687	372	1190	1188	0.578	687	820	1.5	1.5	8.048	A
B - A27 (South)	1774	444	687	3123	0.568	1774	1190	1.4	1.4	2.847	A
C - A27 (West)	1725	431	285	3285	0.528	1725	2178	1.2	1.2	2.542	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	687	372	1190	1188	0.579	687	820	1.5	1.5	8.053	A
B - A27 (South)	1774	444	687	3123	0.568	1774	1190	1.4	1.4	2.847	A
C - A27 (West)	1725	431	285	3285	0.528	1725	2178	1.2	1.2	2.542	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	687	372	1190	1188	0.579	687	820	1.5	1.5	8.054	A
B - A27 (South)	1774	444	687	3123	0.568	1774	1190	1.4	1.4	2.847	A
C - A27 (West)	1725	431	285	3285	0.528	1725	2178	1.2	1.2	2.542	A

A27 - A29 - 2031 DS, AM Baseline + Dev + BEW

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		A, B, C	3.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.64	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031 DS	AM Baseline + Dev + BEW	DIRECT	07:15	08:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 (East)		DIRECT	✓	100.000
B - A27 (South)		DIRECT	✓	100.000
C - A27 (West)		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	574
	B - A27 (South)	211	169	1482
	C - A27 (West)	554	1029	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.11	0.09	0.80
	C - A27 (West)	0.35	0.65	0.00

07:30 - 07:45

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	574
	B - A27 (South)	211	155	1482
	C - A27 (West)	554	1029	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.11	0.09	0.80
	C - A27 (West)	0.35	0.65	0.00

07:45 - 08:00

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	574
	B - A27 (South)	211	169	1482
	C - A27 (West)	554	1029	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.11	0.09	0.80
	C - A27 (West)	0.35	0.65	0.00

08:00 - 08:15

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	574
	B - A27 (South)	211	169	1482
	C - A27 (West)	554	1029	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.11	0.09	0.80
	C - A27 (West)	0.35	0.65	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	12
	B - A27 (South)	3	5	7
	C - A27 (West)	7	10	0

Average PCU Per Veh

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	1.000	1.000	1.120
	B - A27 (South)	1.030	1.050	1.070
	C - A27 (West)	1.070	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - A29 (East)	574	574
	B - A27 (South)	1882	1882
	C - A27 (West)	1583	1583
07:30-07:45	A - A29 (East)	574	574
	B - A27 (South)	1882	1882
	C - A27 (West)	1583	1583
07:45-08:00	A - A29 (East)	574	574
	B - A27 (South)	1882	1882
	C - A27 (West)	1583	1583
08:00-08:15	A - A29 (East)	574	574
	B - A27 (South)	1882	1882
	C - A27 (West)	1583	1583

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A29 (East)	0.57	7.94	1.5	A	574	574
B - A27 (South)	0.59	3.01	1.6	A	1882	1882
C - A27 (West)	0.53	2.61	1.2	A	1583	1583

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	874	359	1194	1184	0.569	858	862	0.0	1.4	7.728	A
B - A27 (South)	1882	466	858	3138	0.593	1855	1194	0.0	1.5	2.971	A
C - A27 (West)	1883	421	379	3188	0.528	1878	2145	0.0	1.2	2.590	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	874	359	1158	1182	0.578	874	865	1.4	1.5	7.935	A
B - A27 (South)	1882	456	874	3133	0.594	1882	1198	1.5	1.5	3.010	A
C - A27 (West)	1883	421	380	3185	0.528	1883	2156	1.2	1.2	2.598	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	874	359	1158	1182	0.578	874	865	1.5	1.5	7.937	A
B - A27 (South)	1882	456	874	3133	0.594	1882	1198	1.5	1.5	3.010	A
C - A27 (West)	1883	421	380	3185	0.528	1883	2156	1.2	1.2	2.598	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	874	359	1158	1182	0.578	874	865	1.5	1.5	7.938	A
B - A27 (South)	1882	456	874	3133	0.594	1882	1198	1.5	1.5	3.010	A
C - A27 (West)	1883	421	380	3185	0.528	1883	2156	1.2	1.2	2.598	A

A27 - A29 - 2038 DS, AM Baseline + Dev + BEW

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		A, B, C	4.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.26	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2038 DS	AM Baseline + Dev + BEW	DIRECT	07:15	08:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 (East)		DIRECT	✓	100.000
B - A27 (South)		DIRECT	✓	100.000
C - A27 (West)		DIRECT	✓	100.000

Origin-Destination Data

07:15 - 07:30

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	682
	B - A27 (South)	269	212	1579
	C - A27 (West)	586	1117	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.13	0.10	0.77
	C - A27 (West)	0.36	0.62	0.00

07:30 - 07:45

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	682
	B - A27 (South)	269	212	1579
	C - A27 (West)	586	1117	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.13	0.10	0.77
	C - A27 (West)	0.36	0.62	0.00

07:45 - 08:00

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	682
	B - A27 (South)	269	212	1579
	C - A27 (West)	696	1117	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.13	0.10	0.77
	C - A27 (West)	0.38	0.62	0.00

08:00 - 08:15

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	682
	B - A27 (South)	269	212	1579
	C - A27 (West)	696	1117	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.13	0.10	0.77
	C - A27 (West)	0.38	0.62	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	8
	B - A27 (South)	3	5	7
	C - A27 (West)	7	9	0

Average PCU Per Veh

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	1.000	1.000	1.080
	B - A27 (South)	1.030	1.050	1.070
	C - A27 (West)	1.070	1.090	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - A29 (East)	682	682
	B - A27 (South)	2069	2069
	C - A27 (West)	1813	1813
07:30-07:45	A - A29 (East)	682	682
	B - A27 (South)	2069	2069
	C - A27 (West)	1813	1813
07:45-08:00	A - A29 (East)	682	682
	B - A27 (South)	2069	2069
	C - A27 (West)	1813	1813
08:00-08:15	A - A29 (East)	682	682
	B - A27 (South)	2069	2069
	C - A27 (West)	1813	1813

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A29 (East)	0.63	9.55	1.8	A	682	682
B - A27 (South)	0.85	3.58	2.0	A	2069	2069
C - A27 (West)	0.59	3.03	1.5	A	1813	1813

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	882	371	1324	1882	0.624	675	962	0.0	1.7	3.175	A
B - A27 (South)	2060	515	675	3133	0.658	2052	1324	0.0	2.0	3.515	A
C - A27 (West)	1813	453	479	3100	0.585	1807	2248	0.0	1.5	2.999	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	882	371	1329	1689	0.528	882	965	1.7	1.8	3.544	A
B - A27 (South)	2060	515	682	3127	0.659	2059	1329	2.0	2.0	3.583	A
C - A27 (West)	1813	453	481	3099	0.585	1813	2251	1.5	1.5	3.029	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	882	371	1329	1689	0.528	882	965	1.8	1.8	3.553	A
B - A27 (South)	2060	515	682	3127	0.659	2060	1329	2.0	2.0	3.583	A
C - A27 (West)	1813	453	481	3099	0.585	1813	2251	1.5	1.5	3.029	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	882	371	1329	1689	0.528	882	965	1.8	1.8	3.552	A
B - A27 (South)	2060	515	682	3127	0.659	2060	1329	2.0	2.0	3.583	A
C - A27 (West)	1813	453	481	3099	0.585	1813	2251	1.5	1.5	3.029	A

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.2.1574
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Filename: 1-A27 - A29 PM.j10
Path: C:\Users\invd03561\WSP O365\Sasidharan, Chinchu - 40 Capacity Assessment\update_070923
Report generation date: 07/09/2023 16:39:20

»A27 - A29 - 2018 Base, PM
»A27 - A29 - 2031 DM, PM Baseline
»A27 - A29 - 2031 DS, PM Baseline + Dev
»A27 - A29 - 2031 DS, PM Baseline + Dev + BEW
»A27 - A29 - 2038 DS, PM Baseline + Dev + BEW

Summary of junction performance

	PM					PM Baseline					PM Baseline + Dev					PM Baseline + Dev + BEW				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
A27 - A29 - 2018 Base																				
A - A29 (East)	D1	1.5	7.88	0.60	A															
B - A27 (South)		0.8	2.79	0.44	A															
C - A27 (West)		1.0	2.00	0.49	A															
A27 - A29 - 2031 DM																				
A - A29 (East)						D2	3.7	17.01	0.78	C										
B - A27 (South)							0.9	2.86	0.45	A										
C - A27 (West)							1.5	2.67	0.58	A										
A27 - A29 - 2031 DS																				
A - A29 (East)											D3	3.8	17.73	0.78	C	D4	4.8	21.38	0.82	C
B - A27 (South)												0.9	2.95	0.46	A		0.9	2.97	0.45	A
C - A27 (West)												1.5	2.58	0.59	A		1.5	2.81	0.59	A
A27 - A29 - 2038 DS																				
A - A29 (East)																D6	11.0	47.77	0.92	E
B - A27 (South)																	1.1	3.25	0.53	A
C - A27 (West)																	1.8	2.83	0.62	A

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

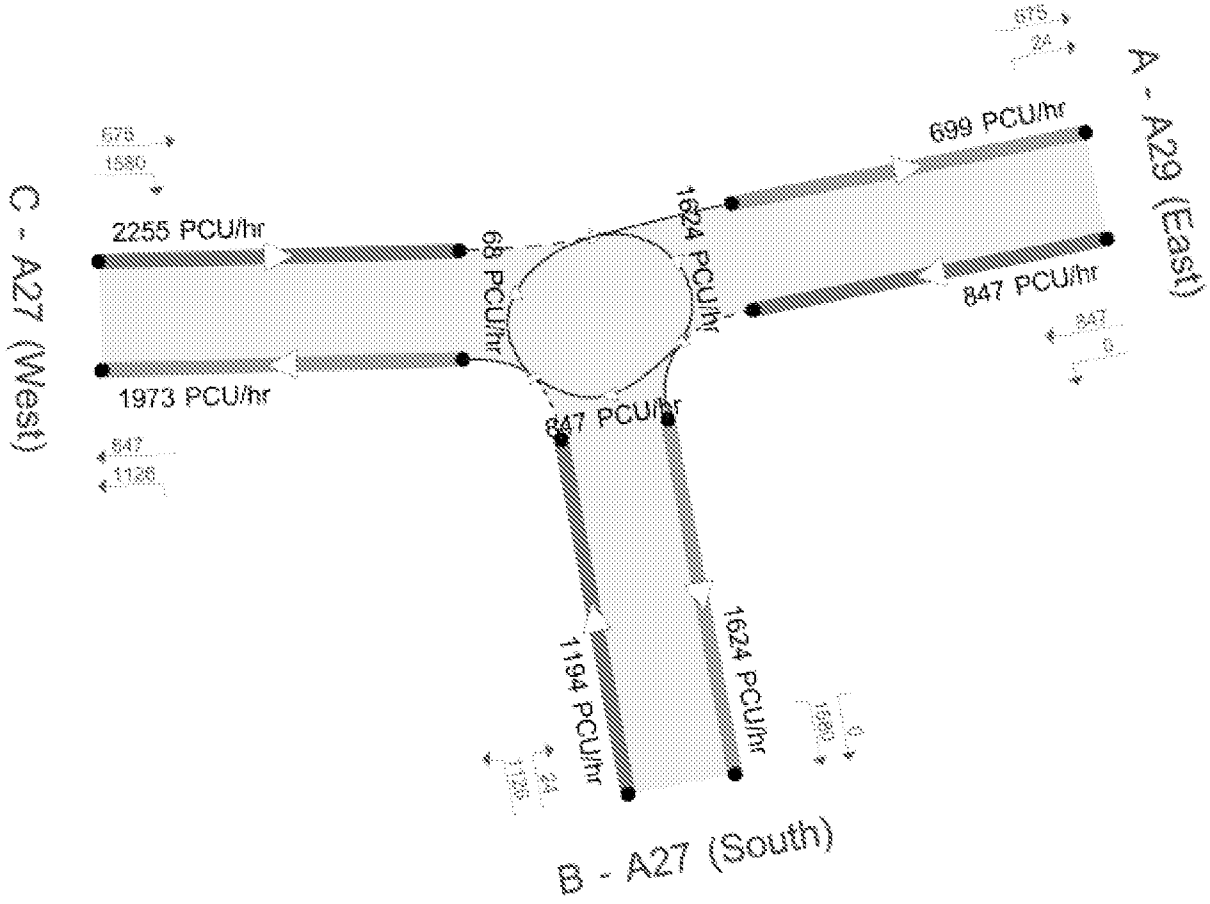
File summary

File Description

Title	A27 - A29
Location	Westergate
Site number	
Date	30/08/2018
Version	
Status	Existing Layout
Identifier	
Client	
Jobnumber	
Enumerator	UKPXM648
Description	

Units

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



New Zero Installed Roundabout Custom Model
Time Segment 10:30-10:45

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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2018 Base	PM	DIRECT	16:30	17:30	60	15	✓
D2	2031 DM	PM Baseline	DIRECT	16:30	17:30	60	15	✓
D3	2031 DS	PM Baseline + Dev	DIRECT	16:30	17:30	60	15	✓
D4	2031 DS	PM Baseline + Dev + BEW	DIRECT	16:30	17:30	60	15	✓
D5	2038 DS	PM Baseline + Dev + BEW	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	A27 - A29	✓	100.000	100.000

A27 - A29 - 2019 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		A, B, C	3.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.37	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A29 (East)		
B	A27 (South)		
C	A27 (West)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - A29 (East)	3.80	9.50	24.9	79.4	103.3	10.5		
B - A27 (South)	8.20	9.60	12.7	68.5	103.3	20.0		
C - A27 (West)	8.00	11.20	11.3	66.5	103.3	16.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A29 (East)	0.554	2372
B - A27 (South)	0.541	2874
C - A27 (West)	0.671	3171

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
A - A29 (East)	Direct		-500
B - A27 (South)	Direct		0
C - A27 (West)	Direct		500

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	PM	DIRECT	16:30	17:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 (East)		DIRECT	✓	100.000
B - A27 (South)		DIRECT	✓	100.000
C - A27 (West)		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	13	715
	B - A27 (South)	50	29	1031
	C - A27 (West)	613	1132	11

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.02	0.98
	B - A27 (South)	0.04	0.03	0.93
	C - A27 (West)	0.35	0.64	0.01

16:45 - 17:00

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	13	715
	B - A27 (South)	50	29	1031
	C - A27 (West)	613	1132	11

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.02	0.98
	B - A27 (South)	0.04	0.03	0.93
	C - A27 (West)	0.35	0.64	0.01

17:00 - 17:15

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	13	715
	B - A27 (South)	50	29	1031
	C - A27 (West)	613	1132	11

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.02	0.98
	B - A27 (South)	0.04	0.03	0.93
	C - A27 (West)	0.35	0.64	0.01

17:15 - 17:30

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	13	715
	B - A27 (South)	50	29	1031
	C - A27 (West)	613	1132	11

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.02	0.98
	B - A27 (South)	0.04	0.03	0.93
	C - A27 (West)	0.35	0.64	0.01

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	3
	B - A27 (South)	2	7	5
	C - A27 (West)	2	4	10

Average PCU Per Veh

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	1.000	1.000	1.030
	B - A27 (South)	1.020	1.070	1.050
	C - A27 (West)	1.020	1.040	1.100

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A29 (East)	729	729
	B - A27 (South)	1109	1109
	C - A27 (West)	1756	1756
16:45-17:00	A - A29 (East)	729	729
	B - A27 (South)	1109	1109
	C - A27 (West)	1756	1756
17:00-17:15	A - A29 (East)	729	729
	B - A27 (South)	1109	1109
	C - A27 (West)	1756	1756
17:15-17:30	A - A29 (East)	729	729
	B - A27 (South)	1109	1109
	C - A27 (West)	1756	1756

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A29 (East)	0.60	7.68	1.5	A	729	729
B - A27 (South)	0.44	2.70	0.8	A	1109	1109
C - A27 (West)	0.48	2.00	1.0	A	1756	1756

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	729	582	1169	1212	0.601	723	661	0.0	1.5	7.476	A
B - A27 (South)	1109	277	720	2512	0.441	1106	1171	0.0	0.8	2.679	A
C - A27 (West)	1756	439	78	3618	0.485	1752	1748	0.0	1.0	1.989	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	729	582	1172	1211	0.602	729	663	1.5	1.5	7.680	A
B - A27 (South)	1109	277	725	2509	0.442	1109	1174	0.8	0.8	2.697	A
C - A27 (West)	1756	439	78	3618	0.485	1756	1757	1.0	1.0	1.997	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	729	582	1172	1211	0.602	729	663	1.5	1.5	7.682	A
B - A27 (South)	1109	277	725	2509	0.442	1109	1174	0.8	0.8	2.697	A
C - A27 (West)	1756	439	78	3618	0.485	1756	1757	1.0	1.0	1.997	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	729	582	1172	1211	0.602	728	883	1.5	1.5	7.583	A
B - A27 (South)	1109	277	728	2509	0.442	1109	1174	0.8	0.8	2.697	A
C - A27 (West)	1756	439	78	3815	0.465	1756	1757	1.0	1.0	1.997	A

A27 - A29 - 2031 DM, PM Baseline

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		A, B, C	5.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.52	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2031 DM	PM Baseline	DIRECT	16:30	17:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 (East)		DIRECT	✓	100.000
B - A27 (South)		DIRECT	✓	100.000
C - A27 (West)		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	791
	B - A27 (South)	22	53	1047
	C - A27 (West)	550	1459	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.02	0.05	0.93
	C - A27 (West)	0.31	0.69	0.00

16:45 - 17:00

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	791
	B - A27 (South)	22	53	1047
	C - A27 (West)	550	1459	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.02	0.05	0.93
	C - A27 (West)	0.31	0.69	0.00

ARUN DISTRICT COUNCIL AL/11/24/OUT

17:00 - 17:15

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	791
	B - A27 (South)	22	53	1047
	C - A27 (West)	650	1459	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.02	0.05	0.93
	C - A27 (West)	0.31	0.69	0.00

17:15 - 17:30

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	791
	B - A27 (South)	22	53	1047
	C - A27 (West)	650	1459	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.02	0.05	0.93
	C - A27 (West)	0.31	0.69	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	8
	B - A27 (South)	5	4	11
	C - A27 (West)	12	6	0

Average PCU Per Veh

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	1.000	1.000	1.080
	B - A27 (South)	1.050	1.040	1.110
	C - A27 (West)	1.120	1.060	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A29 (East)	791	791
	B - A27 (South)	1122	1122
	C - A27 (West)	2109	2109
16:45-17:00	A - A29 (East)	791	791
	B - A27 (South)	1122	1122
	C - A27 (West)	2109	2109
17:00-17:15	A - A29 (East)	791	791
	B - A27 (South)	1122	1122
	C - A27 (West)	2109	2109
17:15-17:30	A - A29 (East)	791	791
	B - A27 (South)	1122	1122
	C - A27 (West)	2109	2109

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A29 (East)	0.78	17.01	3.7	C	791	791
B - A27 (South)	0.45	2.96	0.9	A	1122	1122
C - A27 (West)	0.58	2.57	1.5	A	2109	2109

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	791	198	1538	1821	0.774	777	872	0.0	3.4	15.175	C
B - A27 (South)	1122	281	777	2478	0.453	1118	1538	0.0	0.9	2.924	A
C - A27 (West)	2109	527	75	3820	0.553	2103	1821	0.0	1.5	2.548	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	791	198	1512	1819	0.778	790	872	3.4	3.8	16.902	C
B - A27 (South)	1122	281	790	2488	0.455	1122	1512	0.9	0.9	2.956	A
C - A27 (West)	2109	527	75	3820	0.553	2109	1837	1.5	1.5	2.568	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	791	198	1512	1819	0.778	791	872	3.8	3.8	16.980	C
B - A27 (South)	1122	281	791	2487	0.455	1122	1512	0.9	0.9	2.957	A
C - A27 (West)	2109	527	75	3820	0.553	2109	1838	1.5	1.5	2.568	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	791	198	1512	1819	0.778	791	872	3.8	3.7	17.035	C
B - A27 (South)	1122	281	791	2487	0.455	1122	1512	0.9	0.9	2.957	A
C - A27 (West)	2109	527	75	3820	0.553	2109	1838	1.5	1.5	2.568	A

A27 - A29 - 2031 DS, PM Baseline + Dev

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		A, B, C	5.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.57	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031 DS	PM Baseline + Dev	DIRECT	16:30	17:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 (East)		DIRECT	✓	100.000
B - A27 (South)		DIRECT	✓	100.000
C - A27 (West)		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	797
	B - A27 (South)	22	53	1058
	C - A27 (West)	553	1455	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.02	0.05	0.93
	C - A27 (West)	0.31	0.69	0.00

16:45 - 17:30

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	797
	B - A27 (South)	22	53	1058
	C - A27 (West)	553	1455	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.02	0.05	0.93
	C - A27 (West)	0.31	0.69	0.00

17:00 - 17:15

Demand (PCU/hr)

From \ To	A - A29 (East)	B - A27 (South)	C - A27 (West)
A - A29 (East)	0	0	797
B - A27 (South)	22	53	1058
C - A27 (West)	653	1465	0

Proportions

From \ To	A - A29 (East)	B - A27 (South)	C - A27 (West)
A - A29 (East)	0.00	0.00	1.00
B - A27 (South)	0.02	0.05	0.93
C - A27 (West)	0.31	0.69	0.00

17:15 - 17:30

Demand (PCU/hr)

From \ To	A - A29 (East)	B - A27 (South)	C - A27 (West)
A - A29 (East)	0	0	797
B - A27 (South)	22	53	1058
C - A27 (West)	653	1465	0

Proportions

From \ To	A - A29 (East)	B - A27 (South)	C - A27 (West)
A - A29 (East)	0.00	0.00	1.00
B - A27 (South)	0.02	0.05	0.93
C - A27 (West)	0.31	0.69	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A - A29 (East)	B - A27 (South)	C - A27 (West)
A - A29 (East)	0	0	8
B - A27 (South)	5	4	10
C - A27 (West)	12	6	0

Average PCU Per Veh

From \ To	A - A29 (East)	B - A27 (South)	C - A27 (West)
A - A29 (East)	1.000	1.000	1.080
B - A27 (South)	1.050	1.040	1.100
C - A27 (West)	1.120	1.060	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A29 (East)	797	797
	B - A27 (South)	1133	1133
	C - A27 (West)	2118	2118
16:45-17:00	A - A29 (East)	797	797
	B - A27 (South)	1133	1133
	C - A27 (West)	2118	2118
17:00-17:15	A - A29 (East)	797	797
	B - A27 (South)	1133	1133
	C - A27 (West)	2118	2118
17:15-17:30	A - A29 (East)	797	797
	B - A27 (South)	1133	1133
	C - A27 (West)	2118	2118

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A29 (East)	0.78	17.73	3.8	C	797	797
B - A27 (South)	0.45	2.96	0.9	A	1133	1133
C - A27 (West)	0.59	2.58	1.5	A	2118	2118

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	797	199	1514	1018	0.783	783	673	0.0	3.6	15.685	C
B - A27 (South)	1133	283	783	2472	0.458	1129	1514	0.0	0.9	2.931	A
C - A27 (West)	2118	530	75	3820	0.555	2112	1837	0.0	1.5	2.581	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	797	199	1518	1018	0.785	795	675	3.6	3.8	17.603	C
B - A27 (South)	1133	283	795	2484	0.460	1133	1518	0.9	0.9	2.954	A
C - A27 (West)	2118	530	75	3820	0.555	2118	1854	1.5	1.5	2.582	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	797	199	1518	1018	0.785	797	675	3.8	3.8	17.699	C
B - A27 (South)	1133	283	797	2483	0.460	1133	1518	0.9	0.9	2.955	A
C - A27 (West)	2118	530	75	3820	0.555	2118	1855	1.5	1.5	2.582	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	797	199	1518	1018	0.785	797	675	3.8	3.8	17.727	C
B - A27 (South)	1133	283	797	2483	0.460	1133	1518	0.9	0.9	2.955	A
C - A27 (West)	2118	530	75	3820	0.555	2118	1855	1.5	1.5	2.582	A

A27 - A29 - 2031 DS, PM Baseline + Dev + BEW

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		A, B, C	6.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.51	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031 DS	PM Baseline + Dev + BEW	DIRECT	16:00	17:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 (East)		DIRECT	✓	100.000
B - A27 (South)		DIRECT	✓	100.000
C - A27 (West)		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:45

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	823
	B - A27 (South)	22	54	1032
	C - A27 (West)	547	1485	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.02	0.05	0.93
	C - A27 (West)	0.35	0.70	0.00

16:45 - 17:00

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	823
	B - A27 (South)	22	54	1032
	C - A27 (West)	547	1485	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.02	0.05	0.93
	C - A27 (West)	0.35	0.70	0.00

17:00 - 17:15

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	823
	B - A27 (South)	22	54	1032
	C - A27 (West)	647	1485	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.02	0.05	0.93
	C - A27 (West)	0.30	0.70	0.00

17:15 - 17:30

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	823
	B - A27 (South)	22	54	1032
	C - A27 (West)	647	1485	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.02	0.05	0.93
	C - A27 (West)	0.30	0.70	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	8
	B - A27 (South)	5	4	11
	C - A27 (West)	12	6	0

Average PCU Per Veh

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	1.000	1.000	1.080
	B - A27 (South)	1.050	1.040	1.110
	C - A27 (West)	1.120	1.060	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A29 (East)	823	823
	B - A27 (South)	1108	1108
	C - A27 (West)	2132	2132
16:45-17:00	A - A29 (East)	823	823
	B - A27 (South)	1108	1108
	C - A27 (West)	2132	2132
17:00-17:15	A - A29 (East)	823	823
	B - A27 (South)	1108	1108
	C - A27 (West)	2132	2132
17:15-17:30	A - A29 (East)	823	823
	B - A27 (South)	1108	1108
	C - A27 (West)	2132	2132

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A29 (East)	0.82	21.38	4.8	C	823	823
B - A27 (South)	0.45	2.87	0.9	A	1108	1108
C - A27 (West)	0.59	2.61	1.5	A	2132	2132

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	823	206	1535	1608	0.513	805	667	0.0	4.3	18.085	C
B - A27 (South)	1108	277	805	2458	0.451	1104	1535	0.0	0.9	2.933	A
C - A27 (West)	2132	533	78	3820	0.559	2126	1834	0.0	1.5	2.588	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	823	206	1539	1604	0.829	822	669	4.3	4.8	21.089	C
B - A27 (South)	1108	277	822	2447	0.453	1108	1539	0.9	0.9	2.959	A
C - A27 (West)	2132	533	78	3820	0.559	2132	1854	1.5	1.5	2.607	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	823	206	1539	1604	0.829	823	669	4.8	4.7	21.292	C
B - A27 (South)	1108	277	823	2447	0.453	1108	1539	0.9	0.9	2.970	A
C - A27 (West)	2132	533	78	3820	0.559	2132	1855	1.5	1.5	2.607	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	823	206	1539	1604	0.829	823	669	4.7	4.8	21.353	C
B - A27 (South)	1108	277	823	2447	0.453	1108	1539	0.9	0.9	2.971	A
C - A27 (West)	2132	533	78	3820	0.559	2132	1855	1.5	1.5	2.607	A

A27 - A29 - 2038 DS, PM Baseline + Dev + BEW

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		A, B, C	12.08	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.08	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2038 DS	PM Baseline + Dev + BEW	DIRECT	16:00	17:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A29 (East)		DIRECT	✓	100.000
B - A27 (South)		DIRECT	✓	100.000
C - A27 (West)		DIRECT	✓	100.000

Origin-Destination Data

16:00 - 16:45

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	880
	B - A27 (South)	24	44	1130
	C - A27 (West)	577	1585	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.02	0.04	0.94
	C - A27 (West)	0.36	0.70	0.00

16:45 - 17:00

Demand (PCU/hr)

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0	0	880
	B - A27 (South)	24	44	1130
	C - A27 (West)	577	1585	0

Proportions

		To		
		A - A29 (East)	B - A27 (South)	C - A27 (West)
From	A - A29 (East)	0.00	0.00	1.00
	B - A27 (South)	0.02	0.04	0.94
	C - A27 (West)	0.36	0.70	0.00

17:00 - 17:15

Demand (PCU/hr)

From \ To	A - A29 (East)	B - A27 (South)	C - A27 (West)
A - A29 (East)	0	0	880
B - A27 (South)	24	44	1130
C - A27 (West)	577	1585	0

Proportions

From \ To	A - A29 (East)	B - A27 (South)	C - A27 (West)
A - A29 (East)	0.00	0.00	1.00
B - A27 (South)	0.02	0.04	0.94
C - A27 (West)	0.30	0.70	0.00

17:15 - 17:30

Demand (PCU/hr)

From \ To	A - A29 (East)	B - A27 (South)	C - A27 (West)
A - A29 (East)	0	0	880
B - A27 (South)	24	44	1130
C - A27 (West)	577	1585	0

Proportions

From \ To	A - A29 (East)	B - A27 (South)	C - A27 (West)
A - A29 (East)	0.00	0.00	1.00
B - A27 (South)	0.02	0.04	0.94
C - A27 (West)	0.30	0.70	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A - A29 (East)	B - A27 (South)	C - A27 (West)
A - A29 (East)	0	0	7
B - A27 (South)	8	2	10
C - A27 (West)	12	5	0

Average PCU Per Veh

From \ To	A - A29 (East)	B - A27 (South)	C - A27 (West)
A - A29 (East)	1.000	1.000	1.070
B - A27 (South)	1.080	1.020	1.100
C - A27 (West)	1.120	1.050	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A29 (East)	880	880
	B - A27 (South)	1198	1198
	C - A27 (West)	2262	2262
16:45-17:00	A - A29 (East)	880	880
	B - A27 (South)	1198	1198
	C - A27 (West)	2262	2262
17:00-17:15	A - A29 (East)	880	880
	B - A27 (South)	1198	1198
	C - A27 (West)	2262	2262
17:15-17:30	A - A29 (East)	880	880
	B - A27 (South)	1198	1198
	C - A27 (West)	2262	2262

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A29 (East)	0.82	47.77	11.0	E	880	880
B - A27 (South)	0.55	3.25	1.3	A	1198	1198
C - A27 (West)	0.82	2.83	7.8	A	2262	2262

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	880	220	1624	956	0.921	847	685	0.0	8.3	29.512	D
B - A27 (South)	1198	300	847	2431	0.493	1194	1624	0.0	1.1	3.179	A
C - A27 (West)	2282	586	88	3625	0.624	2255	1973	0.0	1.8	2.798	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	880	220	1629	953	0.924	874	701	8.3	9.9	40.197	E
B - A27 (South)	1198	300	874	2414	0.496	1198	1629	1.1	1.1	3.245	A
C - A27 (West)	2282	586	88	3625	0.624	2282	2004	1.8	1.8	2.825	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	880	220	1629	953	0.924	877	701	9.9	12.5	48.219	E
B - A27 (South)	1198	300	877	2412	0.497	1198	1629	1.1	1.1	3.250	A
C - A27 (West)	2282	586	88	3625	0.624	2282	2097	1.8	1.8	2.825	A

17:15 - 17:30

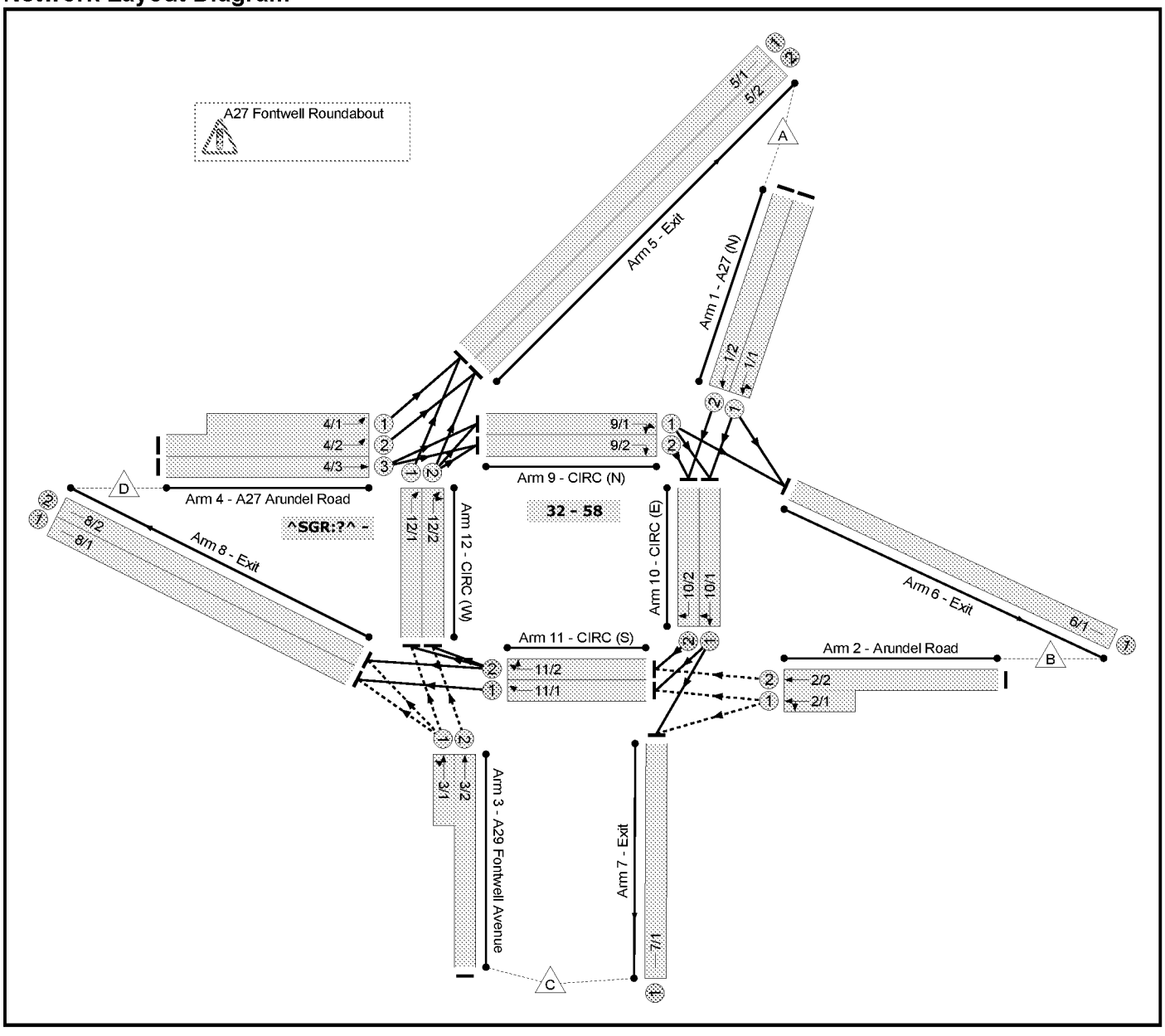
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	880	220	1629	953	0.924	878	701	12.5	14.3	57.786	E
B - A27 (South)	1198	300	878	2411	0.497	1198	1629	1.1	1.1	3.252	A
C - A27 (West)	2282	586	88	3625	0.624	2282	2098	1.8	1.8	2.825	A

Full Input Data And Results

User and Project Details

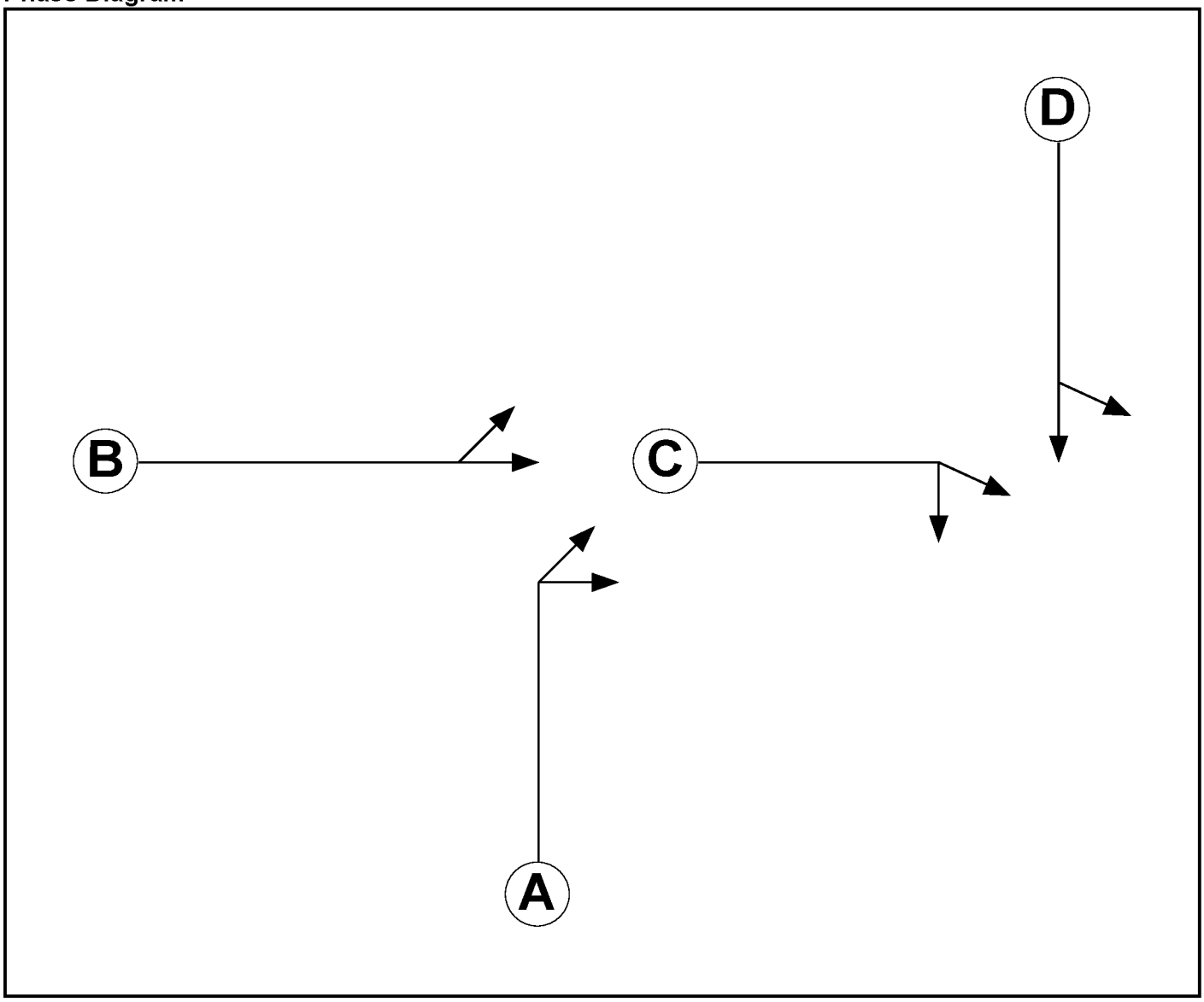
Project:	**Westergate**
Title:	**Signalised Layout**
Location:	A27 / Arundel Road / A29 Fontwell Avenue / A27 Arundel Road
Additional detail:	
File name:	3- A27 Fontwell - A29 Arundel.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Full Input Data And Results

Phase Intergreens Matrix

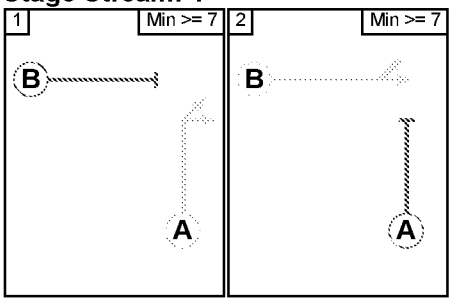
	Starting Phase			
Terminating Phase	A	B	C	D
A		5	-	-
B	5		-	-
C	-	-		5
D	-	-	5	

Phases in Stage

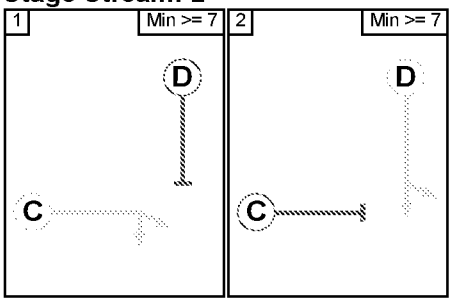
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Full Input Data And Results

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		5
	2	5	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A27 Fontwell Roundabout											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
2/1 (Arundel Road)	7/1 (Left)	1000	0	10/1	0.33	All	-	-	-	-	-
	11/1 (Ahead)	1000	0	10/2	0.33	All					
2/2 (Arundel Road)	11/2 (Ahead)	1000	0	10/2	0.33	All	-	-	-	-	-
3/1 (A29 Fontwell Avenue)	8/1 (Left)	1000	0	11/2	0.33	To 8/2 (Ahead)	-	-	-	-	-
	8/2 (Left)	1000	0	11/2	0.33	To 8/2 (Ahead)					
	12/1 (Ahead)	1000	0	11/2	0.33	All					
3/2 (A29 Fontwell Avenue)	12/2 (Ahead)	1000	0	11/2	0.33	All	-	-	-	-	-
				11/1	0.33	All					

Full Input Data And Results

Lane Input Data

Junction: A27 Fontwell Roundabout												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A27 (N))	U	D	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 6 Left	30.00
											Arm 10 Ahead	Inf
1/2 (A27 (N))	U	D	2	3	60.0	Geom	-	5.00	0.00	N	Arm 10 Ahead	Inf
2/1 (Arundel Road)	O		2	3	5.0	Geom	-	3.00	0.00	Y	Arm 7 Left	Inf
											Arm 11 Ahead	Inf
2/2 (Arundel Road)	O		2	3	60.0	Geom	-	3.00	0.00	Y	Arm 11 Ahead	100.00
3/1 (A29 Fontwell Avenue)	O		2	3	5.0	Geom	-	3.75	0.00	Y	Arm 8 Left	15.00
											Arm 12 Ahead	100.00
3/2 (A29 Fontwell Avenue)	O		2	3	60.0	Geom	-	3.75	0.00	Y	Arm 12 Ahead	250.00
4/1 (A27 Arundel Road)	U	B	2	3	12.2	Geom	-	4.00	0.00	Y	Arm 5 Left	20.00
4/2 (A27 Arundel Road)	U	B	2	3	60.0	Geom	-	4.00	0.00	N	Arm 5 Left	150.00
4/3 (A27 Arundel Road)	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 9 Ahead	50.00
5/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (CIRC (N))	U	C	2	3	3.8	Geom	-	5.00	0.00	Y	Arm 6 Ahead	50.00
											Arm 10 Right	Inf
9/2 (CIRC (N))	U	C	2	3	3.9	Geom	-	5.00	0.00	Y	Arm 10 Right	15.00

Full Input Data And Results

10/1 (CIRC (E))	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (CIRC (E))	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (CIRC (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (CIRC (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (CIRC (W))	U	A	2	3	3.5	Geom	-	5.00	0.00	Y	Arm 5 Right	28.00
12/2 (CIRC (W))	U	A	2	3	3.7	Geom	-	5.00	0.00	Y	Arm 5 Right	28.00
											Arm 9 Right	15.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 AM Base '	08:00	09:00	01:00	
2: '2031 PM Base'	17:00	18:00	01:00	
3: '2031 AM Base + Dev'	08:00	09:00	01:00	
4: '2031 PM Base + Dev'	17:00	18:00	01:00	
5: '2031 AM Base + Dev + BEW'	08:00	09:00	01:00	
6: '2031 PM Base + Dev + BEW'	17:00	18:00	01:00	
7: '2038 AM Base + Dev + BEW'	08:00	09:00	01:00	
8: '2038 PM Base + Dev + BEW'	17:00	18:00	01:00	
9: '2031 AM Base + Dev (Nyton Road Closed)'	08:00	09:00	01:00	
10: '2031 PM Base + Dev (Nyton Road Closed)'	17:00	18:00	01:00	
11: '2031 AM Base + Dev + BEW (Nyton Road Closed)'	08:00	09:00	01:00	
12: '2031 PM Base + Dev + BEW (Nyton Road Closed)'	17:00	18:00	01:00	
13: '2038 AM Base + Dev + BEW (Nyton Road Closed)'	08:00	09:00	01:00	
14: '2038 PM Base + Dev + BEW (Nyton Road Closed)'	17:00	18:00	01:00	

Scenario 1: '2031 AM Base' (FG1: '2031 AM Base ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	157	2011	2168
	B	0	0	0	111	111
	C	598	0	0	266	864
	D	1112	31	264	2	1409
	Tot.	1710	31	421	2390	4552

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2031 AM Base
Junction: A27 Fontwell Roundabout	
1/1	1039
1/2	1129
2/1 (short)	56
2/2 (with short)	111(In) 55(Out)
3/1 (short)	576
3/2 (with short)	864(In) 288(Out)
4/1 (short)	520
4/2 (with short)	1112(In) 592(Out)
4/3	297
5/1	830
5/2	880
6/1	31
7/1	421
8/1	1071
8/2	1319
9/1	295
9/2	2
10/1	1303
10/2	1131
11/1	938
11/2	1186
12/1	310
12/2	288

Full Input Data And Results

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	5.00	0.00	Y	Arm 6 Left	30.00	0.0 %	2115	2115
				Arm 10 Ahead	Inf	100.0 %		
1/2 (A27 (N))	5.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2255	2255
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	Inf	0.0 %	1915	1915
				Arm 11 Ahead	Inf	100.0 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	46.2 %	1888	1888
				Arm 12 Ahead	100.00	53.8 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	20.00	100.0 %	1874	1874
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	10.5 %	2108	2108
				Arm 10 Right	Inf	89.5 %		
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (CIRC (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (CIRC (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (CIRC (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
12/2	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007

(CIRC (W))				Arm 9 Right	15.00	0.0 %		

Scenario 2: '2031 PM Base' (FG2: '2031 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	301	1533	1834
	B	0	0	18	74	92
	C	233	0	0	183	416
	D	1876	101	481	3	2461
	Tot.	2109	101	800	1793	4803

Traffic Lane Flows

Lane	Scenario 2: 2031 PM Base
Junction: A27 Fontwell Roundabout	
1/1	879
1/2	955
2/1 (short)	55
2/2 (with short)	92(In) 37(Out)
3/1 (short)	313
3/2 (with short)	416(In) 103(Out)
4/1 (short)	877
4/2 (with short)	1876(In) 999(Out)
4/3	585
5/1	1007
5/2	1102
6/1	101
7/1	800
8/1	706
8/2	1087
9/1	582
9/2	3
10/1	1360
10/2	958
11/1	615
11/2	995
12/1	130
12/2	103

Full Input Data And Results

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	5.00	0.00	Y	Arm 6 Left	30.00	0.0 %	2115	2115
				Arm 10 Ahead	Inf	100.0 %		
1/2 (A27 (N))	5.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2255	2255
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	Inf	32.7 %	1915	1915
				Arm 11 Ahead	Inf	67.3 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	58.5 %	1869	1869
				Arm 12 Ahead	100.00	41.5 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	20.00	100.0 %	1874	1874
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	17.4 %	2104	2104
				Arm 10 Right	Inf	82.6 %		
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (CIRC (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (CIRC (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (CIRC (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
12/2	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007

(CIRC (W))				Arm 9 Right	15.00	0.0 %		

Scenario 3: '2031 AM Base + Dev' (FG3: '2031 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	163	2011	2174
	B	0	0	0	111	111
	C	612	0	0	268	880
	D	1112	31	265	2	1410
	Tot.	1724	31	428	2392	4575

Traffic Lane Flows

Lane	Scenario 3: 2031 AM Base + Dev
Junction: A27 Fontwell Roundabout	
1/1	1048
1/2	1126
2/1 (short)	56
2/2 (with short)	111(In) 55(Out)
3/1 (short)	573
3/2 (with short)	880(In) 307(Out)
4/1 (short)	520
4/2 (with short)	1112(In) 592(Out)
4/3	298
5/1	825
5/2	899
6/1	31
7/1	428
8/1	1075
8/2	1317
9/1	296
9/2	2
10/1	1313
10/2	1128
11/1	941
11/2	1183
12/1	305
12/2	307

Full Input Data And Results

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	5.00	0.00	Y	Arm 6 Left	30.00	0.0 %	2115	2115
				Arm 10 Ahead	Inf	100.0 %		
1/2 (A27 (N))	5.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2255	2255
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	Inf	0.0 %	1915	1915
				Arm 11 Ahead	Inf	100.0 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	46.8 %	1887	1887
				Arm 12 Ahead	100.00	53.2 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	20.00	100.0 %	1874	1874
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	10.5 %	2108	2108
				Arm 10 Right	Inf	89.5 %		
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (CIRC (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (CIRC (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (CIRC (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
12/2	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007

(CIRC (W))				Arm 9 Right	15.00	0.0 %		

Scenario 4: '2031 PM Base + Dev' (FG4: '2031 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	5	318	1533	1856
	B	0	0	18	74	92
	C	241	0	0	184	425
	D	1874	101	483	3	2461
	Tot.	2115	106	819	1794	4834

Traffic Lane Flows

Lane	Scenario 4: 2031 PM Base + Dev
Junction: A27 Fontwell Roundabout	
1/1	895
1/2	961
2/1 (short)	55
2/2 (with short)	92(In) 37(Out)
3/1 (short)	305
3/2 (with short)	425(In) 120(Out)
4/1 (short)	876
4/2 (with short)	1874(In) 998(Out)
4/3	587
5/1	997
5/2	1118
6/1	106
7/1	819
8/1	701
8/2	1093
9/1	584
9/2	3
10/1	1373
10/2	964
11/1	609
11/2	1001
12/1	121
12/2	120

Full Input Data And Results

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	5.00	0.00	Y	Arm 6 Left	30.00	0.6 %	2114	2114
				Arm 10 Ahead	Inf	99.4 %		
1/2 (A27 (N))	5.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2255	2255
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	Inf	32.7 %	1915	1915
				Arm 11 Ahead	Inf	67.3 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	60.3 %	1866	1866
				Arm 12 Ahead	100.00	39.7 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	20.00	100.0 %	1874	1874
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	17.3 %	2104	2104
				Arm 10 Right	Inf	82.7 %		
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (CIRC (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (CIRC (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (CIRC (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
12/2	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007

(CIRC (W))				Arm 9 Right	15.00	0.0 %		

Scenario 5: '2031 AM Base + Dev + BEW' (FG5: '2031 AM Base + Dev + BEW', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	172	1983	2155
	B	0	0	0	129	129
	C	612	0	0	295	907
	D	1073	31	307	1	1412
	Tot.	1685	31	479	2408	4603

Traffic Lane Flows

Lane	Scenario 5: 2031 AM Base + Dev + BEW
Junction: A27 Fontwell Roundabout	
1/1	1043
1/2	1112
2/1 (short)	65
2/2 (with short)	129(In) 64(Out)
3/1 (short)	601
3/2 (with short)	907(In) 306(Out)
4/1 (short)	502
4/2 (with short)	1073(In) 571(Out)
4/3	339
5/1	808
5/2	877
6/1	31
7/1	479
8/1	1083
8/2	1325
9/1	338
9/2	1
10/1	1350
10/2	1113
11/1	936
11/2	1177
12/1	306
12/2	306

Full Input Data And Results

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	5.00	0.00	Y	Arm 6 Left	30.00	0.0 %	2115	2115
				Arm 10 Ahead	Inf	100.0 %		
1/2 (A27 (N))	5.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2255	2255
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	Inf	0.0 %	1915	1915
				Arm 11 Ahead	Inf	100.0 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	49.1 %	1883	1883
				Arm 12 Ahead	100.00	50.9 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	20.00	100.0 %	1874	1874
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	9.2 %	2109	2109
				Arm 10 Right	Inf	90.8 %		
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (CIRC (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (CIRC (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (CIRC (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
12/2	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007

(CIRC (W))				Arm 9 Right	15.00	0.0 %		

Scenario 6: '2031 PM Base + Dev + BEW' (FG6: '2031 PM Base + Dev + BEW', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	298	1522	1820
	B	0	0	0	75	75
	C	267	0	0	164	431
	D	1866	109	558	3	2536
	Tot.	2133	109	856	1764	4862

Traffic Lane Flows

Lane	Scenario 6: 2031 PM Base + Dev + BEW
Junction: A27 Fontwell Roundabout	
1/1	877
1/2	943
2/1 (short)	38
2/2 (with short)	75(In) 37(Out)
3/1 (short)	298
3/2 (with short)	431(In) 133(Out)
4/1 (short)	872
4/2 (with short)	1866(In) 994(Out)
4/3	670
5/1	1006
5/2	1127
6/1	109
7/1	856
8/1	699
8/2	1065
9/1	667
9/2	3
10/1	1435
10/2	946
11/1	617
11/2	983
12/1	134
12/2	133

Full Input Data And Results

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	5.00	0.00	Y	Arm 6 Left	30.00	0.0 %	2115	2115
				Arm 10 Ahead	Inf	100.0 %		
1/2 (A27 (N))	5.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2255	2255
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	Inf	0.0 %	1915	1915
				Arm 11 Ahead	Inf	100.0 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	55.0 %	1874	1874
				Arm 12 Ahead	100.00	45.0 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	20.00	100.0 %	1874	1874
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	16.3 %	2105	2105
				Arm 10 Right	Inf	83.7 %		
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (CIRC (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (CIRC (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (CIRC (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
12/2	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007

(CIRC (W))				Arm 9 Right	15.00	0.0 %		

Scenario 7: '2038 AM Base + Dev + BEW' (FG7: '2038 AM Base + Dev + BEW', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1	185	2077	2263
	B	12	0	0	130	142
	C	681	0	0	178	859
	D	1120	47	396	2	1565
	Tot.	1813	48	581	2387	4829

Traffic Lane Flows

Lane	Scenario 7: 2038 AM Base + Dev + BEW
Junction: A27 Fontwell Roundabout	
1/1	1094
1/2	1169
2/1 (short)	65
2/2 (with short)	142(In) 77(Out)
3/1 (short)	524
3/2 (with short)	859(In) 335(Out)
4/1 (short)	524
4/2 (with short)	1120(In) 596(Out)
4/3	445
5/1	870
5/2	943
6/1	48
7/1	581
8/1	1062
8/2	1325
9/1	443
9/2	2
10/1	1489
10/2	1171
11/1	973
11/2	1248
12/1	346
12/2	347

Full Input Data And Results

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	5.00	0.00	Y	Arm 6 Left	30.00	0.1 %	2115	2115
				Arm 10 Ahead	Inf	99.9 %		
1/2 (A27 (N))	5.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2255	2255
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	Inf	0.0 %	1915	1915
				Arm 11 Ahead	Inf	100.0 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	34.0 %	1906	1906
				Arm 12 Ahead	100.00	66.0 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	20.00	100.0 %	1874	1874
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	10.6 %	2108	2108
				Arm 10 Right	Inf	89.4 %		
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (CIRC (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (CIRC (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (CIRC (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
12/2	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007

(CIRC (W))				Arm 9 Right	15.00	0.0 %		

Scenario 8: '2038 PM Base + Dev + BEW' (FG8: '2038 PM Base + Dev + BEW', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	339	1662	2001
	B	0	0	0	91	91
	C	327	0	0	201	528
	D	1935	205	560	3	2703
	Tot.	2262	205	899	1957	5323

Traffic Lane Flows

Lane	Scenario 8: 2038 PM Base + Dev + BEW
Junction: A27 Fontwell Roundabout	
1/1	968
1/2	1033
2/1 (short)	46
2/2 (with short)	91(In) 45(Out)
3/1 (short)	365
3/2 (with short)	528(In) 163(Out)
4/1 (short)	905
4/2 (with short)	1935(In) 1030(Out)
4/3	768
5/1	1069
5/2	1193
6/1	205
7/1	899
8/1	775
8/2	1182
9/1	765
9/2	3
10/1	1528
10/2	1036
11/1	675
11/2	1081
12/1	164
12/2	163

Full Input Data And Results

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	5.00	0.00	Y	Arm 6 Left	30.00	0.0 %	2115	2115
				Arm 10 Ahead	Inf	100.0 %		
1/2 (A27 (N))	5.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2255	2255
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	Inf	0.0 %	1915	1915
				Arm 11 Ahead	Inf	100.0 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	55.1 %	1874	1874
				Arm 12 Ahead	100.00	44.9 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	20.00	100.0 %	1874	1874
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	26.8 %	2098	2098
				Arm 10 Right	Inf	73.2 %		
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (CIRC (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (CIRC (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (CIRC (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
12/2	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007

(CIRC (W))				Arm 9 Right	15.00	0.0 %		

Scenario 9: '2031 AM Base + Dev (Nyton Road Closed)' (FG9: '2031 AM Base + Dev (Nyton Road Closed)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	163	2011	2174
	B	0	0	0	111	111
	C	612	0	0	268	880
	D	1112	31	418	2	1563
	Tot.	1724	31	581	2392	4728

Traffic Lane Flows

Lane	Scenario 9: 2031 AM Base + Dev (Nyton Road Closed)
Junction: A27 Fontwell Roundabout	
1/1	1043
1/2	1131
2/1 (short)	56
2/2 (with short)	111(In) 55(Out)
3/1 (short)	579
3/2 (with short)	880(In) 301(Out)
4/1 (short)	520
4/2 (with short)	1112(In) 592(Out)
4/3	451
5/1	831
5/2	893
6/1	31
7/1	581
8/1	1070
8/2	1322
9/1	449
9/2	2
10/1	1461
10/2	1133
11/1	936
11/2	1188
12/1	311
12/2	301

Full Input Data And Results

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	5.00	0.00	Y	Arm 6 Left	30.00	0.0 %	2115	2115
				Arm 10 Ahead	Inf	100.0 %		
1/2 (A27 (N))	5.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2255	2255
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	Inf	0.0 %	1915	1915
				Arm 11 Ahead	Inf	100.0 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	46.3 %	1887	1887
				Arm 12 Ahead	100.00	53.7 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	20.00	100.0 %	1874	1874
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	6.9 %	2111	2111
				Arm 10 Right	Inf	93.1 %		
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (CIRC (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (CIRC (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (CIRC (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
12/2	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007

(CIRC (W))				Arm 9 Right	15.00	0.0 %		

Scenario 10: '2031 PM Base + Dev (Nyton Road Closed)' (FG10: '2031 PM Base + Dev (Nyton Road Closed)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	5	318	1533	1856
	B	0	0	18	74	92
	C	241	0	0	184	425
	D	1874	101	809	3	2787
	Tot.	2115	106	1145	1794	5160

Traffic Lane Flows

Lane	Scenario 10: 2031 PM Base + Dev (Nyton Road Closed)
Junction: A27 Fontwell Roundabout	
1/1	897
1/2	959
2/1 (short)	55
2/2 (with short)	92(In) 37(Out)
3/1 (short)	305
3/2 (with short)	425(In) 120(Out)
4/1 (short)	876
4/2 (with short)	1874(In) 998(Out)
4/3	913
5/1	997
5/2	1118
6/1	106
7/1	1145
8/1	703
8/2	1091
9/1	910
9/2	3
10/1	1701
10/2	962
11/1	611
11/2	999
12/1	121
12/2	120

Full Input Data And Results

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	5.00	0.00	Y	Arm 6 Left	30.00	0.6 %	2114	2114
				Arm 10 Ahead	Inf	99.4 %		
1/2 (A27 (N))	5.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2255	2255
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	Inf	32.7 %	1915	1915
				Arm 11 Ahead	Inf	67.3 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	60.3 %	1866	1866
				Arm 12 Ahead	100.00	39.7 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	20.00	100.0 %	1874	1874
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	11.1 %	2108	2108
				Arm 10 Right	Inf	88.9 %		
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (CIRC (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (CIRC (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (CIRC (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
12/2	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007

(CIRC (W))				Arm 9 Right	15.00	0.0 %		

Scenario 11: '2031 AM Base + Dev + BEW (Nyton Road Closed)' (FG11: '2031 AM Base + Dev + BEW (Nyton Road Closed)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	172	1983	2155
	B	0	0	0	129	129
	C	612	0	0	295	907
	D	1073	31	462	1	1567
	Tot.	1685	31	634	2408	4758

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2031 AM Base + Dev + BEW (Nyton Road Closed)
Junction: A27 Fontwell Roundabout	
1/1	1034
1/2	1121
2/1 (short)	65
2/2 (with short)	129(In) 64(Out)
3/1 (short)	606
3/2 (with short)	907(In) 301(Out)
4/1 (short)	502
4/2 (with short)	1073(In) 571(Out)
4/3	494
5/1	813
5/2	872
6/1	31
7/1	634
8/1	1074
8/2	1334
9/1	493
9/2	1
10/1	1496
10/2	1122
11/1	927
11/2	1186
12/1	311
12/2	301

Full Input Data And Results

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	5.00	0.00	Y	Arm 6 Left	30.00	0.0 %	2115	2115
				Arm 10 Ahead	Inf	100.0 %		
1/2 (A27 (N))	5.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2255	2255
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	Inf	0.0 %	1915	1915
				Arm 11 Ahead	Inf	100.0 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	48.7 %	1884	1884
				Arm 12 Ahead	100.00	51.3 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	20.00	100.0 %	1874	1874
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	6.3 %	2111	2111
				Arm 10 Right	Inf	93.7 %		
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (CIRC (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (CIRC (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (CIRC (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
12/2	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007

(CIRC (W))				Arm 9 Right	15.00	0.0 %		

Scenario 12: '2031 PM Base + Dev + BEW (Nyton Road Closed)' (FG12: '2031 PM Base + Dev + BEW (Nyton Road Closed)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	298	1522	1820
	B	0	0	0	75	75
	C	267	0	0	164	431
	D	1866	109	871	3	2849
	Tot.	2133	109	1169	1764	5175

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2031 PM Base + Dev + BEW (Nyton Road Closed)
Junction: A27 Fontwell Roundabout	
1/1	876
1/2	944
2/1 (short)	38
2/2 (with short)	75(In) 37(Out)
3/1 (short)	298
3/2 (with short)	431(In) 133(Out)
4/1 (short)	872
4/2 (with short)	1866(In) 994(Out)
4/3	983
5/1	1006
5/2	1127
6/1	109
7/1	1169
8/1	698
8/2	1066
9/1	980
9/2	3
10/1	1747
10/2	947
11/1	616
11/2	984
12/1	134
12/2	133

Full Input Data And Results

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	5.00	0.00	Y	Arm 6 Left	30.00	0.0 %	2115	2115
				Arm 10 Ahead	Inf	100.0 %		
1/2 (A27 (N))	5.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2255	2255
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	Inf	0.0 %	1915	1915
				Arm 11 Ahead	Inf	100.0 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	55.0 %	1874	1874
				Arm 12 Ahead	100.00	45.0 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	20.00	100.0 %	1874	1874
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	11.1 %	2108	2108
				Arm 10 Right	Inf	88.9 %		
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (CIRC (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (CIRC (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (CIRC (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
12/2	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007

(CIRC (W))				Arm 9 Right	15.00	0.0 %		

Scenario 13: '2038 AM Base + Dev + BEW (Nyton Road Closed)' (FG13: '2038 AM Base + Dev + BEW (Nyton Road Closed)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	1	185	2077	2263
	B	12	0	0	130	142
	C	681	0	0	178	859
	D	1120	47	566	2	1735
	Tot.	1813	48	751	2387	4999

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2038 AM Base + Dev + BEW (Nyton Road Closed)
Junction: A27 Fontwell Roundabout	
1/1	1090
1/2	1173
2/1 (short)	65
2/2 (with short)	142(In) 77(Out)
3/1 (short)	605
3/2 (with short)	859(In) 254(Out)
4/1 (short)	524
4/2 (with short)	1120(In) 596(Out)
4/3	615
5/1	951
5/2	862
6/1	48
7/1	751
8/1	1058
8/2	1329
9/1	613
9/2	2
10/1	1655
10/2	1175
11/1	969
11/2	1252
12/1	427
12/2	266

Full Input Data And Results

Lane Saturation Flows

Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	5.00	0.00	Y	Arm 6 Left	30.00	0.1 %	2115	2115
				Arm 10 Ahead	Inf	99.9 %		
1/2 (A27 (N))	5.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2255	2255
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	Inf	0.0 %	1915	1915
				Arm 11 Ahead	Inf	100.0 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	29.4 %	1913	1913
				Arm 12 Ahead	100.00	70.6 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	20.00	100.0 %	1874	1874
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	7.7 %	2110	2110
				Arm 10 Right	Inf	92.3 %		
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (CIRC (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (CIRC (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (CIRC (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
12/2	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007

(CIRC (W))				Arm 9 Right	15.00	0.0 %		

Scenario 14: '2038 PM Base + Dev + BEW (Nyton Road Closed)' (FG14: '2038 PM Base + Dev + BEW (Nyton Road Closed)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	339	1662	2001
	B	0	0	0	91	91
	C	327	0	0	201	528
	D	1935	205	866	3	3009
	Tot.	2262	205	1205	1957	5629

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2038 PM Base + Dev + BEW (Nyton Road Closed)
Junction: A27 Fontwell Roundabout	
1/1	965
1/2	1036
2/1 (short)	46
2/2 (with short)	91(In) 45(Out)
3/1 (short)	365
3/2 (with short)	528(In) 163(Out)
4/1 (short)	905
4/2 (with short)	1935(In) 1030(Out)
4/3	1074
5/1	1069
5/2	1193
6/1	205
7/1	1205
8/1	772
8/2	1185
9/1	1071
9/2	3
10/1	1831
10/2	1039
11/1	672
11/2	1084
12/1	164
12/2	163

Full Input Data And Results

Lane Saturation Flows

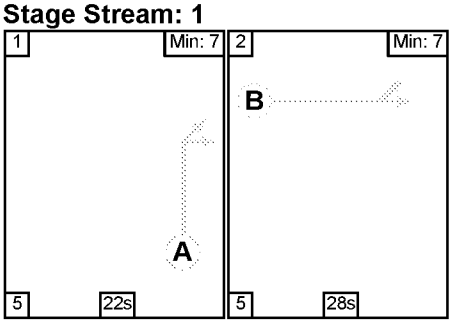
Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	5.00	0.00	Y	Arm 6 Left	30.00	0.0 %	2115	2115
				Arm 10 Ahead	Inf	100.0 %		
1/2 (A27 (N))	5.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2255	2255
2/1 (Arundel Road)	3.00	0.00	Y	Arm 7 Left	Inf	0.0 %	1915	1915
				Arm 11 Ahead	Inf	100.0 %		
2/2 (Arundel Road)	3.00	0.00	Y	Arm 11 Ahead	100.00	100.0 %	1887	1887
3/1 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 8 Left	15.00	55.1 %	1874	1874
				Arm 12 Ahead	100.00	44.9 %		
3/2 (A29 Fontwell Avenue)	3.75	0.00	Y	Arm 12 Ahead	250.00	100.0 %	1978	1978
4/1 (A27 Arundel Road)	4.00	0.00	Y	Arm 5 Left	20.00	100.0 %	1874	1874
4/2 (A27 Arundel Road)	4.00	0.00	N	Arm 5 Left	150.00	100.0 %	2134	2134
4/3 (A27 Arundel Road)	4.00	0.00	Y	Arm 9 Ahead	50.00	100.0 %	1956	1956
5/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (CIRC (N))	5.00	0.00	Y	Arm 6 Ahead	50.00	19.1 %	2103	2103
				Arm 10 Right	Inf	80.9 %		
9/2 (CIRC (N))	5.00	0.00	Y	Arm 10 Right	15.00	100.0 %	1923	1923
10/1 (CIRC (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (CIRC (E) Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (CIRC (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (CIRC (S) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (CIRC (W))	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007
12/2	5.00	0.00	Y	Arm 5 Right	28.00	100.0 %	2007	2007

(CIRC (W))				Arm 9 Right	15.00	0.0 %		

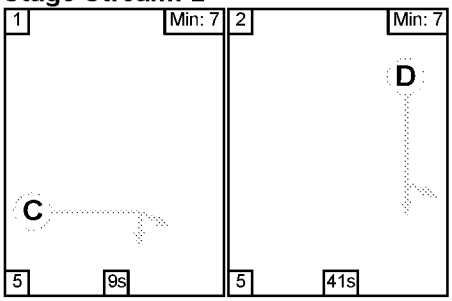
Scenario 1: '2031 AM Base' (FG1: '2031 AM Base ', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

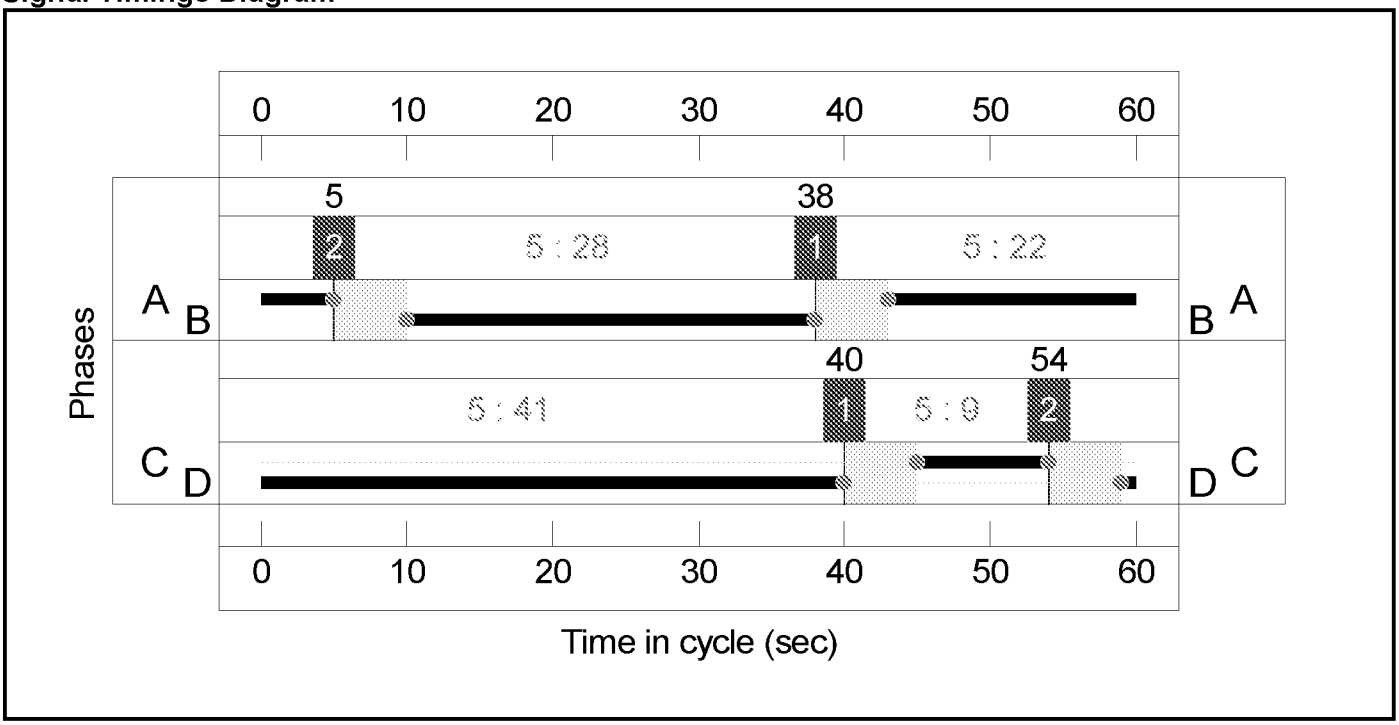
Stage	1	2
Duration	22	28
Change Point	38	5

Stage Stream: 2

Stage	1	2
Duration	9	41
Change Point	40	54

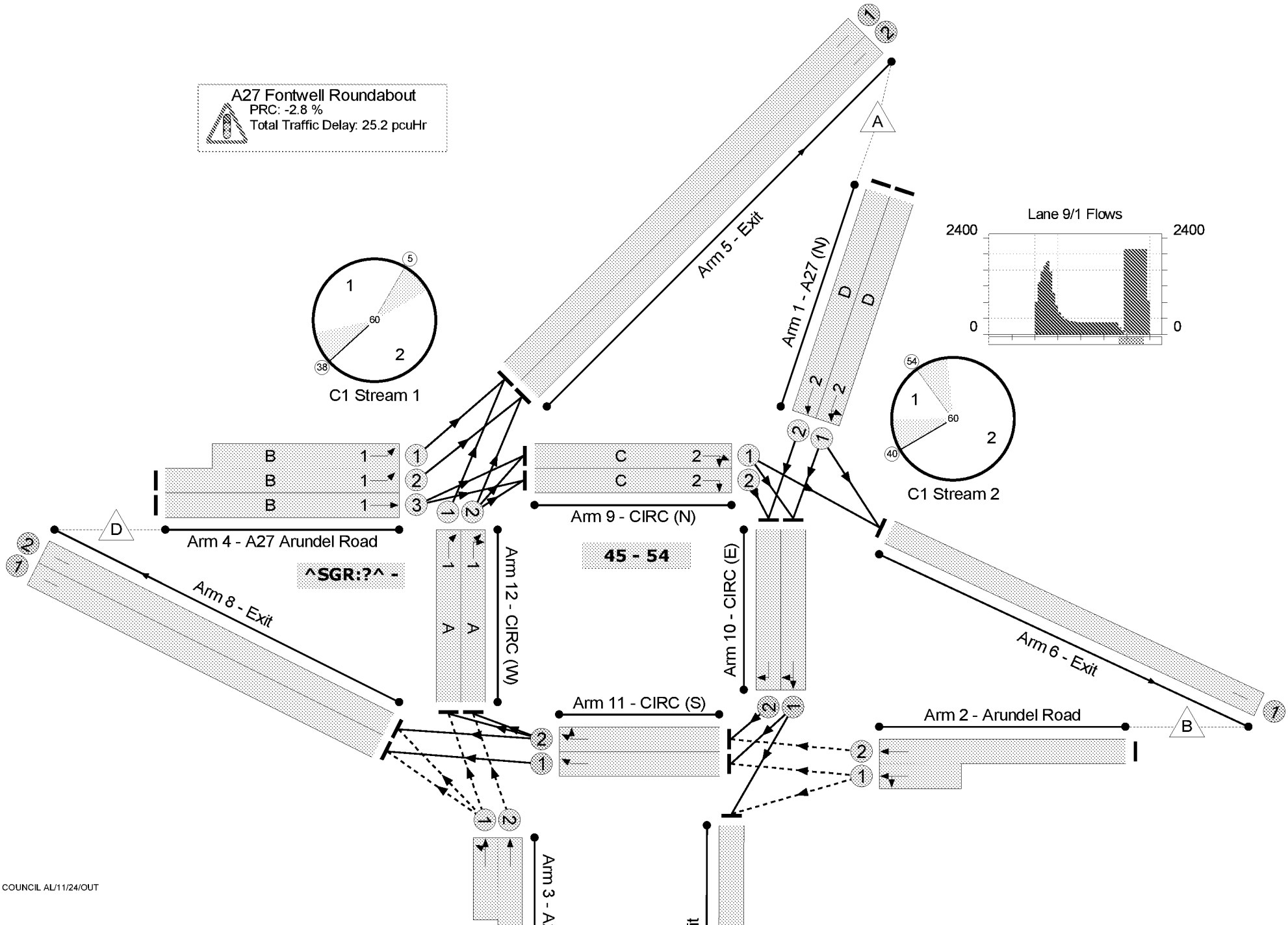
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A27 Fontwell Roundabout
PRC: -2.8 %
Total Traffic Delay: 25.2 pcuHr
Lane 9/1 Flows
2400
0
C1 Stream 1
C1 Stream 2
Arm 1 - A27 (N)
Arm 2 - Arundel Road
Arm 3 - A
Arm 4 - A27 Arundel Road
Arm 5 - Exit
Arm 6 - Exit
Arm 8 - Exit
Arm 9 - CIRC (N)
Arm 10 - CIRC (E)
Arm 11 - CIRC (S)
Arm 12 - CIRC (W)
45 - 54
^SGR:?^ -

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	N/A	-	-		-	-	-	-	-	-	**92.5%**
A27 Fontwell Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	**92.5%**
1/1	A27 (N) Left Ahead	U	2	N/A	D		1	41	-	1039	2115	1481	70.2%
1/2	A27 (N) Ahead	U	2	N/A	D		1	41	-	1129	2255	1578	71.5%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	111	1887:1915	1253	8.9%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	864	1978:1888	934	92.5%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	28	-	1112	2134:1874	1672	66.5%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	28	-	297	1956	945	31.4%
5/1	Exit	U	N/A	N/A	-		-	-	-	830	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	880	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	31	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	1071	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	1319	Inf	Inf	0.0%
9/1	CIRC (N) Ahead Right	U	2	N/A	C		1	9	-	295	2108	351	84.0%
9/2	CIRC (N) Right	U	2	N/A	C		1	9	-	2	1923	321	0.6%
10/1	CIRC (E) Ahead Right	U	N/A	N/A	-		-	-	-	1303	Inf	Inf	0.0%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	1131	Inf	Inf	0.0%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	938	Inf	Inf	0.0%

Full Input Data And Results

11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	1188	Inf	Inf	0.0%
12/1	CIRC (W) Right	U	1	N/A	A		1	22	-	310	2007	769	40.3%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	22	-	288	2007	769	37.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Signalised Layout	**-**	**-**	**1950**	**0**	**0**	**13.1**	**12.1**	**0.0**	**25.2**	**-**	**-**	**-**	**-**
A27 Fontwell Roundabout	**-**	**-**	**1950**	**0**	**0**	**13.1**	**12.1**	**0.0**	**25.2**	**-**	**-**	**-**	**-**
1/1	1039	1039	-	-	-	1.5	1.2	-	2.7	9.4	10.1	1.2	11.3
1/2	1129	1129	-	-	-	1.7	1.2	-	2.9	9.4	11.3	1.2	12.5
2/2+2/1	111	111	222	0	0	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0
3/2+3/1	864	864	1728	0	0	1.8	5.4	-	7.1	29.7	8.6	5.4	14.0
4/2+4/1	1112	1112	-	-	-	3.4	1.0	-	4.4	14.3	6.9	1.0	7.9
4/3	297	297	-	-	-	0.8	0.2	-	1.0	12.2	3.0	0.2	3.2
5/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	31	31	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1071	1071	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1319	1319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	295	295	-	-	-	2.1	2.4	-	4.5	54.8	4.9	2.4	7.3
9/2	2	2	-	-	-	0.0	0.0	-	0.0	27.3	0.0	0.0	0.0
10/1	1303	1303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	1131	1131	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	938	938	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1186	1186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	310	310	-	-	-	1.1	0.3	-	1.4	16.2	3.1	0.3	3.5
12/2	288	288	-	-	-	0.7	0.3	-	1.0	12.4	1.9	0.3	2.2

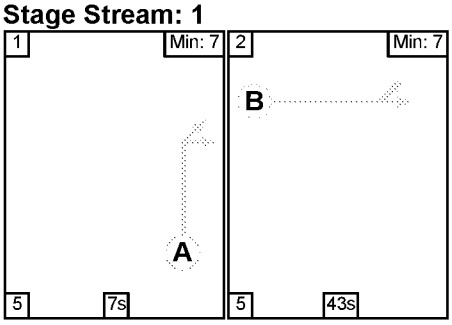
C1 Stream: 1 PRC for Signalled Lanes (%):	35.3	Total Delay for Signalled Lanes (pcuHr):	7.81	Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%):	7.2	Total Delay for Signalled Lanes (pcuHr):	10.15	Cycle Time (s): 60
PRC Over All Lanes (%):	-2.8	Total Delay Over All Lanes(pcuHr):	25.15	

Full Input Data And Results

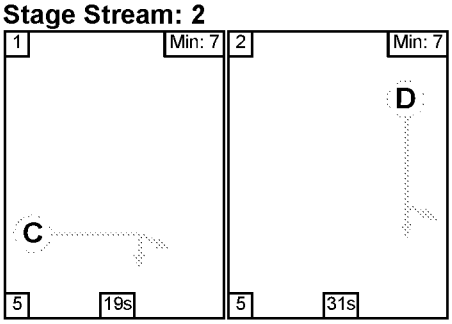
Scenario 2: '2031 PM Base' (FG2: '2031 PM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

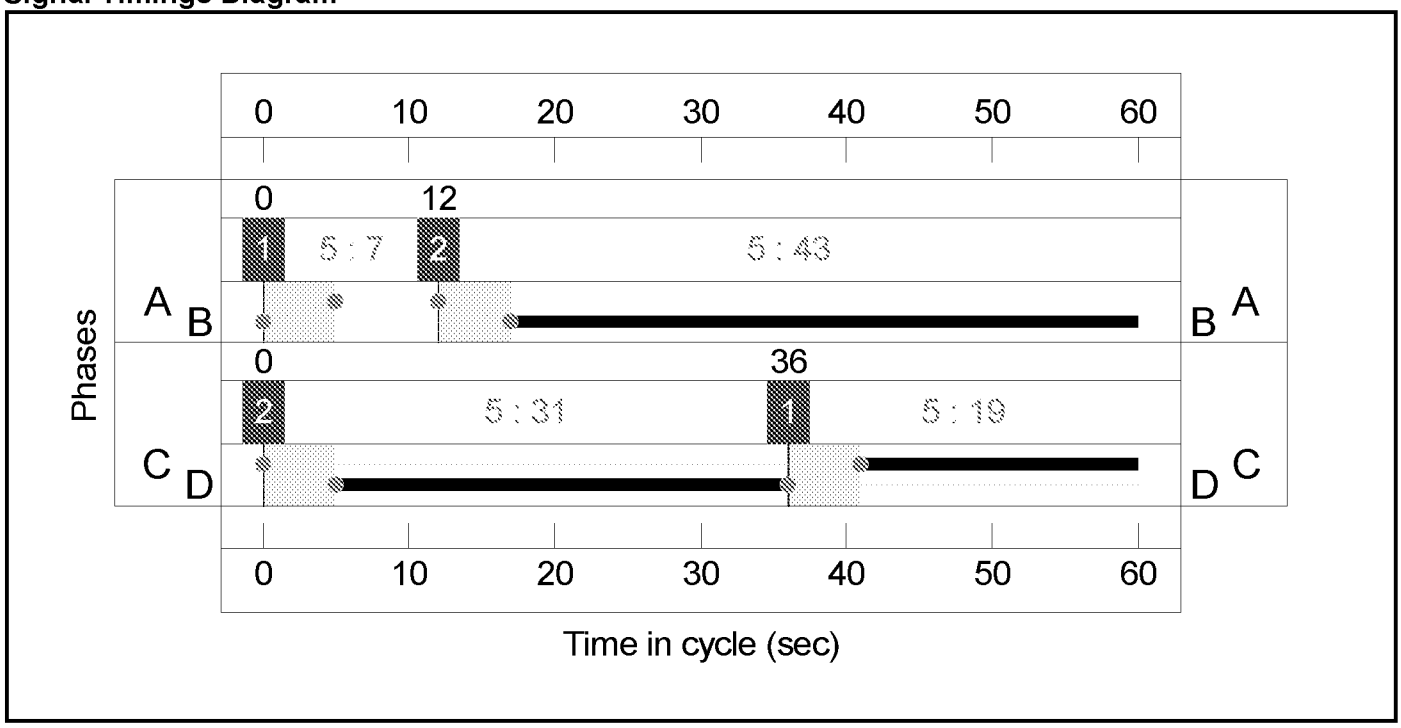
Stage Stream: 1

Stage	1	2
Duration	7	43
Change Point	0	12

Stage Stream: 2

Stage	1	2
Duration	19	31
Change Point	36	0

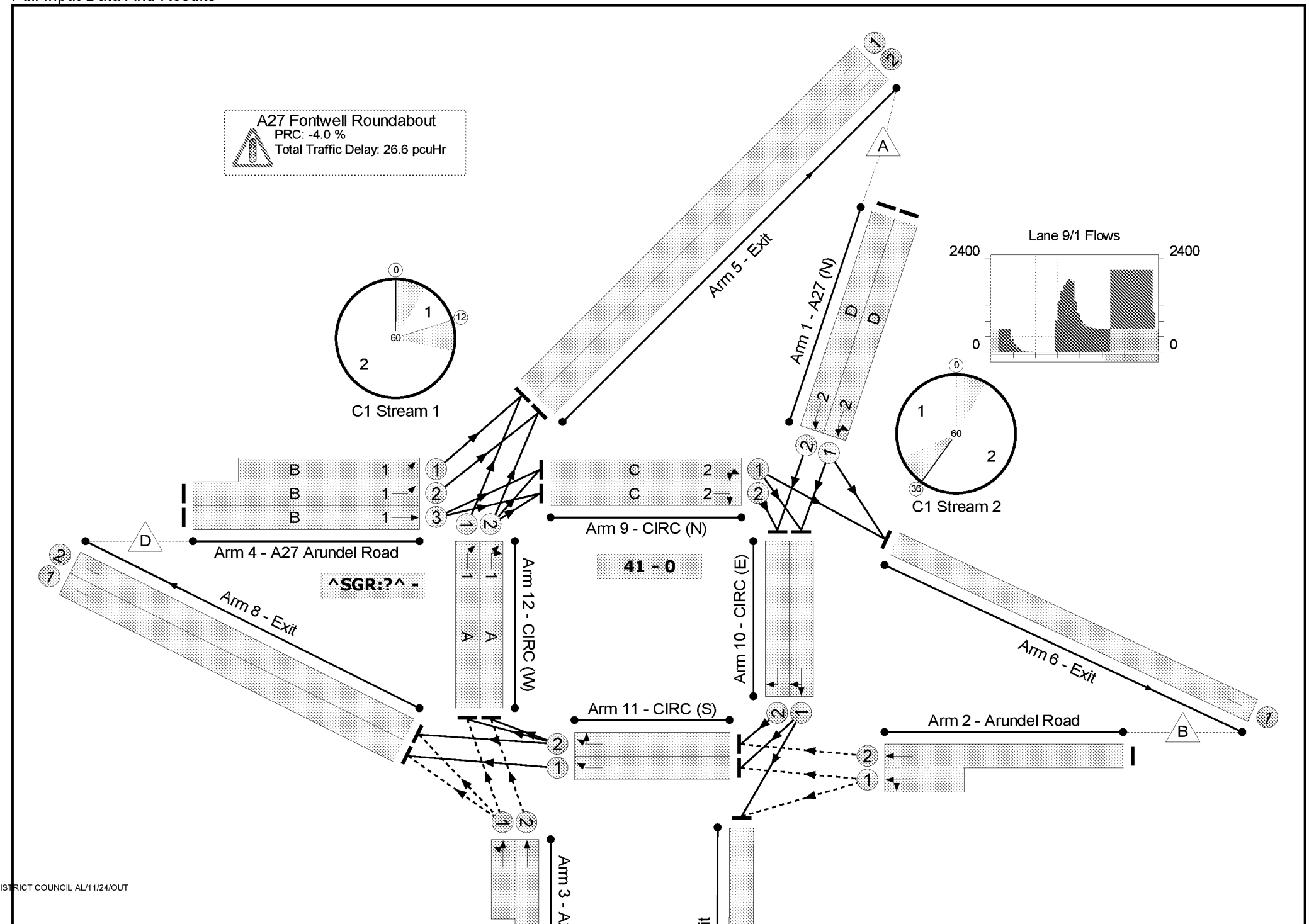
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram


A27 Fontwell Roundabout
PRC: -4.0 %
Total Traffic Delay: 26.6 pcuHr
C1 Stream 1
C1 Stream 2
Lane 9/1 Flows
2400
0
Arm 1 - A27 (N)
Arm 2 - Arundel Road
Arm 3 - A
Arm 4 - A27 Arundel Road
Arm 5 - Exit
Arm 6 - Exit
Arm 8 - Exit
Arm 9 - CIRC (N)
Arm 10 - CIRC (E)
Arm 11 - CIRC (S)
Arm 12 - CIRC (W)
41 - 0
^SGR:?^ -

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	N/A	-	-		-	-	-	-	-	-	**93.6%**
A27 Fontwell Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	**93.6%**
1/1	A27 (N) Left Ahead	U	2	N/A	D		1	31	-	879	2115	1128	77.9%
1/2	A27 (N) Ahead	U	2	N/A	D		1	31	-	955	2255	1203	79.4%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	92	1887:1915	1025	9.0%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	416	1978:1869	892	46.6%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	43	-	1876	2134:1874	2004	93.6%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	43	-	585	1956	1434	40.8%
5/1	Exit	U	N/A	N/A	-		-	-	-	1007	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	1102	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	101	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	706	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	1937	Inf	Inf	0.0%
9/1	CIRC (N) Ahead Right	U	2	N/A	C		1	19	-	582	2104	701	83.0%
9/2	CIRC (N) Right	U	2	N/A	C		1	19	-	3	1923	641	0.5%
10/1	CIRC (E) Ahead Right	U	N/A	N/A	-		-	-	-	1360	Inf	Inf	0.0%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	958	Inf	Inf	0.0%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	615	Inf	Inf	0.0%

Full Input Data And Results

11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	995	Inf	Inf	0.0%
12/1	CIRC (W) Right	U	1	N/A	A		1	7	-	130	2007	268	48.6%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	7	-	103	2007	268	38.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Signalised Layout	**-**	**-**	**1016**	**0**	**0**	**12.4**	**14.2**	**0.0**	**26.6**	**-**	**-**	**-**	**-**
A27 Fontwell Roundabout	**-**	**-**	**1016**	**0**	**0**	**12.4**	**14.2**	**0.0**	**26.6**	**-**	**-**	**-**	**-**
1/1	879	879	-	-	-	2.7	1.7	-	4.5	18.3	11.5	1.7	13.2
1/2	955	955	-	-	-	3.0	1.9	-	4.9	18.5	12.7	1.9	14.6
2/2+2/1	92	92	184	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
3/2+3/1	416	416	832	0	0	0.2	0.4	-	0.6	5.1	1.7	0.4	2.1
4/2+4/1	1876	1876	-	-	-	2.1	6.6	-	8.7	16.8	8.3	6.6	15.0
4/3	585	585	-	-	-	0.5	0.3	-	0.8	5.2	3.6	0.3	3.9
5/1	1007	1007	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1102	1102	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1087	1087	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	582	582	-	-	-	2.5	2.3	-	4.8	29.9	8.9	2.3	11.2
9/2	3	3	-	-	-	0.0	0.0	-	0.0	13.4	0.0	0.0	0.0
10/1	1360	1360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	958	958	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	995	995	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	130	130	-	-	-	0.9	0.5	-	1.3	36.7	2.0	0.5	2.5
12/2	103	103	-	-	-	0.6	0.3	-	0.9	30.6	1.5	0.3	1.9

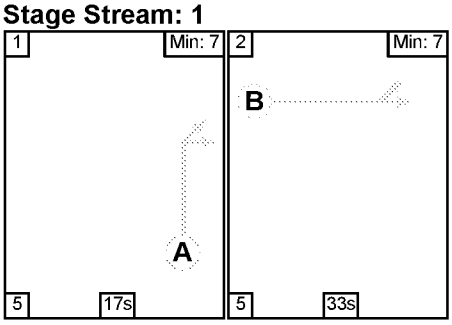
C1 Stream: 1 PRC for Signalled Lanes (%):	-4.0	Total Delay for Signalled Lanes (pcuHr):	11.77	Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%):	8.5	Total Delay for Signalled Lanes (pcuHr):	14.22	Cycle Time (s): 60
PRC Over All Lanes (%):	-4.0	Total Delay Over All Lanes(pcuHr):	26.63	

Full Input Data And Results

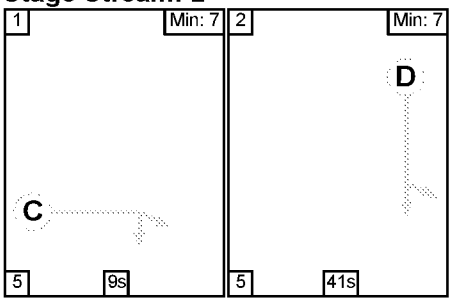
Scenario 3: '2031 AM Base + Dev' (FG3: '2031 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

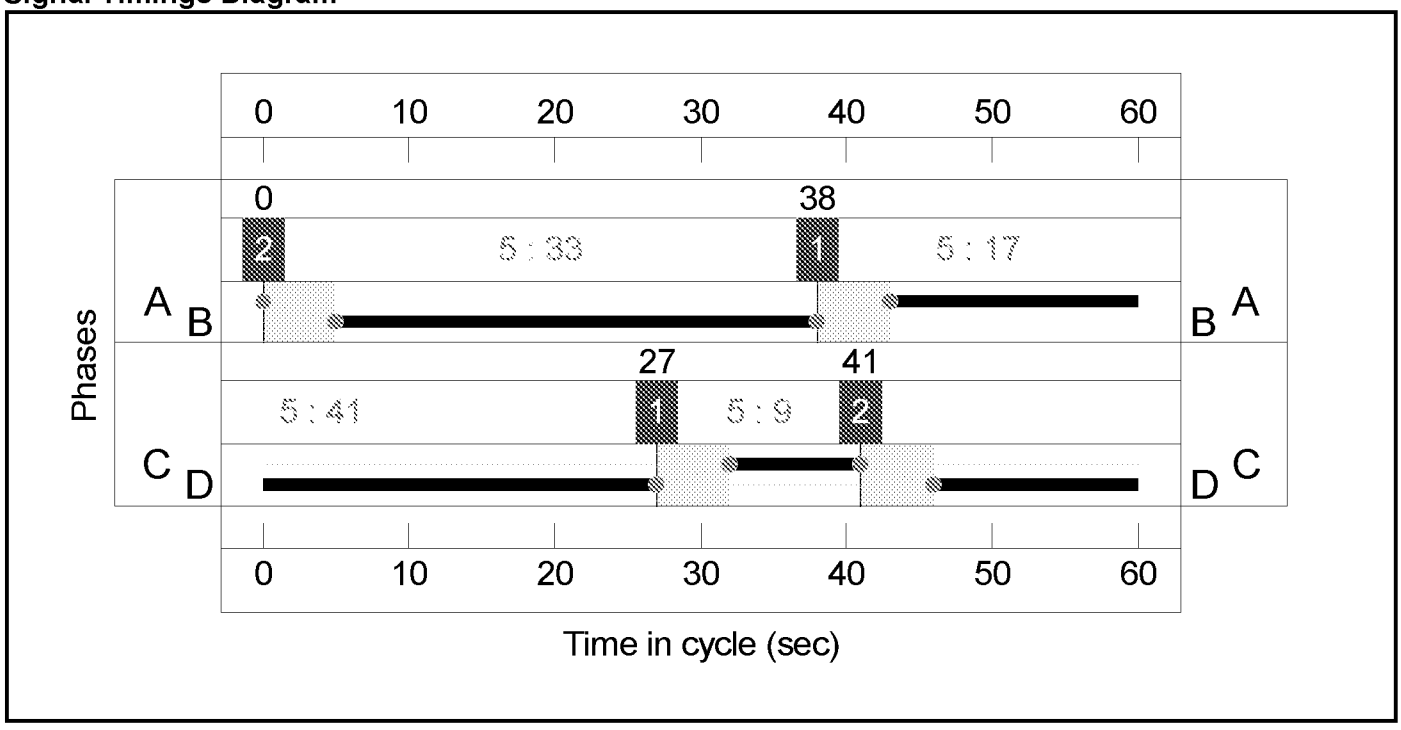
Stage Stream: 1

Stage	1	2
Duration	17	33
Change Point	38	0

Stage Stream: 2

Stage	1	2
Duration	9	41
Change Point	27	41

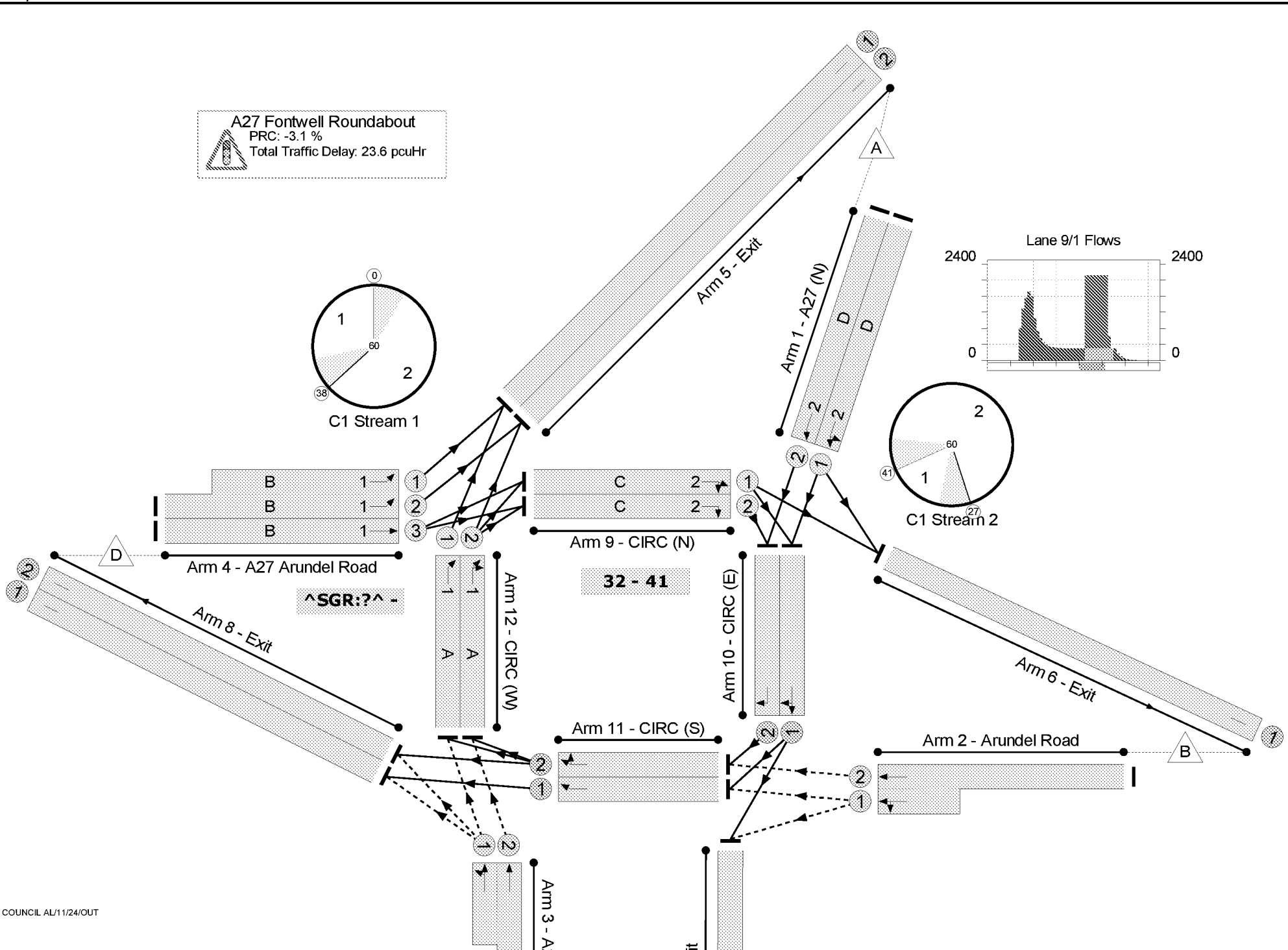
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram


A27 Fontwell Roundabout
PRC: -3.1 %
Total Traffic Delay: 23.6 pcuHr
Lane 9/1 Flows
2400
2400
0
0
C1 Stream 1
C1 Stream 2
Arm 1 - A27 (N)
Arm 2 - Arundel Road
Arm 3 - A
Arm 4 - A27 Arundel Road
Arm 5 - Exit
Arm 6 - Exit
Arm 8 - Exit
Arm 9 - CIRC (N)
Arm 10 - CIRC (E)
Arm 11 - CIRC (S)
Arm 12 - CIRC (W)
32 - 41
^SGR:?^ -
ARUN DISTRICT COUNCIL AL/11/24/OUT

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	N/A	-	-		-	-	-	-	-	-	**92.8%**
A27 Fontwell Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	**92.8%**
1/1	A27 (N) Left Ahead	U	2	N/A	D		1	41	-	1048	2115	1481	70.8%
1/2	A27 (N) Ahead	U	2	N/A	D		1	41	-	1126	2255	1578	71.3%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	111	1887:1915	1255	8.8%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	880	1978:1887	948	92.8%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	33	-	1112	2134:1874	1839	60.5%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	33	-	298	1956	1108	26.9%
5/1	Exit	U	N/A	N/A	-		-	-	-	825	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	899	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	31	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	428	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	1075	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	1317	Inf	Inf	0.0%
9/1	CIRC (N) Ahead Right	U	2	N/A	C		1	9	-	296	2108	351	84.3%
9/2	CIRC (N) Right	U	2	N/A	C		1	9	-	2	1923	321	0.6%
10/1	CIRC (E) Ahead Right	U	N/A	N/A	-		-	-	-	1313	Inf	Inf	0.0%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	1128	Inf	Inf	0.0%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	941	Inf	Inf	0.0%

Full Input Data And Results

11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	1183	Inf	Inf	0.0%
12/1	CIRC (W) Right	U	1	N/A	A		1	17	-	305	2007	602	50.7%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	17	-	307	2007	602	51.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Signalised Layout	**-**	**-**	**1982**	**0**	**0**	**11.1**	**12.5**	**0.0**	**23.6**	**-**	**-**	**-**	**-**
A27 Fontwell Roundabout	**-**	**-**	**1982**	**0**	**0**	**11.1**	**12.5**	**0.0**	**23.6**	**-**	**-**	**-**	**-**
1/1	1048	1048	-	-	-	1.6	1.2	-	2.8	9.5	10.2	1.2	11.4
1/2	1126	1126	-	-	-	1.7	1.2	-	2.9	9.3	10.9	1.2	12.2
2/2+2/1	111	111	222	0	0	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0
3/2+3/1	880	880	1760	0	0	1.9	5.6	-	7.4	30.4	8.4	5.6	14.0
4/2+4/1	1112	1112	-	-	-	2.4	0.8	-	3.2	10.3	5.8	0.8	6.5
4/3	298	298	-	-	-	0.6	0.2	-	0.7	8.9	2.5	0.2	2.7
5/1	825	825	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	31	31	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1075	1075	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1317	1317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	296	296	-	-	-	1.4	2.5	-	3.9	47.5	4.8	2.5	7.2
9/2	2	2	-	-	-	0.0	0.0	-	0.0	20.2	0.0	0.0	0.0
10/1	1313	1313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	1128	1128	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	941	941	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1183	1183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	305	305	-	-	-	1.1	0.5	-	1.6	18.5	3.6	0.5	4.1
12/2	307	307	-	-	-	0.5	0.5	-	1.0	12.1	2.5	0.5	3.0

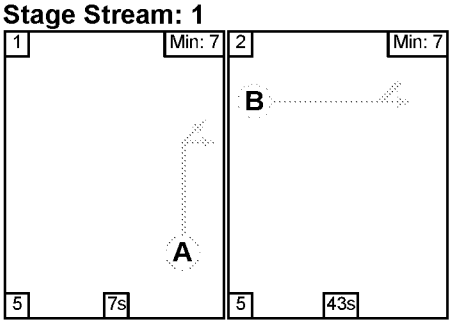
C1	Stream: 1 PRC for Signalled Lanes (%):	48.8	Total Delay for Signalled Lanes (pcuHr):	6.50	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	6.8	Total Delay for Signalled Lanes (pcuHr):	9.60	Cycle Time (s): 60
	PRC Over All Lanes (%):	-3.1	Total Delay Over All Lanes(pcuHr):	23.59	

Full Input Data And Results

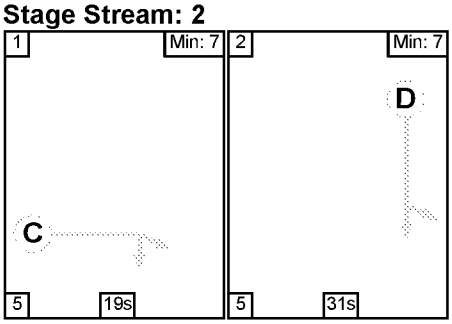
Scenario 4: '2031 PM Base + Dev' (FG4: '2031 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

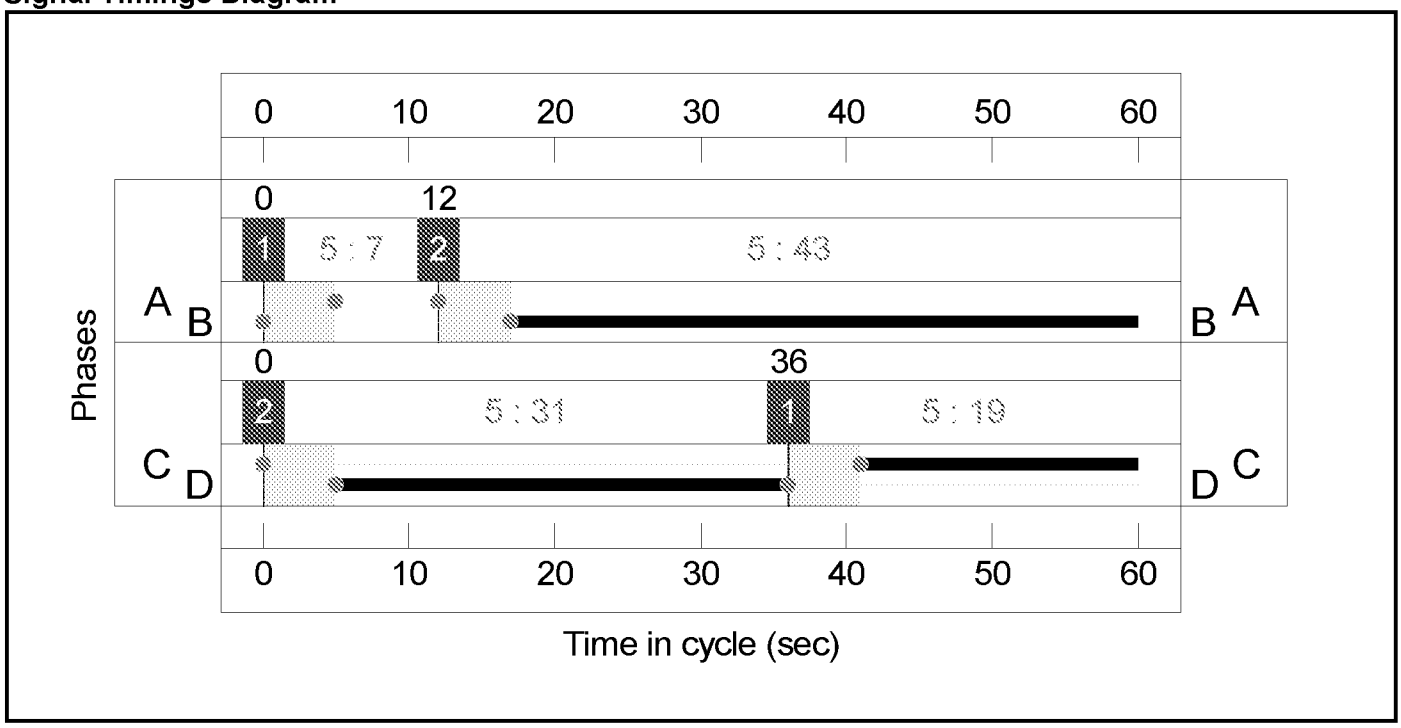
Stage Stream: 1

Stage	1	2
Duration	7	43
Change Point	0	12

Stage Stream: 2

Stage	1	2
Duration	19	31
Change Point	36	0

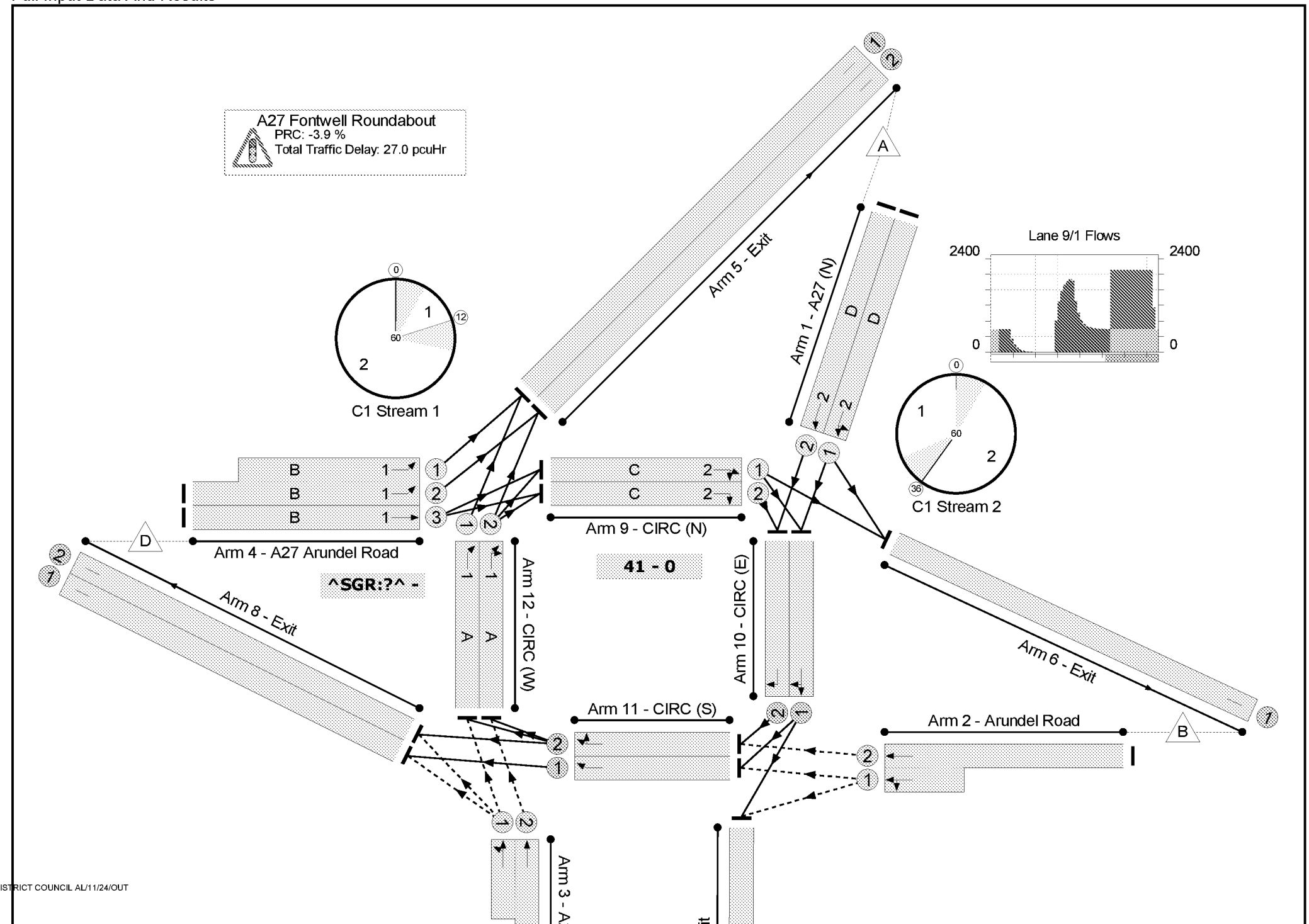
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram


A27 Fontwell Roundabout
PRC: -3.9 %
Total Traffic Delay: 27.0 pcuHr
Lane 9/1 Flows
2400
0
C1 Stream 1
C1 Stream 2
Arm 1 - A27 (N)
Arm 2 - Arundel Road
Arm 3 - A
Arm 4 - A27 Arundel Road
Arm 5 - Exit
Arm 6 - Exit
Arm 8 - Exit
Arm 9 - CIRC (N)
Arm 10 - CIRC (E)
Arm 11 - CIRC (S)
Arm 12 - CIRC (W)
41 - 0
^SGR:?^ -

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	N/A	-	-		-	-	-	-	-	-	**93.5%**
A27 Fontwell Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	**93.5%**
1/1	A27 (N) Left Ahead	U	2	N/A	D		1	31	-	895	2114	1127	79.4%
1/2	A27 (N) Ahead	U	2	N/A	D		1	31	-	961	2255	1203	79.9%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	92	1887:1915	1020	9.0%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	425	1978:1866	933	45.6%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	43	-	1874	2134:1874	2004	93.5%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	43	-	587	1956	1434	40.9%
5/1	Exit	U	N/A	N/A	-		-	-	-	997	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	1118	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	106	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	819	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	701	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	1983	Inf	Inf	0.0%
9/1	CIRC (N) Ahead Right	U	2	N/A	C		1	19	-	584	2104	701	83.3%
9/2	CIRC (N) Right	U	2	N/A	C		1	19	-	3	1923	641	0.5%
10/1	CIRC (E) Ahead Right	U	N/A	N/A	-		-	-	-	1373	Inf	Inf	0.0%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	964	Inf	Inf	0.0%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%

Full Input Data And Results

11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	1001	Inf	Inf	0.0%
12/1	CIRC (W) Right	U	1	N/A	A		1	7	-	121	2007	268	45.2%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	7	-	120	2007	268	44.8%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Signalised Layout	**-**	**-**	**1034**	**0**	**0**	**12.6**	**14.4**	**0.0**	**27.0**	**-**	**-**	**-**	**-**
A27 Fontwell Roundabout	**-**	**-**	**1034**	**0**	**0**	**12.6**	**14.4**	**0.0**	**27.0**	**-**	**-**	**-**	**-**
1/1	895	895	-	-	-	2.8	1.9	-	4.7	19.0	11.9	1.9	13.8
1/2	961	961	-	-	-	3.0	2.0	-	5.0	18.7	12.8	2.0	14.8
2/2+2/1	92	92	184	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
3/2+3/1	425	425	850	0	0	0.2	0.4	-	0.6	5.1	1.5	0.4	1.9
4/2+4/1	1874	1874	-	-	-	2.1	6.5	-	8.6	16.6	8.3	6.5	14.9
4/3	587	587	-	-	-	0.5	0.3	-	0.8	5.2	3.6	0.3	3.9
5/1	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1118	1118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	108	108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	819	819	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1093	1093	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	584	584	-	-	-	2.5	2.4	-	4.9	30.2	8.9	2.4	11.3
9/2	3	3	-	-	-	0.0	0.0	-	0.0	13.4	0.0	0.0	0.0
10/1	1373	1373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	984	984	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1001	1001	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	121	121	-	-	-	0.8	0.4	-	1.2	35.8	1.8	0.4	2.3
12/2	120	120	-	-	-	0.7	0.4	-	1.1	31.7	1.8	0.4	2.2

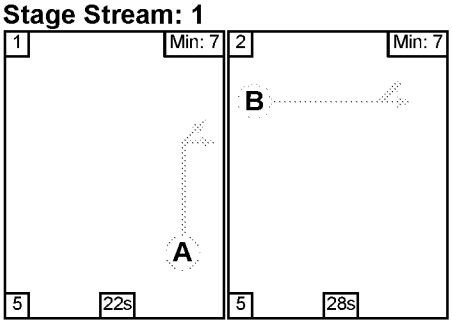
C1 Stream: 1 PRC for Signalled Lanes (%):	-3.9	Total Delay for Signalled Lanes (pcuHr):	11.74	Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%):	8.1	Total Delay for Signalled Lanes (pcuHr):	14.61	Cycle Time (s): 60
PRC Over All Lanes (%):	-3.9	Total Delay Over All Lanes(pcuHr):	26.99	

Full Input Data And Results

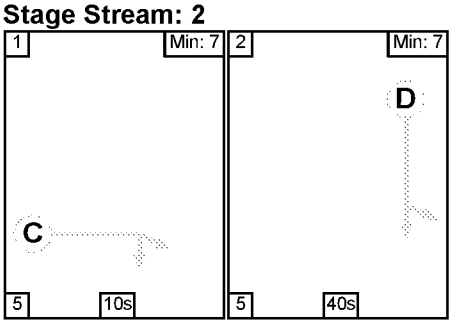
Scenario 5: '2031 AM Base + Dev + BEW' (FG5: '2031 AM Base + Dev + BEW', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

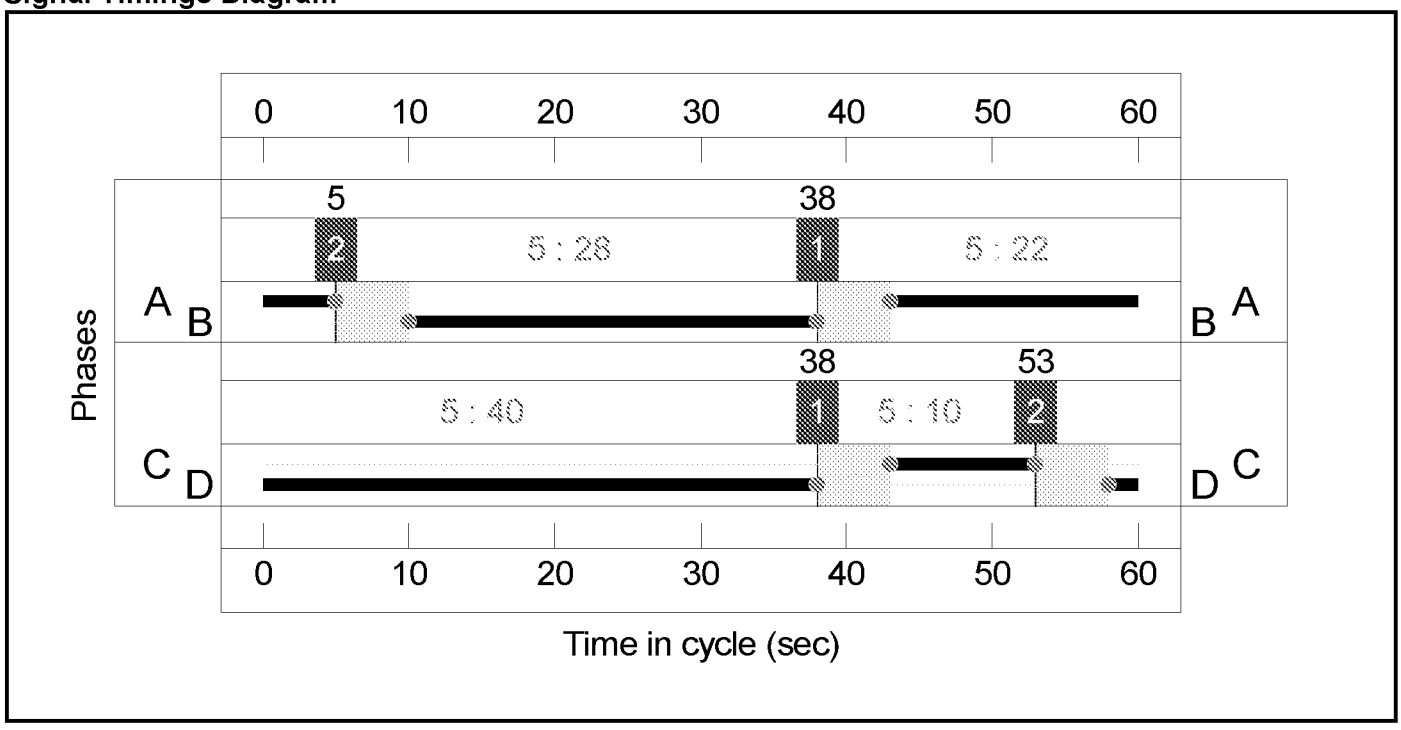
Stage Stream: 1

Stage	1	2
Duration	22	28
Change Point	38	5

Stage Stream: 2

Stage	1	2
Duration	10	40
Change Point	38	53

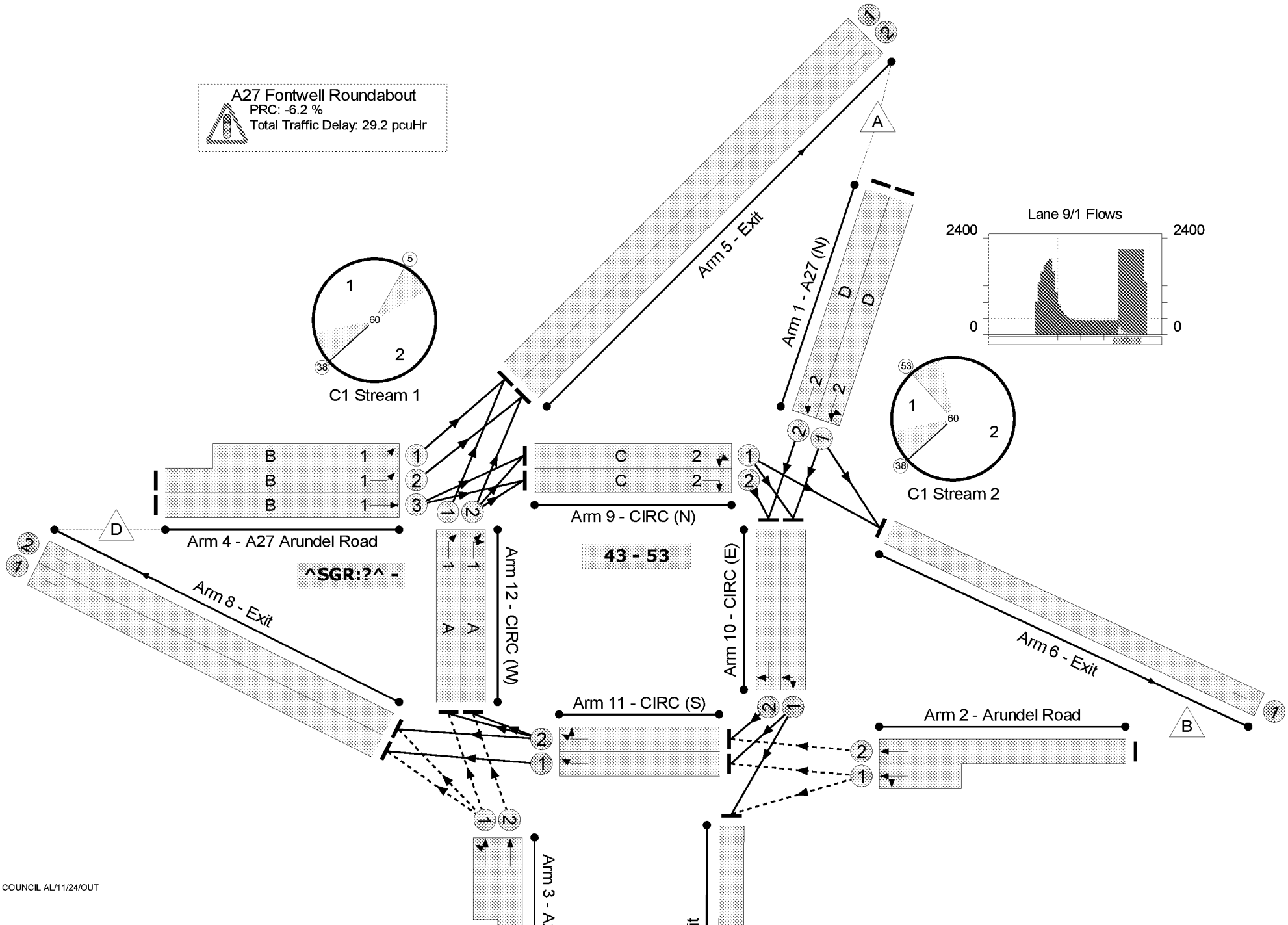
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram


A27 Fontwell Roundabout
PRC: -6.2 %
Total Traffic Delay: 29.2 pcuHr
Lane 9/1 Flows
2400
0
C1 Stream 1
C1 Stream 2
Arm 1 - A27 (N)
Arm 2 - Arundel Road
Arm 3 - A
Arm 4 - A27 Arundel Road
Arm 5 - Exit
Arm 6 - Exit
Arm 8 - Exit
Arm 9 - CIRC (N)
Arm 10 - CIRC (E)
Arm 11 - CIRC (S)
Arm 12 - CIRC (W)
43 - 53
^SGR:?^ -

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	N/A	-	-		-	-	-	-	-	-	**95.6%**
A27 Fontwell Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	**95.6%**
1/1	A27 (N) Left Ahead	U	2	N/A	D		1	40	-	1043	2115	1445	72.2%
1/2	A27 (N) Ahead	U	2	N/A	D		1	40	-	1112	2255	1541	72.2%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	129	1887:1915	1265	10.2%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	907	1978:1883	949	95.6%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	28	-	1073	2134:1874	1672	64.2%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	28	-	339	1956	945	35.9%
5/1	Exit	U	N/A	N/A	-		-	-	-	808	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	877	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	31	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	1083	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	1325	Inf	Inf	0.0%
9/1	CIRC (N) Ahead Right	U	2	N/A	C		1	10	-	338	2109	387	87.4%
9/2	CIRC (N) Right	U	2	N/A	C		1	10	-	1	1923	353	0.3%
10/1	CIRC (E) Ahead Right	U	N/A	N/A	-		-	-	-	1350	Inf	Inf	0.0%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	1113	Inf	Inf	0.0%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	936	Inf	Inf	0.0%

Full Input Data And Results

11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	1177	Inf	Inf	0.0%
12/1	CIRC (W) Right	U	1	N/A	A		1	22	-	306	2007	769	39.8%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	22	-	306	2007	769	39.8%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Signalised Layout	**-**	**-**	**2072**	**0**	**0**	**13.8**	**15.5**	**0.0**	**29.2**	**-**	**-**	**-**	**-**
A27 Fontwell Roundabout	**-**	**-**	**2072**	**0**	**0**	**13.8**	**15.5**	**0.0**	**29.2**	**-**	**-**	**-**	**-**
1/1	1043	1043	-	-	-	1.7	1.3	-	3.0	10.4	10.7	1.3	12.0
1/2	1112	1112	-	-	-	1.8	1.3	-	3.1	10.1	11.4	1.3	12.7
2/2+2/1	129	129	258	0	0	0.0	0.1	-	0.1	1.6	0.0	0.1	0.1
3/2+3/1	907	907	1814	0	0	2.1	7.9	-	10.0	39.6	9.5	7.9	17.4
4/2+4/1	1073	1073	-	-	-	3.3	0.9	-	4.2	13.9	6.7	0.9	7.6
4/3	339	339	-	-	-	0.9	0.3	-	1.2	12.7	3.5	0.3	3.8
5/1	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	31	31	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1083	1083	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1325	1325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	338	338	-	-	-	2.2	3.1	-	5.3	56.6	5.6	3.1	8.7
9/2	1	1	-	-	-	0.0	0.0	-	0.0	24.6	0.0	0.0	0.0
10/1	1350	1350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	1113	1113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	936	936	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1177	1177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	306	306	-	-	-	1.1	0.3	-	1.4	16.3	3.1	0.3	3.4
12/2	306	306	-	-	-	0.7	0.3	-	1.0	11.6	1.8	0.3	2.2

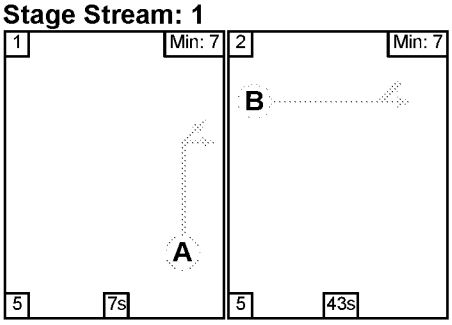
C1 Stream: 1 PRC for Signalled Lanes (%):	40.3	Total Delay for Signalled Lanes (pcuHr):	7.72	Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%):	3.0	Total Delay for Signalled Lanes (pcuHr):	11.45	Cycle Time (s): 60
PRC Over All Lanes (%):	-6.2	Total Delay Over All Lanes(pcuHr):	29.21	

Full Input Data And Results

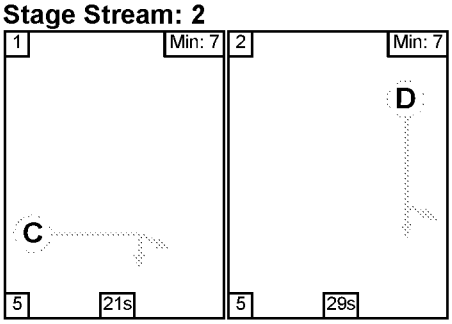
Scenario 6: '2031 PM Base + Dev + BEW' (FG6: '2031 PM Base + Dev + BEW', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

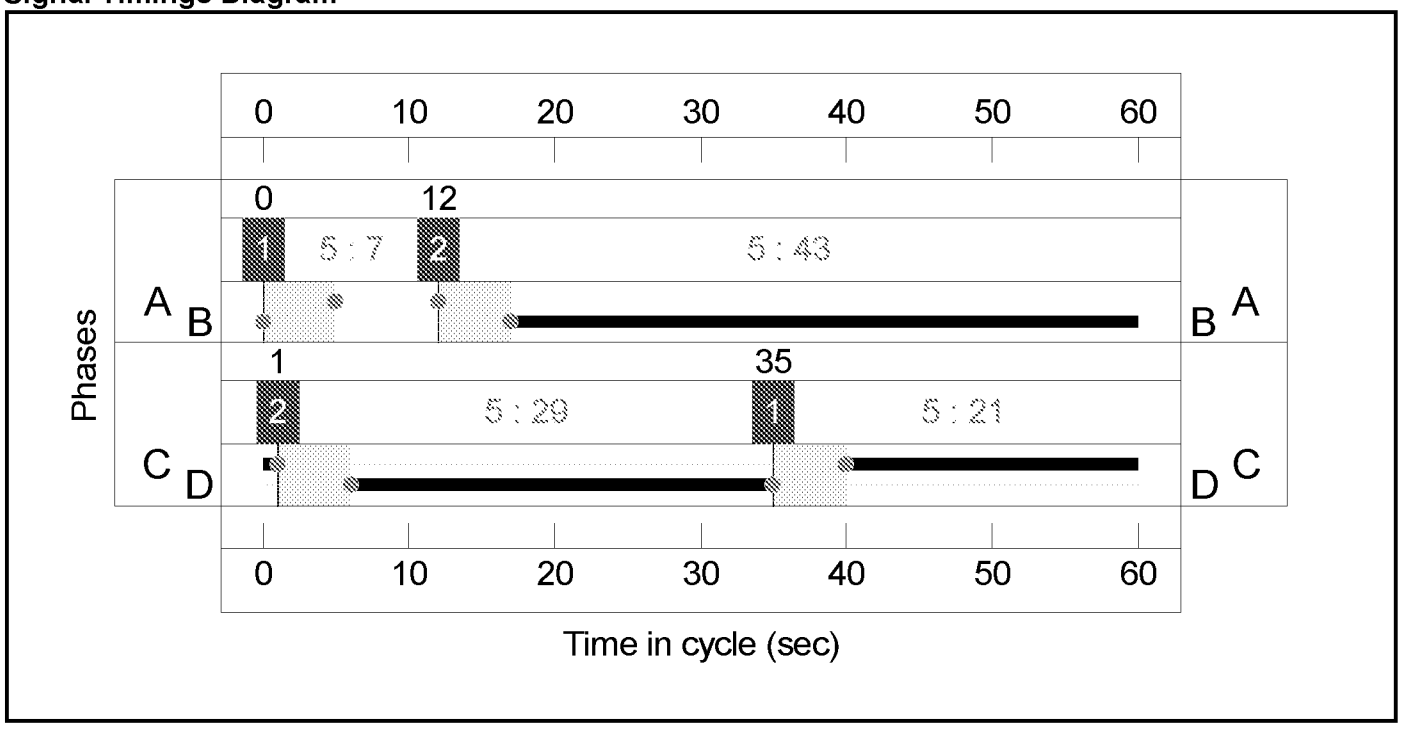
Stage Stream: 1

Stage	1	2
Duration	7	43
Change Point	0	12

Stage Stream: 2

Stage	1	2
Duration	21	29
Change Point	35	1

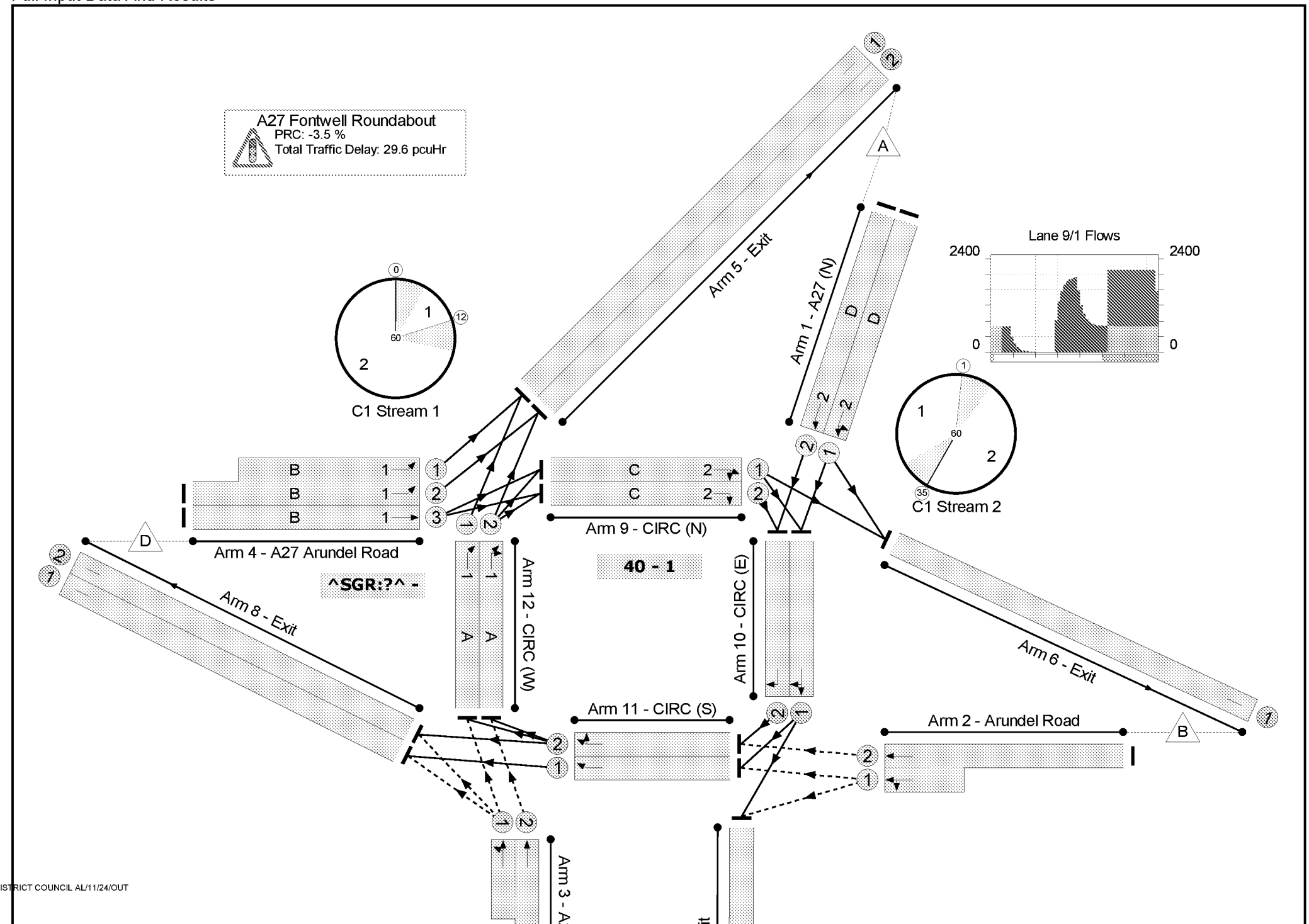
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram


A27 Fontwell Roundabout
PRC: -3.5 %
Total Traffic Delay: 29.6 pcuHr
Lane 9/1 Flows
2400
2400
0
0
C1 Stream 1
C1 Stream 2
Arm 1 - A27 (N)
Arm 2 - Arundel Road
Arm 3 - A
Arm 4 - A27 Arundel Road
Arm 5 - Exit
Arm 6 - Exit
Arm 8 - Exit
Arm 9 - CIRC (N)
Arm 10 - CIRC (E)
Arm 11 - CIRC (S)
Arm 12 - CIRC (W)
40 - 1
^SGR:?^ -

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	N/A	-	-		-	-	-	-	-	-	**93.1%**
A27 Fontwell Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	**93.1%**
1/1	A27 (N) Left Ahead	U	2	N/A	D		1	29	-	877	2115	1058	82.9%
1/2	A27 (N) Ahead	U	2	N/A	D		1	29	-	943	2255	1128	83.6%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	75	1887:1915	1375	5.5%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	431	1978:1874	977	44.1%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	43	-	1866	2134:1874	2004	93.1%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	43	-	670	1956	1434	46.7%
5/1	Exit	U	N/A	N/A	-		-	-	-	1006	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	1127	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	109	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	856	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	699	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	1065	Inf	Inf	0.0%
9/1	CIRC (N) Ahead Right	U	2	N/A	C		1	21	-	667	2105	772	86.4%
9/2	CIRC (N) Right	U	2	N/A	C		1	21	-	3	1923	705	0.4%
10/1	CIRC (E) Ahead Right	U	N/A	N/A	-		-	-	-	1435	Inf	Inf	0.0%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	948	Inf	Inf	0.0%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%

Full Input Data And Results

11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	953	Inf	Inf	0.0%
12/1	CIRC (W) Right	U	1	N/A	A		1	7	-	134	2007	268	50.1%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	7	-	133	2007	268	49.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Signalised Layout	**-**	**-**	**1012**	**0**	**0**	**13.7**	**15.9**	**0.0**	**29.6**	**-**	**-**	**-**	**-**
A27 Fontwell Roundabout	**-**	**-**	**1012**	**0**	**0**	**13.7**	**15.9**	**0.0**	**29.6**	**-**	**-**	**-**	**-**
1/1	877	877	-	-	-	3.1	2.4	-	5.5	22.5	12.4	2.4	14.8
1/2	943	943	-	-	-	3.4	2.5	-	5.9	22.4	13.4	2.5	15.8
2/2+2/1	75	75	150	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
3/2+3/1	431	431	862	0	0	0.2	0.4	-	0.6	5.1	1.5	0.4	1.9
4/2+4/1	1866	1866	-	-	-	2.1	6.2	-	8.3	16.0	8.0	6.2	14.2
4/3	670	670	-	-	-	0.6	0.4	-	1.0	5.6	4.5	0.4	4.9
5/1	1006	1006	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1127	1127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	109	109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	856	856	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1065	1065	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	667	667	-	-	-	2.7	3.0	-	5.7	30.6	10.2	3.0	13.2
9/2	3	3	-	-	-	0.0	0.0	-	0.0	11.7	0.0	0.0	0.0
10/1	1435	1435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	983	983	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	134	134	-	-	-	0.9	0.5	-	1.4	37.2	2.0	0.5	2.5
12/2	133	133	-	-	-	0.7	0.5	-	1.2	32.4	2.0	0.5	2.5

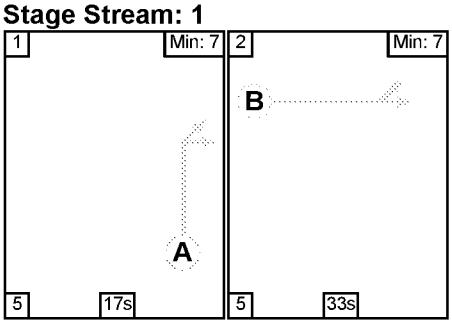
C1 Stream: 1 PRC for Signalled Lanes (%):	-3.5	Total Delay for Signalled Lanes (pcuHr):	11.89	Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%):	4.1	Total Delay for Signalled Lanes (pcuHr):	17.04	Cycle Time (s): 60
PRC Over All Lanes (%):	-3.5	Total Delay Over All Lanes(pcuHr):	29.57	

Full Input Data And Results

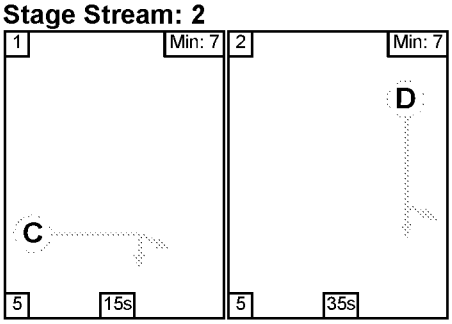
Scenario 7: '2038 AM Base + Dev + BEW' (FG7: '2038 AM Base + Dev + BEW', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

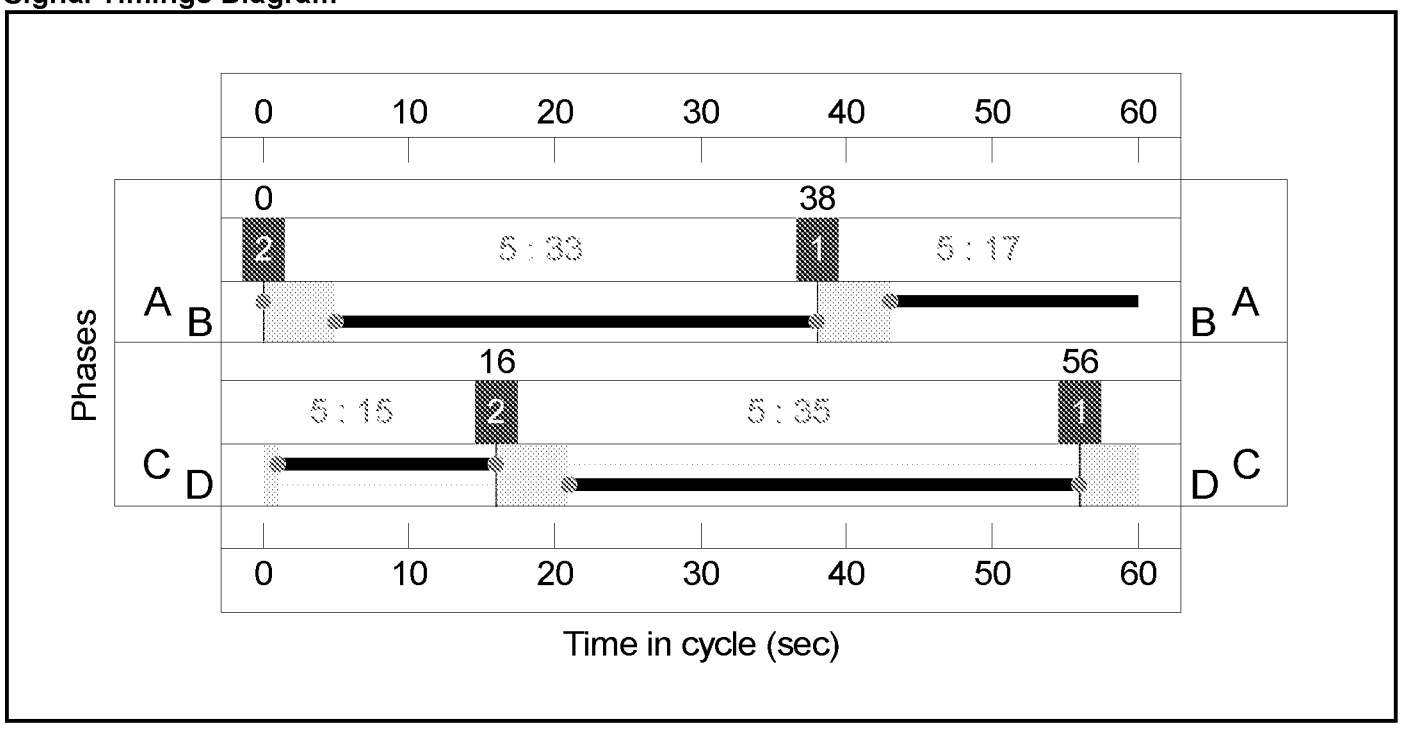
Stage Stream: 1

Stage	1	2
Duration	17	33
Change Point	38	0

Stage Stream: 2

Stage	1	2
Duration	15	35
Change Point	56	16

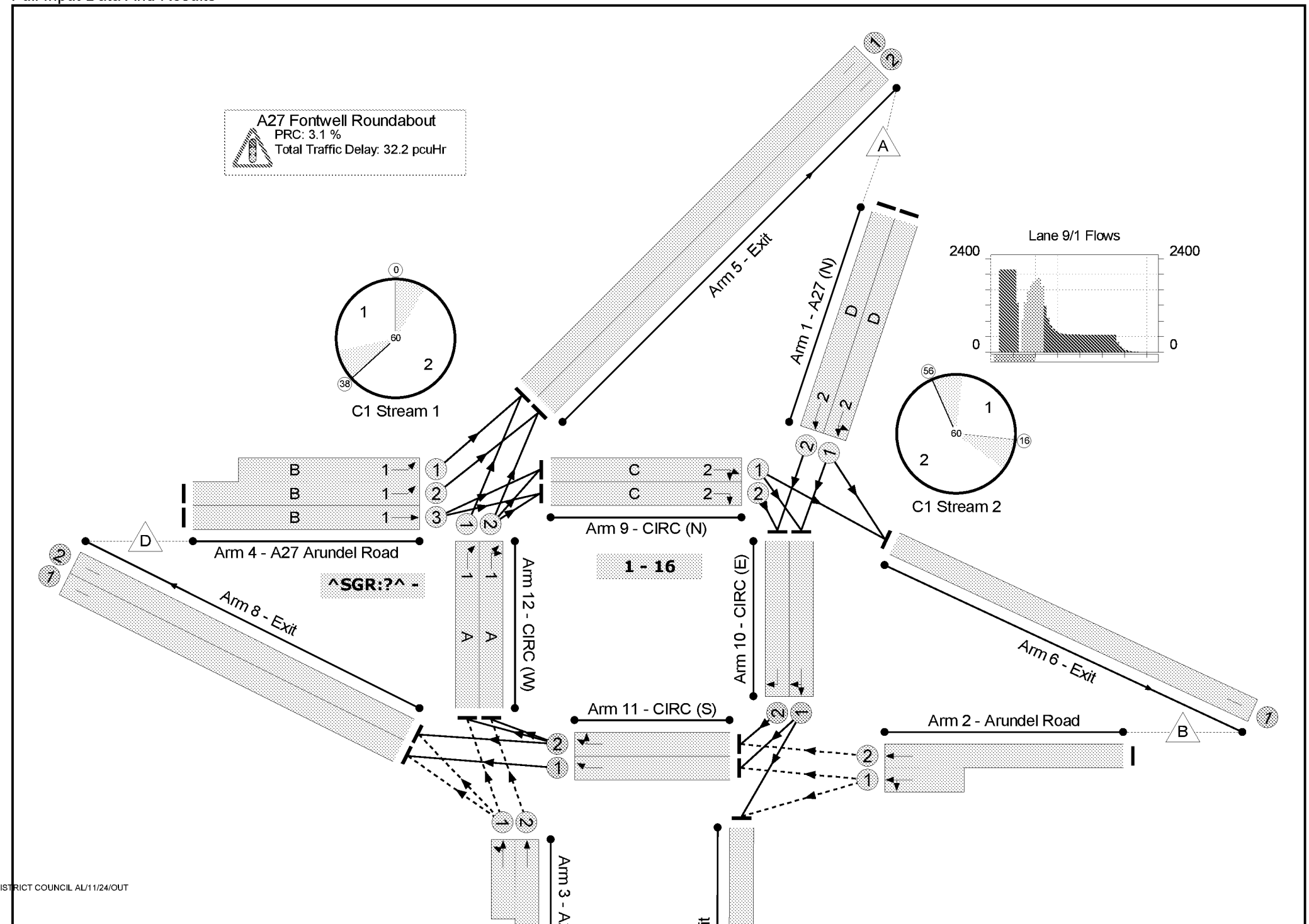
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram


A27 Fontwell Roundabout
PRC: 3.1 %
Total Traffic Delay: 32.2 pcuHr
C1 Stream 1
C1 Stream 2
Lane 9/1 Flows
2400
0
Arm 1 - A27 (N)
Arm 2 - Arundel Road
Arm 3 - A
Arm 4 - A27 Arundel Road
Arm 5 - Exit
Arm 6 - Exit
Arm 8 - Exit
Arm 9 - CIRC (N)
Arm 10 - CIRC (E)
Arm 11 - CIRC (S)
Arm 12 - CIRC (W)
1 - 16
^SGR:?^ -

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	N/A	-	-		-	-	-	-	-	-	**87.3%**
A27 Fontwell Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	**87.3%**
1/1	A27 (N) Left Ahead	U	2	N/A	D		1	35	-	1094	2115	1269	86.2%
1/2	A27 (N) Ahead	U	2	N/A	D		1	35	-	1169	2255	1353	86.4%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	142	1887:1915	1189	11.9%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	859	1978:1906	984	87.3%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	33	-	1120	2134:1874	1839	60.9%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	33	-	445	1956	1108	40.1%
5/1	Exit	U	N/A	N/A	-		-	-	-	870	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	943	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	1062	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	1325	Inf	Inf	0.0%
9/1	CIRC (N) Ahead Right	U	2	N/A	C		1	15	-	443	2108	562	78.8%
9/2	CIRC (N) Right	U	2	N/A	C		1	15	-	2	1923	513	0.4%
10/1	CIRC (E) Ahead Right	U	N/A	N/A	-		-	-	-	1469	Inf	Inf	0.0%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	1171	Inf	Inf	0.0%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	973	Inf	Inf	0.0%

Full Input Data And Results

11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	1248	Inf	Inf	0.0%
12/1	CIRC (W) Right	U	1	N/A	A		1	17	-	346	2007	602	57.5%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	17	-	347	2007	602	57.6%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Signalised Layout	**-**	**-**	**2002**	**0**	**0**	**18.6**	**13.7**	**0.0**	**32.2**	**-**	**-**	**-**	**-**
A27 Fontwell Roundabout	**-**	**-**	**2002**	**0**	**0**	**18.6**	**13.7**	**0.0**	**32.2**	**-**	**-**	**-**	**-**
1/1	1094	1094	-	-	-	3.0	3.0	-	6.0	19.9	14.9	3.0	17.9
1/2	1169	1169	-	-	-	3.2	3.1	-	6.3	19.4	15.9	3.1	19.0
2/2+2/1	142	142	284	0	0	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1
3/2+3/1	859	859	1718	0	0	2.2	3.3	-	5.5	22.9	7.1	3.3	10.4
4/2+4/1	1120	1120	-	-	-	2.4	0.8	-	3.2	10.3	6.0	0.8	6.7
4/3	445	445	-	-	-	0.9	0.3	-	1.2	10.0	4.1	0.3	4.4
5/1	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	943	943	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1062	1062	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1325	1325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	443	443	-	-	-	2.3	1.8	-	4.1	33.0	3.9	1.8	5.7
9/2	2	2	-	-	-	0.0	0.0	-	0.0	20.4	0.0	0.0	0.0
10/1	1489	1489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	1171	1171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	973	973	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1246	1246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	346	346	-	-	-	2.1	0.7	-	2.8	29.3	5.4	0.7	6.1
12/2	347	347	-	-	-	2.4	0.7	-	3.0	31.5	5.8	0.7	6.4

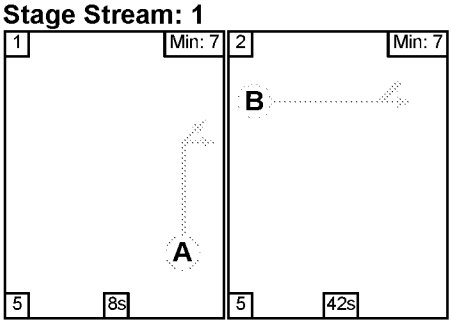
C1 Stream: 1 PRC for Signalled Lanes (%):	47.8	Total Delay for Signalled Lanes (pcuHr):	10.30	Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%):	4.2	Total Delay for Signalled Lanes (pcuHr):	16.43	Cycle Time (s): 60
PRC Over All Lanes (%):	3.1	Total Delay Over All Lanes(pcuHr):	32.25	

Full Input Data And Results

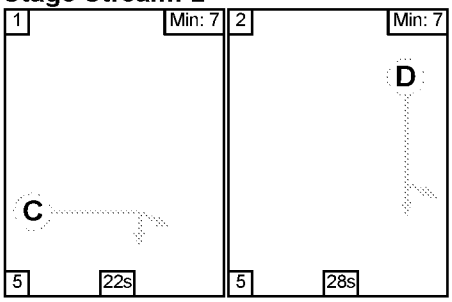
Scenario 8: '2038 PM Base + Dev + BEW' (FG8: '2038 PM Base + Dev + BEW', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

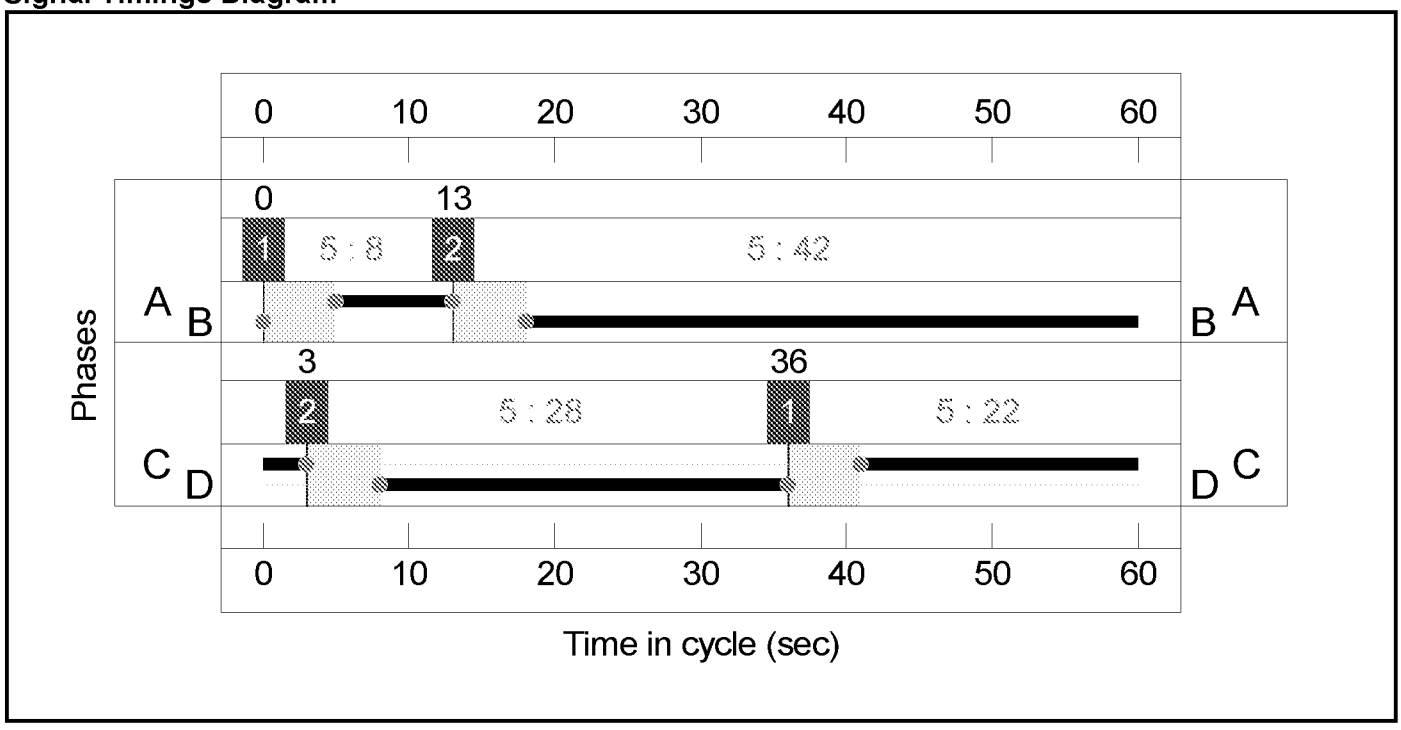
Stage Stream: 1

Stage	1	2
Duration	8	42
Change Point	0	13

Stage Stream: 2

Stage	1	2
Duration	22	28
Change Point	36	3

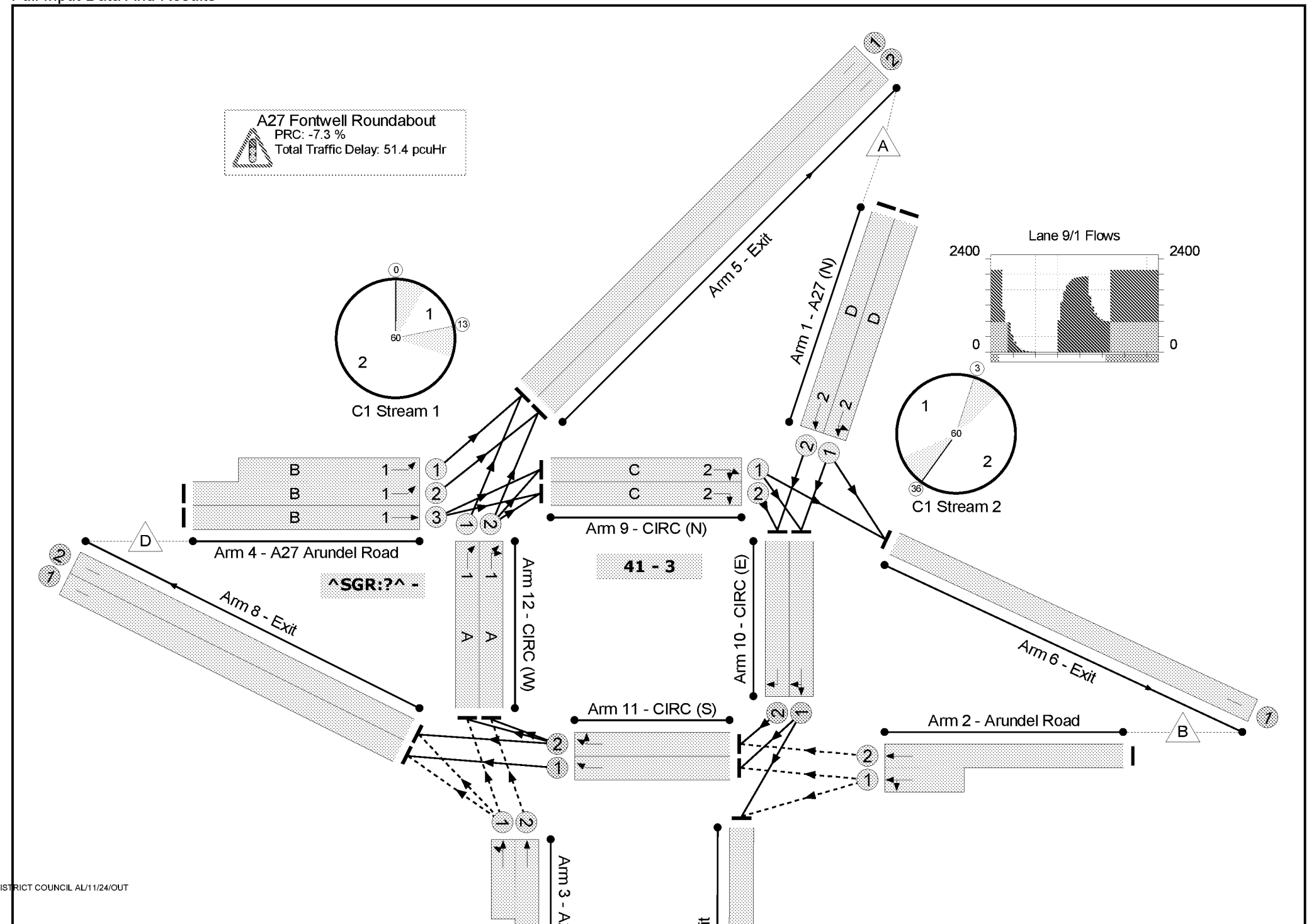
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram


A27 Fontwell Roundabout
PRC: -7.3 %
Total Traffic Delay: 51.4 pcuHr
Lane 9/1 Flows
2400
2400
0
0
C1 Stream 1
C1 Stream 2
Arm 1 - A27 (N)
Arm 2 - Arundel Road
Arm 3 - A
Arm 4 - A27 Arundel Road
Arm 5 - Exit
Arm 6 - Exit
Arm 8 - Exit
Arm 9 - CIRC (N)
Arm 10 - CIRC (E)
Arm 11 - CIRC (S)
Arm 12 - CIRC (W)
41 - 3
^SGR:?^ -
ARUN DISTRICT COUNCIL AL/11/24/OUT

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	N/A	-	-		-	-	-	-	-	-	**96.6%**
A27 Fontwell Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	**96.6%**
1/1	A27 (N) Left Ahead	U	2	N/A	D		1	28	-	968	2115	1022	94.7%
1/2	A27 (N) Ahead	U	2	N/A	D		1	28	-	1033	2255	1090	94.8%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	91	1887:1915	1316	6.9%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	528	1978:1874	930	56.8%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	42	-	1935	2134:1874	2004	96.6%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	42	-	768	1956	1402	54.8%
5/1	Exit	U	N/A	N/A	-		-	-	-	1069	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	1193	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	205	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	899	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	775	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	1182	Inf	Inf	0.0%
9/1	CIRC (N) Ahead Right	U	2	N/A	C		1	22	-	765	2098	804	95.1%
9/2	CIRC (N) Right	U	2	N/A	C		1	22	-	3	1923	737	0.4%
10/1	CIRC (E) Ahead Right	U	N/A	N/A	-		-	-	-	1528	Inf	Inf	0.0%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	1036	Inf	Inf	0.0%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%

Full Input Data And Results

11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	1081	Inf	Inf	0.0%
12/1	CIRC (W) Right	U	1	N/A	A		1	8	-	164	2007	301	54.5%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	8	-	163	2007	301	54.1%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Signalised Layout	**-**	**-**	**1238**	**0**	**0**	**16.8**	**34.6**	**0.0**	**51.4**	**-**	**-**	**-**	**-**
A27 Fontwell Roundabout	**-**	**-**	**1238**	**0**	**0**	**16.8**	**34.6**	**0.0**	**51.4**	**-**	**-**	**-**	**-**
1/1	968	968	-	-	-	4.0	7.1	-	11.0	41.1	15.3	7.1	22.4
1/2	1033	1033	-	-	-	4.2	7.2	-	11.5	40.0	16.4	7.2	23.6
2/2+2/1	91	91	182	0	0	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0
3/2+3/1	528	528	1056	0	0	0.5	0.7	-	1.1	7.8	2.9	0.7	3.6
4/2+4/1	1935	1935	-	-	-	2.5	10.7	-	13.2	24.6	9.2	10.7	19.9
4/3	768	768	-	-	-	0.8	0.6	-	1.5	6.8	5.8	0.6	6.4
5/1	1069	1069	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1193	1193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	775	775	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1182	1182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	765	765	-	-	-	3.0	7.1	-	10.1	47.6	12.3	7.1	19.5
9/2	3	3	-	-	-	0.0	0.0	-	0.0	10.2	0.0	0.0	0.0
10/1	1528	1528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1081	1081	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	164	164	-	-	-	1.0	0.6	-	1.6	35.0	2.5	0.6	3.1
12/2	163	163	-	-	-	0.7	0.6	-	1.3	29.5	2.5	0.6	3.1

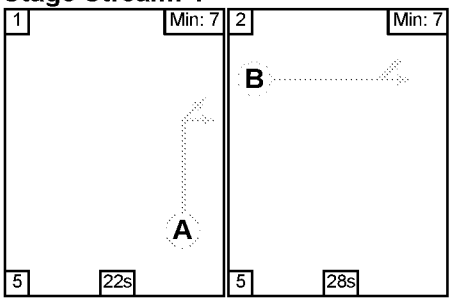
C1 Stream: 1 PRC for Signalled Lanes (%): -7.3 Total Delay for Signalled Lanes (pcuHr): 17.59 Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%): -5.7 Total Delay for Signalled Lanes (pcuHr): 32.65 Cycle Time (s): 60
PRC Over All Lanes (%): -7.3 Total Delay Over All Lanes(pcuHr): 51.42

Full Input Data And Results

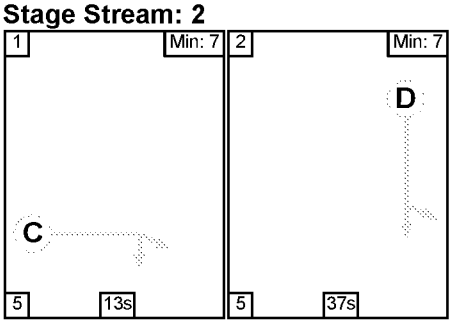
Scenario 9: '2031 AM Base + Dev (Nyton Road Closed)' (FG9: '2031 AM Base + Dev (Nyton Road Closed)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

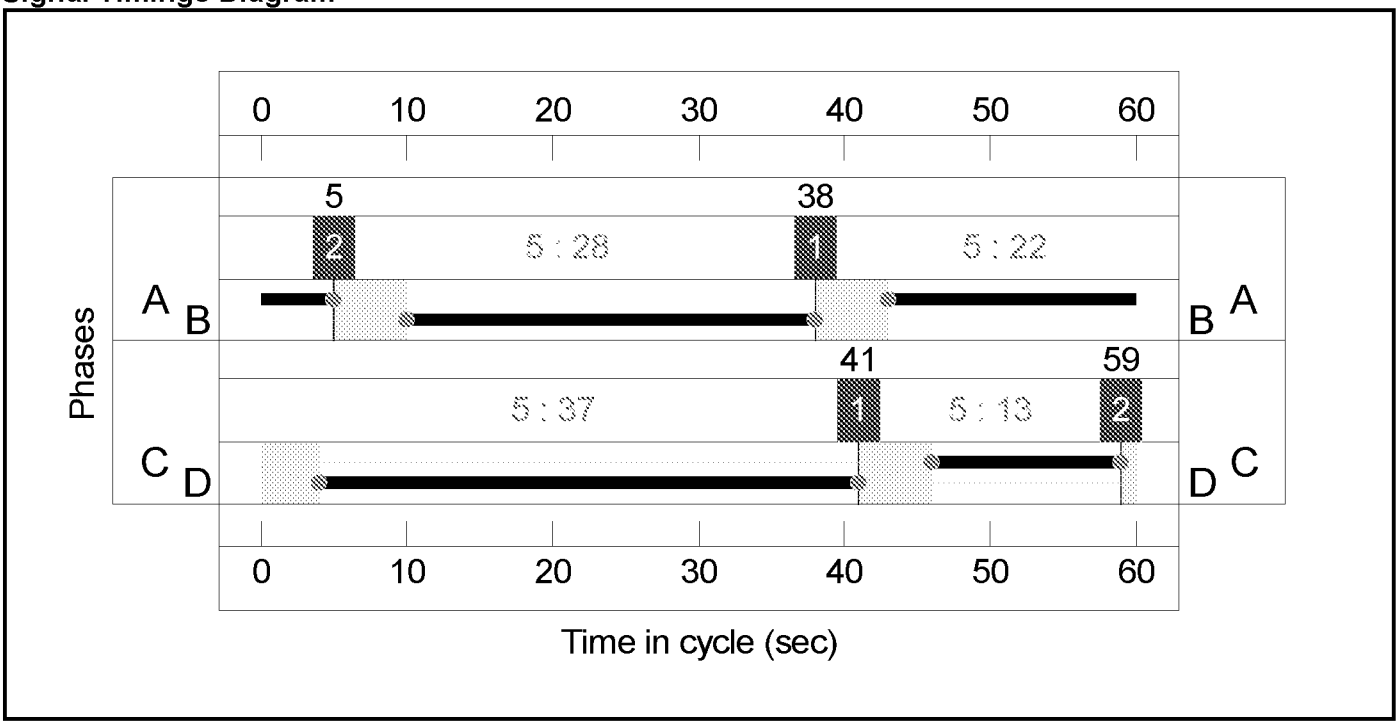
Stage	1	2
Duration	22	28
Change Point	38	5

Stage Stream: 2

Stage	1	2
Duration	13	37
Change Point	41	59

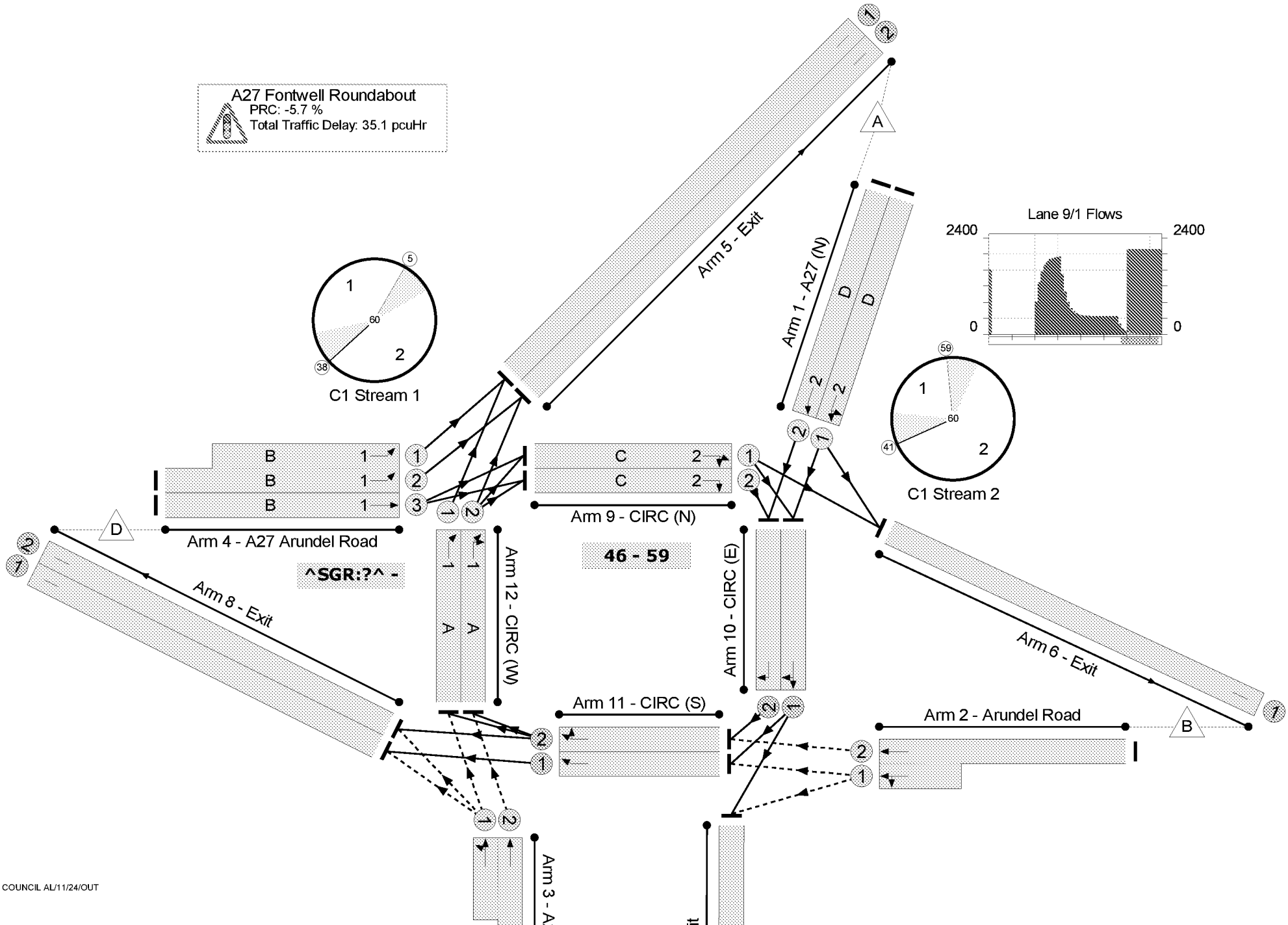
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A27 Fontwell Roundabout
PRC: -5.7 %
Total Traffic Delay: 35.1 pcuHr
Lane 9/1 Flows
2400
0
2400
0
C1 Stream 1
C1 Stream 2
Arm 1 - A27 (N)
Arm 2 - Arundel Road
Arm 3 - A
Arm 4 - A27 Arundel Road
Arm 5 - Exit
Arm 6 - Exit
Arm 8 - Exit
Arm 9 - CIRC (N)
Arm 10 - CIRC (E)
Arm 11 - CIRC (S)
Arm 12 - CIRC (W)
46 - 59
^SGR:?^ -
ARUN DISTRICT COUNCIL AL/11/24/OUT

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	N/A	-	-		-	-	-	-	-	-	**95.1%**
A27 Fontwell Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	**95.1%**
1/1	A27 (N) Left Ahead	U	2	N/A	D		1	37	-	1043	2115	1339	77.9%
1/2	A27 (N) Ahead	U	2	N/A	D		1	37	-	1131	2255	1428	79.2%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	111	1887:1915	1252	8.9%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	880	1978:1887	925	95.1%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	28	-	1112	2134:1874	1672	66.5%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	28	-	451	1956	945	47.7%
5/1	Exit	U	N/A	N/A	-		-	-	-	831	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	893	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	31	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	1070	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	1322	Inf	Inf	0.0%
9/1	CIRC (N) Ahead Right	U	2	N/A	C		1	13	-	449	2111	493	91.2%
9/2	CIRC (N) Right	U	2	N/A	C		1	13	-	2	1923	449	0.4%
10/1	CIRC (E) Ahead Right	U	N/A	N/A	-		-	-	-	1461	Inf	Inf	0.0%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	1133	Inf	Inf	0.0%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	936	Inf	Inf	0.0%

Full Input Data And Results

11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	1188	Inf	Inf	0.0%
12/1	CIRC (W) Right	U	1	N/A	A		1	22	-	311	2007	769	40.4%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	22	-	301	2007	769	39.1%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Signalised Layout	**-**	**-**	**1982**	**0**	**0**	**17.6**	**17.4**	**0.0**	**35.1**	**-**	**-**	**-**	**-**
A27 Fontwell Roundabout	**-**	**-**	**1982**	**0**	**0**	**17.6**	**17.4**	**0.0**	**35.1**	**-**	**-**	**-**	**-**
1/1	1043	1043	-	-	-	2.3	1.7	-	4.0	14.0	12.5	1.7	14.2
1/2	1131	1131	-	-	-	2.5	1.9	-	4.4	14.1	13.8	1.9	15.7
2/2+2/1	111	111	222	0	0	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0
3/2+3/1	880	880	1760	0	0	2.1	7.3	-	9.4	38.5	8.7	7.3	16.0
4/2+4/1	1112	1112	-	-	-	3.4	1.0	-	4.4	14.3	6.9	1.0	7.9
4/3	451	451	-	-	-	1.3	0.5	-	1.8	14.0	5.0	0.5	5.5
5/1	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	893	893	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	31	31	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1070	1070	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1322	1322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	449	449	-	-	-	3.4	4.3	-	7.7	62.1	7.5	4.3	11.8
9/2	2	2	-	-	-	0.0	0.0	-	0.0	25.7	0.0	0.0	0.0
10/1	1481	1481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	1133	1133	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	936	936	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1186	1186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	311	311	-	-	-	1.3	0.3	-	1.6	18.9	3.2	0.3	3.6
12/2	301	301	-	-	-	1.3	0.3	-	1.6	18.9	2.4	0.3	2.7

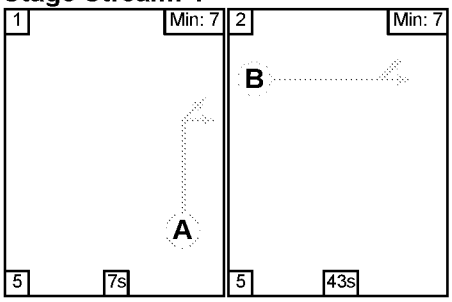
C1 Stream: 1 PRC for Signalled Lanes (%):	35.3	Total Delay for Signalled Lanes (pcuHr):	9.39	Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%):	-1.3	Total Delay for Signalled Lanes (pcuHr):	16.22	Cycle Time (s): 60
PRC Over All Lanes (%):	-5.7	Total Delay Over All Lanes(pcuHr):	35.06	

Full Input Data And Results

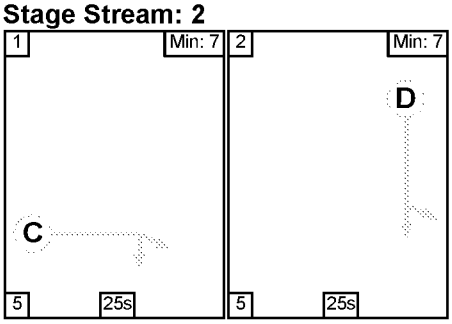
Scenario 10: '2031 PM Base + Dev (Nyton Road Closed)' (FG10: '2031 PM Base + Dev (Nyton Road Closed)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

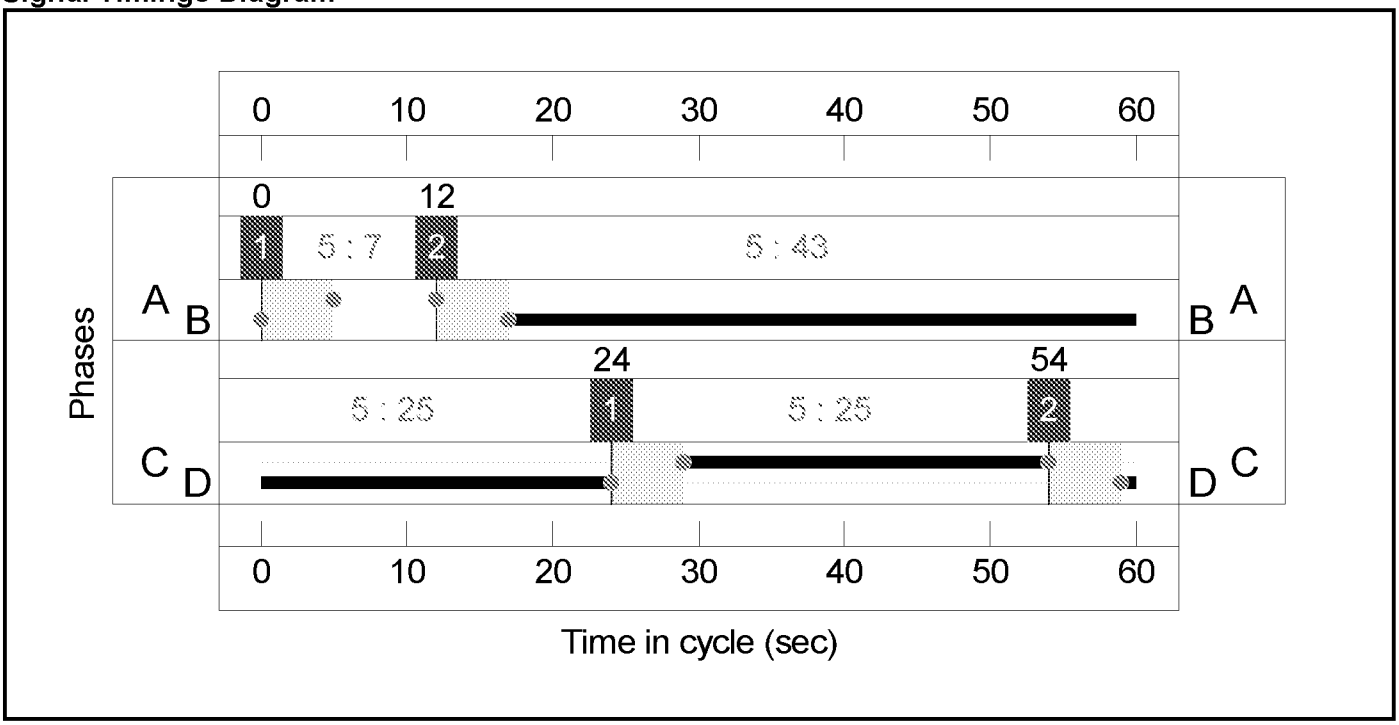
Stage	1	2
Duration	7	43
Change Point	0	12

Stage Stream: 2

Stage	1	2
Duration	25	25
Change Point	24	54

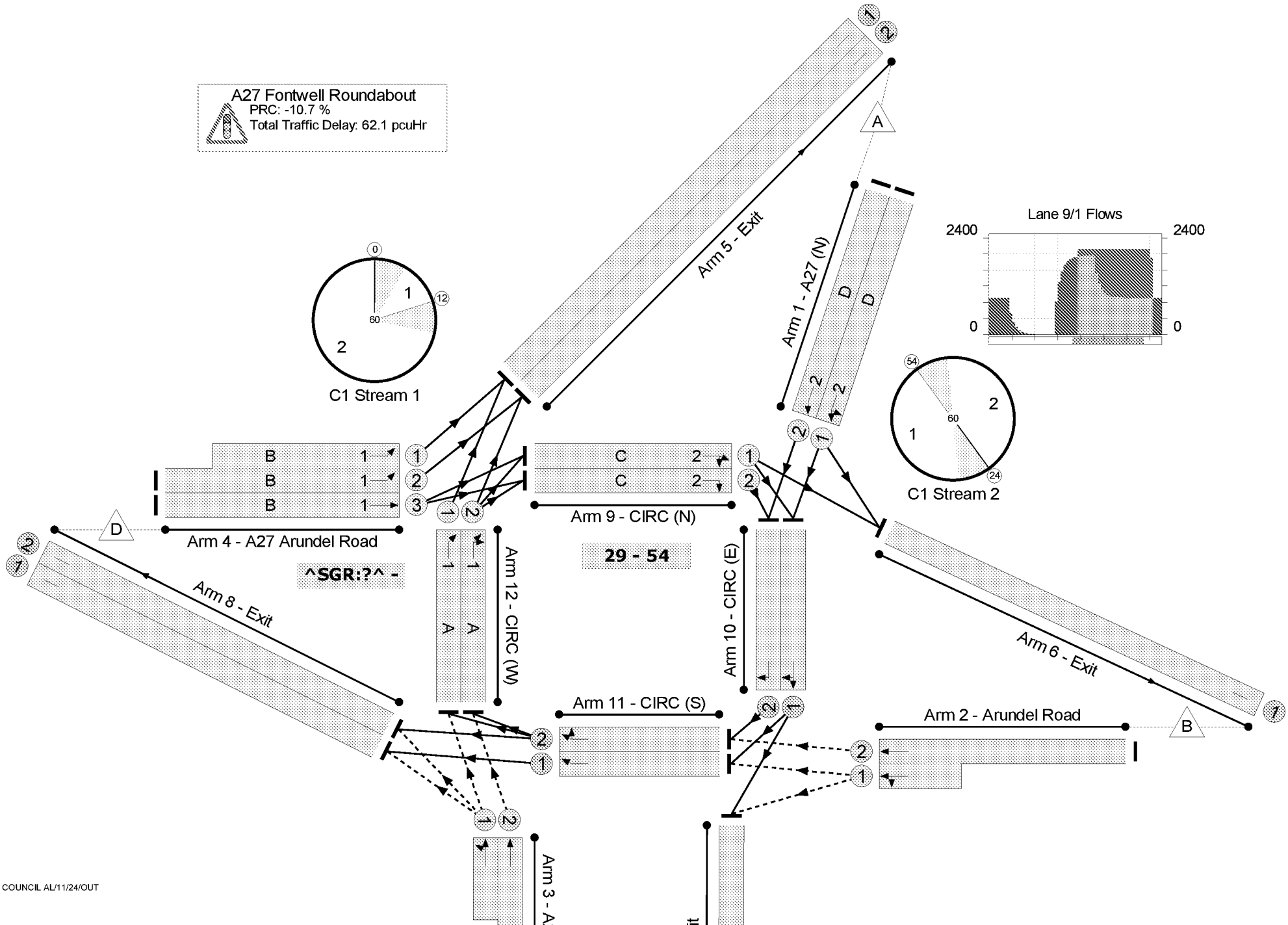
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A27 Fontwell Roundabout
PRC: -10.7 %
Total Traffic Delay: 62.1 pcuHr
Lane 9/1 Flows
2400
2400
0
0
C1 Stream 1
C1 Stream 2
Arm 1 - A27 (N)
Arm 2 - Arundel Road
Arm 3 - A
Arm 4 - A27 Arundel Road
Arm 5 - Exit
Arm 6 - Exit
Arm 8 - Exit
Arm 9 - CIRC (N)
Arm 10 - CIRC (E)
Arm 11 - CIRC (S)
Arm 12 - CIRC (W)
29 - 54
^SGR:?^ -
ARUN DISTRICT COUNCIL AL/11/24/OUT

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	N/A	-	-		-	-	-	-	-	-	**99.6%**
A27 Fontwell Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	**99.6%**
1/1	A27 (N) Left Ahead	U	2	N/A	D		1	25	-	897	2114	916	97.9%
1/2	A27 (N) Ahead	U	2	N/A	D		1	25	-	959	2255	977	98.1%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	92	1887:1915	912	10.1%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	425	1978:1866	934	45.5%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	43	-	1874	2134:1874	2004	93.5%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	43	-	913	1956	1434	63.7%
5/1	Exit	U	N/A	N/A	-		-	-	-	997	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	1118	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	106	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	1145	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	1991	Inf	Inf	0.0%
9/1	CIRC (N) Ahead Right	U	2	N/A	C		1	25	-	910	2108	913	99.6%
9/2	CIRC (N) Right	U	2	N/A	C		1	25	-	3	1923	833	0.4%
10/1	CIRC (E) Ahead Right	U	N/A	N/A	-		-	-	-	1701	Inf	Inf	0.0%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	962	Inf	Inf	0.0%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	611	Inf	Inf	0.0%

Full Input Data And Results

11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	999	Inf	Inf	0.0%
12/1	CIRC (W) Right	U	1	N/A	A		1	7	-	121	2007	268	45.2%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	7	-	120	2007	268	44.8%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Signalised Layout	**-**	**-**	**1034**	**0**	**0**	**16.7**	**45.5**	**0.0**	**62.1**	**-**	**-**	**-**	**-**
A27 Fontwell Roundabout	**-**	**-**	**1034**	**0**	**0**	**16.7**	**45.5**	**0.0**	**62.1**	**-**	**-**	**-**	**-**
1/1	897	897	-	-	-	4.2	10.9	-	15.1	60.7	14.7	10.9	25.6
1/2	959	959	-	-	-	4.5	11.6	-	16.1	60.3	15.7	11.6	27.3
2/2+2/1	92	92	184	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
3/2+3/1	425	425	850	0	0	0.2	0.4	-	0.6	5.5	1.9	0.4	2.3
4/2+4/1	1874	1874	-	-	-	2.1	6.5	-	8.6	16.6	8.3	6.5	14.9
4/3	913	913	-	-	-	1.0	0.9	-	1.9	7.4	7.6	0.9	8.5
5/1	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1118	1118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	108	108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1145	1145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1091	1091	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	910	910	-	-	-	3.3	14.2	-	17.5	69.3	14.9	14.2	29.2
9/2	3	3	-	-	-	0.0	0.0	-	0.0	8.6	0.0	0.0	0.0
10/1	1701	1701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	962	962	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	611	611	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	989	989	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	121	121	-	-	-	0.8	0.4	-	1.2	35.6	1.8	0.4	2.3
12/2	120	120	-	-	-	0.6	0.4	-	1.0	30.7	1.8	0.4	2.2

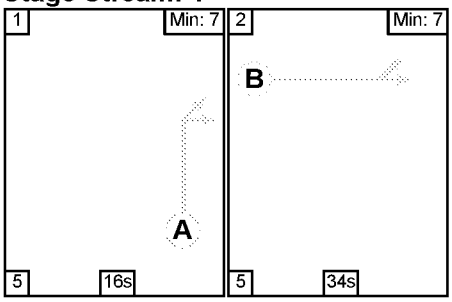
C1 Stream: 1 PRC for Signalled Lanes (%):	-3.9	Total Delay for Signalled Lanes (pcuHr):	12.74	Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%):	-10.7	Total Delay for Signalled Lanes (pcuHr):	48.70	Cycle Time (s): 60
PRC Over All Lanes (%):	-10.7	Total Delay Over All Lanes(pcuHr):	62.15	

Full Input Data And Results

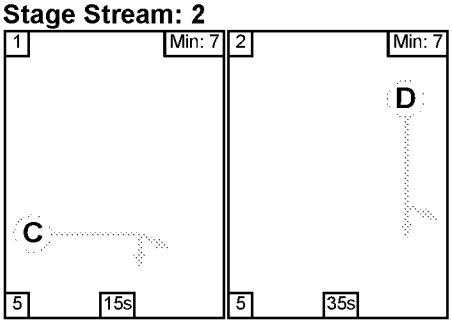
Scenario 11: '2031 AM Base + Dev + BEW (Nyton Road Closed)' (FG11: '2031 AM Base + Dev + BEW (Nyton Road Closed)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

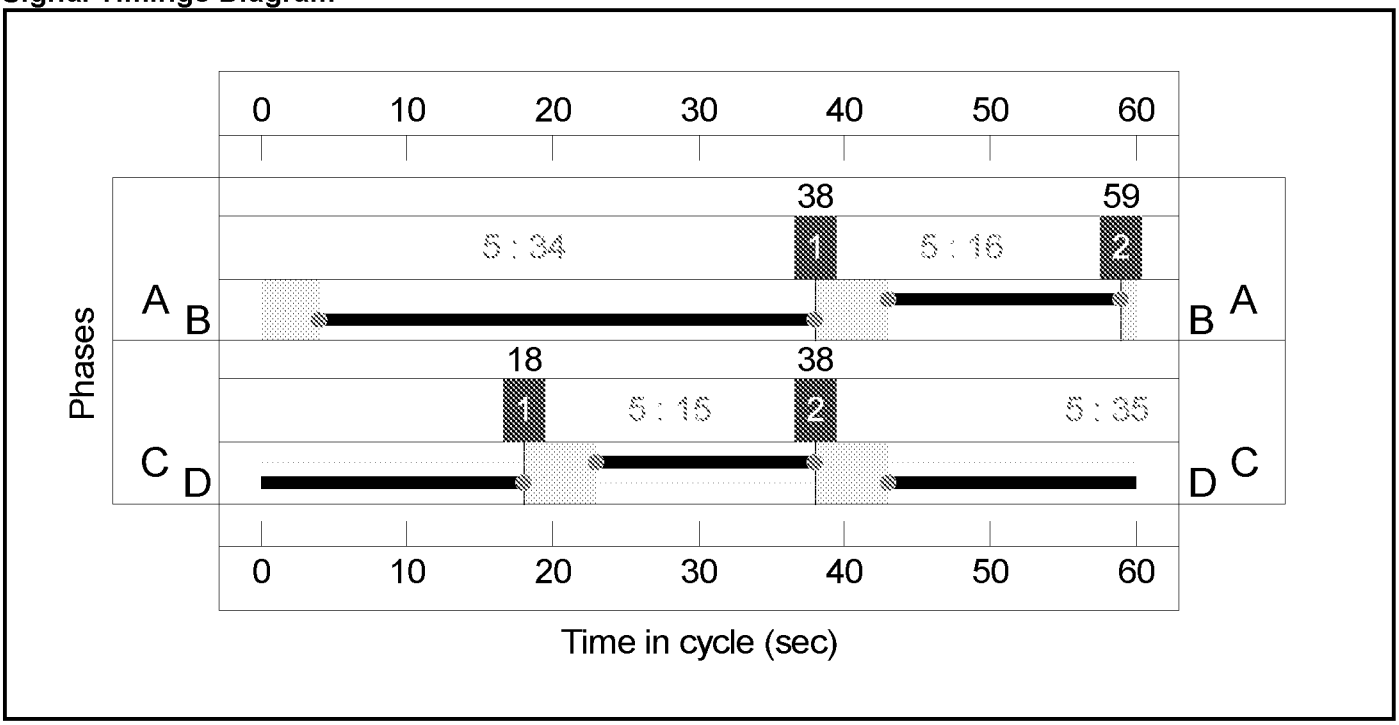
Stage	1	2
Duration	16	34
Change Point	38	59

Stage Stream: 2

Stage	1	2
Duration	15	35
Change Point	18	38

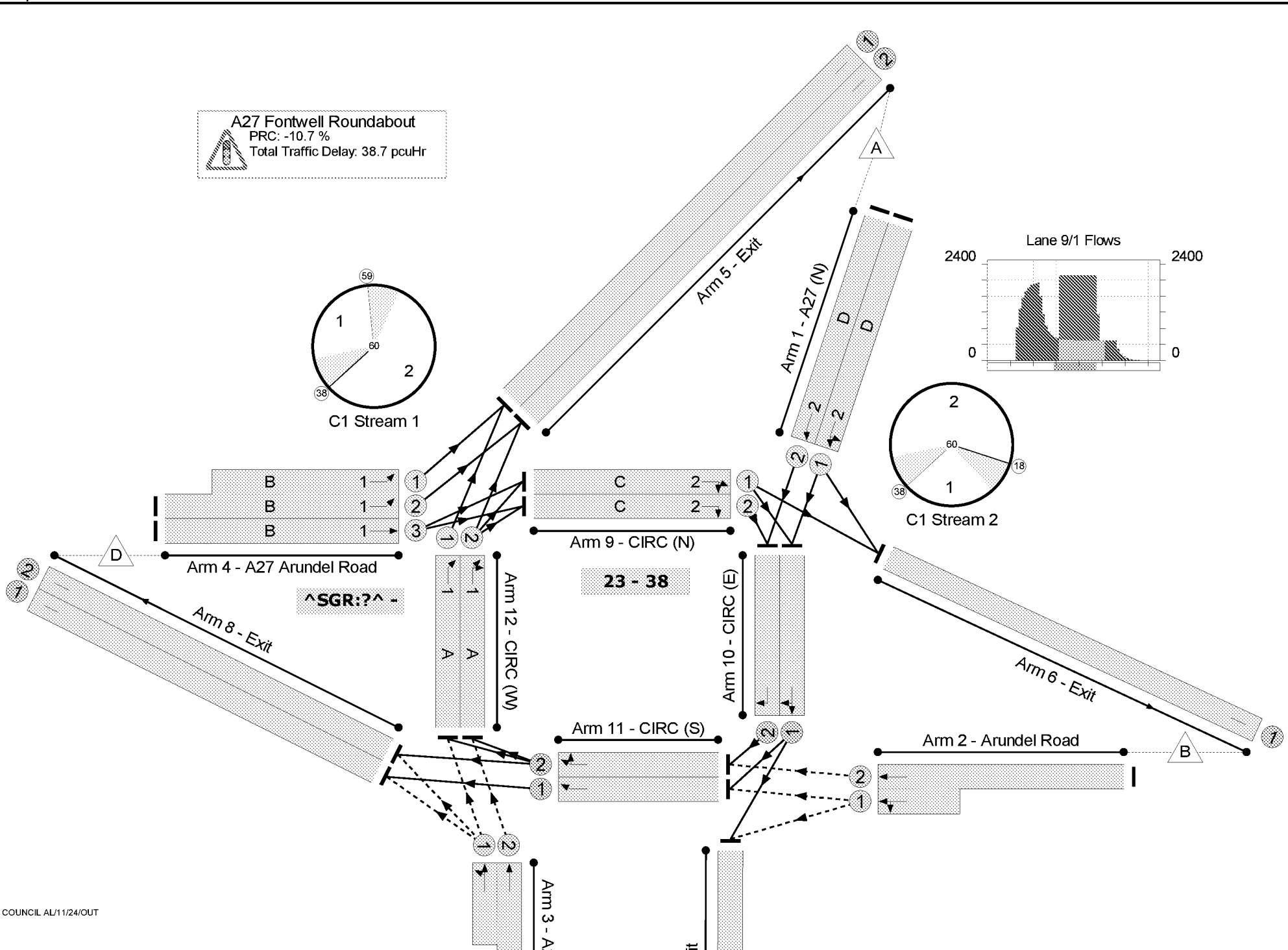
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A27 Fontwell Roundabout
PRC: -10.7 %
Total Traffic Delay: 38.7 pcuHr
Lane 9/1 Flows
2400
0
C1 Stream 1
C1 Stream 2
Arm 1 - A27 (N)
Arm 2 - Arundel Road
Arm 3 - A
Arm 4 - A27 Arundel Road
Arm 5 - Exit
Arm 6 - Exit
Arm 8 - Exit
Arm 9 - CIRC (N)
Arm 10 - CIRC (E)
Arm 11 - CIRC (S)
Arm 12 - CIRC (W)
23 - 38
^SGR:?^ -

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	N/A	-	-		-	-	-	-	-	-	**99.6%**
A27 Fontwell Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	**99.6%**
1/1	A27 (N) Left Ahead	U	2	N/A	D		1	35	-	1034	2115	1269	81.5%
1/2	A27 (N) Ahead	U	2	N/A	D		1	35	-	1121	2255	1353	82.9%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	129	1887:1915	1259	10.2%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	907	1978:1884	911	99.6%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	34	-	1073	2134:1874	1873	57.3%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	34	-	494	1956	1141	43.3%
5/1	Exit	U	N/A	N/A	-		-	-	-	813	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	872	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	31	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	834	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	1074	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	1334	Inf	Inf	0.0%
9/1	CIRC (N) Ahead Right	U	2	N/A	C		1	15	-	493	2111	563	87.6%
9/2	CIRC (N) Right	U	2	N/A	C		1	15	-	1	1923	513	0.2%
10/1	CIRC (E) Ahead Right	U	N/A	N/A	-		-	-	-	1496	Inf	Inf	0.0%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	1122	Inf	Inf	0.0%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	927	Inf	Inf	0.0%

Full Input Data And Results

11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	1188	Inf	Inf	0.0%
12/1	CIRC (W) Right	U	1	N/A	A		1	16	-	311	2007	569	54.7%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	16	-	301	2007	569	52.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Signalised Layout	**-**	**-**	**2072**	**0**	**0**	**14.5**	**24.2**	**0.0**	**38.7**	**-**	**-**	**-**	**-**
A27 Fontwell Roundabout	**-**	**-**	**2072**	**0**	**0**	**14.5**	**24.2**	**0.0**	**38.7**	**-**	**-**	**-**	**-**
1/1	1034	1034	-	-	-	2.7	2.2	-	4.9	16.9	13.2	2.2	15.4
1/2	1121	1121	-	-	-	3.0	2.4	-	5.3	17.2	14.6	2.4	17.0
2/2+2/1	129	129	258	0	0	0.0	0.1	-	0.1	1.6	0.0	0.1	0.1
3/2+3/1	907	907	1814	0	0	2.3	14.2	-	16.5	65.5	9.8	14.2	24.0
4/2+4/1	1073	1073	-	-	-	2.1	0.7	-	2.8	9.4	5.4	0.7	6.1
4/3	494	494	-	-	-	1.0	0.4	-	1.3	9.8	4.5	0.4	4.9
5/1	813	813	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	31	31	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1074	1074	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1334	1334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	493	493	-	-	-	1.9	3.2	-	5.2	37.6	7.8	3.2	11.0
9/2	1	1	-	-	-	0.0	0.0	-	0.0	13.1	0.0	0.0	0.0
10/1	1498	1498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	1122	1122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	927	927	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1186	1186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	311	311	-	-	-	1.0	0.6	-	1.6	18.3	3.7	0.6	4.3
12/2	301	301	-	-	-	0.5	0.6	-	1.1	12.8	4.1	0.6	4.7

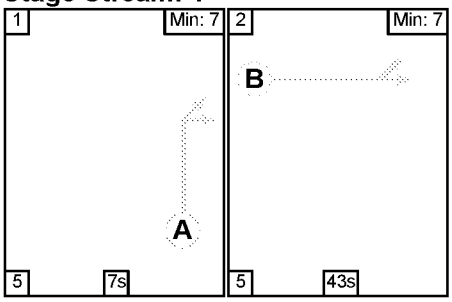
C1 Stream: 1 PRC for Signalled Lanes (%): 57.1 Total Delay for Signalled Lanes (pcuHr): 6.77 Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%): 2.8 Total Delay for Signalled Lanes (pcuHr): 15.36 Cycle Time (s): 60
PRC Over All Lanes (%): -10.7 Total Delay Over All Lanes(pcuHr): 38.68

Full Input Data And Results

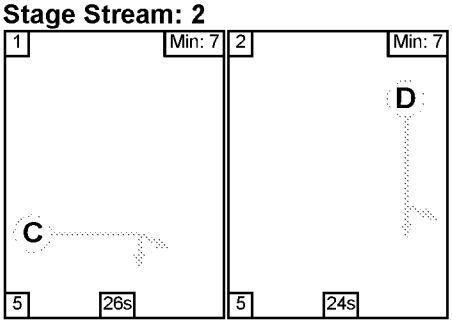
Scenario 12: '2031 PM Base + Dev + BEW (Nyton Road Closed)' (FG12: '2031 PM Base + Dev + BEW (Nyton Road Closed)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

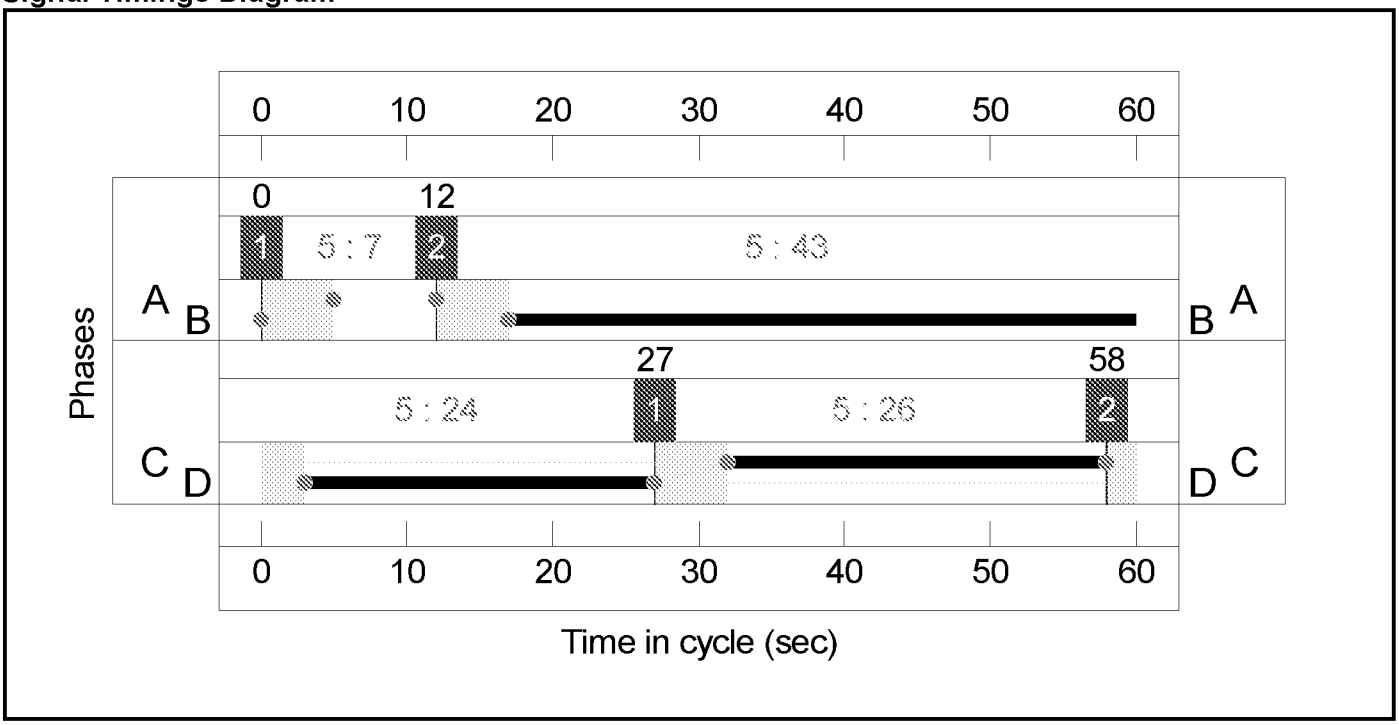
Stage	1	2
Duration	7	43
Change Point	0	12

Stage Stream: 2

Stage	1	2
Duration	26	24
Change Point	27	58

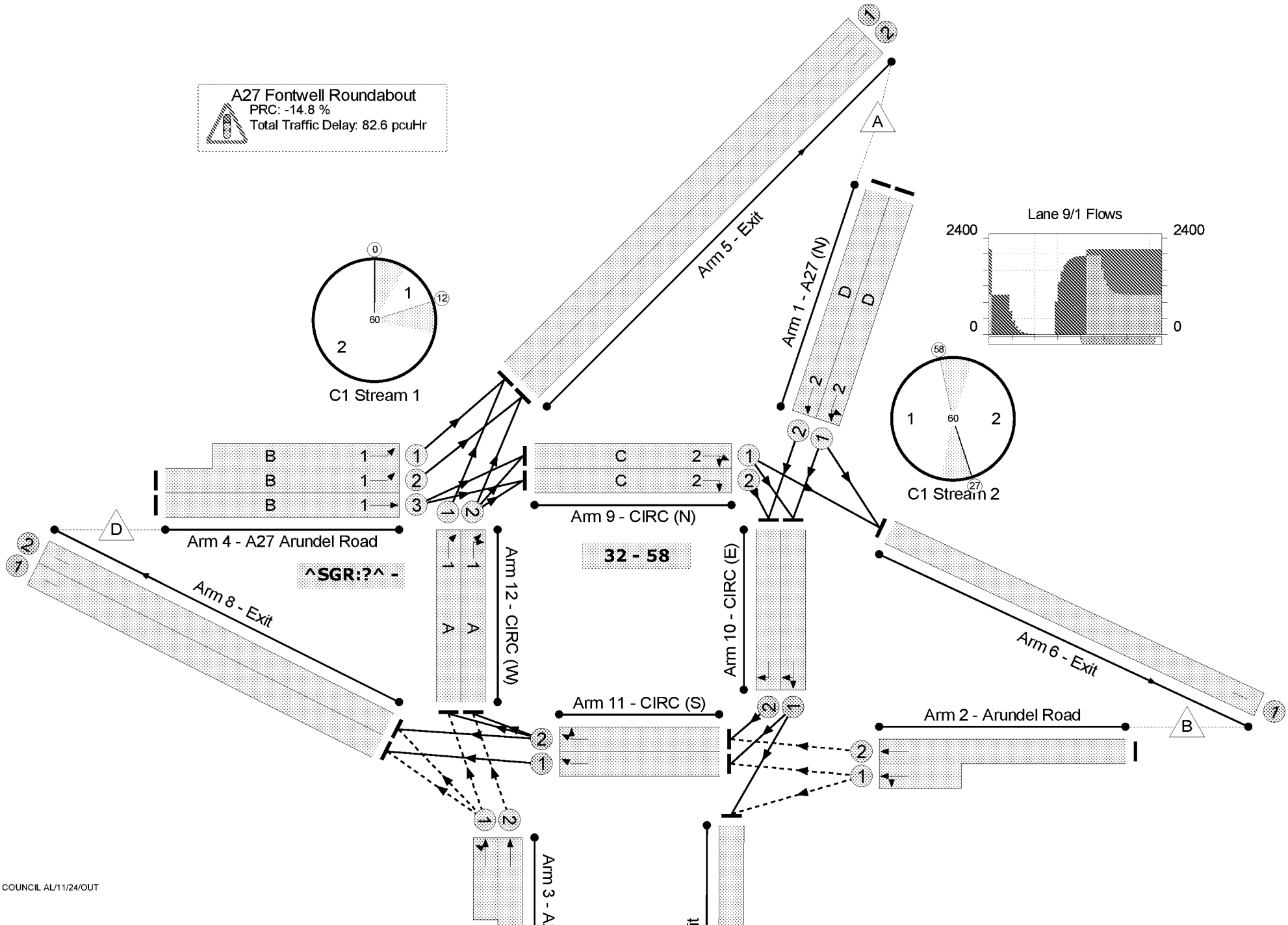
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A27 Fontwell Roundabout
PRC: -14.8 %
Total Traffic Delay: 82.6 pcuHr
C1 Stream 1
C1 Stream 2
Lane 9/1 Flows
2400
0
Arm 1 - A27 (N)
Arm 2 - Arundel Road
Arm 3 - A
Arm 4 - A27 Arundel Road
Arm 5 - Exit
Arm 6 - Exit
Arm 8 - Exit
Arm 9 - CIRC (N)
Arm 10 - CIRC (E)
Arm 11 - CIRC (S)
Arm 12 - CIRC (W)
32 - 58
^SGR:?^ -

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	**N/A**	-	-		-	-	-	-	-	-	**103.3%**
A27 Fontwell Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**103.3%**
1/1	A27 (N) Left Ahead	U	2	N/A	D		1	24	-	876	2115	881	99.4%
1/2	A27 (N) Ahead	U	2	N/A	D		1	24	-	944	2255	940	100.5%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	75	1887:1915	1377	5.4%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	431	1978:1874	978	44.1%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	43	-	1866	2134:1874	2004	93.1%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	43	-	983	1956	1434	68.5%
5/1	Exit	U	N/A	N/A	-		-	-	-	1006	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	1127	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	109	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	1169	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	698	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	1066	Inf	Inf	0.0%
9/1	CIRC (N) Ahead Right	U	2	N/A	C		1	26	-	980	2108	949	103.3%
9/2	CIRC (N) Right	U	2	N/A	C		1	26	-	3	1923	865	0.3%
10/1	CIRC (E) Ahead Right	U	N/A	N/A	-		-	-	-	1747	Inf	Inf	0.0%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	947	Inf	Inf	0.0%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%

Full Input Data And Results

11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	984	Inf	Inf	0.0%
12/1	CIRC (W) Right	U	1	N/A	A		1	7	-	134	2007	268	50.1%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	7	-	133	2007	268	49.7%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Signalised Layout	**-**	**-**	**1012**	**0**	**0**	**18.5**	**64.1**	**0.0**	**82.6**	**-**	**-**	**-**	**-**
A27 Fontwell Roundabout	**-**	**-**	**1012**	**0**	**0**	**18.5**	**64.1**	**0.0**	**82.6**	**-**	**-**	**-**	**-**
1/1	876	876	-	-	-	4.2	13.5	-	17.8	73.1	14.4	13.5	27.9
1/2	944	940	-	-	-	4.7	16.5	-	21.2	80.9	15.8	16.5	32.3
2/2+2/1	75	75	150	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
3/2+3/1	431	431	862	0	0	0.2	0.4	-	0.6	5.3	1.7	0.4	2.1
4/2+4/1	1866	1866	-	-	-	2.1	6.2	-	8.3	16.0	8.0	6.2	14.2
4/3	983	983	-	-	-	1.2	1.1	-	2.3	8.3	8.7	1.1	9.8
5/1	1006	1006	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1127	1127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	106	106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1141	1141	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1062	1062	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	980	949	-	-	-	4.5	25.4	-	29.8	109.6	17.1	25.4	42.5
9/2	3	3	-	-	-	0.0	0.0	-	0.0	7.5	0.0	0.0	0.0
10/1	1719	1719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	943	943	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	980	980	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	134	134	-	-	-	0.9	0.5	-	1.4	37.0	2.0	0.5	2.5
12/2	133	133	-	-	-	0.7	0.5	-	1.2	32.1	2.0	0.5	2.5

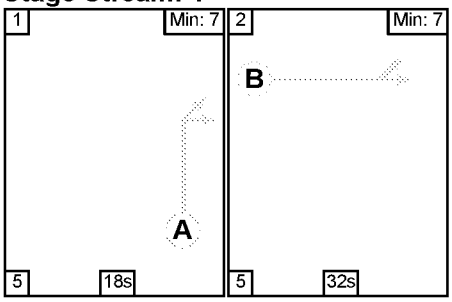
C1 Stream: 1 PRC for Signalled Lanes (%):	-3.5	Total Delay for Signalled Lanes (pcuHr):	13.09	Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%):	-14.8	Total Delay for Signalled Lanes (pcuHr):	68.86	Cycle Time (s): 60
PRC Over All Lanes (%):	-14.8	Total Delay Over All Lanes(pcuHr):	82.61	

Full Input Data And Results

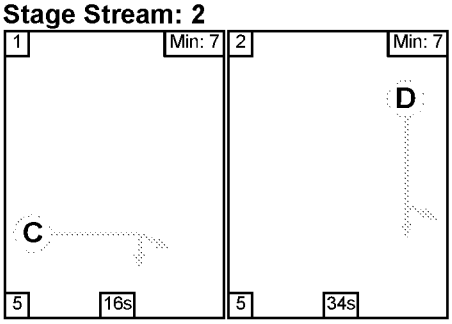
Scenario 13: '2038 AM Base + Dev + BEW (Nyton Road Closed)' (FG13: '2038 AM Base + Dev + BEW (Nyton Road Closed)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

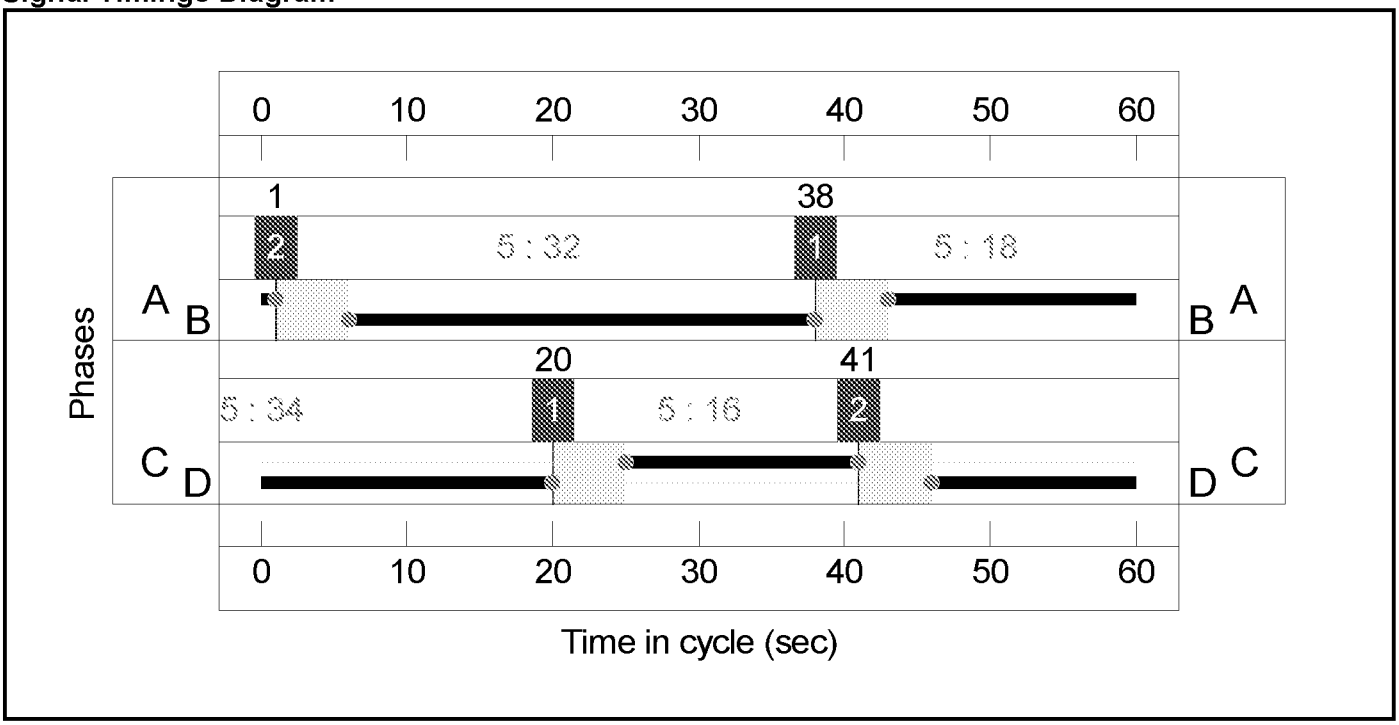
Stage	1	2
Duration	18	32
Change Point	38	1

Stage Stream: 2

Stage	1	2
Duration	16	34
Change Point	20	41

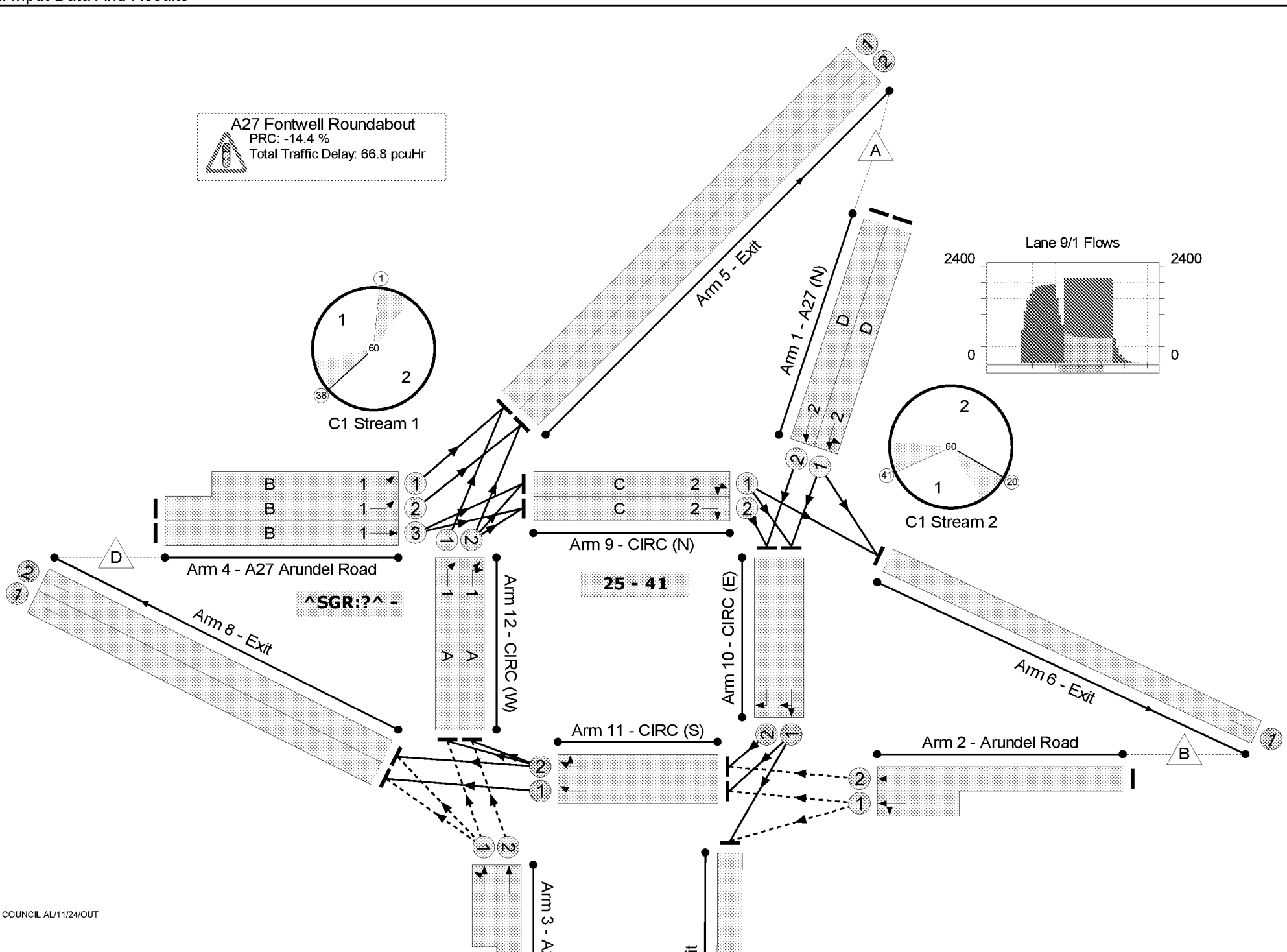
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A27 Fontwell Roundabout
PRC: -14.4 %
Total Traffic Delay: 66.8 pcuHr
Lane 9/1 Flows
2400
0
2400
0
C1 Stream 1
C1 Stream 2
Arm 1 - A27 (N)
Arm 2 - Arundel Road
Arm 3 - A
Arm 4 - A27 Arundel Road
Arm 5 - Exit
Arm 6 - Exit
Arm 8 - Exit
Arm 9 - CIRC (N)
Arm 10 - CIRC (E)
Arm 11 - CIRC (S)
Arm 12 - CIRC (W)
25 - 41
^SGR:?^ -
ARUN DISTRICT COUNCIL AL/11/24/OUT

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	**N/A**	-	-		-	-	-	-	-	-	**102.9%**
A27 Fontwell Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**102.9%**
1/1	A27 (N) Left Ahead	U	2	N/A	D		1	34	-	1090	2115	1234	88.3%
1/2	A27 (N) Ahead	U	2	N/A	D		1	34	-	1173	2255	1315	89.2%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	142	1887:1915	1129	12.6%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	859	1978:1913	834	102.9%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	32	-	1120	2134:1874	1806	62.0%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	32	-	615	1956	1076	57.2%
5/1	Exit	U	N/A	N/A	-		-	-	-	951	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	862	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	1058	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	1329	Inf	Inf	0.0%
9/1	CIRC (N) Ahead Right	U	2	N/A	C		1	16	-	613	2110	598	102.5%
9/2	CIRC (N) Right	U	2	N/A	C		1	16	-	2	1923	545	0.4%
10/1	CIRC (E) Ahead Right	U	N/A	N/A	-		-	-	-	1655	Inf	Inf	0.0%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	1175	Inf	Inf	0.0%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%

Full Input Data And Results

11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	1252	Inf	Inf	0.0%
12/1	CIRC (W) Right	U	1	N/A	A		1	18	-	427	2007	636	65.3%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	18	-	266	2007	636	41.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Signalised Layout	**-**	**-**	**1967**	**0**	**0**	**17.7**	**49.1**	**0.0**	**66.8**	**-**	**-**	**-**	**-**
A27 Fontwell Roundabout	**-**	**-**	**1967**	**0**	**0**	**17.7**	**49.1**	**0.0**	**66.8**	**-**	**-**	**-**	**-**
1/1	1090	1090	-	-	-	3.3	3.6	-	6.9	22.7	15.4	3.6	19.1
1/2	1173	1173	-	-	-	3.5	3.9	-	7.4	22.8	16.9	3.9	20.8
2/2+2/1	142	142	284	0	0	0.0	0.1	-	0.1	1.8	0.0	0.1	0.1
3/2+3/1	859	842	1683	0	0	2.7	22.0	-	24.7	103.6	29.6	22.0	51.6
4/2+4/1	1120	1120	-	-	-	2.6	0.8	-	3.4	11.1	6.1	0.8	6.9
4/3	615	615	-	-	-	1.5	0.7	-	2.2	12.8	6.7	0.7	7.3
5/1	939	939	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1055	1055	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1326	1326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	613	598	-	-	-	2.5	16.7	-	19.2	113.0	10.5	16.7	27.2
9/2	2	2	-	-	-	0.0	0.0	-	0.0	10.2	0.0	0.0	0.0
10/1	1641	1641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	1175	1175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	969	969	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	1252	1252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	415	415	-	-	-	1.2	0.9	-	2.1	18.6	5.0	0.9	8.0
12/2	266	266	-	-	-	0.3	0.4	-	0.7	9.5	3.1	0.4	3.4

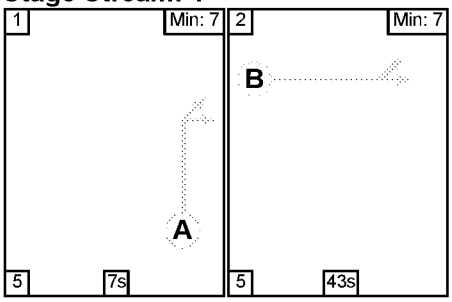
C1 Stream: 1 PRC for Signalled Lanes (%): 37.9 Total Delay for Signalled Lanes (pcuHr): 8.47 Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%): -13.9 Total Delay for Signalled Lanes (pcuHr): 33.56 Cycle Time (s): 60
PRC Over All Lanes (%): -14.4 Total Delay Over All Lanes(pcuHr): 66.83

Full Input Data And Results

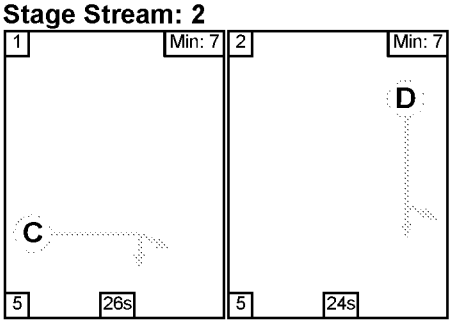
Scenario 14: '2038 PM Base + Dev + BEW (Nyton Road Closed)' (FG14: '2038 PM Base + Dev + BEW (Nyton Road Closed)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

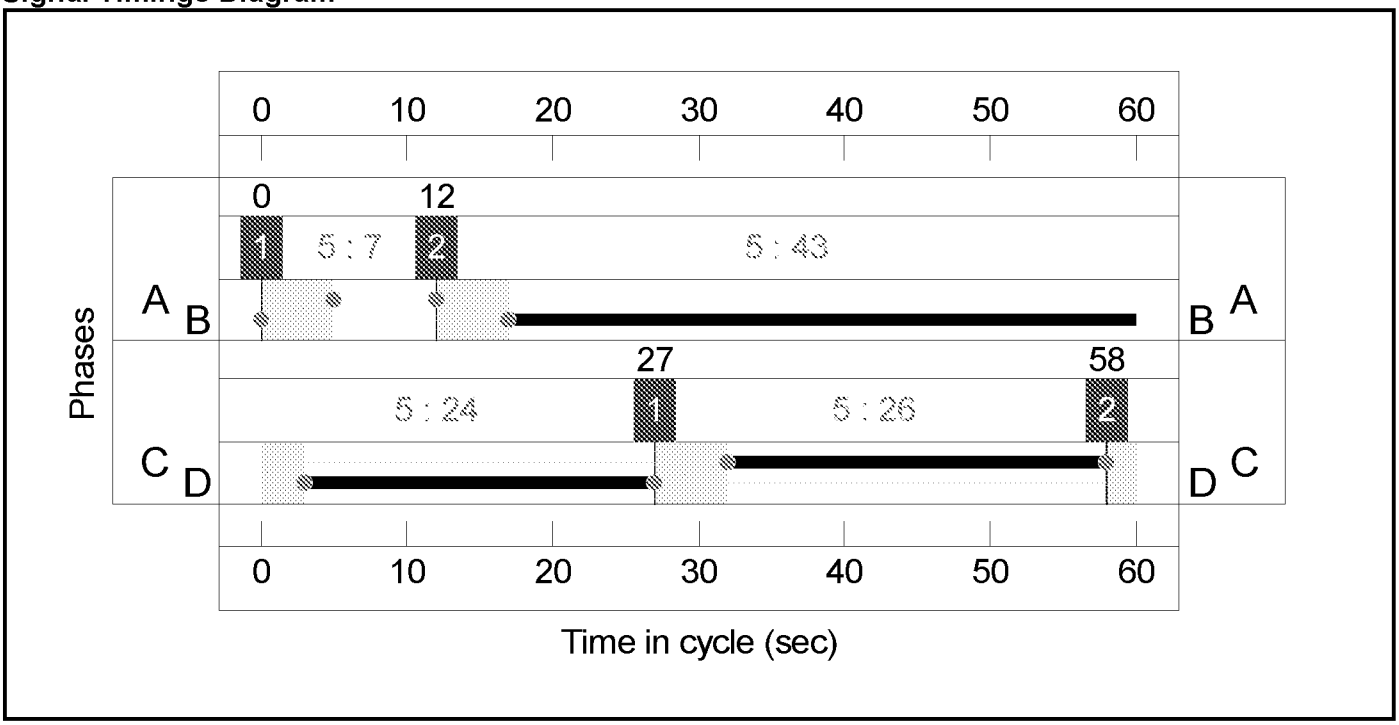
Stage	1	2
Duration	7	43
Change Point	0	12

Stage Stream: 2

Stage	1	2
Duration	26	24
Change Point	27	58

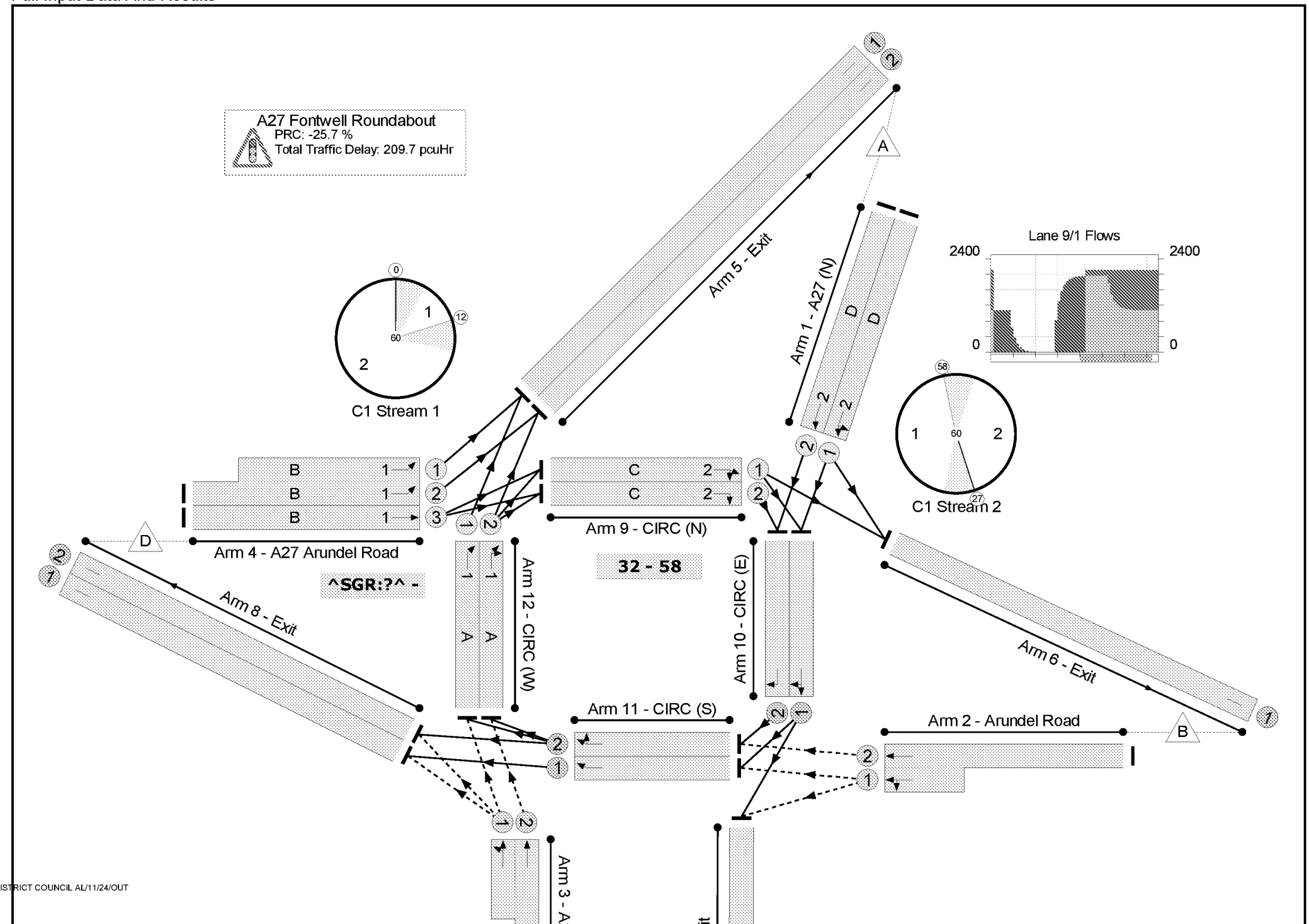
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A27 Fontwell Roundabout
PRC: -25.7 %
Total Traffic Delay: 209.7 pcuHr
C1 Stream 1
C1 Stream 2
Lane 9/1 Flows
2400
0
Arm 1 - A27 (N)
Arm 2 - Arundel Road
Arm 3 - A
Arm 4 - A27 Arundel Road
Arm 5 - Exit
Arm 6 - Exit
Arm 8 - Exit
Arm 9 - CIRC (N)
Arm 10 - CIRC (E)
Arm 11 - CIRC (S)
Arm 12 - CIRC (W)
32 - 58
^SGR:?^ -

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Signalised Layout	-	-	**N/A**	-	-		-	-	-	-	-	-	**113.2%**
A27 Fontwell Roundabout	-	-	**N/A**	-	-		-	-	-	-	-	-	**113.2%**
1/1	A27 (N) Left Ahead	U	2	N/A	D		1	24	-	965	2115	881	109.6%
1/2	A27 (N) Ahead	U	2	N/A	D		1	24	-	1036	2255	940	110.3%
2/2+2/1	Arundel Road Left Ahead	O	N/A	N/A	-		-	-	-	91	1887:1915	1377	6.6%
3/2+3/1	A29 Fontwell Avenue Left Ahead	O	N/A	N/A	-		-	-	-	528	1978:1874	975	54.2%
4/2+4/1	A27 Arundel Road Left	U	1	N/A	B		1	43	-	1935	2134:1874	2004	96.6%
4/3	A27 Arundel Road Ahead	U	1	N/A	B		1	43	-	1074	1956	1434	74.9%
5/1	Exit	U	N/A	N/A	-		-	-	-	1069	Inf	Inf	0.0%
5/2	Exit	U	N/A	N/A	-		-	-	-	1193	Inf	Inf	0.0%
6/1	Exit	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
7/1	Exit	U	N/A	N/A	-		-	-	-	1205	Inf	Inf	0.0%
8/1	Exit	U	N/A	N/A	-		-	-	-	772	Inf	Inf	0.0%
8/2	Exit	U	N/A	N/A	-		-	-	-	1185	Inf	Inf	0.0%
9/1	CIRC (N) Ahead Right	U	2	N/A	C		1	26	-	1071	2103	946	113.2%
9/2	CIRC (N) Right	U	2	N/A	C		1	26	-	3	1923	865	0.3%
10/1	CIRC (E) Ahead Right	U	N/A	N/A	-		-	-	-	1831	Inf	Inf	0.0%
10/2	CIRC (E) Right	U	N/A	N/A	-		-	-	-	1039	Inf	Inf	0.0%
11/1	CIRC (S) Ahead	U	N/A	N/A	-		-	-	-	672	Inf	Inf	0.0%

Full Input Data And Results

11/2	CIRC (S) Ahead Right	U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%
12/1	CIRC (W) Right	U	1	N/A	A		1	7	-	164	2007	268	61.3%
12/2	CIRC (W) Right Right2	U	1	N/A	A		1	7	-	163	2007	268	60.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Signalised Layout	-	-	**1238**	**0**	**0**	**28.9**	**180.8**	**0.0**	**209.7**	-	-	-	-
A27 Fontwell Roundabout	-	-	**1238**	**0**	**0**	**28.9**	**180.8**	**0.0**	**209.7**	-	-	-	-
1/1	965	881	-	-	-	7.1	47.0	-	54.1	201.8	17.5	47.0	64.5
1/2	1036	940	-	-	-	7.8	53.1	-	60.9	211.6	18.9	53.1	72.0
2/2+2/1	91	91	182	0	0	0.0	0.0	-	0.0	1.4	0.0	0.0	0.0
3/2+3/1	528	528	1056	0	0	0.4	0.6	-	1.0	6.7	2.6	0.6	3.2
4/2+4/1	1935	1935	-	-	-	2.2	10.7	-	12.9	24.0	8.6	10.7	19.3
4/3	1074	1074	-	-	-	1.4	1.5	-	2.9	9.7	10.4	1.5	11.9
5/1	1069	1069	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1193	1193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1075	1075	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1089	1089	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1071	946	-	-	-	8.1	66.4	-	74.5	250.3	21.7	66.4	88.1
9/2	3	3	-	-	-	0.0	0.0	-	0.0	7.3	0.0	0.0	0.0
10/1	1648	1648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	943	943	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	988	988	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	164	164	-	-	-	1.1	0.8	-	1.8	40.3	2.6	0.8	3.3
12/2	163	163	-	-	-	0.9	0.8	-	1.6	35.8	2.5	0.8	3.3

C1 Stream: 1 PRC for Signalled Lanes (%):	-7.3	Total Delay for Signalled Lanes (pcuHr):	19.27	Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%):	-25.7	Total Delay for Signalled Lanes (pcuHr):	189.45	Cycle Time (s): 60
PRC Over All Lanes (%):	-25.7	Total Delay Over All Lanes(pcuHr):	209.74	

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.1.1519
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Filename: 3-A29 - Barnham Road AM 2021 dev_v1.j10
Path: C:\Users\INCS04445\OneDrive - WSP O365\WSP\Projects\40 Capacity Assessment\Working\21092023
Report generation date: 21/09/2023 16:55:55

»A29 - Barnham Road - 2019 , AM Base
»A29 - Barnham Road - 2031 DM, AM Baseline
»A29 - Barnham Road - 2031 DS, AM Baseline + Dev
»A29 - Barnham Road - 2031 DS, AM Baseline + Dev + BEW
»A29 - Barnham Road - 2038 DS, AM Baseline + Dev + BEW
»A29 - Barnham Road - 2026 , AM Baseline
»A29 - Barnham Road - 2026 , AM Baseline + Dev
»A29 - Barnham Road - 2028 , AM Base
»A29 - Barnham Road - 2028 , AM Base + Dev

Summary of junction performance

	AM Base					AM Baseline					AM Baseline + Dev					AM Baseline + Dev + DEW				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
A29 - Barnham Road - 2019																				
A - Barnham Road B2233	D1	1.4	8.97	0.58	A															
B - Nyton Road A29		0.9	3.43	0.46	A															
C - Fontwell Avenue A29		1.1	7.27	0.50	A															
A29 - Barnham Road - 2031 DM																				
A - Barnham Road B2233						D2	1.1	6.83	0.53	A										
B - Nyton Road A29							1.1	3.75	0.52	A										
C - Fontwell Avenue A29							1.1	7.18	0.52	A										
A29 - Barnham Road - 2031 DS																				
A - Barnham Road B2233											D3	1.3	7.24	0.55	A	D4	2.4	10.68	0.70	B
B - Nyton Road A29												1.3	4.05	0.55	A		1.3	4.04	0.55	A
C - Fontwell Avenue A29												1.2	7.66	0.54	A		1.2	7.93	0.55	A
A29 - Barnham Road - 2036 DS																				
A - Barnham Road B2233																D5	1.1	5.55	0.51	A
B - Nyton Road A29																	0.6	2.62	0.31	A
C - Fontwell Avenue A29																	0.3	4.28	0.24	A
A29 - Barnham Road - 2029																				
A - Barnham Road B2233						D6	1.9	8.67	0.65	A	D7	2.0	8.95	0.66	A					
B - Nyton Road A29							1.1	3.82	0.51	A		1.2	3.95	0.53	A					
C - Fontwell Avenue A29							1.4	8.47	0.57	A		1.4	8.80	0.58	A					
A29 - Barnham Road - 2029																				
A - Barnham Road B2233	D8	2.0	8.98	0.66	A															
B - Nyton Road A29		1.1	3.82	0.52	A															
C - Fontwell Avenue A29		1.4	8.69	0.58	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.

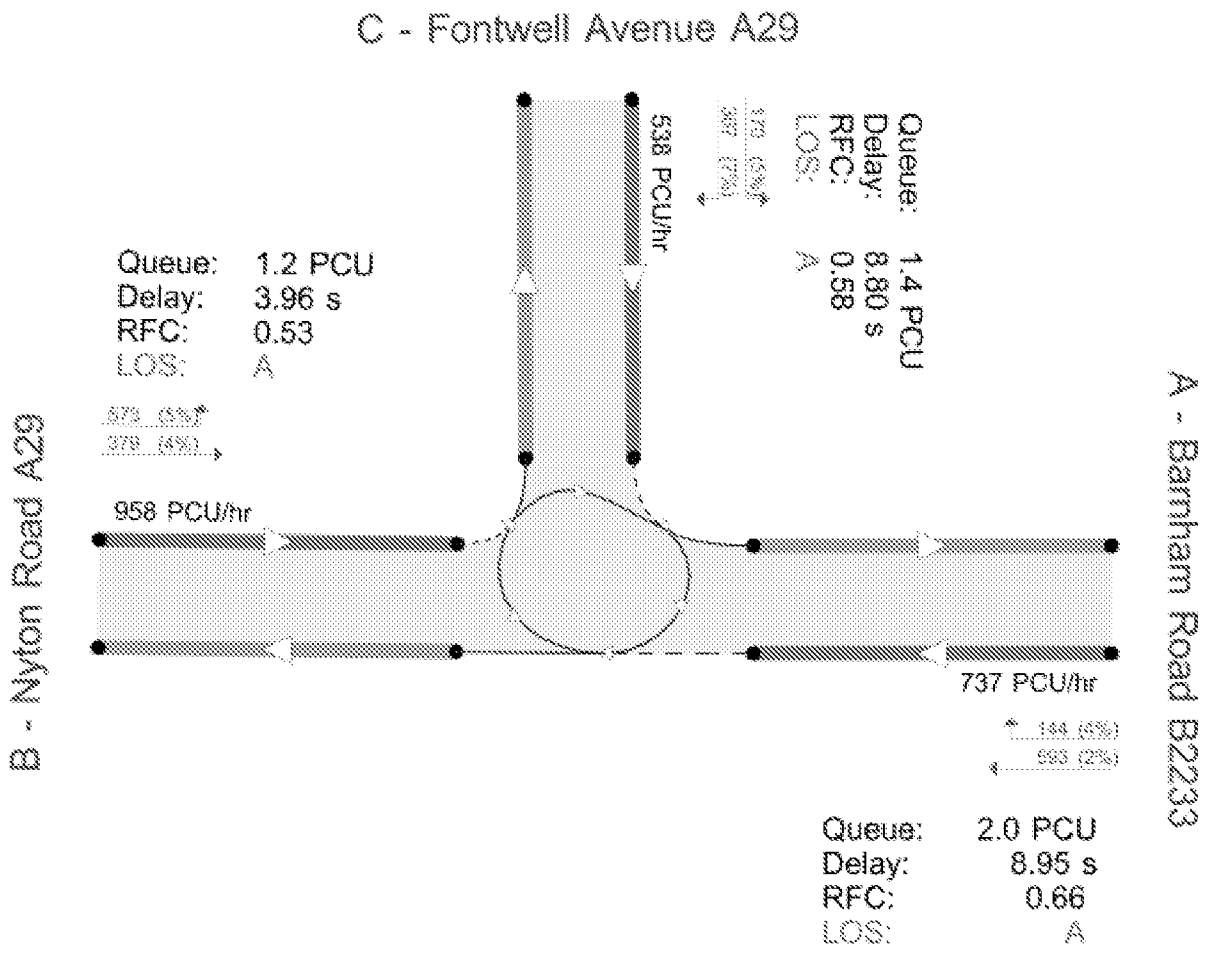
File summary

File Description

Title	A29 - Barnham Road
Location	
Site number	
Date	20/02/2012
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	ukhv9091 [W11UK0078]
Description	

Units

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



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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019	AM Base	ONE HOUR	07:15	08:45	15	✓
D2	2031 DM	AM Baseline	ONE HOUR	07:15	08:45	15	✓
D3	2031 DS	AM Baseline + Dev	ONE HOUR	07:15	08:45	15	✓
D4	2031 DS	AM Baseline + Dev + SEW	ONE HOUR	07:15	08:45	15	✓
D5	2028 DS	AM Baseline + Dev + SEW	ONE HOUR	07:15	08:45	15	✓
D6	2028	AM Baseline	ONE HOUR	07:15	08:45	15	✓
D7	2028	AM Baseline + Dev	ONE HOUR	07:15	08:45	15	✓
D8	2028	AM Base	ONE HOUR	07:15	08:45	15	✓
D9	2028	AM Base + Dev	ONE HOUR	07:15	08:45	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	A29 - Bamham Road	✓	100.000	100.000

A29 - Barnham Road - 2019 , AM Base

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	5.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.55	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Barnham Road B2233		
B	Nyton Road A29		
C	Fontwell Avenue A29		

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
A - Barnham Road B2233	3.42	5.28	16.0	300.0	25.0	7.5		
B - Nyton Road A29	4.78	6.50	38.0	999.0	25.0	9.5		
C - Fontwell Avenue A29	4.00	4.50	1.2	6.8	25.0	47.5		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A - Barnham Road B2233	Direct	(ARCADY 8 CT10 Import)	-398
B - Nyton Road A29	Direct	(ARCADY 8 CT10 Import)	0
C - Fontwell Avenue A29	Direct	(ARCADY 8 CT10 Import)	-125

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Barnham Road B2233	0.685	1239
B - Nyton Road A29	0.788	2139
C - Fontwell Avenue A29	0.485	958

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
A - Barnham Road B2233	Direct		275
B - Nyton Road A29	Direct		0
C - Fontwell Avenue A29	Direct		275

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	2019	AM Base	ONE HOUR	07:15	09:45	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 (PCU/hr)	Scaling Factor (%)
A - Barnham Road B2233		ONE HOUR	✓	857	100.000
B - Nyton Road A29		ONE HOUR	✓	838	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	484	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	527	130
	B - Nyton Road A29	329	5	511
	C - Fontwell Avenue A29	154	329	1

Proportions

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0.00	0.80	0.20
	B - Nyton Road A29	0.38	0.01	0.61
	C - Fontwell Avenue A29	0.32	0.68	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	2	4
	B - Nyton Road A29	4	0	5
	C - Fontwell Avenue A29	5	7	1

Average PCU Per Veh

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	1.000	1.020	1.040
	B - Nyton Road A29	1.040	1.000	1.050
	C - Fontwell Avenue A29	1.050	1.070	1.010

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Barnham Road B2233	495	495
	B - Nyton Road A29	629	629
	C - Fontwell Avenue A29	364	364
07:30-07:45	A - Barnham Road B2233	591	591
	B - Nyton Road A29	752	752
	C - Fontwell Avenue A29	435	435
07:45-08:00	A - Barnham Road B2233	723	723
	B - Nyton Road A29	920	920
	C - Fontwell Avenue A29	533	533
08:00-08:15	A - Barnham Road B2233	723	723
	B - Nyton Road A29	920	920
	C - Fontwell Avenue A29	533	533
08:15-08:30	A - Barnham Road B2233	591	591
	B - Nyton Road A29	752	752
	C - Fontwell Avenue A29	435	435
08:30-08:45	A - Barnham Road B2233	495	495
	B - Nyton Road A29	629	629
	C - Fontwell Avenue A29	364	364

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Barnham Road B2233	0.56	6.87	1.4	A	603	904
B - Nyton Road A29	0.46	3.43	0.9	A	787	1181
C - Fontwell Avenue A29	0.32	7.27	0.1	A	444	666

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	495	124	251	1333	0.371	492	355	0.0	0.6	4.371	A
B - Nyton Road A29	629	157	98	2053	0.307	628	645	0.0	0.5	2.838	A
C - Fontwell Avenue A29	364	91	244	1115	0.327	362	482	0.0	0.5	5.075	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	591	148	301	1299	0.455	590	425	0.5	0.8	5.168	A
B - Nyton Road A29	752	188	118	2038	0.369	751	773	0.5	0.6	2.924	A
C - Fontwell Avenue A29	435	109	292	1091	0.399	434	577	0.5	0.7	5.820	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	723	181	368	1253	0.577	721	521	0.8	1.4	6.804	A
B - Nyton Road A29	920	230	144	2017	0.456	919	945	0.8	0.9	3.427	A
C - Fontwell Avenue A29	533	133	357	1360	0.393	531	705	0.7	1.1	7.226	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	723	181	368	1252	0.578	723	522	1.4	1.4	6.968	A
B - Nyton Road A29	920	230	144	2017	0.456	920	948	0.9	0.9	3.433	A
C - Fontwell Avenue A29	533	133	358	1360	0.393	533	707	1.1	1.1	7.269	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	591	148	302	1288	0.459	593	427	1.4	0.9	5.241	A
B - Nyton Road A29	752	188	118	2037	0.369	753	777	0.9	0.6	2.935	A
C - Fontwell Avenue A29	435	109	293	1091	0.399	437	578	1.1	0.7	5.880	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	495	124	253	1332	0.371	496	357	0.9	0.6	4.413	A
B - Nyton Road A29	629	157	99	2052	0.307	630	650	0.6	0.5	2.547	A
C - Fontwell Avenue A29	364	91	245	1114	0.327	365	484	0.7	0.5	5.117	A

A29 - Barnham Road - 2031 DM, AM Baseline

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	5.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.45	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031 DM	AM Baseline	ONE HOUR	07:15	09:45	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 G-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnham Road B2233		ONE HOUR	✓	550	100.000
B - Nyton Road A29		ONE HOUR	✓	959	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	535	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	457	93
	B - Nyton Road A29	308	2	649
	C - Fontwell Avenue A29	31	474	0

Proportions

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0.00	0.83	0.17
	B - Nyton Road A29	0.32	0.00	0.68
	C - Fontwell Avenue A29	0.06	0.94	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	3	0
	B - Nyton Road A29	5	0	3
	C - Fontwell Avenue A29	39	0	0

Average PCU Per Veh

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	1.000	1.035	1.000
	B - Nyton Road A29	1.050	1.000	1.030
	C - Fontwell Avenue A29	1.390	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Barnham Road B2233	414	414
	B - Nyton Road A29	722	722
	C - Fontwell Avenue A29	380	380
07:30-07:45	A - Barnham Road B2233	494	494
	B - Nyton Road A29	862	862
	C - Fontwell Avenue A29	454	454
07:45-08:00	A - Barnham Road B2233	606	606
	B - Nyton Road A29	1056	1056
	C - Fontwell Avenue A29	556	556
08:00-08:15	A - Barnham Road B2233	606	606
	B - Nyton Road A29	1056	1056
	C - Fontwell Avenue A29	556	556
08:15-08:30	A - Barnham Road B2233	494	494
	B - Nyton Road A29	862	862
	C - Fontwell Avenue A29	454	454
08:30-08:45	A - Barnham Road B2233	414	414
	B - Nyton Road A29	722	722
	C - Fontwell Avenue A29	380	380

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Barnham Road B2233	0.53	6.83	3.1	A	505	757
B - Nyton Road A29	0.52	3.75	3.1	A	880	1320
C - Fontwell Avenue A29	0.52	7.16	3.1	A	463	695

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	414	104	356	1261	0.328	412	254	0.0	0.5	4.337	A
B - Nyton Road A29	722	180	70	2075	0.348	720	899	0.0	0.6	2.747	A
C - Fontwell Avenue A29	380	95	233	1129	0.339	378	557	0.0	0.5	4.922	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	494	124	427	1212	0.408	494	304	0.5	0.7	5.128	A
B - Nyton Road A29	882	246	83	2084	0.418	881	837	0.8	0.7	3.089	A
C - Fontwell Avenue A29	454	113	278	1068	0.413	453	665	0.5	0.7	5.673	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	606	151	523	1147	0.528	604	373	0.7	1.1	6.772	A
B - Nyton Road A29	1058	264	102	2059	0.515	1054	1024	0.7	1.1	3.743	A
C - Fontwell Avenue A29	556	139	341	1088	0.521	555	815	0.7	1.1	7.115	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	606	151	524	1146	0.528	606	373	1.1	1.1	6.828	A
B - Nyton Road A29	1058	264	102	2058	0.515	1055	1027	1.1	1.1	3.753	A
C - Fontwell Avenue A29	556	139	341	1088	0.521	556	817	1.1	1.1	7.180	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	494	124	429	1211	0.408	496	305	1.1	0.7	5.175	A
B - Nyton Road A29	862	216	84	2084	0.418	864	842	1.1	0.7	3.112	A
C - Fontwell Avenue A29	454	113	279	1068	0.414	455	668	1.1	0.7	5.718	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	414	104	359	1259	0.329	415	255	0.7	0.5	4.378	A
B - Nyton Road A29	722	180	70	2075	0.348	723	704	0.7	0.6	2.759	A
C - Fontwell Avenue A29	380	95	234	1128	0.340	381	559	0.7	0.5	4.953	A

A29 - Barnham Road - 2031 DS, AM Baseline + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	5.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.79	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 DS	AM Baseline + Dev	ONE HOUR	07:15	09:45	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 G-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnham Road B2233		ONE HOUR	✓	570	100.000
B - Nyton Road A29		ONE HOUR	✓	1025	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	511	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	477	93
	B - Nyton Road A29	358	2	665
	C - Fontwell Avenue A29	31	480	0

Proportions

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0.00	0.84	0.16
	B - Nyton Road A29	0.35	0.00	0.65
	C - Fontwell Avenue A29	0.06	0.94	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	4	0
	B - Nyton Road A29	5	0	3
	C - Fontwell Avenue A29	39	0	0

Average PCU Per Veh

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	1.000	1.040	1.000
	B - Nyton Road A29	1.050	1.000	1.030
	C - Fontwell Avenue A29	1.390	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Barnham Road B2233	429	429
	B - Nyton Road A29	772	772
	C - Fontwell Avenue A29	385	385
07:30-07:45	A - Barnham Road B2233	512	512
	B - Nyton Road A29	921	921
	C - Fontwell Avenue A29	459	459
07:45-08:00	A - Barnham Road B2233	628	628
	B - Nyton Road A29	1129	1129
	C - Fontwell Avenue A29	563	563
08:00-08:15	A - Barnham Road B2233	628	628
	B - Nyton Road A29	1129	1129
	C - Fontwell Avenue A29	563	563
08:15-08:30	A - Barnham Road B2233	512	512
	B - Nyton Road A29	921	921
	C - Fontwell Avenue A29	459	459
08:30-08:45	A - Barnham Road B2233	429	429
	B - Nyton Road A29	772	772
	C - Fontwell Avenue A29	385	385

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Barnham Road B2233	0.55	7.24	3.3	A	523	785
B - Nyton Road A29	0.55	4.05	3.3	A	943	1413
C - Fontwell Avenue A29	0.54	7.55	3.2	A	469	703

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	429	107	361	1258	0.341	427	282	0.0	0.5	4.457	A
B - Nyton Road A29	772	193	70	2075	0.372	769	718	0.0	0.6	2.853	A
C - Fontwell Avenue A29	385	96	279	1102	0.349	383	589	0.0	0.5	5.075	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	512	128	433	1209	0.424	512	349	0.5	0.8	5.329	A
B - Nyton Road A29	921	230	83	2084	0.446	921	881	0.8	0.8	3.283	A
C - Fontwell Avenue A29	459	115	323	1078	0.427	459	681	0.5	0.7	5.925	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	628	157	529	1142	0.549	626	428	0.8	1.2	7.169	A
B - Nyton Road A29	1129	282	102	2059	0.551	1127	1053	0.8	1.3	4.037	A
C - Fontwell Avenue A29	563	141	396	1041	0.540	561	833	0.7	1.2	7.589	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	628	157	531	1141	0.550	628	428	1.2	1.3	7.238	A
B - Nyton Road A29	1129	282	102	2058	0.551	1129	1058	1.3	1.3	4.062	A
C - Fontwell Avenue A29	563	141	398	1041	0.541	563	835	1.2	1.2	7.657	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	512	128	435	1207	0.425	514	350	1.3	0.8	5.386	A
B - Nyton Road A29	921	230	84	2084	0.446	923	886	1.3	0.8	3.278	A
C - Fontwell Avenue A29	459	115	324	1078	0.427	461	683	1.2	0.8	5.972	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	429	107	364	1256	0.342	430	293	0.5	0.5	4.935	A
B - Nyton Road A29	772	193	70	2075	0.372	773	724	0.5	0.6	2.867	A
C - Fontwell Avenue A29	385	96	271	1101	0.349	386	573	0.5	0.6	5.123	A

A29 - Barnham Road - 2031 DS, AM Baseline + Dev + BEW

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	7.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.11	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 DS	AM Baseline + Dev + BEW	ONE HOUR	07:15	09:45	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 (PCU/hr)	Scaling Factor (%)
A - Barnham Road B2233		ONE HOUR	✓	731	100.000
B - Nyton Road A29		ONE HOUR	✓	1034	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	506	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	648	82
	B - Nyton Road A29	402	2	632
	C - Fontwell Avenue A29	29	477	0

Proportions

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0.00	0.89	0.11
	B - Nyton Road A29	0.39	0.00	0.61
	C - Fontwell Avenue A29	0.06	0.94	0.00

Vehicle Mix

ARUN DISTRICT COUNCIL AL/11/24/OUT

Heavy Vehicle Percentages

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	3	0
	B - Nyton Road A29	4	0	3
	C - Fontwell Avenue A29	41	0	0

Average PCU Per Veh

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	1.000	1.035	1.000
	B - Nyton Road A29	1.040	1.000	1.030
	C - Fontwell Avenue A29	1.410	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Barnham Road B2233	550	550
	B - Nyton Road A29	778	778
	C - Fontwell Avenue A29	381	381
07:30-07:45	A - Barnham Road B2233	657	657
	B - Nyton Road A29	930	930
	C - Fontwell Avenue A29	455	455
07:45-08:00	A - Barnham Road B2233	805	805
	B - Nyton Road A29	1138	1138
	C - Fontwell Avenue A29	557	557
08:00-08:15	A - Barnham Road B2233	805	805
	B - Nyton Road A29	1138	1138
	C - Fontwell Avenue A29	557	557
08:15-08:30	A - Barnham Road B2233	657	657
	B - Nyton Road A29	930	930
	C - Fontwell Avenue A29	455	455
08:30-08:45	A - Barnham Road B2233	550	550
	B - Nyton Road A29	778	778
	C - Fontwell Avenue A29	381	381

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Barnham Road B2233	0.70	10.88	2.4	B	673	1008
B - Nyton Road A29	0.55	4.04	1.3	A	949	1423
C - Fontwell Avenue A29	0.55	7.93	1.2	A	464	696

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	550	138	359	1259	0.437	547	322	0.0	0.8	5.157	A
B - Nyton Road A29	778	195	61	2082	0.374	778	844	0.0	0.6	2.845	A
C - Fontwell Avenue A29	381	95	302	1087	0.351	379	538	0.0	0.5	5.158	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	557	164	432	1211	0.543	558	385	0.8	1.2	6.838	A
B - Nyton Road A29	930	232	74	2072	0.449	929	1012	0.8	0.8	3.249	A
C - Fontwell Avenue A29	455	114	351	1058	0.430	454	643	0.5	0.8	6.053	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	805	201	526	1145	0.703	800	472	1.2	2.3	10.588	B
B - Nyton Road A29	1138	285	90	2059	0.553	1137	1235	0.8	1.3	4.028	A
C - Fontwell Avenue A29	557	139	442	1019	0.547	555	785	0.8	1.2	7.871	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	805	201	527	1144	0.704	805	472	2.3	2.4	10.885	B
B - Nyton Road A29	1138	285	90	2059	0.553	1138	1242	1.3	1.3	4.042	A
C - Fontwell Avenue A29	557	139	443	1018	0.547	557	785	1.2	1.2	7.903	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	557	164	432	1209	0.544	562	385	2.4	1.2	6.812	A
B - Nyton Road A29	930	232	74	2072	0.449	931	1029	1.3	0.8	3.259	A
C - Fontwell Avenue A29	455	114	352	1057	0.430	457	643	1.2	0.8	6.112	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	550	138	351	1257	0.438	552	323	1.2	0.8	5.252	A
B - Nyton Road A29	778	195	62	2081	0.374	779	852	0.8	0.6	2.861	A
C - Fontwell Avenue A29	381	95	303	1088	0.351	382	538	0.8	0.6	5.204	A

A29 - Barnham Road - 2038 DS, AM Baseline + Dev + BEW

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.18	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
DS	2038 DS	AM Baseline + Dev + BEW	ONE HOUR	07:15	08:45	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 (PCU/hr)	Scaling Factor (%)
A - Barnham Road B2233		ONE HOUR	✓	625	100.000
B - Nyton Road A29		ONE HOUR	✓	570	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	252	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	538	87
	B - Nyton Road A29	141	2	427
	C - Fontwell Avenue A29	45	212	0

Proportions

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0.00	0.86	0.14
	B - Nyton Road A29	0.25	0.00	0.75
	C - Fontwell Avenue A29	0.18	0.84	0.00

Vehicle Mix

ARUN DISTRICT COUNCIL AL/11/24/OUT

Heavy Vehicle Percentages

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	1	2
	B - Nyton Road A29	4	0	4
	C - Fontwell Avenue A29	3	5	0

Average PCU Per Veh

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	1.000	1.010	1.020
	B - Nyton Road A29	1.040	1.000	1.040
	C - Fontwell Avenue A29	1.030	1.050	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Barnham Road B2233	471	471
	B - Nyton Road A29	429	429
	C - Fontwell Avenue A29	190	190
07:30-07:45	A - Barnham Road B2233	562	562
	B - Nyton Road A29	512	512
	C - Fontwell Avenue A29	227	227
07:45-08:00	A - Barnham Road B2233	668	668
	B - Nyton Road A29	628	628
	C - Fontwell Avenue A29	277	277
08:00-08:15	A - Barnham Road B2233	668	668
	B - Nyton Road A29	628	628
	C - Fontwell Avenue A29	277	277
08:15-08:30	A - Barnham Road B2233	562	562
	B - Nyton Road A29	512	512
	C - Fontwell Avenue A29	227	227
08:30-08:45	A - Barnham Road B2233	471	471
	B - Nyton Road A29	429	429
	C - Fontwell Avenue A29	190	190

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Barnham Road B2233	0.51	5.55	3.1	A	574	860
B - Nyton Road A29	0.31	2.62	0.5	A	523	785
C - Fontwell Avenue A29	0.24	4.28	0.3	A	231	347

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	471	118	550	1395	0.337	468	135	0.0	0.5	3.523	A
B - Nyton Road A29	429	107	65	2079	0.206	428	564	0.0	0.3	2.267	A
C - Fontwell Avenue A29	190	47	107	1181	0.161	189	388	0.0	0.2	3.794	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	582	140	192	1373	0.409	581	183	0.5	0.7	4.479	A
B - Nyton Road A29	512	128	78	2068	0.248	512	675	0.3	0.3	2.405	A
C - Fontwell Avenue A29	227	57	128	1171	0.193	228	462	0.2	0.2	3.988	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	688	172	236	1344	0.512	687	799	0.7	1.0	5.538	A
B - Nyton Road A29	628	157	98	2055	0.305	627	828	0.3	0.5	2.622	A
C - Fontwell Avenue A29	277	69	157	1157	0.240	277	565	0.2	0.3	4.283	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	688	172	236	1344	0.512	688	799	1.0	1.1	5.554	A
B - Nyton Road A29	628	157	98	2055	0.305	628	828	0.5	0.5	2.622	A
C - Fontwell Avenue A29	277	69	157	1157	0.240	277	565	0.3	0.3	4.285	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	582	140	192	1373	0.409	583	183	1.1	0.7	4.503	A
B - Nyton Road A29	512	128	78	2068	0.248	513	677	0.5	0.3	2.406	A
C - Fontwell Avenue A29	227	57	128	1171	0.194	227	463	0.3	0.3	3.995	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	471	118	161	1356	0.337	471	135	0.7	0.5	3.948	A
B - Nyton Road A29	429	107	66	2079	0.206	429	567	0.3	0.3	2.279	A
C - Fontwell Avenue A29	190	47	108	1181	0.161	190	387	0.3	0.2	3.805	A

A29 - Barnham Road - 2026 , AM Baseline

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	6.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.57	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026	AM Baseline	ONE HOUR	07:15	08:45	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 G-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnham Road B2233		ONE HOUR	✓	727	100.000
B - Nyton Road A29		ONE HOUR	✓	925	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	535	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	583	144
	B - Nyton Road A29	354	0	585
	C - Fontwell Avenue A29	179	364	1

Proportions

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0.00	0.80	0.20
	B - Nyton Road A29	0.38	0.01	0.61
	C - Fontwell Avenue A29	0.32	0.68	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	2	4
	B - Nyton Road A29	4	0	5
	C - Fontwell Avenue A29	5	7	1

Average PCU Per Veh

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	1.000	1.025	1.040
	B - Nyton Road A29	1.040	1.000	1.050
	C - Fontwell Avenue A29	1.050	1.070	1.010

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Barnham Road B2233	547	547
	B - Nyton Road A29	696	696
	C - Fontwell Avenue A29	403	403
07:30-07:45	A - Barnham Road B2233	654	654
	B - Nyton Road A29	832	832
	C - Fontwell Avenue A29	481	481
07:45-08:00	A - Barnham Road B2233	800	800
	B - Nyton Road A29	1018	1018
	C - Fontwell Avenue A29	589	589
08:00-08:15	A - Barnham Road B2233	800	800
	B - Nyton Road A29	1018	1018
	C - Fontwell Avenue A29	589	589
08:15-08:30	A - Barnham Road B2233	654	654
	B - Nyton Road A29	832	832
	C - Fontwell Avenue A29	481	481
08:30-08:45	A - Barnham Road B2233	547	547
	B - Nyton Road A29	696	696
	C - Fontwell Avenue A29	403	403

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Barnham Road B2233	0.85	8.87	13	A	687	1031
B - Nyton Road A29	0.51	3.82	3.1	A	849	1273
C - Fontwell Avenue A29	0.57	8.47	3.4	A	491	736

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	547	137	278	1315	0.416	544	383	0.0	0.7	4.758	A
B - Nyton Road A29	696	174	109	2045	0.341	694	713	0.0	0.5	2.783	A
C - Fontwell Avenue A29	403	101	279	1102	0.365	402	533	0.0	0.6	5.438	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	554	163	333	1277	0.512	552	472	0.7	1.1	5.888	A
B - Nyton Road A29	582	208	139	2028	0.410	581	855	0.5	0.7	3.144	A
C - Fontwell Avenue A29	481	125	323	1078	0.447	480	635	0.5	0.8	5.410	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	800	200	407	1226	0.653	797	678	1.1	1.9	8.529	A
B - Nyton Road A29	1018	255	159	2005	0.508	1017	1045	0.7	1.1	3.808	A
C - Fontwell Avenue A29	589	147	396	1041	0.565	587	780	0.8	1.4	8.393	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	800	200	408	1225	0.653	800	677	1.9	1.9	8.572	A
B - Nyton Road A29	1018	255	160	2004	0.508	1018	1049	1.1	1.1	3.817	A
C - Fontwell Avenue A29	589	147	396	1041	0.565	589	782	1.4	1.4	8.471	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	554	163	336	1278	0.512	557	472	1.9	1.1	5.889	A
B - Nyton Road A29	582	208	131	2027	0.410	583	859	1.1	0.7	3.158	A
C - Fontwell Avenue A29	481	120	324	1078	0.447	483	640	1.4	0.9	5.480	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	547	137	289	1313	0.417	549	385	1.1	0.7	4.832	A
B - Nyton Road A29	696	174	109	2044	0.341	697	715	0.7	0.5	2.756	A
C - Fontwell Avenue A29	403	101	271	1081	0.388	404	535	0.9	0.6	5.464	A

A29 - Barnham Road - 2026 , AM Baseline + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	6.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.77	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2026	AM Baseline + Dev	ONE HOUR	07:15	08:45	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 (PCU/hr)	Scaling Factor (%)
A - Barnham Road B2233		ONE HOUR	✓	737	100.000
B - Nyton Road A29		ONE HOUR	✓	958	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	538	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	593	144
	B - Nyton Road A29	379	0	573
	C - Fontwell Avenue A29	179	367	1

Proportions

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0.00	0.80	0.20
	B - Nyton Road A29	0.40	0.01	0.60
	C - Fontwell Avenue A29	0.32	0.68	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	2	4
	B - Nyton Road A29	4	0	5
	C - Fontwell Avenue A29	5	7	1

Average PCU Per Veh

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	1.000	1.025	1.040
	B - Nyton Road A29	1.040	1.000	1.050
	C - Fontwell Avenue A29	1.050	1.070	1.010

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Barnham Road B2233	555	555
	B - Nyton Road A29	721	721
	C - Fontwell Avenue A29	405	405
07:30-07:45	A - Barnham Road B2233	663	663
	B - Nyton Road A29	861	861
	C - Fontwell Avenue A29	484	484
07:45-08:00	A - Barnham Road B2233	811	811
	B - Nyton Road A29	1055	1055
	C - Fontwell Avenue A29	592	592
08:00-08:15	A - Barnham Road B2233	811	811
	B - Nyton Road A29	1055	1055
	C - Fontwell Avenue A29	592	592
08:15-08:30	A - Barnham Road B2233	663	663
	B - Nyton Road A29	861	861
	C - Fontwell Avenue A29	484	484
08:30-08:45	A - Barnham Road B2233	555	555
	B - Nyton Road A29	721	721
	C - Fontwell Avenue A29	405	405

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Barnham Road B2233	0.66	5.95	2.0	A	676	1014
B - Nyton Road A29	0.53	3.86	1.2	A	879	1319
C - Fontwell Avenue A29	0.58	5.60	1.4	A	494	741

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	555	139	280	1313	0.423	552	412	0.0	0.7	4.823	A
B - Nyton Road A29	721	180	109	2046	0.353	719	723	0.0	0.6	2.834	A
C - Fontwell Avenue A29	405	101	289	1093	0.371	403	539	0.0	0.6	5.525	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	563	166	338	1275	0.520	551	493	0.7	1.1	5.990	A
B - Nyton Road A29	551	215	139	2028	0.425	550	557	0.8	0.8	3.223	A
C - Fontwell Avenue A29	484	121	346	1065	0.454	483	645	0.5	0.9	6.557	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	611	203	410	1224	0.663	608	603	1.1	2.0	8.788	A
B - Nyton Road A29	1055	284	159	2005	0.526	1053	1059	0.8	1.2	3.949	A
C - Fontwell Avenue A29	592	148	423	1028	0.575	590	789	0.9	1.4	8.735	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	611	203	410	1223	0.664	611	604	2.0	2.0	8.948	A
B - Nyton Road A29	1055	284	160	2004	0.526	1055	1063	1.2	1.2	3.983	A
C - Fontwell Avenue A29	592	148	424	1027	0.577	592	791	1.4	1.4	8.795	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	563	166	338	1274	0.520	558	495	2.0	1.1	6.101	A
B - Nyton Road A29	551	215	131	2027	0.425	553	573	1.2	0.8	3.236	A
C - Fontwell Avenue A29	484	121	347	1065	0.454	486	647	1.4	0.9	6.634	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	555	139	282	1312	0.423	559	414	1.1	0.8	4.885	A
B - Nyton Road A29	721	180	159	2044	0.353	722	725	0.8	0.8	2.848	A
C - Fontwell Avenue A29	405	101	280	1082	0.374	408	543	0.6	0.8	5.587	A

A29 - Barnham Road - 2028 , AM Base

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	6.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.75	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2028	AM Base	ONE HOUR	07:15	08:45	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 G-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnham Road B2233		ONE HOUR	✓	737	100.000
B - Nyton Road A29		ONE HOUR	✓	938	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	543	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	591	146
	B - Nyton Road A29	359	0	573
	C - Fontwell Avenue A29	173	369	1

Proportions

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0.00	0.80	0.20
	B - Nyton Road A29	0.38	0.01	0.61
	C - Fontwell Avenue A29	0.32	0.68	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	2	4
	B - Nyton Road A29	4	0	5
	C - Fontwell Avenue A29	5	7	1

Average PCU Per Veh

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	1.000	1.025	1.040
	B - Nyton Road A29	1.040	1.000	1.050
	C - Fontwell Avenue A29	1.050	1.070	1.010

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Barnham Road B2233	555	555
	B - Nyton Road A29	705	705
	C - Fontwell Avenue A29	409	409
07:30-07:45	A - Barnham Road B2233	663	663
	B - Nyton Road A29	843	843
	C - Fontwell Avenue A29	488	488
07:45-08:00	A - Barnham Road B2233	811	811
	B - Nyton Road A29	1033	1033
	C - Fontwell Avenue A29	598	598
08:00-08:15	A - Barnham Road B2233	811	811
	B - Nyton Road A29	1033	1033
	C - Fontwell Avenue A29	598	598
08:15-08:30	A - Barnham Road B2233	663	663
	B - Nyton Road A29	843	843
	C - Fontwell Avenue A29	488	488
08:30-08:45	A - Barnham Road B2233	555	555
	B - Nyton Road A29	705	705
	C - Fontwell Avenue A29	409	409

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Barnham Road B2233	0.85	5.98	7.0	A	676	1014
B - Nyton Road A29	0.92	3.88	9.1	A	861	1291
C - Fontwell Avenue A29	0.58	8.59	1.4	A	498	747

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	555	139	281	1312	0.423	552	389	0.0	0.7	4.838	A
B - Nyton Road A29	705	177	110	2043	0.345	704	723	0.0	0.5	2.805	A
C - Fontwell Avenue A29	409	102	274	1108	0.372	405	540	0.0	0.6	5.497	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	563	166	337	1274	0.529	561	479	0.7	1.1	5.802	A
B - Nyton Road A29	843	251	132	2028	0.416	842	887	0.5	0.7	3.179	A
C - Fontwell Avenue A29	488	122	328	1074	0.454	487	647	0.5	0.9	6.512	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	811	203	413	1222	0.664	808	585	1.1	2.0	8.821	A
B - Nyton Road A29	1033	258	161	2003	0.516	1031	1059	0.7	1.1	3.888	A
C - Fontwell Avenue A29	598	149	401	1038	0.576	596	791	0.9	1.4	8.635	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	811	203	414	1221	0.664	811	585	2.0	2.0	8.982	A
B - Nyton Road A29	1033	258	162	2003	0.516	1033	1063	1.1	1.1	3.881	A
C - Fontwell Avenue A29	598	149	402	1038	0.576	598	793	1.4	1.4	8.691	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	563	166	339	1272	0.521	558	479	2.0	1.1	8.114	A
B - Nyton Road A29	843	251	133	2028	0.416	845	873	1.1	0.8	3.193	A
C - Fontwell Avenue A29	488	122	329	1074	0.455	498	649	1.4	0.9	6.587	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	555	139	284	1311	0.423	556	401	1.1	0.8	4.838	A
B - Nyton Road A29	706	177	111	2043	0.346	707	725	0.8	0.8	2.819	A
C - Fontwell Avenue A29	409	102	275	1108	0.372	410	543	0.9	0.8	5.560	A

A29 - Barnham Road - 2028 , AM Base + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	7.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.09	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2028	AM Base + Dev	ONE HOUR	07:15	08:45	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 (PCU/hr)	Scaling Factor (%)
A - Barnham Road B2233		ONE HOUR	✓	752	100.000
B - Nyton Road A29		ONE HOUR	✓	987	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	548	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	608	145
	B - Nyton Road A29	398	0	585
	C - Fontwell Avenue A29	173	374	1

Proportions

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0.00	0.81	0.19
	B - Nyton Road A29	0.40	0.01	0.59
	C - Fontwell Avenue A29	0.32	0.68	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	2	4
	B - Nyton Road A29	4	0	5
	C - Fontwell Avenue A29	5	7	1

Average PCU Per Veh

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	1.000	1.025	1.040
	B - Nyton Road A29	1.040	1.000	1.050
	C - Fontwell Avenue A29	1.050	1.070	1.010

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Barnham Road B2233	566	566
	B - Nyton Road A29	743	743
	C - Fontwell Avenue A29	413	413
07:30-07:45	A - Barnham Road B2233	676	676
	B - Nyton Road A29	887	887
	C - Fontwell Avenue A29	493	493
07:45-08:00	A - Barnham Road B2233	828	828
	B - Nyton Road A29	1087	1087
	C - Fontwell Avenue A29	603	603
08:00-08:15	A - Barnham Road B2233	828	828
	B - Nyton Road A29	1087	1087
	C - Fontwell Avenue A29	603	603
08:15-08:30	A - Barnham Road B2233	676	676
	B - Nyton Road A29	887	887
	C - Fontwell Avenue A29	493	493
08:30-08:45	A - Barnham Road B2233	566	566
	B - Nyton Road A29	743	743
	C - Fontwell Avenue A29	413	413

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Barnham Road B2233	0.68	3.45	2.1	A	680	1035
B - Nyton Road A29	0.54	4.11	3.2	A	905	1359
C - Fontwell Avenue A29	0.59	5.22	1.5	A	503	754

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	566	142	285	1310	0.432	563	427	0.0	0.8	4.917	A
B - Nyton Road A29	743	186	110	2043	0.364	741	738	0.0	0.6	2.885	A
C - Fontwell Avenue A29	413	103	302	1087	0.380	410	549	0.0	0.6	5.636	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	578	169	342	1271	0.532	575	511	0.8	1.1	5.184	A
B - Nyton Road A29	667	222	132	2028	0.438	666	664	0.8	0.8	3.301	A
C - Fontwell Avenue A29	493	123	361	1058	0.466	492	657	0.5	0.9	5.748	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	828	297	418	1218	0.679	824	825	1.1	2.1	9.252	A
B - Nyton Road A29	1087	272	161	2003	0.542	1085	1081	0.8	1.2	4.092	A
C - Fontwell Avenue A29	803	151	442	1019	0.592	801	804	0.9	1.5	9.113	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	828	297	418	1218	0.680	828	825	2.1	2.1	9.446	A
B - Nyton Road A29	1087	272	162	2003	0.543	1087	1085	1.2	1.2	4.109	A
C - Fontwell Avenue A29	803	151	443	1018	0.592	803	808	1.5	1.5	9.219	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	578	169	344	1269	0.533	580	513	2.1	1.2	5.256	A
B - Nyton Road A29	667	222	133	2028	0.438	669	668	1.2	0.8	3.318	A
C - Fontwell Avenue A29	493	123	362	1057	0.466	495	660	1.5	0.9	5.834	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	566	142	288	1308	0.433	568	429	1.2	0.8	4.985	A
B - Nyton Road A29	743	185	111	2043	0.364	744	744	0.8	0.8	2.859	A
C - Fontwell Avenue A29	413	103	303	1088	0.380	414	552	0.9	0.7	5.705	A

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.1.1519
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Filename: 3-A29 - Barnham Road PM 2021 dev_v1.j10
Path: C:\Users\INCS04445\OneDrive - WSP O365\WSP\Projects\40 Capacity Assessment\Working\21092023
Report generation date: 21/09/2023 16:58:56

»A29 - Barnham Road - 2019 , PM Base
»A29 - Barnham Road - 2031 DM, PM Baseline
»A29 - Barnham Road - 2031 DS, PM Baseline + Dev
»A29 - Barnham Road - 2031 DS, PM Baseline + Dev + BEW
»A29 - Barnham Road - 2038 DS, PM Baseline + Dev + BEW
»A29 - Barnham Road - 2026 , PM Baseline
»A29 - Barnham Road - 2026 , PM Baseline + Dev
»A29 - Barnham Road - 2028 , PM Base
»A29 - Barnham Road - 2028 , PM Base + Dev

Summary of junction performance

	PM Base					PM Baseline					PM Baseline + Dev					PM Baseline + Dev + DEW				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
A29 - Barnham Road - 2019																				
A - Barnham Road B2233	D1	0.9	6.53	0.48	A															
B - Nyton Road A29		0.6	2.61	0.39	A															
C - Fontwell Avenue A29		3.2	14.48	0.76	B															
A29 - Barnham Road - 2031 DM																				
A - Barnham Road B2233						D2	0.7	5.58	0.40	A										
B - Nyton Road A29							0.8	3.28	0.46	A										
C - Fontwell Avenue A29							1.9	10.00	0.65	B										
A29 - Barnham Road - 2031 DS																				
A - Barnham Road B2233											D3	0.7	5.83	0.41	A	D4	1.0	5.90	0.51	A
B - Nyton Road A29												0.9	3.31	0.46	A		1.2	3.64	0.54	A
C - Fontwell Avenue A29												2.1	10.79	0.68	B		2.8	12.46	0.79	B
A29 - Barnham Road - 2036 DS																				
A - Barnham Road B2233																D5	0.8	4.23	0.32	A
B - Nyton Road A29																	0.6	2.62	0.32	A
C - Fontwell Avenue A29																	0.6	5.31	0.37	A
A29 - Barnham Road - 2029																				
A - Barnham Road B2233						D6	1.3	6.10	0.55	A	D7	1.3	6.33	0.56	A					
B - Nyton Road A29							1.0	4.13	0.50	A		1.0	4.17	0.50	A					
C - Fontwell Avenue A29							5.9	24.87	0.86	C		6.4	26.79	0.87	D					
A29 - Barnham Road - 2029																				
A - Barnham Road B2233	D8	1.3	6.35	0.56	A															
B - Nyton Road A29		1.0	4.22	0.51	A															
C - Fontwell Avenue A29		6.7	27.75	0.88	D															

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.

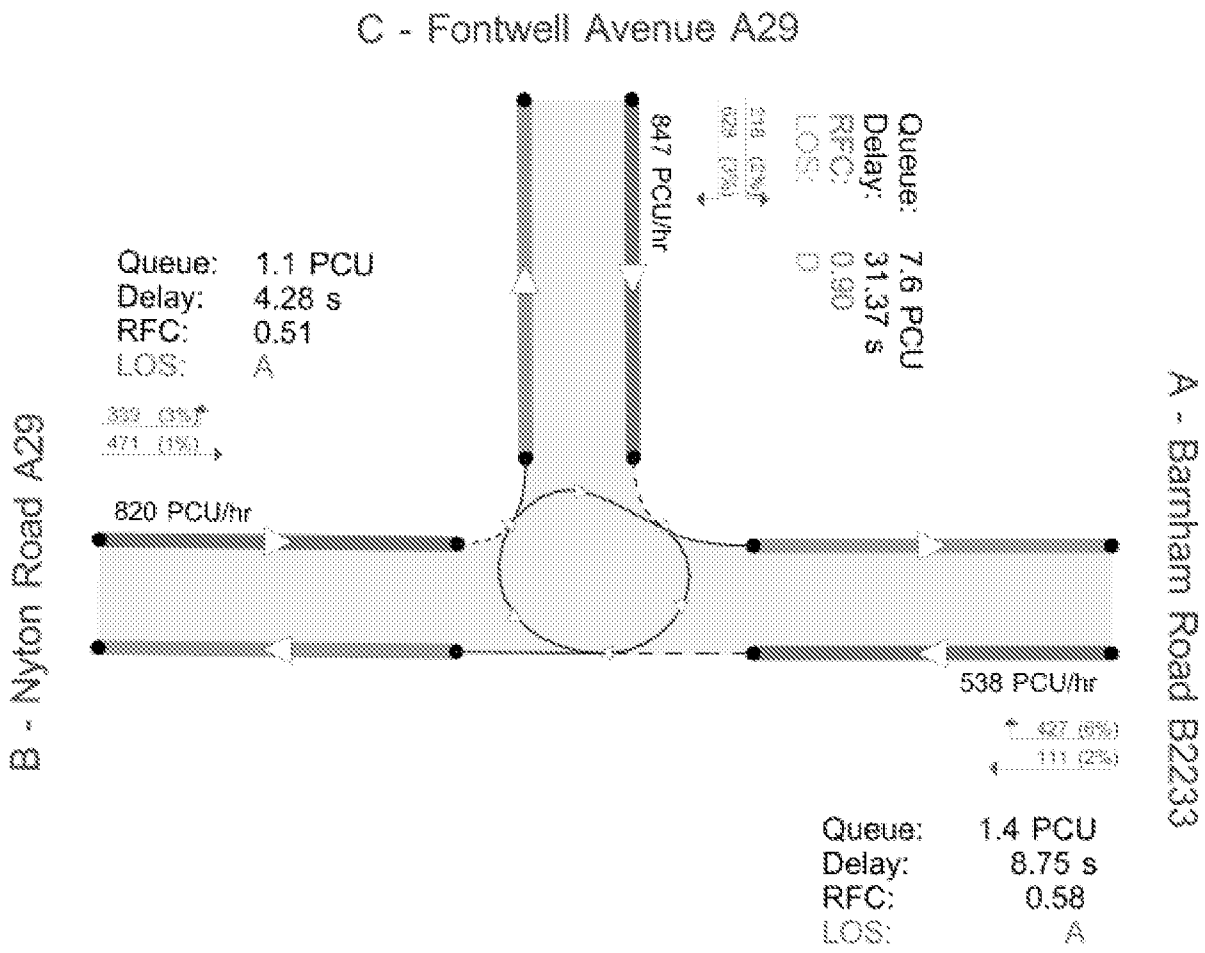
File summary

File Description

Title	A29 - Barnham Road
Location	
Site number	
Date	20/02/2012
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	ukhv9091 [W11UK0078]
Description	

Units

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



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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	PM Base	ONE HOUR	16:30	18:00	15	✓
D2	2031 DM	PM Baseline	ONE HOUR	16:30	18:00	15	✓
D3	2031 DS	PM Baseline + Dev	ONE HOUR	16:30	18:00	15	✓
D4	2031 DS	PM Baseline + Dev + SEW	ONE HOUR	16:30	18:00	15	✓
D5	2028 DS	PM Baseline + Dev + SEW	ONE HOUR	16:30	18:00	15	✓
D6	2028	PM Baseline	ONE HOUR	16:30	18:00	15	✓
D7	2028	PM Baseline + Dev	ONE HOUR	16:30	18:00	15	✓
D8	2028	PM Base	ONE HOUR	16:30	18:00	15	✓
D9	2028	PM Base + Dev	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	A29 - Bamham Road	✓	100.000	100.000

A29 - Barnham Road - 2019 , PM Base

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	8.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.23	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Barnham Road B2233		
B	Nyton Road A29		
C	Fontwell Avenue A29		

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
A - Barnham Road B2233	3.42	6.28	16.0	300.0	25.0	7.5		
B - Nyton Road A29	4.78	6.50	38.0	999.0	25.0	9.5		
C - Fontwell Avenue A29	4.00	4.50	1.2	6.8	25.0	47.5		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A - Barnham Road B2233	Direct	(ARCADY 6 CT10 Import)	-398
B - Nyton Road A29	Direct	(ARCADY 6 CT10 Import)	0
C - Fontwell Avenue A29	Direct	(ARCADY 6 CT10 Import)	-125

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Barnham Road B2233	0.685	1239
B - Nyton Road A29	0.788	2130
C - Fontwell Avenue A29	0.485	958

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
A - Barnham Road B2233	Direct		275
B - Nyton Road A29	Direct		0
C - Fontwell Avenue A29	Direct		340

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	2019	PM Base	ONE HOUR	16:30	18:00	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 (PCU/hr)	Scaling Factor (%)
A - Barnham Road B2233		ONE HOUR	✓	471	100.000
B - Nyton Road A29		ONE HOUR	✓	721	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	742	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	381	90
	B - Nyton Road A29	448	9	265
	C - Fontwell Avenue A29	194	547	1

Proportions

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0.00	0.81	0.19
	B - Nyton Road A29	0.62	0.01	0.37
	C - Fontwell Avenue A29	0.26	0.74	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	2	9
	B - Nyton Road A29	1	0	3
	C - Fontwell Avenue A29	2	3	0

Average PCU Per Veh

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	1.000	1.020	1.080
	B - Nyton Road A29	1.010	1.000	1.030
	C - Fontwell Avenue A29	1.020	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Barnham Road B2233	355	355
	B - Nyton Road A29	543	543
	C - Fontwell Avenue A29	559	559
16:45-17:00	A - Barnham Road B2233	423	423
	B - Nyton Road A29	648	648
	C - Fontwell Avenue A29	667	667
17:00-17:15	A - Barnham Road B2233	519	519
	B - Nyton Road A29	794	794
	C - Fontwell Avenue A29	817	817
17:15-17:30	A - Barnham Road B2233	519	519
	B - Nyton Road A29	794	794
	C - Fontwell Avenue A29	817	817
17:30-17:45	A - Barnham Road B2233	423	423
	B - Nyton Road A29	648	648
	C - Fontwell Avenue A29	667	667
17:45-18:00	A - Barnham Road B2233	355	355
	B - Nyton Road A29	543	543
	C - Fontwell Avenue A29	559	559

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Barnham Road B2233	0.46	6.53	0.9	A	432	648
B - Nyton Road A29	0.39	2.91	0.6	A	662	992
C - Fontwell Avenue A29	0.78	14.48	3.2	B	681	1021

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	355	89	498	1229	0.291	353	457	0.0	0.4	4.250	A
B - Nyton Road A29	543	136	88	2078	0.261	541	701	0.0	0.4	2.385	A
C - Fontwell Avenue A29	559	140	315	1143	0.489	555	280	0.0	1.0	6.243	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	423	106	499	1103	0.384	423	548	0.4	0.6	4.992	A
B - Nyton Road A29	648	162	92	2066	0.314	648	840	0.4	0.5	2.584	A
C - Fontwell Avenue A29	667	167	382	1113	0.599	665	348	1.0	1.5	8.218	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	515	130	809	1088	0.477	517	879	0.5	0.9	5.463	A
B - Nyton Road A29	794	198	100	2051	0.387	793	1026	0.5	0.8	2.911	A
C - Fontwell Avenue A29	817	204	468	1071	0.763	811	428	1.5	3.1	13.851	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	519	130	813	1085	0.478	519	872	0.9	0.9	6.529	A
B - Nyton Road A29	794	198	100	2051	0.387	794	1031	0.8	0.8	2.913	A
C - Fontwell Avenue A29	817	204	468	1071	0.763	817	425	3.1	3.2	14.478	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	423	106	508	1159	0.365	425	550	0.9	0.8	5.950	A
B - Nyton Road A29	648	162	82	2066	0.314	648	848	0.5	0.5	2.587	A
C - Fontwell Avenue A29	667	167	382	1113	0.599	674	348	3.2	1.5	8.548	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	355	89	421	1217	0.291	355	460	0.5	0.4	4.259	A
B - Nyton Road A29	543	136	68	2078	0.261	543	708	0.5	0.4	2.352	A
C - Fontwell Avenue A29	558	140	320	1143	0.488	561	292	1.5	1.0	8.380	A

A29 - Barnham Road - 2031 DM, PM Baseline

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	6.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.03	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031 DM	PM Baseline	ONE HOUR	16:30	18:00	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 (PCU/hr)	Scaling Factor (%)
A - Barnham Road B2233		ONE HOUR	✓	391	100.000
B - Nyton Road A29		ONE HOUR	✓	849	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	638	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	352	39
	B - Nyton Road A29	428	0	418
	C - Fontwell Avenue A29	84	552	0

Proportions

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0.00	0.77	0.23
	B - Nyton Road A29	0.51	0.00	0.49
	C - Fontwell Avenue A29	0.13	0.87	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	2	2
	B - Nyton Road A29	1	0	2
	C - Fontwell Avenue A29	1	3	0

Average PCU Per Veh

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	1.000	1.025	1.025
	B - Nyton Road A29	1.010	1.000	1.025
	C - Fontwell Avenue A29	1.010	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Barnham Road B2233	294	294
	B - Nyton Road A29	637	637
	C - Fontwell Avenue A29	479	479
16:45-17:00	A - Barnham Road B2233	352	352
	B - Nyton Road A29	761	761
	C - Fontwell Avenue A29	572	572
17:00-17:15	A - Barnham Road B2233	430	430
	B - Nyton Road A29	931	931
	C - Fontwell Avenue A29	700	700
17:15-17:30	A - Barnham Road B2233	430	430
	B - Nyton Road A29	931	931
	C - Fontwell Avenue A29	700	700
17:30-17:45	A - Barnham Road B2233	352	352
	B - Nyton Road A29	761	761
	C - Fontwell Avenue A29	572	572
17:45-18:00	A - Barnham Road B2233	294	294
	B - Nyton Road A29	637	637
	C - Fontwell Avenue A29	479	479

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Barnham Road B2233	0.40	5.58	0.7	A	358	538
B - Nyton Road A29	0.45	3.28	0.8	A	775	1164
C - Fontwell Avenue A29	0.85	10.00	1.9	B	584	875

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	294	74	493	1222	0.241	293	384	0.0	0.3	3.947	A
B - Nyton Road A29	637	159	87	2078	0.307	635	639	0.0	0.4	2.529	A
C - Fontwell Avenue A29	479	120	321	1142	0.419	478	381	0.0	0.7	5.528	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	352	88	495	1188	0.302	351	480	0.3	0.4	4.505	A
B - Nyton Road A29	781	180	80	2087	0.388	780	788	0.4	0.6	2.783	A
C - Fontwell Avenue A29	572	143	384	1112	0.514	570	455	0.7	1.1	6.818	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	433	108	505	1090	0.395	433	583	0.4	0.7	5.550	A
B - Nyton Road A29	931	233	98	2053	0.454	930	937	0.8	0.8	3.251	A
C - Fontwell Avenue A29	700	175	471	1079	0.655	697	558	1.1	1.9	9.835	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	430	108	506	1089	0.395	430	584	0.7	0.7	5.578	A
B - Nyton Road A29	931	233	98	2053	0.454	931	940	0.8	0.8	3.256	A
C - Fontwell Avenue A29	700	175	471	1089	0.655	700	558	1.9	1.9	10.004	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	352	88	499	1163	0.302	352	481	0.7	0.4	4.534	A
B - Nyton Road A29	781	180	80	2087	0.388	782	773	0.8	0.8	2.802	A
C - Fontwell Avenue A29	572	143	385	1111	0.515	575	468	1.9	1.1	6.937	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	294	74	417	1219	0.241	295	385	0.4	0.3	3.973	A
B - Nyton Road A29	637	159	87	2077	0.307	637	645	0.6	0.6	2.540	A
C - Fontwell Avenue A29	479	120	323	1142	0.419	480	382	1.1	0.7	5.803	A

A29 - Barnham Road - 2031 DS, PM Baseline + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	6.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 DS	PM Baseline + Dev	ONE HOUR	16:30	18:00	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 G-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnham Road B2233		ONE HOUR	✓	404	100.000
B - Nyton Road A29		ONE HOUR	✓	861	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	855	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	315	89
	B - Nyton Road A29	434	0	427
	C - Fontwell Avenue A29	84	571	0

Proportions

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0.00	0.78	0.22
	B - Nyton Road A29	0.50	0.00	0.50
	C - Fontwell Avenue A29	0.13	0.87	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	2	2
	B - Nyton Road A29	1	0	2
	C - Fontwell Avenue A29	1	3	0

Average PCU Per Veh

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	1.000	1.025	1.025
	B - Nyton Road A29	1.010	1.000	1.025
	C - Fontwell Avenue A29	1.010	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Barnham Road B2233	304	304
	B - Nyton Road A29	648	648
	C - Fontwell Avenue A29	493	493
16:45-17:00	A - Barnham Road B2233	363	363
	B - Nyton Road A29	774	774
	C - Fontwell Avenue A29	589	589
17:00-17:15	A - Barnham Road B2233	445	445
	B - Nyton Road A29	948	948
	C - Fontwell Avenue A29	721	721
17:15-17:30	A - Barnham Road B2233	445	445
	B - Nyton Road A29	948	948
	C - Fontwell Avenue A29	721	721
17:30-17:45	A - Barnham Road B2233	363	363
	B - Nyton Road A29	774	774
	C - Fontwell Avenue A29	589	589
17:45-18:00	A - Barnham Road B2233	304	304
	B - Nyton Road A29	648	648
	C - Fontwell Avenue A29	493	493

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Barnham Road B2233	0.48	5.83	0.7	A	373	558
B - Nyton Road A29	0.45	3.31	0.9	A	790	1185
C - Fontwell Avenue A29	0.68	10.70	2.1	B	601	902

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	304	76	427	1212	0.251	303	389	0.0	0.3	4.032	A
B - Nyton Road A29	648	162	87	2078	0.312	646	663	0.0	0.5	2.549	A
C - Fontwell Avenue A29	493	123	328	1140	0.433	490	387	0.0	0.8	5.855	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	383	91	512	1154	0.315	383	485	0.3	0.5	4.838	A
B - Nyton Road A29	774	184	89	2087	0.374	778	785	0.5	0.6	2.822	A
C - Fontwell Avenue A29	589	147	350	1109	0.531	587	483	0.8	1.1	7.071	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	445	111	625	1076	0.413	444	569	0.5	0.7	5.788	A
B - Nyton Road A29	948	237	98	2053	0.462	947	971	0.8	0.9	3.300	A
C - Fontwell Avenue A29	721	180	477	1087	0.678	717	587	1.1	2.1	10.483	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	445	111	625	1074	0.414	445	570	0.7	0.7	5.832	A
B - Nyton Road A29	948	237	98	2053	0.462	948	975	0.9	0.9	3.305	A
C - Fontwell Avenue A29	721	180	478	1086	0.678	721	588	2.1	2.1	10.700	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	383	91	537	1151	0.333	384	487	0.7	0.5	4.873	A
B - Nyton Road A29	774	184	89	2087	0.374	778	800	0.9	0.8	2.831	A
C - Fontwell Avenue A29	589	147	391	1109	0.531	593	485	2.1	1.2	7.219	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	304	76	431	1210	0.251	305	390	0.5	0.3	4.061	A
B - Nyton Road A29	648	162	67	2077	0.312	649	666	0.6	0.5	2.558	A
C - Fontwell Avenue A29	493	123	327	1139	0.433	495	389	1.2	0.8	5.751	A

A29 - Barnham Road - 2031 DS, PM Baseline + Dev + BEW

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	7.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.11	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 DS	PM Baseline + Dev + BEW	ONE HOUR	16:30	18:00	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 (PCU/hr)	Scaling Factor (%)
A - Barnham Road B2233		ONE HOUR	✓	500	100.000
B - Nyton Road A29		ONE HOUR	✓	1000	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	829	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	409	91
	B - Nyton Road A29	579	0	421
	C - Fontwell Avenue A29	86	580	0

Proportions

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0.00	0.82	0.18
	B - Nyton Road A29	0.58	0.00	0.42
	C - Fontwell Avenue A29	0.11	0.89	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	2	2
	B - Nyton Road A29	1	0	2
	C - Fontwell Avenue A29	1	3	0

Average PCU Per Veh

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	1.000	1.025	1.025
	B - Nyton Road A29	1.010	1.000	1.025
	C - Fontwell Avenue A29	1.010	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Barnham Road B2233	378	378
	B - Nyton Road A29	753	753
	C - Fontwell Avenue A29	474	474
16:45-17:00	A - Barnham Road B2233	449	449
	B - Nyton Road A29	899	899
	C - Fontwell Avenue A29	565	565
17:00-17:15	A - Barnham Road B2233	551	551
	B - Nyton Road A29	1101	1101
	C - Fontwell Avenue A29	693	693
17:15-17:30	A - Barnham Road B2233	551	551
	B - Nyton Road A29	1101	1101
	C - Fontwell Avenue A29	693	693
17:30-17:45	A - Barnham Road B2233	449	449
	B - Nyton Road A29	899	899
	C - Fontwell Avenue A29	565	565
17:45-18:00	A - Barnham Road B2233	378	378
	B - Nyton Road A29	753	753
	C - Fontwell Avenue A29	474	474

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Barnham Road B2233	0.51	5.30	3.0	A	455	682
B - Nyton Road A29	0.54	3.84	3.2	A	918	1375
C - Fontwell Avenue A29	0.70	12.45	2.3	B	577	865

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	378	94	419	1218	0.309	375	485	0.0	0.5	4.345	A
B - Nyton Road A29	753	188	66	2078	0.363	751	725	0.0	0.6	2.749	A
C - Fontwell Avenue A29	474	118	435	1087	0.435	473	384	0.0	0.8	5.969	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	449	112	502	1151	0.387	449	582	0.5	0.8	5.149	A
B - Nyton Road A29	899	225	82	2066	0.435	898	889	0.8	0.8	3.125	A
C - Fontwell Avenue A29	565	141	523	1046	0.541	564	483	0.8	1.2	7.851	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	551	138	613	1085	0.507	549	712	0.8	1.0	6.828	A
B - Nyton Road A29	1101	275	100	2052	0.537	1099	1082	0.8	1.2	3.629	A
C - Fontwell Avenue A29	693	173	637	969	0.720	688	583	1.2	2.3	12.110	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	551	138	616	1083	0.508	550	713	1.0	1.0	6.886	A
B - Nyton Road A29	1101	275	100	2051	0.537	1101	1087	1.2	1.2	3.641	A
C - Fontwell Avenue A29	693	173	637	969	0.720	692	584	2.3	2.3	12.457	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	449	112	507	1157	0.388	451	584	1.0	0.7	5.212	A
B - Nyton Road A29	899	225	82	2066	0.435	901	875	1.2	0.8	3.139	A
C - Fontwell Avenue A29	565	141	521	1046	0.541	570	481	2.3	1.2	7.857	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	376	94	423	1215	0.310	377	488	0.7	0.5	4.387	A
B - Nyton Road A29	753	188	69	2078	0.363	754	732	0.8	0.8	2.762	A
C - Fontwell Avenue A29	474	118	436	1088	0.436	475	385	1.2	0.8	8.973	A

A29 - Barnham Road - 2038 DS, PM Baseline + Dev + BEW

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	3.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.82	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
DS	2038 DS	PM Baseline + Dev + BEW	ONE HOUR	16:30	18:00	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 (PCU/hr)	Scaling Factor (%)
A - Barnham Road B2233		ONE HOUR	✓	371	100.000
B - Nyton Road A29		ONE HOUR	✓	592	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	374	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	272	99
	B - Nyton Road A29	327	0	265
	C - Fontwell Avenue A29	72	302	0

Proportions

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0.00	0.73	0.27
	B - Nyton Road A29	0.55	0.00	0.45
	C - Fontwell Avenue A29	0.19	0.81	0.00

Vehicle Mix

ARUN DISTRICT COUNCIL AL/11/24/OUT

Heavy Vehicle Percentages

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	2	2
	B - Nyton Road A29	1	0	2
	C - Fontwell Avenue A29	1	6	0

Average PCU Per Veh

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	1.000	1.025	1.025
	B - Nyton Road A29	1.010	1.000	1.025
	C - Fontwell Avenue A29	1.010	1.060	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Barnham Road B2233	279	279
	B - Nyton Road A29	446	446
	C - Fontwell Avenue A29	282	282
16:45-17:00	A - Barnham Road B2233	334	334
	B - Nyton Road A29	532	532
	C - Fontwell Avenue A29	336	336
17:00-17:15	A - Barnham Road B2233	408	408
	B - Nyton Road A29	652	652
	C - Fontwell Avenue A29	412	412
17:15-17:30	A - Barnham Road B2233	408	408
	B - Nyton Road A29	652	652
	C - Fontwell Avenue A29	412	412
17:30-17:45	A - Barnham Road B2233	334	334
	B - Nyton Road A29	532	532
	C - Fontwell Avenue A29	336	336
17:45-18:00	A - Barnham Road B2233	279	279
	B - Nyton Road A29	446	446
	C - Fontwell Avenue A29	282	282

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Barnham Road B2233	0.32	4.23	0.5	A	340	551
B - Nyton Road A29	0.32	2.62	0.5	A	543	815
C - Fontwell Avenue A29	0.37	5.31	0.6	A	343	515

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	279	70	228	1358	0.207	278	360	0.0	0.3	3.423	A
B - Nyton Road A29	446	111	74	2072	0.215	445	430	0.0	0.3	2.243	A
C - Fontwell Avenue A29	282	70	248	1179	0.239	280	273	0.0	0.3	4.200	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	334	83	271	1319	0.253	333	358	0.3	0.3	3.724	A
B - Nyton Road A29	532	133	89	2060	0.258	532	515	0.3	0.4	2.389	A
C - Fontwell Avenue A29	336	84	284	1156	0.291	336	327	0.3	0.4	4.635	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	408	102	332	1278	0.320	408	439	0.3	0.5	4.219	A
B - Nyton Road A29	652	163	109	2044	0.319	651	631	0.4	0.5	2.821	A
C - Fontwell Avenue A29	412	103	350	1124	0.367	411	400	0.4	0.6	5.289	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	408	102	332	1277	0.320	408	439	0.5	0.5	4.226	A
B - Nyton Road A29	652	163	109	2044	0.319	652	632	0.5	0.5	2.822	A
C - Fontwell Avenue A29	412	103	350	1123	0.367	412	401	0.6	0.6	5.311	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	334	83	272	1319	0.253	334	358	0.5	0.3	3.733	A
B - Nyton Road A29	532	133	89	2060	0.258	533	517	0.5	0.4	2.393	A
C - Fontwell Avenue A29	336	84	284	1155	0.291	337	328	0.5	0.4	4.651	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	279	70	228	1349	0.207	280	301	0.3	0.3	3.433	A
B - Nyton Road A29	448	111	75	2071	0.216	448	433	0.4	0.3	2.246	A
C - Fontwell Avenue A29	282	70	248	1178	0.239	282	274	0.4	0.3	4.219	A

A29 - Barnham Road - 2026 , PM Baseline

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	13.06	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.06	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026	PM Baseline	ONE HOUR	16:30	18:00	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 G-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnham Road B2233		ONE HOUR	✓	521	100.000
B - Nyton Road A29		ONE HOUR	✓	797	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	821	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	100	421
	B - Nyton Road A29	469	10	327
	C - Fontwell Avenue A29	215	606	1

Proportions

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0.00	0.19	0.81
	B - Nyton Road A29	0.58	0.01	0.41
	C - Fontwell Avenue A29	0.26	0.74	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	2	8
	B - Nyton Road A29	1	0	3
	C - Fontwell Avenue A29	2	3	0

Average PCU Per Veh

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	1.000	1.025	1.080
	B - Nyton Road A29	1.010	1.000	1.030
	C - Fontwell Avenue A29	1.020	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Barnham Road B2233	382	382
	B - Nyton Road A29	600	600
	C - Fontwell Avenue A29	618	618
16:45-17:00	A - Barnham Road B2233	468	468
	B - Nyton Road A29	716	716
	C - Fontwell Avenue A29	738	738
17:00-17:15	A - Barnham Road B2233	574	574
	B - Nyton Road A29	878	878
	C - Fontwell Avenue A29	904	904
17:15-17:30	A - Barnham Road B2233	574	574
	B - Nyton Road A29	878	878
	C - Fontwell Avenue A29	904	904
17:30-17:45	A - Barnham Road B2233	468	468
	B - Nyton Road A29	716	716
	C - Fontwell Avenue A29	738	738
17:45-18:00	A - Barnham Road B2233	382	382
	B - Nyton Road A29	600	600
	C - Fontwell Avenue A29	618	618

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Barnham Road B2233	0.55	5.19	1.3	A	478	757
B - Nyton Road A29	0.50	4.13	1.0	A	733	1057
C - Fontwell Avenue A29	0.66	24.87	5.9	C	753	1130

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	382	96	460	1160	0.330	390	505	0.0	0.5	4.724	A
B - Nyton Road A29	600	150	316	1661	0.315	598	534	0.0	0.5	2.852	A
C - Fontwell Avenue A29	618	155	353	1127	0.548	613	561	0.0	1.2	7.133	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	468	117	551	1127	0.415	457	805	0.5	0.7	5.731	A
B - Nyton Road A29	716	179	379	1832	0.391	716	640	0.5	0.7	3.281	A
C - Fontwell Avenue A29	738	185	422	1093	0.675	736	572	1.2	2.1	10.216	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	574	143	668	1047	0.548	572	738	0.7	1.3	7.928	A
B - Nyton Road A29	878	219	463	1786	0.497	878	777	0.7	1.0	4.113	A
C - Fontwell Avenue A29	904	226	517	1047	0.863	890	822	2.1	5.5	21.817	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	574	143	677	1041	0.551	574	743	1.3	1.3	8.087	A
B - Nyton Road A29	878	219	465	1784	0.497	877	786	1.0	1.0	4.132	A
C - Fontwell Avenue A29	904	226	517	1047	0.863	902	825	5.5	5.9	24.875	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	468	117	585	1116	0.419	470	611	1.3	0.8	5.885	A
B - Nyton Road A29	716	179	391	1830	0.392	716	654	1.0	0.7	3.288	A
C - Fontwell Avenue A29	738	185	423	1093	0.675	753	678	5.9	2.2	11.327	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	392	98	487	1185	0.331	393	513	0.8	0.5	4.788	A
B - Nyton Road A29	600	150	318	1879	0.319	601	541	0.7	0.5	2.887	A
C - Fontwell Avenue A29	618	155	354	1128	0.548	622	565	2.2	1.3	7.388	A

A29 - Barnham Road - 2026 , PM Baseline + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	13.88	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.88	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2026	PM Baseline + Dev	ONE HOUR	16:30	18:00	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 G-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnham Road B2233		ONE HOUR	✓	527	100.000
B - Nyton Road A29		ONE HOUR	✓	935	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	830	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	106	421
	B - Nyton Road A29	468	10	332
	C - Fontwell Avenue A29	215	614	1

Proportions

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0.00	0.20	0.80
	B - Nyton Road A29	0.58	0.01	0.41
	C - Fontwell Avenue A29	0.26	0.74	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	2	8
	B - Nyton Road A29	1	0	3
	C - Fontwell Avenue A29	2	3	0

Average PCU Per Veh

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	1.000	1.025	1.080
	B - Nyton Road A29	1.010	1.000	1.030
	C - Fontwell Avenue A29	1.020	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Barnham Road B2233	397	397
	B - Nyton Road A29	606	606
	C - Fontwell Avenue A29	825	825
16:45-17:00	A - Barnham Road B2233	474	474
	B - Nyton Road A29	724	724
	C - Fontwell Avenue A29	748	748
17:00-17:15	A - Barnham Road B2233	580	580
	B - Nyton Road A29	886	886
	C - Fontwell Avenue A29	914	914
17:15-17:30	A - Barnham Road B2233	580	580
	B - Nyton Road A29	886	886
	C - Fontwell Avenue A29	914	914
17:30-17:45	A - Barnham Road B2233	474	474
	B - Nyton Road A29	724	724
	C - Fontwell Avenue A29	748	748
17:45-18:00	A - Barnham Road B2233	397	397
	B - Nyton Road A29	606	606
	C - Fontwell Avenue A29	825	825

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Barnham Road B2233	0.55	8.33	3.3	A	484	725
B - Nyton Road A29	0.50	4.17	3.0	A	739	1108
C - Fontwell Avenue A29	0.87	26.75	6.4	D	782	1142

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	397	99	467	1185	0.335	395	508	0.0	0.5	4.777	A
B - Nyton Road A29	606	152	318	1881	0.322	604	545	0.0	0.5	2.856	A
C - Fontwell Avenue A29	825	188	355	1128	0.555	823	585	0.0	1.3	7.239	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	474	118	559	1122	0.422	473	808	0.5	0.8	5.825	A
B - Nyton Road A29	724	181	379	1832	0.395	723	553	0.5	0.7	3.393	A
C - Fontwell Avenue A29	746	187	425	1052	0.553	743	577	1.3	2.1	10.478	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	580	145	677	1041	0.557	578	742	0.8	1.3	8.138	A
B - Nyton Road A29	885	222	463	1786	0.502	885	782	0.7	1.0	4.154	A
C - Fontwell Avenue A29	914	228	520	1046	0.874	899	828	2.1	5.9	23.079	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	580	145	687	1034	0.561	580	748	1.3	1.3	8.328	A
B - Nyton Road A29	886	222	465	1764	0.502	886	802	1.0	1.0	4.173	A
C - Fontwell Avenue A29	914	228	521	1045	0.874	912	830	5.9	8.4	28.764	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	474	118	574	1112	0.426	476	515	1.3	0.8	5.977	A
B - Nyton Road A29	724	181	381	1830	0.396	725	569	1.0	0.7	3.329	A
C - Fontwell Avenue A29	746	187	426	1051	0.664	760	580	6.4	2.3	11.772	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	397	99	473	1181	0.336	358	512	0.5	0.5	4.844	A
B - Nyton Road A29	606	152	319	1879	0.322	607	553	0.7	0.5	2.881	A
C - Fontwell Avenue A29	625	156	357	1125	0.555	629	589	2.3	1.3	7.512	A

A29 - Barnham Road - 2028 , PM Base

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	14.28	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.28	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2028	PM Base	ONE HOUR	16:30	18:00	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 G-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnham Road B2233		ONE HOUR	✓	528	100.000
B - Nyton Road A29		ONE HOUR	✓	936	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	833	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	101	427
	B - Nyton Road A29	467	10	332
	C - Fontwell Avenue A29	218	614	1

Proportions

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0.00	0.19	0.81
	B - Nyton Road A29	0.58	0.01	0.41
	C - Fontwell Avenue A29	0.26	0.74	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	2	8
	B - Nyton Road A29	1	0	3
	C - Fontwell Avenue A29	2	3	0

Average PCU Per Veh

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	1.000	1.025	1.080
	B - Nyton Road A29	1.010	1.000	1.030
	C - Fontwell Avenue A29	1.020	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Barnham Road B2233	398	398
	B - Nyton Road A29	609	609
	C - Fontwell Avenue A29	627	627
16:45-17:00	A - Barnham Road B2233	475	475
	B - Nyton Road A29	727	727
	C - Fontwell Avenue A29	749	749
17:00-17:15	A - Barnham Road B2233	581	581
	B - Nyton Road A29	891	891
	C - Fontwell Avenue A29	917	917
17:15-17:30	A - Barnham Road B2233	581	581
	B - Nyton Road A29	891	891
	C - Fontwell Avenue A29	917	917
17:30-17:45	A - Barnham Road B2233	475	475
	B - Nyton Road A29	727	727
	C - Fontwell Avenue A29	749	749
17:45-18:00	A - Barnham Road B2233	398	398
	B - Nyton Road A29	609	609
	C - Fontwell Avenue A29	627	627

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Barnham Road B2233	0.55	8.35	3.3	A	485	727
B - Nyton Road A29	0.51	4.22	3.0	A	742	1114
C - Fontwell Avenue A29	0.88	27.75	8.7	D	764	1147

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	398	99	467	1185	0.335	395	513	0.0	0.5	4.783	A
B - Nyton Road A29	609	152	321	1878	0.324	607	542	0.0	0.5	2.881	A
C - Fontwell Avenue A29	627	157	358	1124	0.558	622	570	0.0	1.3	7.290	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	475	119	559	1122	0.423	474	814	0.5	0.8	5.835	A
B - Nyton Road A29	727	182	384	1826	0.398	727	849	0.5	0.7	3.328	A
C - Fontwell Avenue A29	749	187	428	1080	0.687	746	882	1.3	2.2	10.805	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	581	145	676	1041	0.558	579	748	0.8	1.3	8.155	A
B - Nyton Road A29	891	223	469	1780	0.500	889	786	0.7	1.0	4.200	A
C - Fontwell Avenue A29	917	229	524	1044	0.879	901	834	2.2	6.1	23.717	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	581	145	687	1035	0.562	581	754	1.3	1.3	8.347	A
B - Nyton Road A29	891	223	471	1759	0.506	891	797	1.0	1.0	4.219	A
C - Fontwell Avenue A29	917	229	525	1043	0.879	918	837	6.1	6.7	27.749	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	475	119	575	1111	0.427	477	521	1.3	0.8	5.991	A
B - Nyton Road A29	727	182	397	1825	0.398	729	565	1.0	0.7	3.344	A
C - Fontwell Avenue A29	749	187	435	1080	0.687	766	686	6.7	2.3	11.358	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	358	89	474	1181	0.337	359	517	0.5	0.5	4.845	A
B - Nyton Road A29	609	152	328	1878	0.325	610	548	0.7	0.5	2.886	A
C - Fontwell Avenue A29	627	157	360	1124	0.558	631	573	2.3	1.3	7.570	A

A29 - Barnham Road - 2028 , PM Base + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - Nyton Road A29 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	15.78	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.78	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2028	PM Base + Dev	ONE HOUR	16:30	18:00	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 G-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barnham Road B2233		ONE HOUR	✓	538	100.000
B - Nyton Road A29		ONE HOUR	✓	823	100.000
C - Fontwell Avenue A29		ONE HOUR	✓	847	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	111	427
	B - Nyton Road A29	471	10	339
	C - Fontwell Avenue A29	218	628	1

Proportions

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0.00	0.21	0.79
	B - Nyton Road A29	0.57	0.01	0.41
	C - Fontwell Avenue A29	0.26	0.74	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	0	2	8
	B - Nyton Road A29	1	0	3
	C - Fontwell Avenue A29	2	3	0

Average PCU Per Veh

		To		
		A - Barnham Road B2233	B - Nyton Road A29	C - Fontwell Avenue A29
From	A - Barnham Road B2233	1.000	1.025	1.080
	B - Nyton Road A29	1.010	1.000	1.030
	C - Fontwell Avenue A29	1.020	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Barnham Road B2233	405	405
	B - Nyton Road A29	617	617
	C - Fontwell Avenue A29	638	638
16:45-17:00	A - Barnham Road B2233	484	484
	B - Nyton Road A29	737	737
	C - Fontwell Avenue A29	761	761
17:00-17:15	A - Barnham Road B2233	592	592
	B - Nyton Road A29	903	903
	C - Fontwell Avenue A29	933	933
17:15-17:30	A - Barnham Road B2233	592	592
	B - Nyton Road A29	903	903
	C - Fontwell Avenue A29	933	933
17:30-17:45	A - Barnham Road B2233	484	484
	B - Nyton Road A29	737	737
	C - Fontwell Avenue A29	761	761
17:45-18:00	A - Barnham Road B2233	405	405
	B - Nyton Road A29	617	617
	C - Fontwell Avenue A29	638	638

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Barnham Road B2233	0.58	8.75	3.4	A	484	741
B - Nyton Road A29	0.51	4.28	3.1	A	752	1129
C - Fontwell Avenue A29	0.90	31.37	7.6	D	777	1166

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	405	101	477	1178	0.344	403	515	0.0	0.5	4.269	A
B - Nyton Road A29	617	154	320	1878	0.329	615	559	0.0	0.5	2.903	A
C - Fontwell Avenue A29	638	159	361	1123	0.568	632	575	0.0	1.3	7.462	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	484	121	572	1113	0.434	483	518	0.5	0.8	5.591	A
B - Nyton Road A29	737	184	384	1826	0.403	736	570	0.6	0.7	3.357	A
C - Fontwell Avenue A29	781	195	432	1085	0.720	758	588	1.3	2.3	11.042	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	592	148	695	1032	0.574	590	753	0.8	1.4	8.514	A
B - Nyton Road A29	903	226	469	1781	0.513	901	811	0.7	1.1	4.257	A
C - Fontwell Avenue A29	933	233	529	1042	0.899	914	842	2.3	8.9	25.961	D

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	582	146	701	1024	0.578	582	758	1.4	1.4	8.751	A
B - Nyton Road A29	903	226	471	1759	0.513	903	822	1.1	1.1	4.279	A
C - Fontwell Avenue A29	933	233	539	1041	0.896	930	844	6.9	7.8	31.357	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	484	121	590	1101	0.439	486	526	1.4	0.8	6.180	A
B - Nyton Road A29	737	184	397	1825	0.404	739	589	1.1	0.7	3.378	A
C - Fontwell Avenue A29	781	195	433	1088	0.718	782	592	7.6	2.5	12.838	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Barnham Road B2233	495	124	484	1173	0.345	496	529	0.5	0.6	4.944	A
B - Nyton Road A29	617	154	328	1878	0.329	618	587	0.7	0.5	2.917	A
C - Fontwell Avenue A29	638	159	363	1122	0.568	642	579	2.5	1.4	7.774	A

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.2.1574
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Filename: 4-A27 Nyton Road 2016 including Dev.j10
Path: C:\Users\invd03561\WSP O365\Sasidharan, Chinchu - 40 Capacity Assessment\update_070923
Report generation date: 07/09/2023 16:44:29

»A27 Nyton Road - 2019 Base, AM
»A27 Nyton Road - 2019 Base, PM
»A27 Nyton Road - 2031 DM, AM Baseline
»A27 Nyton Road - 2031 DM, PM Baseline
»A27 Nyton Road - 2031 DS, AM Baseline + Dev
»A27 Nyton Road - 2031 DS , PM Baseline + Dev + BEW
»A27 Nyton Road - 2031 DS, AM Baseline + Dev + BEW
»A27 Nyton Road - 2031 DS, PM Baseline + Dev + BEW
»A27 Nyton Road - 2038 DS, AM Baseline + Dev + BEW
»A27 Nyton Road - 2038 DS, PM Baseline + Dev + BEW

Summary of junction performance

	AM					PM					AM Baseline					PM Baseline					AM B	
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)
A27 Nyton Road - 2019 Base																						
Stream B-AC	D1	0.1	0.82	0.13	A	D2	0.0	0.74	0.03	A												
Stream C-B		0.7	17.00	0.38	C		1.7	19.33	0.63	C												
A27 Nyton Road - 2031 DM																						
Stream B-AC											D3	0.1	0.81	0.13	A	D4	0.1	0.76	0.07	A		
Stream C-B												0.7	16.57	0.39	C		1.5	18.40	0.60	C		
A27 Nyton Road - 2031 DS																						
Stream B-AC																					D5	0.2
Stream C-B																						0.6
A27 Nyton Road - 2038 DS																						
Stream B-AC																						
Stream C-B																						

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

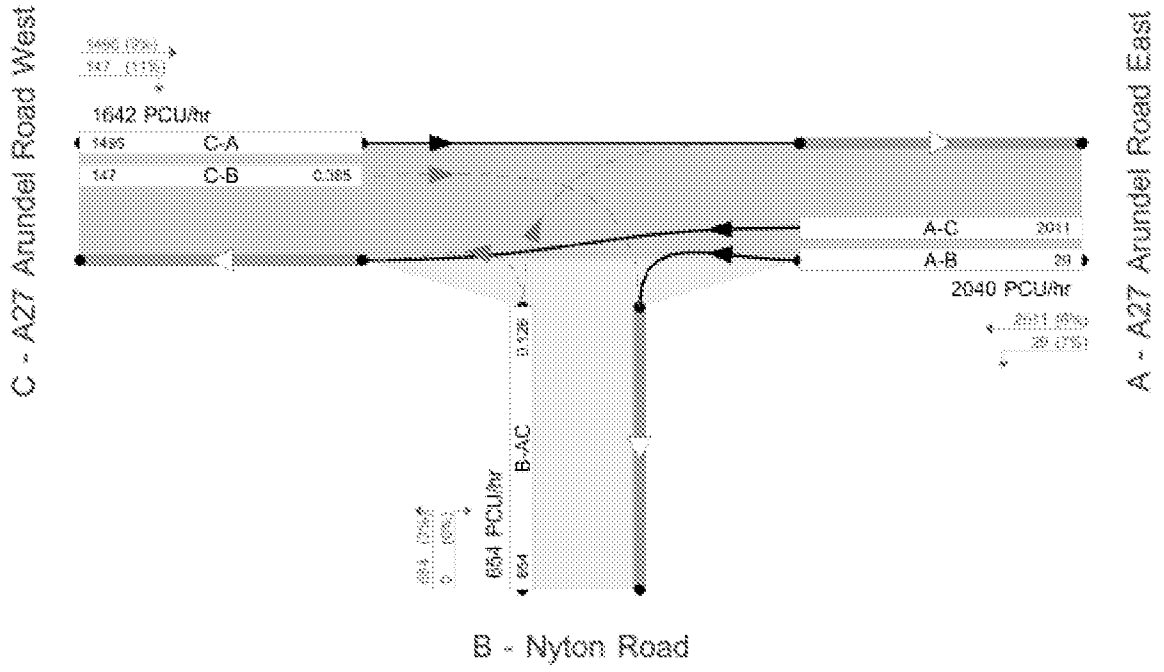
File summary

File Description

Title	A27 Nyton Road
Location	
Site number	
Date	23/03/2012
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

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



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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	AM	AM Peak	DIRECT	07:15	08:15	60	15	✓
D2	2019 Base	PM	PM Peak	DIRECT	16:30	17:30	60	15	✓
D3	2031 DM	AM Baseline	AM Peak	DIRECT	07:15	08:15	60	15	✓
D4	2031 DM	PM Baseline	PM Peak	DIRECT	16:30	17:30	60	15	✓
D5	2031 DS	AM Baseline + Dev	AM Peak	DIRECT	07:15	08:15	60	15	✓
D6	2031 DS	PM Baseline + Dev + BEW	PM Peak	DIRECT	16:30	17:30	60	15	✓
D7	2031 DS	AM Baseline + Dev + BEW	AM Peak	DIRECT	07:15	08:15	60	15	✓
D8	2031 DS	PM Baseline + Dev + BEW	PM Peak	DIRECT	16:30	17:30	60	15	✓
D9	2038 DS	AM Baseline + Dev + BEW	AM Peak	DIRECT	07:15	08:15	60	15	✓
D10	2038 DS	PM Baseline + Dev + BEW	PM Peak	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	A27 Nyton Road	✓	100.000	100.000

A27 Nyton Road - 2019 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.70	A

Arms

Arms

Arm	Name	Description	Arm type
A	A27 Arundel Road East		Major
B	Nyton Road		Minor
C	A27 Arundel Road West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A27 Arundel Road West	13.40		✓	4.50	250.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Nyton Road	One lane	4.52	250	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	738	0.091	0.230	0.145	0.325
B-C	828	0.088	0.217	-	-
C-B	899	0.235	0.235	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Stream Intercept Adjustments

Stream intercept adjustment	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
B-AC	✓	(PICADY 5 CT18 Import)	4550
C-B	✓		-35

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 Base	AM	AM Peak	DIRECT	07:15	09:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

07:15 - 07:30

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	29	2011
	B - Nyton Road	0	0	854
	C - A27 Arundel Road West	1495	147	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.01	0.99
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.91	0.09	0.00

Demand (PCU/hr)

07:30 - 07:45

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	29	2011
	B - Nyton Road	0	0	854
	C - A27 Arundel Road West	1495	147	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.01	0.99
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.91	0.09	0.00

Demand (PCU/hr)

07:45 - 08:00

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	29	2011
	B - Nyton Road	0	0	854
	C - A27 Arundel Road West	1495	147	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.01	0.99
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.91	0.09	0.00

Demand (PCU/hr)

08:00 - 08:15

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	29	2011
	B - Nyton Road	0	0	854
	C - A27 Arundel Road West	1495	147	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.01	0.99
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.91	0.09	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	7	5
	B - Nyton Road	0	0	3
	C - A27 Arundel Road West	9	11	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.070	1.050
	B - Nyton Road	1.000	1.000	1.030
	C - A27 Arundel Road West	1.050	1.110	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - A27 Arundel Road East	2040	2040
	B - Nyton Road	554	554
	C - A27 Arundel Road West	1842	1842
07:30-07:45	A - A27 Arundel Road East	2040	2040
	B - Nyton Road	554	554
	C - A27 Arundel Road West	1842	1842
07:45-08:00	A - A27 Arundel Road East	2040	2040
	B - Nyton Road	554	554
	C - A27 Arundel Road West	1842	1842
08:00-08:15	A - A27 Arundel Road East	2040	2040
	B - Nyton Road	554	554
	C - A27 Arundel Road West	1842	1842

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	0.82	0.1	A	554	554
C-A					1495	1495
C-B	0.38	17.80	0.7	C	147	147
A-B					29	29
A-C					2011	2011

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	554	184	5188	0.125	553	0.0	0.1	0.817	A
C-A	1495	374			1495				
C-B	147	37	382	0.385	144	0.0	0.7	16.631	C
A-B	29	7			29				
A-C	2011	503			2011				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	554	184	5188	0.128	554	0.1	0.1	0.817	A
C-A	1495	374			1495				
C-B	147	37	382	0.385	147	0.7	0.7	16.851	C
A-B	29	7			29				
A-C	2011	503			2011				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	554	184	5188	0.128	554	0.1	0.1	0.817	A
C-A	1495	374			1495				
C-B	147	37	382	0.385	147	0.7	0.7	16.996	C
A-B	29	7			29				
A-C	2011	503			2011				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	554	184	5188	0.128	554	0.1	0.1	0.817	A
C-A	1495	374			1495				
C-B	147	37	382	0.385	147	0.7	0.7	16.996	C
A-B	29	7			29				
A-C	2011	503			2011				

A27 Nyton Road - 2019 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019 Base	PM	PM Peak	DIRECT	16:30	17:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

16:30 - 16:45

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	34	1419
	B - Nyton Road	0	0	180
	C - A27 Arundel Road West	1844	326	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.02	0.98
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.85	0.15	0.00

Demand (PCU/hr)

16:45 - 17:00

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	34	1419
	B - Nyton Road	0	0	180
	C - A27 Arundel Road West	1844	326	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.02	0.98
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.85	0.15	0.00

17:00 - 17:15

Demand (PCU/hr)

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	34	1419
B - Nyton Road	0	0	180
C - A27 Arundel Road West	1844	326	0

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.02	0.98
B - Nyton Road	0.00	0.00	1.00
C - A27 Arundel Road West	0.85	0.15	0.00

17:15 - 17:30

Demand (PCU/hr)

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	34	1419
B - Nyton Road	0	0	180
C - A27 Arundel Road West	1844	326	0

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.02	0.98
B - Nyton Road	0.00	0.00	1.00
C - A27 Arundel Road West	0.85	0.15	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	3	3	3
B - Nyton Road	3	3	3
C - A27 Arundel Road West	3	3	3

Average PCU Per Veh

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	1.000	1.000	1.000
B - Nyton Road	1.000	1.000	1.000
C - A27 Arundel Road West	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A27 Arundel Road East	1453	1453
	B - Nyton Road	180	180
	C - A27 Arundel Road West	2170	2170
16:45-17:00	A - A27 Arundel Road East	1453	1453
	B - Nyton Road	180	180
	C - A27 Arundel Road West	2170	2170
17:00-17:15	A - A27 Arundel Road East	1453	1453
	B - Nyton Road	180	180
	C - A27 Arundel Road West	2170	2170
17:15-17:30	A - A27 Arundel Road East	1453	1453
	B - Nyton Road	180	180
	C - A27 Arundel Road West	2170	2170

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	0.74	0.3	A	180	180
C-A					1844	1844
C-B	0.63	18.03	3.7	C	325	325
A-B					34	34
A-C					1419	1419

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	180	45	5316	0.034	180	0.0	0.0	0.742	A
C-A	1844	461			1844				
C-B	325	82	521	0.626	319	0.0	1.8	17.606	C
A-B	34	9			34				
A-C	1419	355			1419				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	180	45	5316	0.034	180	0.0	0.0	0.742	A
C-A	1844	461			1844				
C-B	325	82	521	0.626	325	1.8	1.7	18.991	C
A-B	34	9			34				
A-C	1419	355			1419				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	180	45	5316	0.034	180	0.0	0.0	0.742	A
C-A	1844	461			1844				
C-B	325	82	521	0.626	325	1.7	1.7	19.020	C
A-B	34	9			34				
A-C	1419	355			1419				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	180	45	5316	0.034	180	0.0	0.0	0.742	A
C-A	1844	461			1844				
C-B	325	82	521	0.626	325	1.7	1.7	19.034	C
A-B	34	9			34				
A-C	1419	355			1419				

A27 Nyton Road - 2031 DM, AM Baseline

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.68	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031 DM	AM Baseline	AM Peak	DIRECT	07:15	08:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

07:15 - 07:30

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2149
	B - Nyton Road	0	0	660
	C - A27 Arundel Road West	1346	140	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.91	0.09	0.00

Demand (PCU/hr)

07:30 - 07:45

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2149
	B - Nyton Road	0	0	660
	C - A27 Arundel Road West	1346	140	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.91	0.09	0.00

07:45 - 08:00

Demand (PCU/hr)

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	2149
B - Nyton Road	0	0	660
C - A27 Arundel Road West	1346	140	0

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	1.00
B - Nyton Road	0.00	0.00	1.00
C - A27 Arundel Road West	0.91	0.09	0.00

08:00 - 08:15

Demand (PCU/hr)

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	2149
B - Nyton Road	0	0	660
C - A27 Arundel Road West	1346	140	0

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	1.00
B - Nyton Road	0.00	0.00	1.00
C - A27 Arundel Road West	0.91	0.09	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	3	0	3
B - Nyton Road	3	0	2
C - A27 Arundel Road West	16	2	3

Average PCU Per Veh

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	1.000	1.000	1.000
B - Nyton Road	1.000	1.000	1.000
C - A27 Arundel Road West	1.160	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - A27 Arundel Road East	2149	2149
	B - Nyton Road	660	660
	C - A27 Arundel Road West	1486	1486
07:30-07:45	A - A27 Arundel Road East	2149	2149
	B - Nyton Road	660	660
	C - A27 Arundel Road West	1486	1486
07:45-08:00	A - A27 Arundel Road East	2149	2149
	B - Nyton Road	660	660
	C - A27 Arundel Road West	1486	1486
08:00-08:15	A - A27 Arundel Road East	2149	2149
	B - Nyton Road	660	660
	C - A27 Arundel Road West	1486	1486

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	0.81	0.1	A	660	660
C-A					1346	1346
C-B	0.39	16.87	0.7	C	140	140
A-B					0	0
A-C					2149	2149

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	660	165	5160	0.128	659	0.0	0.1	0.815	A
C-A	1346	337			1346				
C-B	140	35	356	0.393	137	0.0	0.6	16.585	C
A-B	0	0			0				
A-C	2149	537			2149				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	660	165	5160	0.128	660	0.1	0.1	0.815	A
C-A	1346	337			1346				
C-B	140	35	356	0.393	140	0.6	0.7	16.864	C
A-B	0	0			0				
A-C	2149	537			2149				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	660	165	5160	0.128	660	0.1	0.1	0.815	A
C-A	1346	337			1346				
C-B	140	35	356	0.393	140	0.7	0.7	16.871	C
A-B	0	0			0				
A-C	2149	537			2149				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	660	165	5160	0.128	660	0.1	0.1	0.815	A
C-A	1346	337			1346				
C-B	140	35	356	0.393	140	0.7	0.7	16.873	C
A-B	0	0			0				
A-C	2149	537			2149				

A27 Nyton Road - 2031 DM, PM Baseline

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.23	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031 DM	PM Baseline	PM Peak	DIRECT	16:30	17:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

16:30 - 16:45

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	1675
	B - Nyton Road	0	0	384
	C - A27 Arundel Road West	2354	281	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.89	0.11	0.00

Demand (PCU/hr)

16:45 - 17:00

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	1675
	B - Nyton Road	0	0	384
	C - A27 Arundel Road West	2354	281	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.89	0.11	0.00

17:00 - 17:15

Demand (PCU/hr)

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	1575
B - Nyton Road	0	0	364
C - A27 Arundel Road West	2354	281	0

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	1.00
B - Nyton Road	0.00	0.00	1.00
C - A27 Arundel Road West	0.89	0.11	0.00

17:15 - 17:30

Demand (PCU/hr)

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	1675
B - Nyton Road	0	0	364
C - A27 Arundel Road West	2354	281	0

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	1.00
B - Nyton Road	0.00	0.00	1.00
C - A27 Arundel Road West	0.89	0.11	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	3	0	10
B - Nyton Road	0	0	3
C - A27 Arundel Road West	7	1	0

Average PCU Per Veh

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	1.000	1.000	1.100
B - Nyton Road	1.000	1.000	1.030
C - A27 Arundel Road West	1.070	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A27 Arundel Road East	1675	1675
	B - Nyton Road	364	364
	C - A27 Arundel Road West	2835	2835
16:45-17:00	A - A27 Arundel Road East	1675	1675
	B - Nyton Road	364	364
	C - A27 Arundel Road West	2835	2835
17:00-17:15	A - A27 Arundel Road East	1675	1675
	B - Nyton Road	364	364
	C - A27 Arundel Road West	2835	2835
17:15-17:30	A - A27 Arundel Road East	1675	1675
	B - Nyton Road	364	364
	C - A27 Arundel Road West	2835	2835

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	8.78	0.1	A	384	384
C-A					2354	2354
C-B	0.60	18.40	1.5	C	281	281
A-B					0	0
A-C					1575	1575

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	384	91	5283	0.069	384	0.0	0.1	8.756	A
C-A	2354	583			2354				
C-B	281	70	468	0.600	275	0.0	1.4	18.344	C
A-B	0	0			0				
A-C	1575	419			1575				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	384	91	5283	0.069	384	0.1	0.1	8.756	A
C-A	2354	583			2354				
C-B	281	70	468	0.600	281	1.4	1.5	19.387	C
A-B	0	0			0				
A-C	1575	419			1575				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	384	91	5283	0.069	384	0.1	0.1	8.756	A
C-A	2354	585			2354				
C-B	281	70	468	0.600	281	1.5	1.5	19.393	C
A-B	0	0			0				
A-C	1575	419			1575				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	384	91	5283	0.069	384	0.1	0.1	8.756	A
C-A	2354	585			2354				
C-B	281	70	468	0.600	281	1.5	1.5	19.403	C
A-B	0	0			0				
A-C	1575	419			1575				

A27 Nyton Road - 2031 DS, AM Baseline + Dev

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.77	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031 DS	AM Baseline + Dev	AM Peak	DIRECT	07:15	08:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

07:15 - 07:30

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2149
	B - Nyton Road	0	0	772
	C - A27 Arundel Road West	1346	153	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.90	0.10	0.00

Demand (PCU/hr)

07:30 - 07:45

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2149
	B - Nyton Road	0	0	772
	C - A27 Arundel Road West	1346	153	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.90	0.10	0.00

07:45 - 08:00

Demand (PCU/hr)

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	2149
B - Nyton Road	0	0	772
C - A27 Arundel Road West	1346	153	0

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	1.00
B - Nyton Road	0.00	0.00	1.00
C - A27 Arundel Road West	0.90	0.10	0.00

08:00 - 08:15

Demand (PCU/hr)

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	2149
B - Nyton Road	0	0	772
C - A27 Arundel Road West	1346	153	0

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	1.00
B - Nyton Road	0.00	0.00	1.00
C - A27 Arundel Road West	0.90	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	3	0	8
B - Nyton Road	3	0	1
C - A27 Arundel Road West	16	2	3

Average PCU Per Veh

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	1.000	1.000	1.080
B - Nyton Road	1.000	1.000	1.010
C - A27 Arundel Road West	1.160	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - A27 Arundel Road East	2149	2149
	B - Nyton Road	772	772
	C - A27 Arundel Road West	1499	1499
07:30-07:45	A - A27 Arundel Road East	2149	2149
	B - Nyton Road	772	772
	C - A27 Arundel Road West	1499	1499
07:45-08:00	A - A27 Arundel Road East	2149	2149
	B - Nyton Road	772	772
	C - A27 Arundel Road West	1499	1499
08:00-08:15	A - A27 Arundel Road East	2149	2149
	B - Nyton Road	772	772
	C - A27 Arundel Road West	1499	1499

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.15	0.83	0.2	A	772	772
C-A					1348	1348
C-B	0.43	18.05	0.8	C	153	153
A-B					0	0
A-C					2149	2149

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	772	193	5160	0.150	771	0.0	0.2	0.827	A
C-A	1348	337			1348				
C-B	153	38	356	0.429	153	0.0	0.7	17.666	C
A-B	0	0			0				
A-C	2149	537			2149				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	772	193	5160	0.150	772	0.2	0.2	0.827	A
C-A	1348	337			1348				
C-B	153	38	356	0.429	153	0.7	0.8	18.046	C
A-B	0	0			0				
A-C	2149	537			2149				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	772	193	5160	0.150	772	0.2	0.2	0.827	A
C-A	1348	337			1348				
C-B	153	38	356	0.429	153	0.8	0.8	18.054	C
A-B	0	0			0				
A-C	2149	537			2149				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	772	193	5160	0.150	772	0.2	0.2	0.827	A
C-A	1348	337			1348				
C-B	153	38	356	0.429	153	0.8	0.8	18.056	C
A-B	0	0			0				
A-C	2149	537			2149				

A27 Nyton Road - 2031 DS , PM Baseline + Dev + BEW

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.81	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031 DS	PM Baseline + Dev + BEW	PM Peak	DIRECT	16:30	17:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

16:30 - 16:45

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	1675
B - Nyton Road	0	0	386
C - A27 Arundel Road West	2354	326	0

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	1.00
B - Nyton Road	0.00	0.00	1.00
C - A27 Arundel Road West	0.88	0.12	0.00

Demand (PCU/hr)

16:45 - 17:00

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	1675
B - Nyton Road	0	0	386
C - A27 Arundel Road West	2354	326	0

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	1.00
B - Nyton Road	0.00	0.00	1.00
C - A27 Arundel Road West	0.88	0.12	0.00

17:00 - 17:15

Demand (PCU/hr)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	1675
	B - Nyton Road	0	0	386
	C - A27 Arundel Road West	2354	326	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.88	0.12	0.00

17:15 - 17:30

Demand (PCU/hr)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	1675
	B - Nyton Road	0	0	386
	C - A27 Arundel Road West	2354	326	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.88	0.12	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	10
	B - Nyton Road	0	0	3
	C - A27 Arundel Road West	7	1	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.100
	B - Nyton Road	1.000	1.000	1.030
	C - A27 Arundel Road West	1.070	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A27 Arundel Road East	1675	1675
	B - Nyton Road	386	386
	C - A27 Arundel Road West	2680	2680
16:45-17:00	A - A27 Arundel Road East	1675	1675
	B - Nyton Road	386	386
	C - A27 Arundel Road West	2680	2680
17:00-17:15	A - A27 Arundel Road East	1675	1675
	B - Nyton Road	386	386
	C - A27 Arundel Road West	2680	2680
17:15-17:30	A - A27 Arundel Road East	1675	1675
	B - Nyton Road	386	386
	C - A27 Arundel Road West	2680	2680

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	0.76	0.1	A	386	386
C-A					2354	2354
C-B	0.70	26.48	2.3	D	326	326
A-B					0	0
A-C					1575	1575

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	386	97	5283	0.073	386	0.0	0.1	0.758	A
C-A	2354	589			2354				
C-B	326	82	468	0.696	317	0.0	2.1	28.002	D
A-B	0	0			0				
A-C	1575	419			1575				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	386	97	5283	0.073	386	0.1	0.1	0.758	A
C-A	2354	589			2354				
C-B	326	82	468	0.696	326	2.1	2.2	28.343	D
A-B	0	0			0				
A-C	1575	419			1575				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	386	97	5283	0.073	386	0.1	0.1	0.758	A
C-A	2354	589			2354				
C-B	326	82	468	0.696	326	2.2	2.2	28.448	D
A-B	0	0			0				
A-C	1575	419			1575				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	386	97	5283	0.073	386	0.1	0.1	0.759	A
C-A	2354	589			2354				
C-B	326	82	468	0.696	326	2.2	2.3	28.485	D
A-B	0	0			0				
A-C	1575	419			1575				

A27 Nyton Road - 2031 DS, AM Baseline + Dev + BEW

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.75	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2031 DS	AM Baseline + Dev + BEW	AM Peak	DIRECT	07:15	08:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

07:15 - 07:30

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2119
	B - Nyton Road	0	0	837
	C - A27 Arundel Road West	1347	154	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.90	0.10	0.00

Demand (PCU/hr)

07:30 - 07:45

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2119
	B - Nyton Road	0	0	837
	C - A27 Arundel Road West	1347	154	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.90	0.10	0.00

07:45 - 08:00

Demand (PCU/hr)

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	2119
B - Nyton Road	0	0	837
C - A27 Arundel Road West	1347	154	0

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	1.00
B - Nyton Road	0.00	0.00	1.00
C - A27 Arundel Road West	0.90	0.10	0.00

08:00 - 08:15

Demand (PCU/hr)

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	2119
B - Nyton Road	0	0	837
C - A27 Arundel Road West	1347	154	0

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	1.00
B - Nyton Road	0.00	0.00	1.00
C - A27 Arundel Road West	0.90	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	0
B - Nyton Road	0	0	1
C - A27 Arundel Road West	19	2	0

Average PCU Per Veh

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	1.000	1.000	1.000
B - Nyton Road	1.000	1.000	1.010
C - A27 Arundel Road West	1.190	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - A27 Arundel Road East	2119	2119
	B - Nyton Road	837	837
	C - A27 Arundel Road West	1501	1501
07:30-07:45	A - A27 Arundel Road East	2119	2119
	B - Nyton Road	837	837
	C - A27 Arundel Road West	1501	1501
07:45-08:00	A - A27 Arundel Road East	2119	2119
	B - Nyton Road	837	837
	C - A27 Arundel Road West	1501	1501
08:00-08:15	A - A27 Arundel Road East	2119	2119
	B - Nyton Road	837	837
	C - A27 Arundel Road West	1501	1501

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.15	0.84	0.2	A	837	837
C-A					1347	1347
C-B	0.42	17.53	0.7	C	154	154
A-B					0	0
A-C					2119	2119

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	837	209	5167	0.162	836	0.0	0.2	0.838	A
C-A	1347	337			1347				
C-B	154	38	362	0.424	151	0.0	0.7	17.678	C
A-B	0	0			0				
A-C	2119	530			2119				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	837	209	5167	0.162	837	0.2	0.2	0.838	A
C-A	1347	337			1347				
C-B	154	38	363	0.424	154	0.7	0.7	17.823	C
A-B	0	0			0				
A-C	2119	530			2119				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	837	209	5167	0.162	837	0.2	0.2	0.838	A
C-A	1347	337			1347				
C-B	154	38	363	0.424	154	0.7	0.7	17.830	C
A-B	0	0			0				
A-C	2119	530			2119				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	837	209	5167	0.162	837	0.2	0.2	0.838	A
C-A	1347	337			1347				
C-B	154	38	363	0.424	154	0.7	0.7	17.832	C
A-B	0	0			0				
A-C	2119	530			2119				

A27 Nyton Road - 2031 DS, PM Baseline + Dev + BEW

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.55	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031 DS	PM Baseline + Dev + BEW	PM Peak	DIRECT	16:30	17:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

16:30 - 16:45

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	1658
B - Nyton Road	0	0	420
C - A27 Arundel Road West	2422	314	0

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	1.00
B - Nyton Road	0.00	0.00	1.00
C - A27 Arundel Road West	0.89	0.11	0.00

Demand (PCU/hr)

16:45 - 17:00

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0	0	1658
B - Nyton Road	0	0	420
C - A27 Arundel Road West	2422	314	0

Proportions

From \ To	A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
A - A27 Arundel Road East	0.00	0.00	1.00
B - Nyton Road	0.00	0.00	1.00
C - A27 Arundel Road West	0.89	0.11	0.00

17:00 - 17:15

Demand (PCU/hr)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	1858
	B - Nyton Road	0	0	420
	C - A27 Arundel Road West	2422	314	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.89	0.11	0.00

17:15 - 17:30

Demand (PCU/hr)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	1858
	B - Nyton Road	0	0	420
	C - A27 Arundel Road West	2422	314	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.89	0.11	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	10
	B - Nyton Road	0	0	2
	C - A27 Arundel Road West	7	1	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.100
	B - Nyton Road	1.000	1.000	1.020
	C - A27 Arundel Road West	1.070	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A27 Arundel Road East	1858	1858
	B - Nyton Road	420	420
	C - A27 Arundel Road West	2736	2736
16:45-17:00	A - A27 Arundel Road East	1858	1858
	B - Nyton Road	420	420
	C - A27 Arundel Road West	2736	2736
17:00-17:15	A - A27 Arundel Road East	1858	1858
	B - Nyton Road	420	420
	C - A27 Arundel Road West	2736	2736
17:15-17:30	A - A27 Arundel Road East	1858	1858
	B - Nyton Road	420	420
	C - A27 Arundel Road West	2736	2736

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	8.78	0.1	A	423	420
C-A					2422	2422
C-B	0.66	22.83	2.0	C	314	314
A-B					0	0
A-C					1558	1558

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	420	105	5287	0.080	420	0.0	0.1	8.756	A
C-A	2422	606			2422				
C-B	314	79	472	0.665	307	0.0	1.9	21.104	C
A-B	0	0			0				
A-C	1558	415			1558				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	420	105	5287	0.080	420	0.1	0.1	8.756	A
C-A	2422	606			2422				
C-B	314	79	472	0.665	314	1.9	1.9	22.845	C
A-B	0	0			0				
A-C	1558	415			1558				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	420	105	5287	0.080	420	0.1	0.1	8.756	A
C-A	2422	606			2422				
C-B	314	79	472	0.665	314	1.9	2.0	22.908	C
A-B	0	0			0				
A-C	1558	415			1558				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	420	105	5287	0.080	420	0.1	0.1	8.756	A
C-A	2422	606			2422				
C-B	314	79	472	0.665	314	2.0	2.0	22.934	C
A-B	0	0			0				
A-C	1558	415			1558				

A27 Nyton Road - 2038 DS, AM Baseline + Dev + BEW

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.88	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
DS	2038 DS	AM Baseline + Dev + BEW	AM Peak	DIRECT	07:15	08:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

07:15 - 07:30

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2157
	B - Nyton Road	0	0	1008
	C - A27 Arundel Road West	1495	159	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.90	0.10	0.00

Demand (PCU/hr)

07:30 - 07:45

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2157
	B - Nyton Road	0	0	1008
	C - A27 Arundel Road West	1495	159	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.90	0.10	0.00

07:45 - 08:00

Demand (PCU/hr)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2157
	B - Nyton Road	0	0	1008
	C - A27 Arundel Road West	1495	169	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.90	0.10	0.00

08:00 - 08:15

Demand (PCU/hr)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	2157
	B - Nyton Road	0	0	1008
	C - A27 Arundel Road West	1495	169	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.90	0.10	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	7
	B - Nyton Road	0	0	1
	C - A27 Arundel Road West	9	2	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.070
	B - Nyton Road	1.000	1.000	1.010
	C - A27 Arundel Road West	1.090	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - A27 Arundel Road East	2157	2157
	B - Nyton Road	1008	1008
	C - A27 Arundel Road West	1664	1664
07:30-07:45	A - A27 Arundel Road East	2157	2157
	B - Nyton Road	1008	1008
	C - A27 Arundel Road West	1664	1664
07:45-08:00	A - A27 Arundel Road East	2157	2157
	B - Nyton Road	1008	1008
	C - A27 Arundel Road West	1664	1664
08:00-08:15	A - A27 Arundel Road East	2157	2157
	B - Nyton Road	1008	1008
	C - A27 Arundel Road West	1664	1664

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.20	0.87	0.2	A	1008	1008
C-A					1495	1495
C-B	0.48	18.78	0.9	C	169	169
A-B					0	0
A-C					2157	2157

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	1008	252	5159	0.195	1007	0.0	0.2	0.875	A
C-A	1495	374			1495				
C-B	169	42	354	0.477	165	0.0	0.9	18.086	C
A-B	0	0			0				
A-C	2157	539			2157				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	1008	252	5159	0.195	1008	0.2	0.2	0.875	A
C-A	1495	374			1495				
C-B	169	42	354	0.477	169	0.9	0.9	19.775	C
A-B	0	0			0				
A-C	2157	539			2157				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	1008	252	5159	0.195	1008	0.2	0.2	0.875	A
C-A	1495	374			1495				
C-B	169	42	354	0.477	169	0.9	0.9	19.790	C
A-B	0	0			0				
A-C	2157	539			2157				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	1008	252	5159	0.195	1008	0.2	0.2	0.875	A
C-A	1495	374			1495				
C-B	169	42	354	0.477	169	0.9	0.9	19.794	C
A-B	0	0			0				
A-C	2157	539			2157				

A27 Nyton Road - 2038 DS, PM Baseline + Dev + BEW

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.89	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2038 DS	PM Baseline + Dev + BEW	PM Peak	DIRECT	16:30	17:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A27 Arundel Road East		DIRECT	✓	100.000
B - Nyton Road		DIRECT	✓	100.000
C - A27 Arundel Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

16:30 - 16:45

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	1792
	B - Nyton Road	0	0	516
	C - A27 Arundel Road West	2553	307	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.89	0.11	0.00

Demand (PCU/hr)

16:45 - 17:00

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	1792
	B - Nyton Road	0	0	516
	C - A27 Arundel Road West	2553	307	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.89	0.11	0.00

17:00 - 17:15

Demand (PCU/hr)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	1792
	B - Nyton Road	0	0	516
	C - A27 Arundel Road West	2563	307	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.89	0.11	0.00

17:15 - 17:30

Demand (PCU/hr)

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	1792
	B - Nyton Road	0	0	516
	C - A27 Arundel Road West	2563	307	0

Proportions

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0.00	0.00	1.00
	B - Nyton Road	0.00	0.00	1.00
	C - A27 Arundel Road West	0.89	0.11	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	0	0	5
	B - Nyton Road	0	0	2
	C - A27 Arundel Road West	7	1	0

Average PCU Per Veh

		To		
		A - A27 Arundel Road East	B - Nyton Road	C - A27 Arundel Road West
From	A - A27 Arundel Road East	1.000	1.000	1.050
	B - Nyton Road	1.000	1.000	1.020
	C - A27 Arundel Road West	1.070	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - A27 Arundel Road East	1792	1792
	B - Nyton Road	516	516
	C - A27 Arundel Road West	2870	2870
16:45-17:00	A - A27 Arundel Road East	1792	1792
	B - Nyton Road	516	516
	C - A27 Arundel Road West	2870	2870
17:00-17:15	A - A27 Arundel Road East	1792	1792
	B - Nyton Road	516	516
	C - A27 Arundel Road West	2870	2870
17:15-17:30	A - A27 Arundel Road East	1792	1792
	B - Nyton Road	516	516
	C - A27 Arundel Road West	2870	2870

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	8.78	0.1	A	516	516
C-A					2563	2563
C-B	0.70	27.12	2.3	D	397	397
A-B					0	0
A-C					1792	1792

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	516	129	5238	0.099	516	0.0	0.1	8.776	A
C-A	2563	641			2563				
C-B	397	77	441	0.687	289	0.0	2.1	24.347	C
A-B	0	0			0				
A-C	1792	448			1792				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	516	129	5238	0.099	516	0.1	0.1	8.776	A
C-A	2563	641			2563				
C-B	397	77	441	0.687	397	2.1	2.2	26.952	D
A-B	0	0			0				
A-C	1792	448			1792				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	516	129	5238	0.099	516	0.1	0.1	8.776	A
C-A	2563	641			2563				
C-B	397	77	441	0.687	397	2.2	2.2	27.675	D
A-B	0	0			0				
A-C	1792	448			1792				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	516	129	5238	0.099	516	0.1	0.1	8.776	A
C-A	2563	641			2563				
C-B	397	77	441	0.687	397	2.2	2.3	27.120	D
A-B	0	0			0				
A-C	1792	448			1792				