DO NOT SCALE

NOTES

1. DMRB DESIRABLE MINIMUM SIGHT STOPPING DISTANCE (SSD) IS 90m FOR A ROAD WITH A 30MPH SPEED LIMIT (60KPH DESIGN SPEED). ONE STEP BELOW THE DESIRABLE MINIMUM IS 70m FOR A ROAD WITH A 30MPH SPEED LIMIT. ON THE NORTHBOUND APPROACH AGREEMENT FROM THE HIGHWAY AUTHORITY WILL THEREFORE NEED TO BE SOUGHT FOR A DEPARTURE FROM STANDARDS. MANUAL FOR STREETS GUIDANCE GIVES AN SSD OF 59m FOR A ROAD WITH A 37MPH DESIGN SPEED.
2. WE HAVE NOT SOUGHT TO BECOME AWARE OF ANY INFORMATION RELATED TO HAZARDS THAT MIGHT AFFECT THE CONSTRUCTION OR MAINTENANCE OF THIS PROJECT. UNDER THE CDM REGULATIONS ANY DESIGNERS WHO PROGRESS THESE PROPOSALS FURTHER WILL NEED TO RECONSIDER THE DESIGN BASED UPON ANY INFORMATION WHICH SUBSEQUENTLY BECOMES AVAILABLE.
3. THIS DESIGN IS BASED ON THE COLE & COLE TOPOGRAPHICAL SURVEY DATED JANUARY 2016 AND THE ADP ARCHITECTS MASTERPLAN DATED NOVEMBER 2012.
4. THE 2016 TOPOGRAPHICAL SURVEY COORDINATE SYSTEM HAS BEEN USED; THE ADP MASTERPLAN WAS MOVED AND ALIGNED TO MATCH BASED ON THE PROPOSED HOUSE LOCATIONS AND THE SURVEYED HOUSE CONSTRUCTION OUTLINES.
5. ALL LAND BOUNDARY INFORMATION IS INDICATIVE AND TO BE CONFIRMED BY ALL RELEVANT PARTIES.

KEY

- HIGHWAY BOUNDARY (BASED ON TOPOGRAPHIC SURVEY (COLE & COLE, JANUARY 2016) AND WSCC HIGHWAY BOUNDARY INFORMATION (RECEIVED 29/06/2016)
- OBSTRUCTION TO VISIBILITY ALONG HIGHWAY BOUNDARY (E.G. UNTRIMMED HEDGEROWS)
- RED LINE BOUNDARY (FROM OSP SITE LAYOUT PLAN RECEIVED 02/02/2017)
- SUB-SALE BOUNDARY (BASED ON .dwg FILE OF DRAWING 'B1 SUB-SALE PLAN 1' RECEIVED FROM CALA HOMES ON 07/03/2016). BOUNDARY IS OUTSIDE EDGE OF GREEN DASHED LINE WHEN SHOWN AT 0.5m WIDTH
- LAND IN OWNERSHIP OF MR N PINE (BASED ON DRAWING SHOWING ORANGE BOUNDARY RECEIVED FROM CALA HOMES ON 23/06/2016)
- JUNCTION INTERVISIBILITY ZONE (TO TD 50/04; 2.5m OFFSET FROM STOP LINES)
- VISIBILITY SPLAY (AS SHOWN)
- FORWARD VISIBILITY TO SIGNAL (TO TD 50/04 AND TD 9/93)
- SPEED SURVEY LOCATION
- SIGNAL HEAD
- TACTILE PAVING (BUFF)
- TACTILE PAVING (RED)
- EXISTING TREE CANOPIES (BASED ON BOSKY TREES SURVEY DATED 22/06/2016)
- TREES TO BE REMOVED
- TREES TO BE RETAINED
- ROOT PROTECTION AREAS
- •B PEDESTRIAN BOLLARD

FOR CONTINUATION REFER TO INSET A

FORWARD VISIBILITY (SSD) TO NEARSIDE PRIMARY SIGNAL HEAD 90m (DEPENDENT ON CONFIRMATION OF HIGHWAY BOUNDARY AT BACK OF FOOTWAY – SEE BELOW)

WSCC RECORDS INDICATE HIGHWAY BOUNDARY WITHIN FOOTWAY. IT IS ASSUMED THAT WSCC HIGHWAY BOUNDARY IS ACTUALLY AT BACK OF FOOTWAY. TO BE CONFIRMED WITH WSCC

FORWARD VISIBILITY (SSD) TO OFFSIDE PRIMARY SIGNAL HEAD, OVER 90m ACHIEVABLE

SPEED SURVEY LOCATION
85TH PERCENTILE SPEED:
NORTHBOUND 31.5mph, SOUTHBOUND 33.3mph
AVERAGE SPEED:
NORTHBOUND 27.2mph, SOUTHBOUND 29.2mph

FOR DRAINAGE DETAIL SEE INSET B

EXISTING ACCESS TO BE CLOSED TO VEHICLES WITH PEDESTRIAN BOLLARDS

NEW TREES PROPOSED (REFER TO LANDSCAPE PLANS)

PARKING BAYS TO BE RELOCATED TO ACCOMMODATE FOOTWAY

PROPOSED FOOTWAY

WILSON HOUSE PLOT TO BE REGRADED TO SUIT DETAILED DESIGN OF ROAD

PROPOSED LIMIT OF HIGHWAY ADOPTION

2.0m x 43m (M/S 30MPH)

EXISTING CROWN LINE DATA TO BE ADDED TO TOPOGRAPHICAL SURVEY AHEAD OF DETAILED DESIGN

JUNCTION INTERVISIBILITY ZONE (TD 50/04)

COLE & COLE TOPOGRAPHICAL SURVEY TO BE EXTENDED INTO MEADOW WAY AHEAD OF DETAILED DESIGN

KEEP CLEAR

WILSON HOUSE LAND TO BE REGRADED TO SUIT DETAILED DESIGN OF ROAD

0.35m TO BOUNDARY TO ACCOMMODATE LEVEL DIFFERENCE

LOCAL OBSTRUCTION OF INTERVISIBILITY ZONE

ADOPTED PUBLIC RIGHT OF WAY CURRENTLY BEING DIVERTED AS PART OF WILSON-HOUSE DEVELOPMENT

PRECISE ALIGNMENT OF CARRIAGEWAY TO BE CONFIRMED FOLLOWING AS-BUILT SURVEY OF WILSON-HOUSE ROAD

PROPOSED QUEUE DETECTION LOOP

TREE TO BE REMOVED AND REPLACED WITH ANOTHER IN NEAR VICINITY (PRECISE LOCATION UNSPECIFIED)

LOCAL OBSTRUCTION OF INTERVISIBILITY ZONE

59m FORWARD VISIBILITY (SSD) TO OFFSIDE PRIMARY SIGNAL HEAD ACHIEVABLE. THIS ACCORDS WITH THE MfS RECOMMENDED SSD FOR A VEHICLE SPEED OF 37MPH

FORWARD VISIBILITY (SSD) TO NEARSIDE PRIMARY SIGNAL HEAD APPROX. 37m

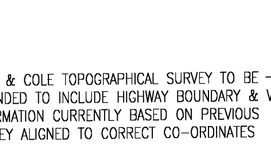
TD 50/04 (PARAGRAPHS 1.6 & 1.18) ALLOWS EXCEPTIONS TO STANDARDS TO BE APPLIED WHEN SIGNAL CONTROL IS BEING INSTALLED AT AN EXISTING JUNCTION WITH SUB-STANDARD VISIBILITY IN CONSTRAINED URBAN AREAS. HOWEVER, AGREEMENT FROM THE HIGHWAY AUTHORITY WOULD NEED TO BE SOUGHT FOR A DEPARTURE FROM STANDARD

COLE & COLE TOPOGRAPHICAL SURVEY TO BE EXTENDED TO INCLUDE HIGHWAY BOUNDARY & VERGE. INFORMATION CURRENTLY BASED ON PREVIOUS SURVEY ALIGNED TO CORRECT CO-ORDINATES

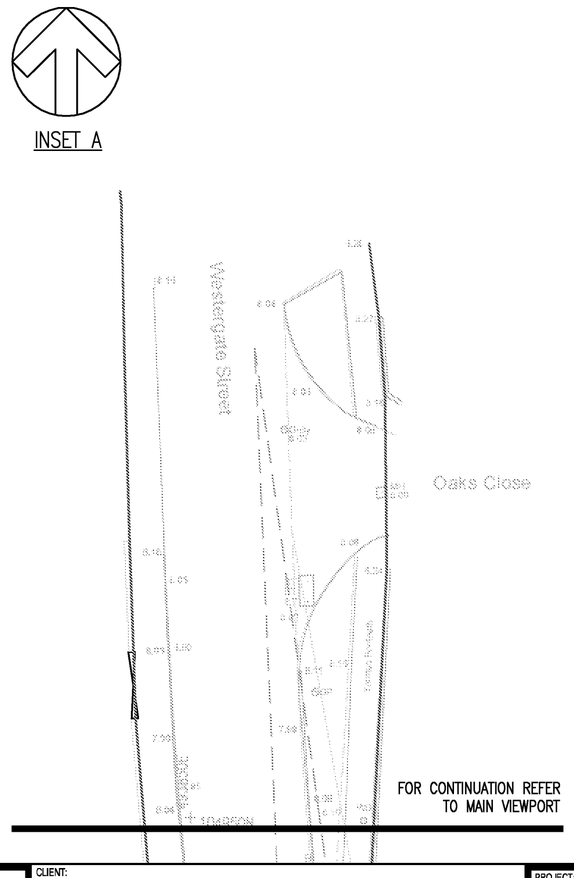
DMRB 90m DESIRABLE MINIMUM FORWARD VISIBILITY (SSD) TO PRIMARY SIGNAL HEAD NOT ACHIEVABLE DUE TO PRESENCE OF EXISTING HOUSING

FORWARD VISIBILITY (SSD) TO OFFSIDE PRIMARY SIGNAL HEAD APPROX. 68m

SIGNS TO DIAG. 543, DIAG. 572 AND DIAG. 584.1 TO BE PROVIDED ON APPROACH WITH REDUCED DESIRABLE MINIMUM SSD. EXACT LOCATIONS TO BE CONFIRMED

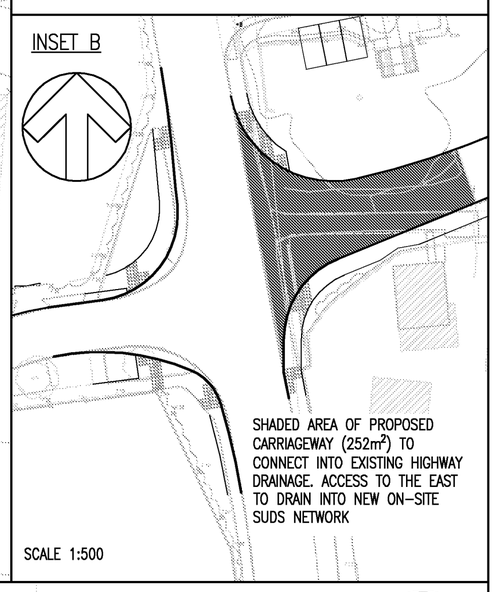


INSET A



FOR CONTINUATION REFER TO MAIN VIEWPORT

INSET B

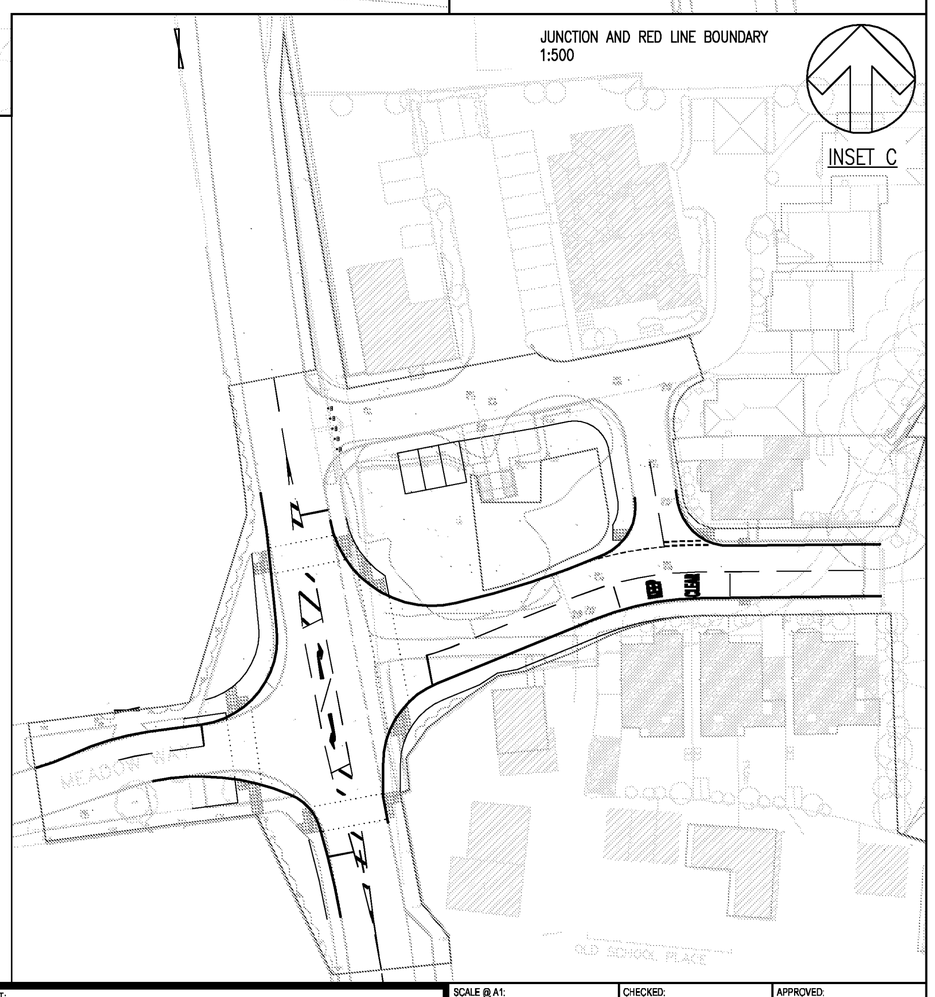


SHADED AREA OF PROPOSED CARRIAGEWAY (252m²) TO CONNECT INTO EXISTING HIGHWAY DRAINAGE. ACCESS TO THE EAST TO DRAIN INTO NEW ON-SITE SUDS NETWORK

SCALE 1:500

JUNCTION AND RED LINE BOUNDARY
1:500

INSET C



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REV	DATE	BY	DESCRIPTION	CHK	APD
E	02/02/2017	MFB	REDLINE UPDATED	CW	CW
D	10/11/2016	FL	PROPOSED QUEUE DETECTION LOOP ADDED	MFB	LRB
C	09/11/2016	SL	CHANGED TREES TO BE RETAINED TO REMOVE	MFB	LRB
B	21/10/2016	MFB	NOTES AMENDED	LRB	LRB
A	17/10/2016	MFB	FIRST ISSUE	LRB	LRB

DRAWING STATUS: FOR INFORMATION ONLY

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CLIENT: CALA HOMES

ARCHITECT: OSP ARCHITECTURE

PROJECT: LAND AT WESTERGATE

TITLE: SITE ACCESS GENERAL ARRANGEMENT OPTION 3

SCALE @ A1:	CHECKED:	APPROVED:
1:250	LRB	LRB
CAD FILE: 3258-GA-004.DWG	DESIGN-DRAWN: MFB	DATE: February 17

PROJECT No:	DRAWING No:	REV:
70013258	3258/GA/004	E

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DO NOT SCALE

NOTES

1. AN ATC UNDERTAKEN ON THE A29 IN SEPTEMBER 2016 SHOWED A SEVEN-DAY 85TH PERCENTILE SPEED OF 31.5MPH NORTHBOUND, WHICH CORRESPONDS TO SIGHT-STOPPING DISTANCES OF 46m (BASED ON MANUAL FOR STREETS GUIDANCE).
2. DMRB DESIRABLE MINIMUM SIGHT STOPPING DISTANCE (SSD) IS 90m FOR A ROAD WITH A 30MPH SPEED LIMIT (60KPH DESIGN SPEED). MANUAL FOR STREETS GUIDANCE GIVES AN SSD OF 59m FOR A ROAD WITH A 37MPH DESIGN SPEED.

KEY

- HIGHWAY BOUNDARY (BASED ON TOPOGRAPHIC SURVEY (COLE & COLE, JANUARY 2016) AND WSCC HIGHWAY BOUNDARY INFORMATION (RECEIVED 29/06/2016)
- 90m FORWARD VISIBILITY (TD9/93 DESIRABLE MINIMUM)
- 49m FORWARD VISIBILITY (MAXIMUM ACHIEVEABLE)

SPEED SURVEY LOCATION
85TH PERCENTILE SPEED:
NORTHBOUND 31.5mph, SOUTHBOUND 33.3mph
AVERAGE SPEED:
NORTHBOUND 27.2mph, SOUTHBOUND 29.2mph

REAR OF 5 CAR QUEUE
(ASSUMING 5.75m CAR LENGTH)

135m UPSTEAM OF STOP LINE
I.E. 1.5xDESIREABLE MINIMUM SSD

207m UPSTEAM OF STOP LINE
I.E. LONGEST AVERAGE MEAN
MAX QUEUE LENGTH

1:1000

REAR OF 5 CAR QUEUE
(ASSUMING 5.75m CAR LENGTH)

135m UPSTEAM OF STOP LINE
I.E. 1.5xDESIREABLE MINIMUM SSD

1:250

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REV	DATE	BY	DESCRIPTION	CHK	APP
P01	24/05/2017	MFB	FIRST ISSUE	LRB	

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: CALA HOMES

ARCHITECT: OSP ARCHITECTURE

PROJECT: LAND AT WESTERGATE

TITLE: SITE ACCESS
FORWARD VISIBILITY
ON NORTHBOUND APPROACH TO SIGNALS

SCALE @ A1:	CHECKED:		APPROVED:
AS SHOWN	LRB		CW
PROJECT No:	DESIGNED:	DRAWN:	DATE:
70013258	MFB	MFB	May 17

DRAWING No: 3258/SK/017 REV: A

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File name J:\70013258 - LAND AT WESTERGATE -CALA HOMES\E MODELS AND DRAWINGS\DEVELOPMENT\AUTOCAD\SK SKETCHES\3258-SK-017.DWG, printed on 24 May 2017 16:26:10, by Baty, Mark

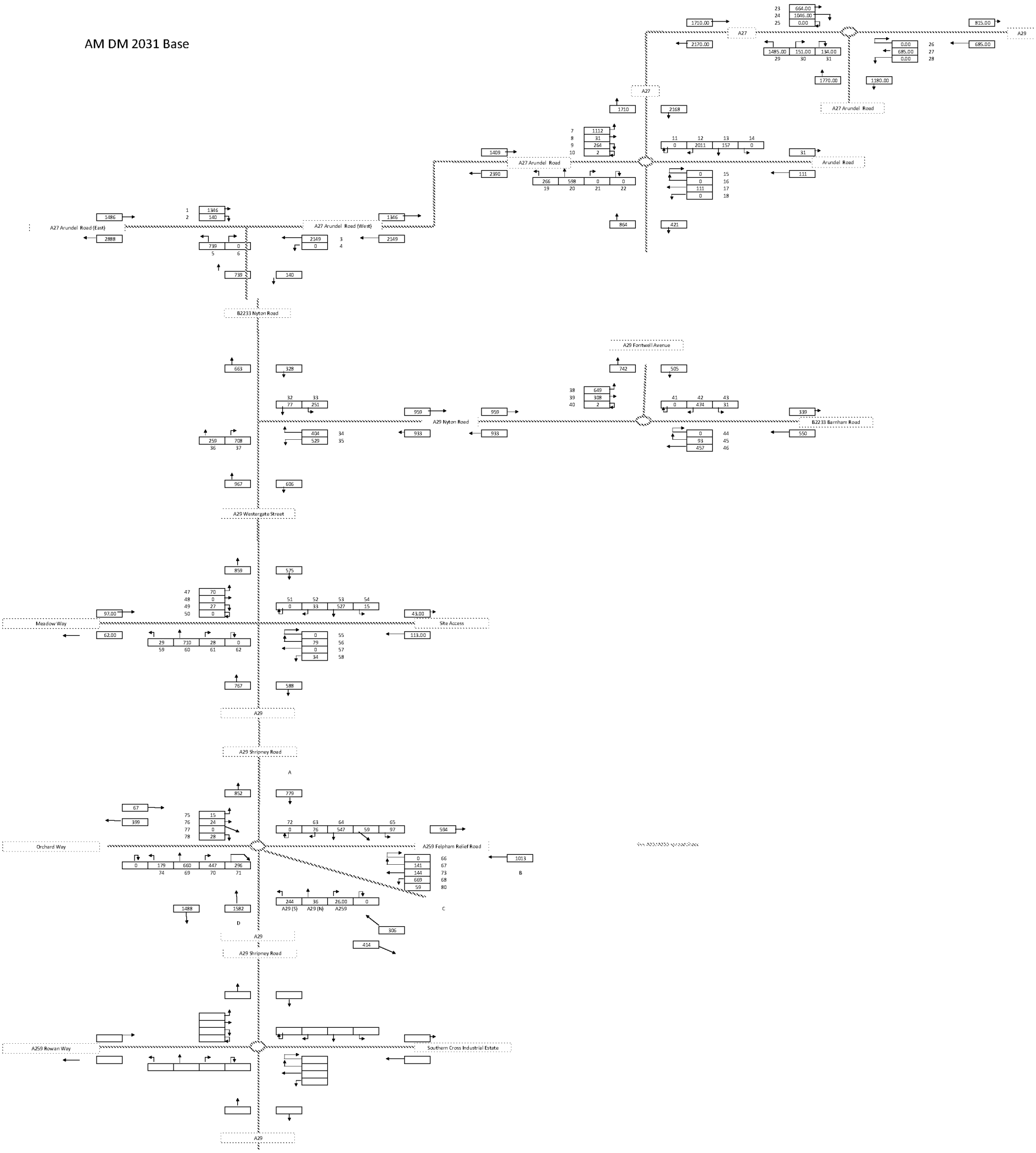
Appendix D

TRAFFIC FLOW DIAGRAMS

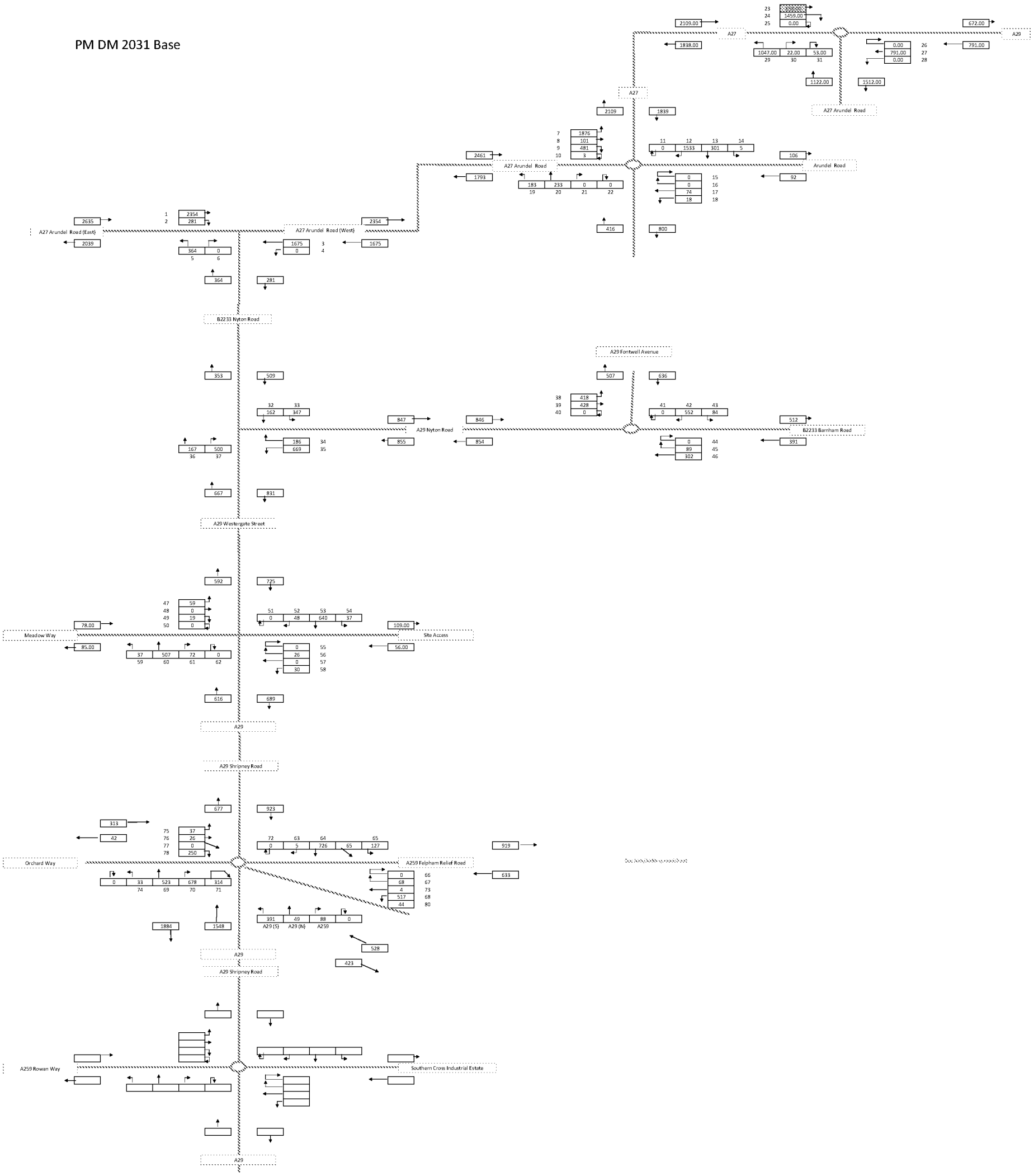
CONFIDENTIAL

ARUN DISTRICT COUNCIL AL/11/24/OUT

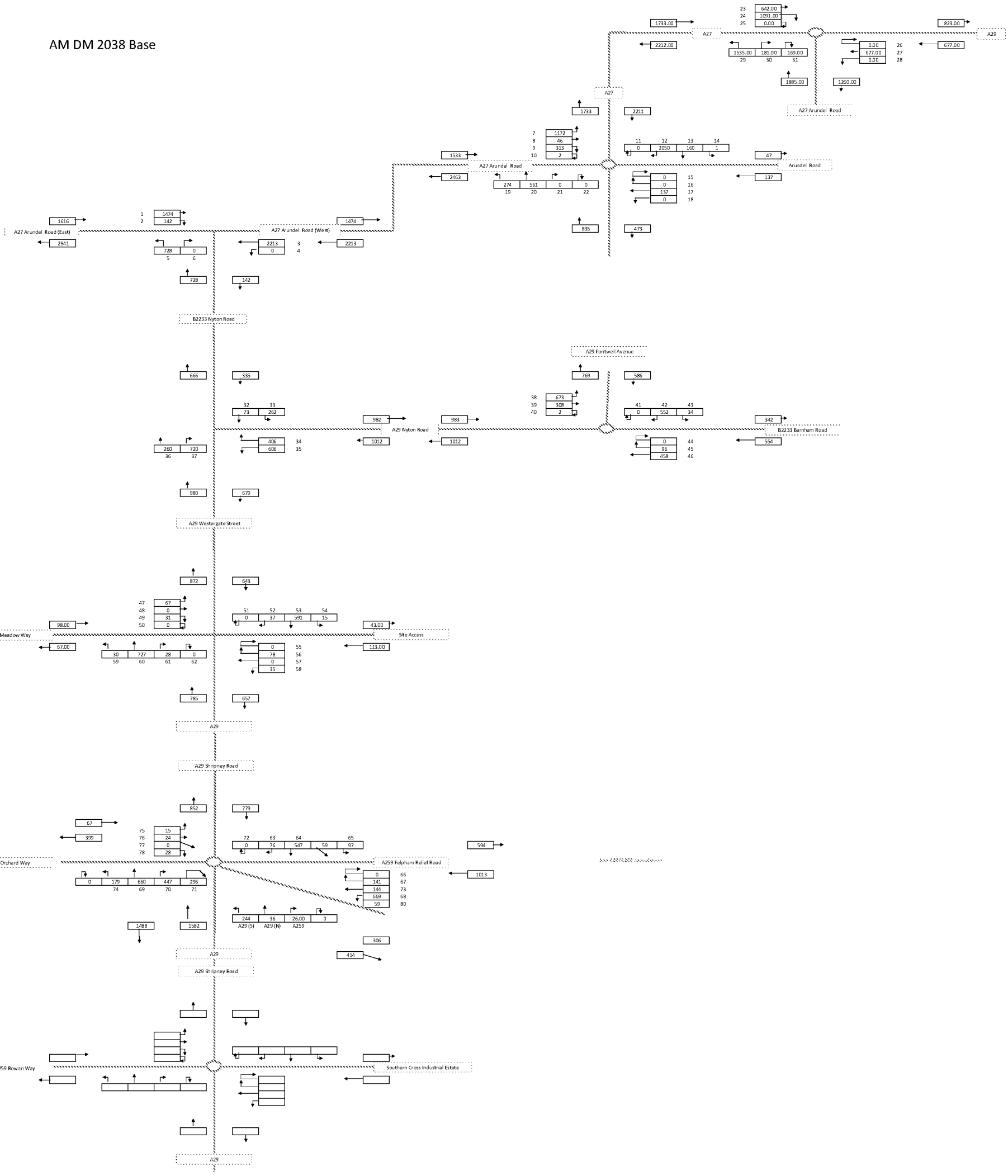
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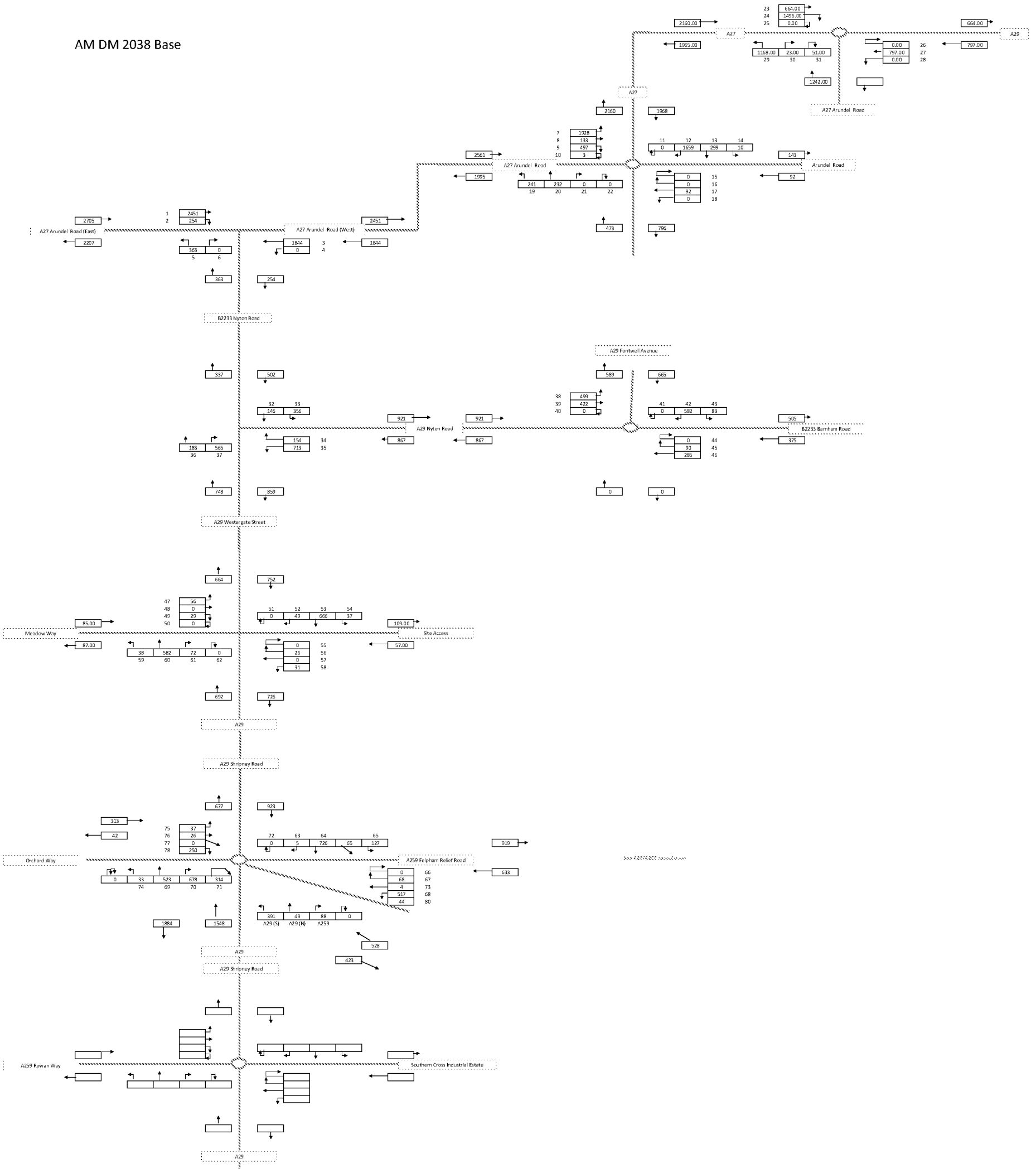
PM DM 2031 Base



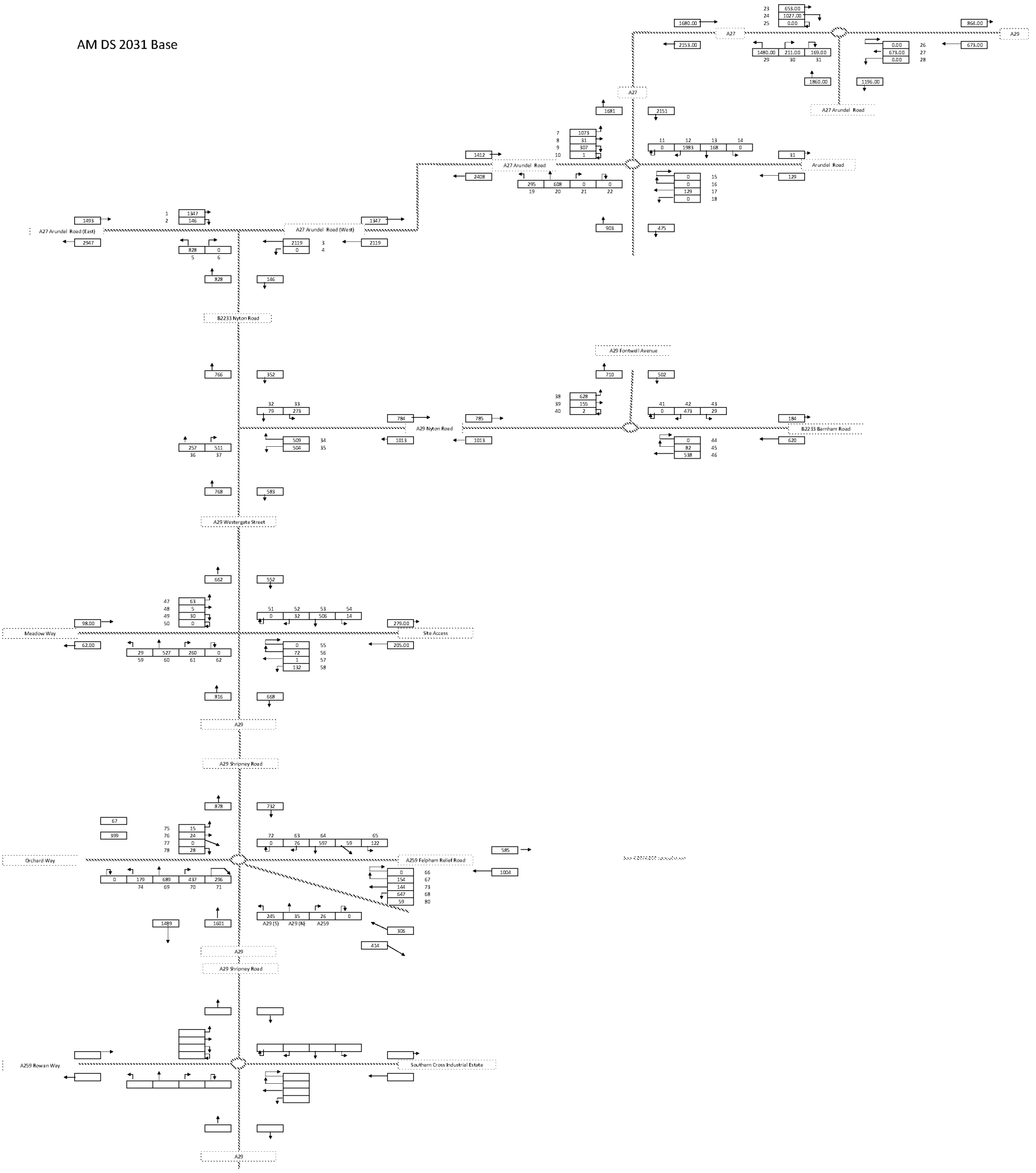
AM DM 2038 Base



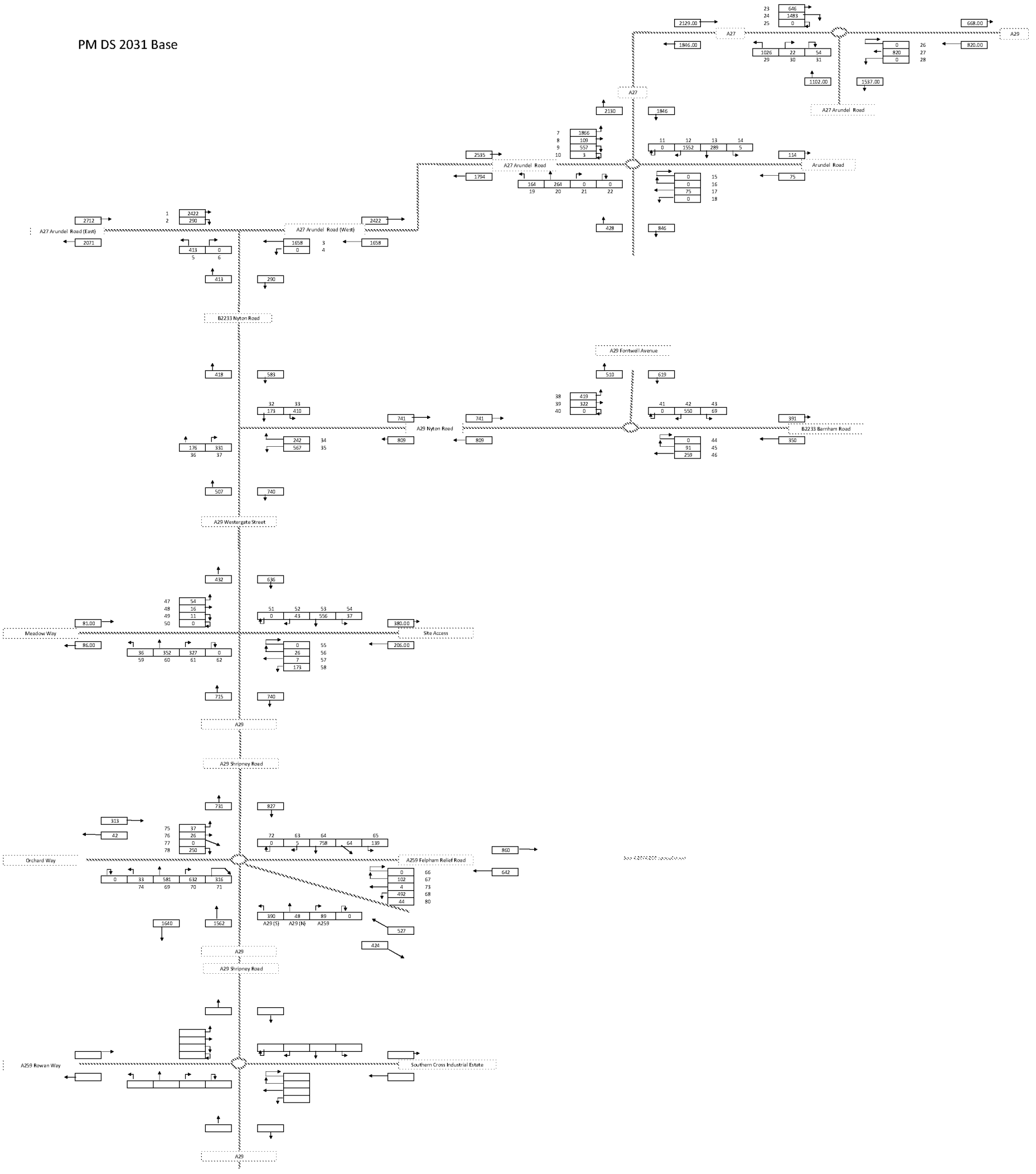
AM DM 2038 Base



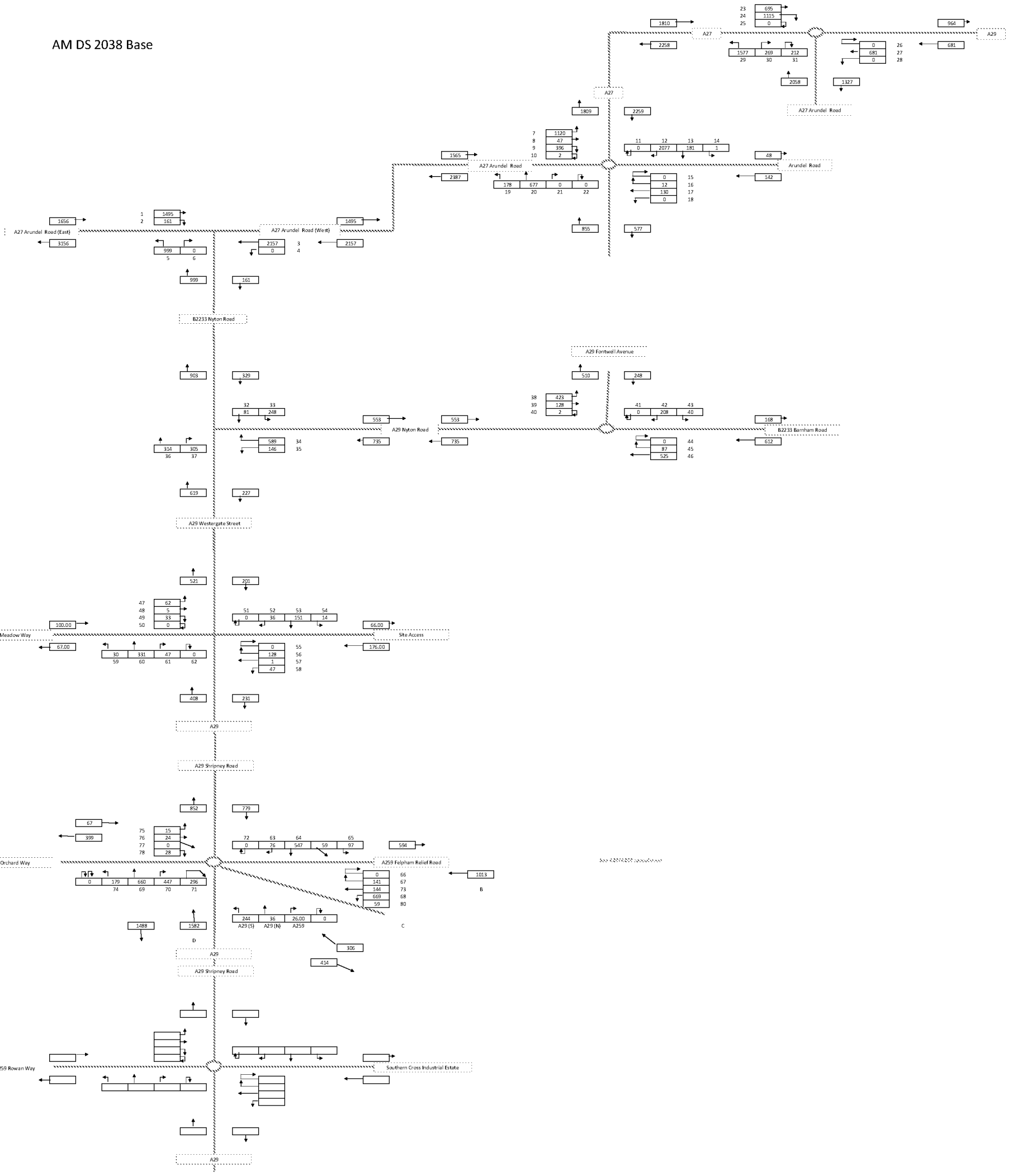
AM DS 2031 Base



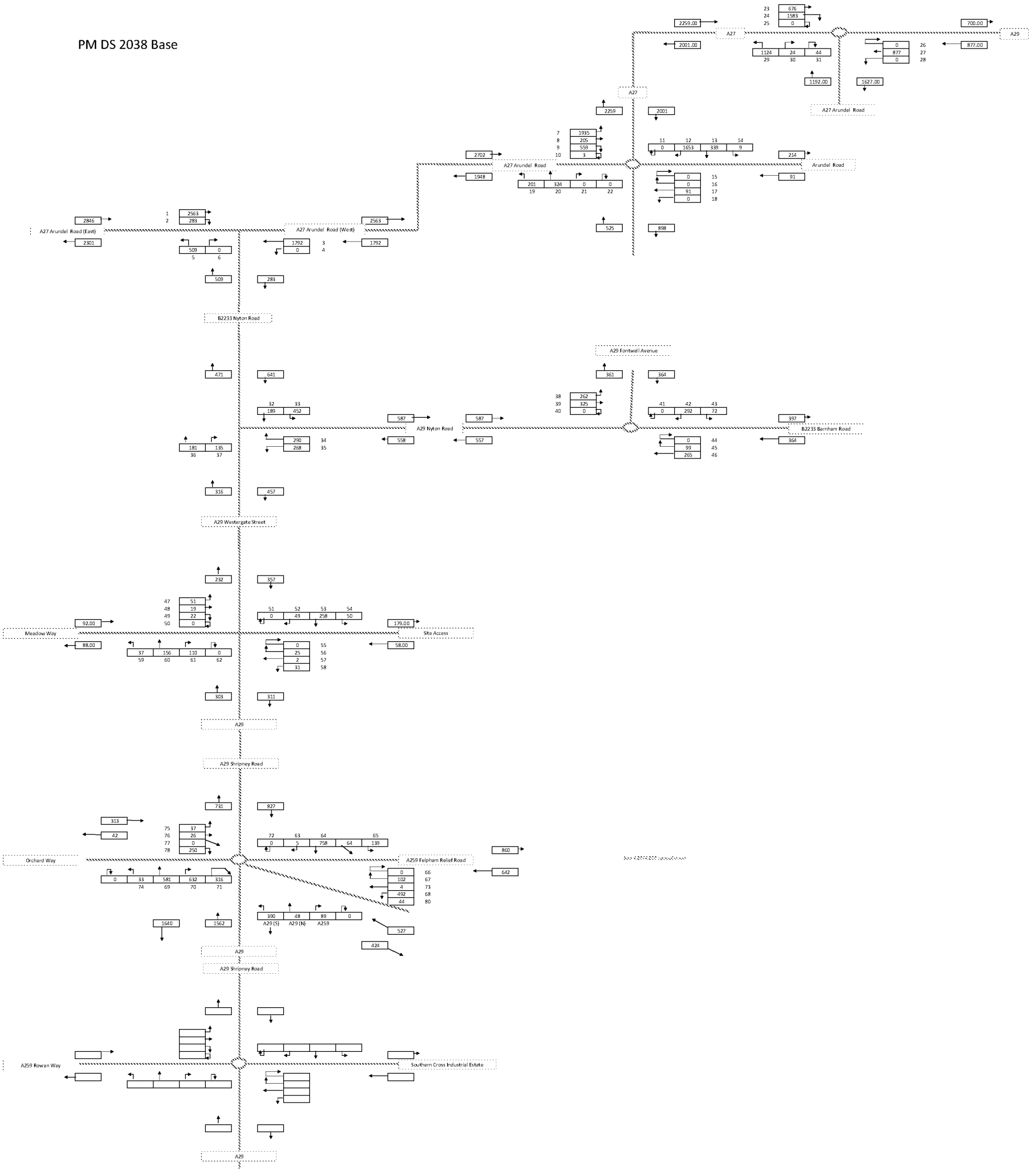
PM DS 2031 Base



AM DS 2038 Base



PM DS 2038 Base



Appendix E

SITE ACCESS TECHNICAL NOTE

CONFIDENTIAL

ARUN DISTRICT COUNCIL AL/11/24/OUT

TECHNICAL NOTE 1 – Site Access Assessment

DATE:	07 December 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Westergate Site Access Assessment		
PROJECT:	Land at Westergate - 70013258	**AUTHOR:**	Ollie Thompson / Phil Moss
CHECKED:	Chris Williams	**APPROVED:**	Andrew Blacker

INTRODUCTION

WSP has been appointed by Cala Homes to provide Transportation and Highways advice in support of a planning application for the development of land located at Westergate, West Sussex.

The site is located on land to the east of the A29 Westergate Street, accessed via a new traffic signal junction at Meadow Way / Pine Close. The proposed development will provide up to a total of 400 dwellings with associated car parking. The site is bordered by existing residential development to the west and by agricultural land to the east and forms part of the Barnham / Eastergate / Westergate (BEW) strategic development site.

Proposals for the wider BEW strategic development include the realignment of the A29 to the east of the Cala Homes site to bypass the existing railway level crossing at Woodgate and provide a grade separated crossing to eliminate vehicle queues associated with the level crossing. The realignment of the A29 will run from the existing A29 to the north of Eastergate and connect to the existing alignment to the south of the railway. The realigned A29 will connect with the Cala Homes site and existing A29 alignment, via an East-West Link Road.

A planning application for BEW Parcel SC1 (BN/11/22/OUT) located to the east of the Cala Homes site is currently being determined and includes the following phasing:

- Phase 1: 1,200 homes, 61 C2 care home units, 2FE primary schools, A29 realignment north of the Chichester to Barnham railway line; and
- Phase 2: Phase 1 + 2,000 homes and full realignment of the A29.

As part of the Cala site, it is proposed that a bridge will be constructed over the Lindsey Rife to connect the A29 Westergate Street, Cala site and BEW parcel SC1 via the East-West Link Road.

Following on from a review of the Transport Assessment (TA) submitted in the support of the planning application for BEW Parcel SC1, This Technical Note provides as an assessment of the proposed A29 Westergate Street / Meadow Way / Pine Close site access junction. This has been completed with and without the BEW SC1 parcel and associated infrastructure improvements (with / without realignment of A29 and East-West Link Road).

SITE ACCESS DESIGN

The proposed site access will be achieved via a four-arm signalised junction with Meadow Way and A29 Westergate Street as shown on Drawing 3258-GA-006 included in **Appendix A**. The proposed access junction is the same layout which supported the 2017 planning application.

It is recommended that the junction will operate with Microprocessor Optimised Vehicle Actuation (MOVA) to minimise vehicle delays on all approaches. The proposed junction will generally operate in three stages with the A29 running together in each direction, before Meadow Way and the site access run independently. To aid right turning movements from the A29, ghost-island right turn lanes are provided.

ARUN DISTRICT COUNCIL AL/11/24/OUT

TECHNICAL NOTE 1 – Site Access Assessment

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CHECKED:	Chris Williams	**APPROVED:**	Andrew Blacker

Finally, northbound traffic will also benefit from the extension of the green phase whilst southbound traffic is held. This will ensure any traffic turning right into the site will clear the junction if they have not found a suitable gap during the green phase.

SITE ACCESS CAPACITY ASSESSMENT

This Section of the Technical Note provides a junction capacity assessment of the proposed A29 Westergate Street / Meadow Way / Pine Close site access junction. The junction has been assessed using the LinSig 3 software by JCT Consultancy. LinSig provides an assessment of the impact of traffic signals on traffic capacity, queues and delays at a junction. Geometry measurements for the junction capacity assessments has been derived from a Topographical survey mapping.

LinSig models provide an indication of Degree of Saturation as a percentage and the Mean Maximum Queue in Passenger Carrying Units (PCUs) for each junction approach, the average delay per vehicle on each approach, recorded in seconds and the Practical Reserve Capacity (PRC), which is a measure of the junction's total capacity (as a percentage). When reviewing the PRC of a junction the following should be considered:

- A positive figure indicates the junction operates with reserve capacity;
- A negative figure less than -10% shows that a junction would be broadly at capacity; and
- A negative figure more than 10% indicates that the junction cannot accommodate the demand.

For Degree of Saturation, the thresholds can be categorised as follows:

- Less than 90%: Any queues that have built up will be able to disperse during the relevant stage in each cycle;
- 90-100%: Indicates that an approach is close to its theoretical capacity and any queue that has built up does not fully clear within each cycle; and
- More than 100%: Indicates that an approach is over its theoretical capacity and significant queues are likely as a result.

Assessment Scenarios

A number of scenarios have been assessed as shown in Table 1 to reflect various stages of BEW build-out and traffic modelling completed to-date within the Parcel SC1 TA. For reference, all transport modelling contained within the Parcel SC1 TA was based upon traffic flow outputs from the WSCC Strategic Transport Model.

ARUN DISTRICT COUNCIL AL/11/24/OUT

TECHNICAL NOTE 1 – Site Access Assessment

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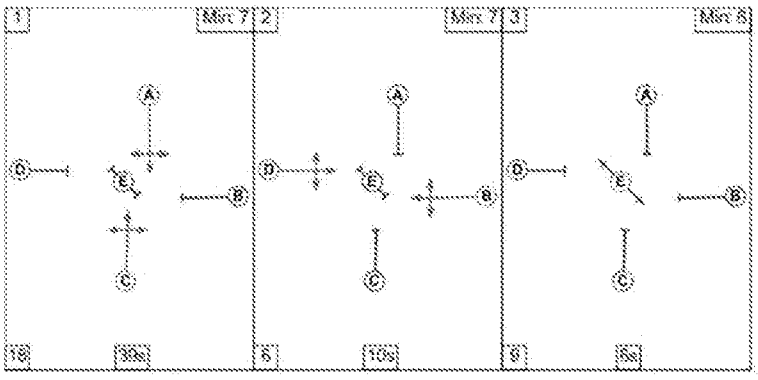
Table 1 – Assessment Scenarios

Scenario	Name	Corresponding Parcel SC1 TA Scenario	Reason for Assessment
1	2031 Cala Homes site without Parcel SC1	2031 Do-Minimum	Assessment of revised signal staging and increase in Cala development to 400 units
2	2031 Cala Homes site with TEMPRO growth	N/A	Assessment of 400 unit Cala site interpedently from Parcel SC1 traffic modelling
3	2031 Cala Homes site with Parcel SC1 Phase 1	2031 Do-Something	Assessment of revised signal staging and increase in Cal a development to 400 units
4	2031 Cala Homes site with Parcel SC1 excluding East-West Link Road	N/A	Assessment of alternative access strategy without provision of East West Link
5	2038 Cala Home site with Parcel SC1 Phase 1 and 2	2038 Do-Something	Assessment of revised signal staging and increase in Cal a development to 400 units

Traffic Signal Staging

For all assessments completed within this Technical Note, the junction capacity assessments have used revised traffic signal staging in comparison with the Parcel SC1 TA. The Parcel S1C TA reported results with the pedestrian crossing stage being called every cycle and every other cycle, as shown in Figure 1.

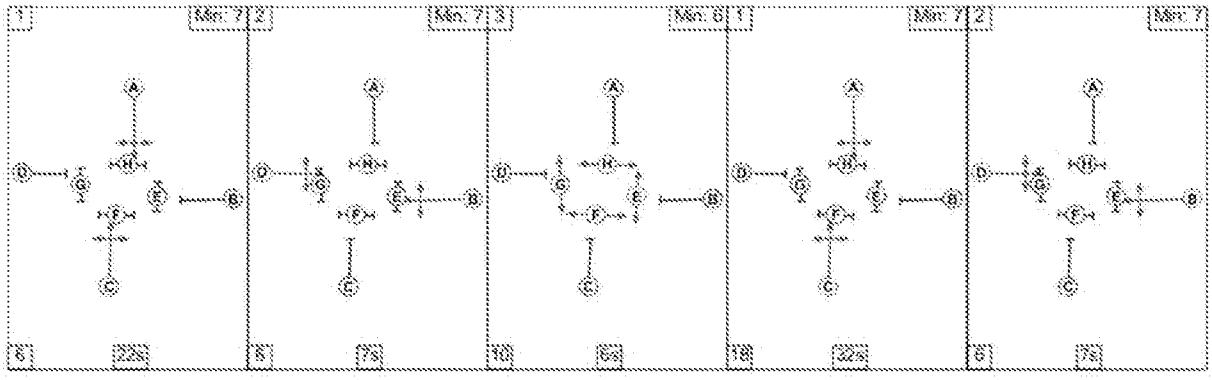
Figure 1 – Parcel SC1 TA LinSig staging for A29 Westergate Street / Meadow Way / Development Access Junction



ARUN DISTRICT COUNCIL AL/11/24/OUT

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CHECKED:	Chris Williams	**APPROVED:**	Andrew Blacker



This Technical Note includes capacity assessments with revised traffic signal staging for the following reasons:

- Through WSP's experience in working with WSCC it would not be acceptable for Development Access and Meadow way to operate together in one stage with the staging ultimately needing to be changed during detailed design to have Meadow Way and Development Access operating as independent stages. This is because of the skewed nature of the junction and also the limited demand from Meadow Way leading to drivers exiting the Development Access believing they had unopposed priority, thereby increasing the potential for vehicle collisions to occur and overall safety concern.
- The Parcel SC1 TA transport modelling has made no allowance for the number of right turn movements between A29 southern approach and Development Access despite the additional demand created by the provision of the East-West Link Road. For example, in the 2031 Do-Something scenario there are 260 vehicles in the AM peak and 327 vehicles in the PM peak that make this movement, which is an average of 4-5 vehicles per minute in the AM peak and 5-6 vehicles per minute in the PM peak. This level of demand cannot be accommodated within the ghost island right turn lane and will block the A29 northbound traffic flow. Whilst this can be mitigated through the implementation of a queue detector one the A29 and early cut-off of the southbound A29 signal stage (as proposed in paragraph 4.3.2 of the Transport Assessment completed in support of AL/15/17/PL) this has not been modelled within the Parcel SC1 TA.

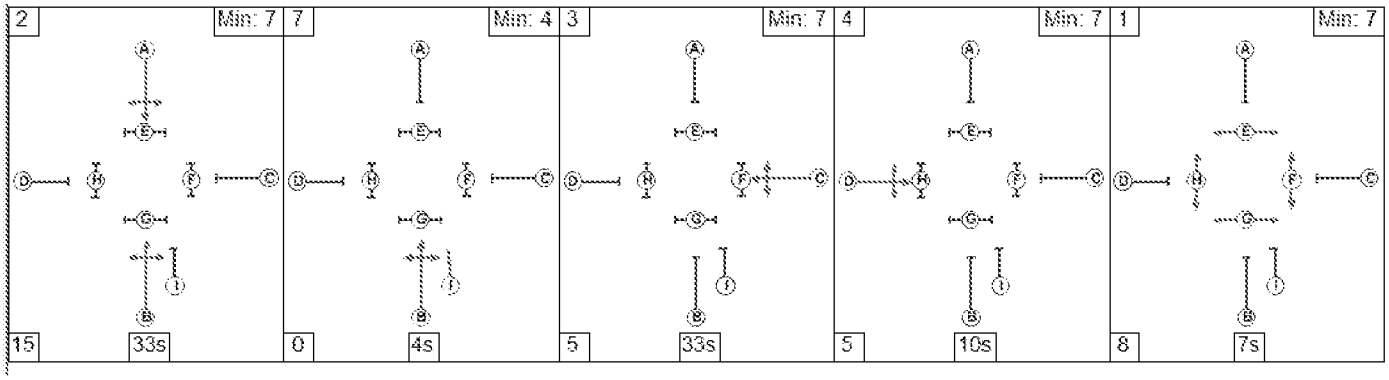
In combination these factors mean that the transport modelling presented in the SC1 Parcel TA is incorrect and the junction likely to operate significantly differently in reality in comparison with that reported. Taking this into account, the following traffic signal staging shown in Figure 2 has been used within this Technical Note to provide a robust assessment of the future operation of the junction.

ARUN DISTRICT COUNCIL AL/11/24/OUT

TECHNICAL NOTE 1 – Site Access Assessment

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CHECKED:	Chris Williams	**APPROVED:**	Andrew Blacker

Figure 2 – Revised Traffic Signal Staging



Proposed Development Trip Rate

The assessment of the Cala Homes site within this Technical Note has also been updated to reflect that the proposed increase from 350 dwellings to 400 dwellings. The trip rate for the proposed development has been calculated through traffic surveys of Meadow Way and Ivy Lane undertaken on 1st March 2022. This uses the same methodology as the Transport Assessment, produced in support of planning application AL/15/17/PL. The total vehicles accessing and egressing each of the cul-de-sacs was divided by the number of dwellings served by each of them to calculate a trip rate per dwelling. The AM and PM arrival and departure trip rates have been averaged between Meadow Way and Ivy and are presented in Table 1. The trip rates outlined in Table 2 were then multiplied by the proposed 400 dwellings to provide the following trip generation

Table 2 – Proposed Development Trip Rates

Time Period	Arrival	Departure	Two-way
AM	0.151	0.382	0.533
PM	0.290	0.142	0.432

ARUN DISTRICT COUNCIL AL/11/24/OUT

TECHNICAL NOTE 1 – Site Access Assessment

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CHECKED:	Chris Williams	**APPROVED:**	Andrew Blacker

Table 3 – Proposed Development Trip Generation

Time Period	Arrival	Departure	Two-way
AM	60	153	213
PM	116	57	173

For all assessments the trip generation shown in Table 3 has been used to replace that included within the Parcel SC1 TA assessments given this assumed a development quantum of 350 units.

Scenario 1 Junction Capacity Assessment – 2031 Cala Homes Site without Parcel SC1

Table 4 below summarises how the junction is forecast to operate in 2031 with only the Cala Homes site coming forward, using traffic model data taken from Parcel SC1 TA and revised trip generation shown in Table 3 to account for the increase from 350 units to 400 units. The results show that the junction operates well within capacity during each of the AM and PM peaks.

Table 4 – Scenario 1 – 2031 Cala Homes site without Parcel SC1

Arm	Approach	Scenario 1 - AM			Scenario 1 - PM		
		Degree of Sat (%)	Average Delay (S)	Mean Max Queue	Degree of Sat (%)	Average Delay (S)	Mean Max Queue
A	A29 North	78.3	36.8	17	78.5	32.0	23
B	Site Access	75.7	86.2	6	49.7	84.7	2
C	A29 South	79.8	34.3	23	55.1	21.7	13
D	Meadow Way	78.8	115.8	5	71.4	108.6	4
Overall Junction		PRC: 12.8% Cycle Time: 120s			PRC: 14.7% Cycle Time: 120s		

ARUN DISTRICT COUNCIL AL/11/24/OUT

TECHNICAL NOTE 1 – Site Access Assessment

DATE:	07 December 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Westergate Site Access Assessment		
PROJECT:	Land at Westergate - 70013258	**AUTHOR:**	Ollie Thompson / Phil Moss
CHECKED:	Chris Williams	**APPROVED:**	Andrew Blacker

Scenario 2 Junction Capacity Assessment – 2031 Cala Homes site with TEMPRO growth

Table 5 below summarises how the junction is forecast to operate in 2031 with only the Cala Homes site coming forward, using TEMPRO traffic growth rates from baseline 2022 traffic surveys. These growth rates assumed an 8.0% and 8.3% uplift in baseline traffic flows in the AM and PM peaks, respectively. This provides an independent assessment of the junction operation without use of traffic flows from the Parcel SC1 TA. The results show that the junction operates within capacity during each of the AM and PM peaks.

Table 5 – Scenario 2 – 2031 TEMPRO Test – Cala Homes site without BEW Parcel SC1

Arm	Approach	Scenario 2 - AM			Scenario 2- PM		
		Degree of Sat (%)	Average Delay (S)	Mean Max Queue	Degree of Sat (%)	Average Delay (S)	Mean Max Queue
A	A29 North	65.6	30.1	16	89.5	41.5	31
B	Site Access	75.7	86.2	6	49.7	84.7	2
C	A29 South	78.6	32.8	23	50.9	21.5	11
D	Meadow Way	26.5	75.5	1	19.4	73.6	1
Overall Junction		PRC: 14.6% Cycle Time: 120s			PRC: 0.5% Cycle Time: 120s		

ARUN DISTRICT COUNCIL AL/11/24/OUT

TECHNICAL NOTE 1 – Site Access Assessment

DATE:	07 December 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Westergate Site Access Assessment		
PROJECT:	Land at Westergate - 70013258	**AUTHOR:**	Ollie Thompson / Phil Moss
CHECKED:	Chris Williams	**APPROVED:**	Andrew Blacker

Scenario 3 Junction Capacity Assessment – 2031 Cala Homes site with Parcel SC1 Phase 1

Table 6 provide a summary of the junction capacity assessments where the 400 unit Cala Homes site and Phase 1 of Parcel SC1 are complete, including the East-West Link Road and A29 realignment north of the Barnham to Chichester railway line. The results in Table 6 show that the junction is forecast to operate significantly over capacity both the AM and PM peaks. The A29 South and Site Access are forecast to operate over capacity, with queue lengths on the A29 southern approach extending through the A29 level crossing south of the site access junction.

Table 6 – Scenario 3 – Cala Homes site with BEW Parcel SC1 Phase 1 Junction Modelling Results

Arm	Approach	Scenario 3 - AM			Scenario 3- PM		
		Degree of Sat (%)	Average Delay (S)	Mean Max Queue	Degree of Sat (%)	Average Delay (S)	Mean Max Queue
A	A29 North	63.9	29.3	15	71.7	30.1	19
B	Site Access	121.2	431.7	33	130.2	544.7	35
C	A29 South	124.6	438.4	114	127.8	481.4	104
D	Meadow Way	88.8	156.5	6	72.4	109.0	4
Overall Junction		PRC: -38.4% Cycle Time: 120s			PRC: -44.6% Cycle Time: 120s		

ARUN DISTRICT COUNCIL AL/11/24/OUT

TECHNICAL NOTE 1 – Site Access Assessment

DATE:	07 December 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Westergate Site Access Assessment		
PROJECT:	Land at Westergate - 70013258	**AUTHOR:**	Ollie Thompson / Phil Moss
CHECKED:	Chris Williams	**APPROVED:**	Andrew Blacker

Scenario 4 Junction Capacity Assessment – 2031 Cala Homes site with Parcel SC1 Phase 1 excluding East-West Link Road

As a comparison of the results for Scenario 3, Table 7 provides a summary of junction capacity assessments where the 400 unit Cala Homes site and Phase 1 of Parcel SC1 are complete but without the East-West Link Road. Within this scenario the turning movements to / from the Development Access have been reduced to match Scenario 1, with additional movements from Scenario 3 assumed to be re-assigned to travel through the junction to access Parcel SC1 via one of the alternative access points further north. Despite these additional northbound and southbound movements on the A29 the junction is forecast to operate within capacity in both the AM and PM peaks.

Table 7 – Scenario 4 – Cala Homes site with EEW Parcel SC1 excluding East-West Link Road Junction Modelling ResultsArm	Approach	Scenario 4 - AM			Scenario 4- PM		
		Degree of Sat (%)	Average Delay (S)	Mean Max Queue	Degree of Sat (%)	Average Delay (S)	Mean Max Queue
A	A29 North	86.2	42.5	22	84.5	36.5	26
B	Site Access	81.5	99.2	7	49.7	84.7	2
C	A29 South	83.5	36.4	25	64.5	23.9	16
D	Meadow Way	79.5	117.4	5	74.5	114.3	4
Overall Junction		PRC: 4.5% Cycle Time: 120s			PRC: 6.5% Cycle Time: 120s		

ARUN DISTRICT COUNCIL AL/11/24/OUT

TECHNICAL NOTE 1 – Site Access Assessment

DATE:	07 December 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Westergate Site Access Assessment		
PROJECT:	Land at Westergate - 70013258	**AUTHOR:**	Ollie Thompson / Phil Moss
CHECKED:	Chris Williams	**APPROVED:**	Andrew Blacker

Scenario 5 Junction Capacity Assessment – 2038 Cala Homes site with Parcel SC1 Phase 1 and 2

Table 8 provides a summary of junction capacity assessments where the 400 unit Cala Homes site and phase 1 and 2 of Parcel SC1 are complete, including the East-West Link Road and full A29 realignment. Given the anticipated reduction in traffic flows along the existing A29 in this scenario, the junction is forecast to operate well within capacity.

Table 8 – Scenario 5 – Cala Home site with BEW Parcel SC1 Phase 1 and 2

Arm	Approach	Scenario 5 - AM			Scenario 5- PM		
		Degree of Sat (%)	Average Delay (S)	Mean Max Queue	Degree of Sat (%)	Average Delay (S)	Mean Max Queue
A	A29 North	66.3	52.9	7	46.4	26.0	10
B	Site Access	66.1	48.7	10	45.5	78.4	2
C	A29 South	67.2	45.1	13	33.4	23.4	5
D	Meadow Way	65.8	86.2	4	46.7	66.5	3
Overall Junction		PRC: 33.9% Cycle Time: 120s			PRC: 92.7% Cycle Time: 120s		

CONCLUSION

This Technical Note has provided an overview of capacity assessments for the proposed site access for a development of 400 dwellings on land east of the A29 in Westergate, West Sussex. The proposed site access will be achieved via a four-arm signalised junction with Meadow Way and A29 Westergate Street.

The capacity assessments summarised within this Technical Note have been based on a revised traffic signal staging, which robustly assess the safe operation of the junction at various stages of the BEW build-out. These capacity assessment have highlighted the following key points:

1. The proposed site access junction is able to accommodate the proposed Cala Homes development of 400 units as a standalone site, when assessed using both traffic flows from the Parcel SC1 TA and 2022 traffic survey data uplifted to 2031 using TEMPRO;

ARUN DISTRICT COUNCIL AL/11/24/OUT

TECHNICAL NOTE 1 – Site Access Assessment

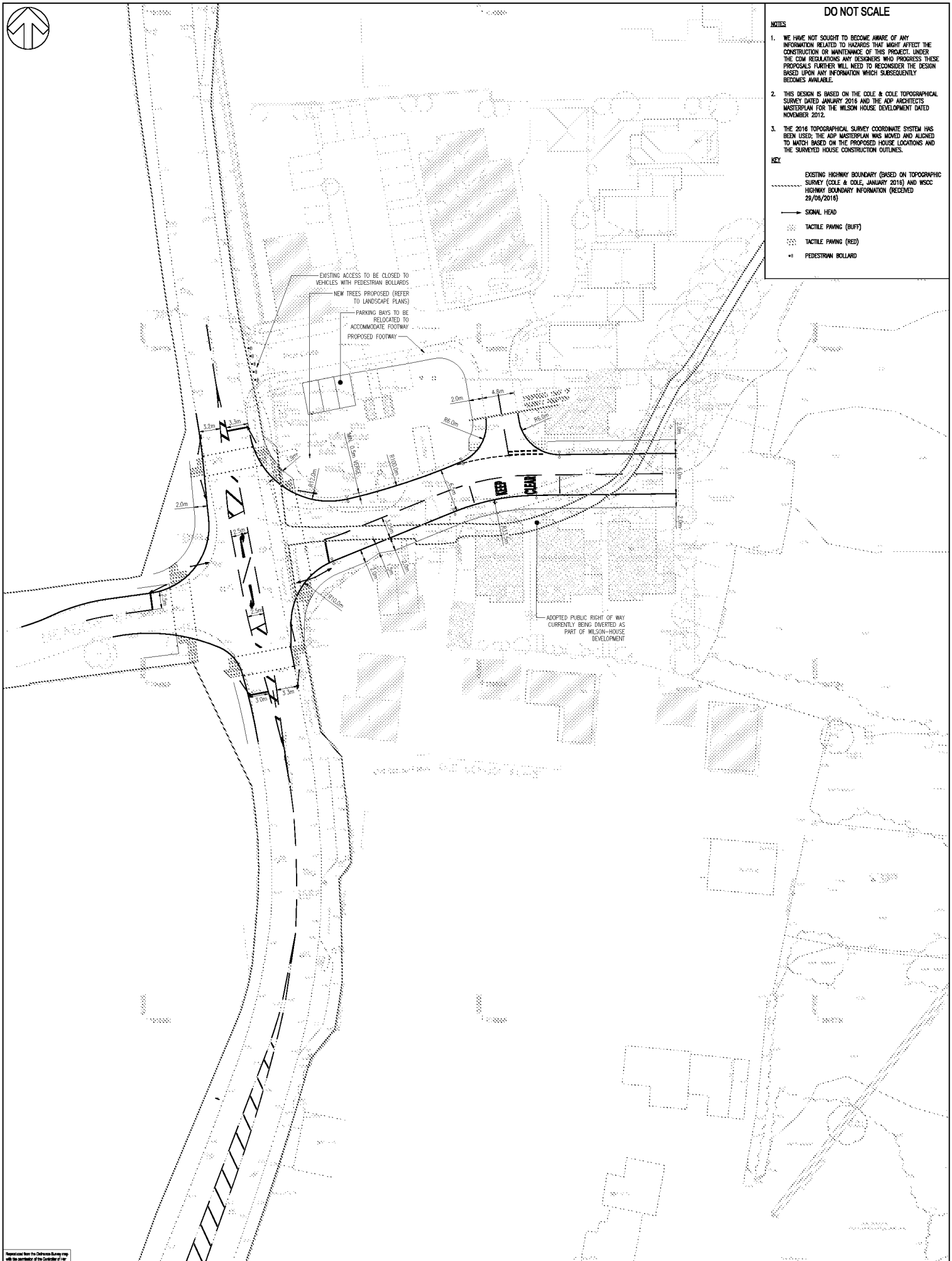
DATE:	07 December 2022	**CONFIDENTIALITY:**	Public
SUBJECT:	Westergate Site Access Assessment		
PROJECT:	Land at Westergate - 70013258	**AUTHOR:**	Ollie Thompson / Phil Moss
CHECKED:	Chris Williams	**APPROVED:**	Andrew Blacker

2. The proposed site access junction cannot accommodate the additional traffic associated with the East-West Link Road, Cala Homes development of 400 units and phase 1 of Parcel SC1. This is because of the reassignment of traffic through the Cala Homes site as a result of new connection to the A29 formed by the East-West Link Road;
3. The site access junction operates within capacity with Parcel SC1 without the East-West Link Road when assuming traffic has to divert through the junction and along the existing A29; and
4. The access junction operates within capacity with the Cala Homes development of 400 units and phase 1 and 2 of Parcel SC1, including the East-West Link Road and full realignment of the A29.

WSP therefore recommend that until the full realignment of the A29 is complete, the East-West Link Road is developed as a bus and active modes link between the Cala Homes Site and Parcel SC1. This will allow the development of both sites to come forward without leading to capacity and safety issues at the A29 / Meadow Way / Development Access junction.

ARUN DISTRICT COUNCIL AL/11/24/OUT

APPENDIX A



DO NOT SCALE

NOTES

1. WE HAVE NOT SOUGHT TO BECOME AWARE OF ANY INFORMATION RELATED TO HAZARDS THAT MIGHT AFFECT THE CONSTRUCTION OR MAINTENANCE OF THIS PROJECT. UNDER THE CDM REGULATIONS ANY DESIGNERS WHO PROGRESS THESE PROPOSALS FURTHER WILL NEED TO RECONSIDER THE DESIGN BASED UPON ANY INFORMATION WHICH SUBSEQUENTLY BECOMES AVAILABLE.
2. THIS DESIGN IS BASED ON THE COLE & COLE TOPOGRAPHICAL SURVEY DATED JANUARY 2016 AND THE ADP ARCHITECTS MASTERPLAN FOR THE WILSON HOUSE DEVELOPMENT DATED NOVEMBER 2012.
3. THE 2016 TOPOGRAPHICAL SURVEY COORDINATE SYSTEM HAS BEEN USED; THE ADP MASTERPLAN WAS MOVED AND ALIGNED TO MATCH BASED ON THE PROPOSED HOUSE LOCATIONS AND THE SURVEYED HOUSE CONSTRUCTION OUTLINES.

KEY

- EXISTING HIGHWAY BOUNDARY (BASED ON TOPOGRAPHIC SURVEY (COLE & COLE, JANUARY 2016) AND WSCC HIGHWAY BOUNDARY INFORMATION (RECEIVED 29/06/2016)
- SIGNAL HEAD
- TACTILE PAVING (BUFF)
- TACTILE PAVING (RED)
- PEDESTRIAN BOLLARD

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REV	DATE	BY	DESCRIPTION	CHK	APD
B	09/11/2016	SL	NOTES SIMPLIFIED	AGH	LRB
A	31/10/2016	MFB	FIRST ISSUE	LRB	WH

DRAWING STATUS: ARUN DISTRICT COUNCIL PLANNING APPLICATION

WSP | Parsons Brinckerhoff
Regus House, Southampton International Business Park
George Curl Way, Southampton, Hampshire, SO18 2RZ
Tel: +44 (0)2380 302529 Fax: +44 (0)2380 302001
www.wspgroup.com www.pbworld.com

CLIENT: CALA HOMES

PROJECT: LAND AT WESTERGATE

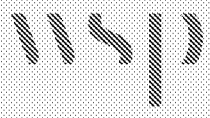
ARCHITECT: OSP ARCHITECTURE

TITLE: SITE ACCESS GENERAL ARRANGEMENT

SCALE @ A1:	CHECKED:	APPROVED:
1:250	LRB	WH
CAD FILE: 3258-GA-006.DWG	DESIGNED/DRAWN: MFB	DATE: November 16
PROJECT No: 70013258	DRAWING No: 3258/GA/006	REV: B

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J:\70013258 - Land at Westergate - Cala Homes\E Models and Drawings\DEVELOPMENT\AUTOCAD\GA General Arrangement\3258-GA-006.dwg 09/11/2016 16:01:35 Body, Mark



Grosvenor House
2 Grosvenor Square
Southampton, Hampshire
SO15 2BE

wsp.com

CONFIDENTIAL

Williams, Chris

From: Bowie, David <[redacted]
Sent: 11 July 2022 22:47
To: Williams, Chris
Cc: Planning SE; Bown, Kevin; Ngobi, Diana; Cleaver, Elizabeth; SouthEast[redacted]; Spatial Planning
Subject: 400 dwellings with associated car parking - Land East of the A29 in Westergate

For the Attention of:	Chris Williams
Site:	Land East of the A29 in Westergate
Development:	400 dwellings with associated car parking.
National Highways Ref No:	7487 #17118 (SB485)

Dear Chris,

Thank you for consulting National Highways (formerly Highways England) regarding an expected forthcoming planning application for a development comprising 400 residential dwellings at land east of the A29 in Westergate.

We have been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). We are therefore concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case the A27.

We have undertaken a review of the Transport Assessment Scoping Note we received from you on 20 June 2022 and offer the following comment and advice on the information contained therein.

It is observed that the assessment methodology you propose is similar to that previously accepted by the former Highways England for an earlier refused application at the same site, and for the live BEW Parcel SC1 site, to which we have provided an NHPR, requesting supporting information to be provided to us for review. However please note our observations on your scoping note below.

Policy Review

Unfortunately the scoping note does not refer to all of the appropriate policy documents. Whilst there is reference to National Planning Policy Framework (NPPF) 2021, the impact of the proposed development also needs to be assessed based on the following regional and national policy with regards to the SRN:

- DfT Circular 02/2013 'The strategic road network and the delivery of sustainable development'
- The DfT document 'Road Investment Strategy 2: 2020-2025'
- National Highways' guidance document 'The Strategic Road Network: Planning for The Future'

ARUN DISTRICT COUNCIL AL/11/24/OUT

ACTION: The policy review must refer to the above-mentioned documents and demonstrate that the proposals are compliant with the relevant policies contained within them.

Traffic Growth and Committed Development

We will need the opportunity to review the TEMPRo growth factors used, as well as the committed developments and wider infrastructure changes included within the assessment scenarios.

ACTION: TEMPRo growth factors, committed development information and details of wider infrastructure changes need to be provided to us for review.

Assessment Scenarios

Whilst the future year scenarios are acceptable, development opening year scenario(s) in accordance with DfT Circular 02/2013 are also required.

ACTION: Development opening year scenario(s) in accordance with DfT Circular 02/2013 are required.

Junction Modelling

We note that you have identified the following SRN junctions for capacity assessment:

- A27/ A29 Eastern Roundabout
- A27 Arundel Road/ A27/ Arundel Road/ A29 Fontwell Road Roundabout
- A27 Arundel Road/ B2233 Nyton Road

However the assessment of BN/11/22/OUT also includes the assessment of:

- A27 / B2145 (Whyke Roundabout)
- A27 / A259 (Bognor Road Roundabout)
- A27 / The Causeway (Arundel)

The above junctions also need to be included.

ACTION: In addition to the SRN junctions identified in the submitted scoping note for capacity assessment, the following junctions also need capacity assessment analysis:

- **A27 / B2145 (Whyke Roundabout)**
- **A27 / A259 (Bognor Road Roundabout)**
- **A27 / The Causeway (Arundel)**

Other Matters

A Construction Management Plan will be required for the development; this can either be provided at planning application stage, or the provision of a document can be applied as a pre-commencement condition on any permission granted. The CMP will need to be reviewed and approved prior to commencement of any works associated with the development.

ACTION: A Construction Management Plan is required.

Conclusion

We are broadly content with the methodology presented; however our comments noted above will need to be taken into account when preparing the forthcoming TA.

Thank you again for consulting at the pre-application stage with us. We look forward to continuous engagement with the project and being consulted as the proposals develop.

Please continue to contact us at [redacted]

Kind regards

David
David Bowie
Area 4 Spatial Planning Manager (Acting)
[redacted]
National Highways | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ
Web: http://www.highwaysengland.co.uk

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National Highways Limited | General enquiries: [redacted] ***|National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF*** | https://nationalhighways.co.uk | [redacted]

Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ

Consider the environment. Please don't print this e-mail unless you really need to.

WEST SUSSEX COUNTY COUNCIL
PRE-APPLICATION CONSULTATION

TO:	Organisation: WSP FAO: Chris Williams
FROM:	WSCC - Highway Authority
DATE:	22nd June 2022
LOCATION:	Land East of Westergate Street, Westergate, PO20 3XL
SUBJECT:	Internal Reference: PRE-51-22 400 units with access provided via a new traffic signal junction on the A29 Westergate Street. £5,808 (Inc. VAT) Fee based on request for minimum of 2 meetings - See emails from Steve Shaw & Agent in SharePoint.
DATE OF SITE VISIT:	20th June 2022
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	TBA

The Highway Authority has been consulted for pre-application advice for the following:

Proposed development of 400 residential units via new traffic signal-controlled junction, Land East of Westergate Street, Westergate, PO20 3XL.

The advice provided below has been prepared by means of a desktop study and site visit using the information and plans submitted with this request, in conjunction with other available WSCC map information.

I refer to your request for pre-application advice and provide the following comments.

ARUN DISTRICT COUNCIL AL/11/24/OUT

Site Specific Comments.

Comments below respond to Transport Assessment Scoping Note produced by WSP, Project No. 70013258 – May 2022. When compiling the new TA for the development, the following should be included:

1. *Paragraph 2.2 (page 3)* – Given that the Road Safety Audit for the previous proposal was undertaken in 2017, a new Audit should be submitted. In addition, a WORD format Audit Decision Log should be provided too.
2. *Paragraphs 2.2.2 and 2.2.3 (page 3)* – Please submit updated Departure from Standard application forms with latest DMRB Standards included on them.
3. *Paragraph 2.2.4 (page 3)* – Method of signals operation to be confirmed.
4. *Paragraph 2.2.5 (page 3)* – The strategy, design, method for controlling vehicle types using the road, timing for delivery and how it will be secured should all be set-out in the TA. Further clarification about how the route will operate until the full A29 is in place should also be included.
5. *Paragraph 3.3.3 (page 5)* – While five-years of records may suit WSCC as Highway Authority, please note that National Highways may require ten-years of records.
6. *Paragraph 3.4.1 (page 7)* – The TA will need to demonstrate that baseline traffic surveys properly reflect likely levels of traffic pre-COVID.
7. *Paragraph 3.3.2 (page 7)* – Please provide a selection of TRICS data in support of any trip rates used in the TA.
8. *Paragraph 3.5.8 (page 8)* – The assessment scenarios should also include opening year and any interim years and specify what infrastructure is proposed to be in-place on the local transport network at these times. The TA should also state whether the number of dwellings proposed includes any housing that is in addition to the 3000 homes set-out in the Arun Local Plan. If so, the impact of this will need to be accurately modelled across a specific geographic area (final details to be discussed and agreed with the Highway Authority prior to the TA being prepared).
9. *Paragraph 3.5.10 (page 9)* – Please ensure that in addition to any opening and interim year assessments that all recent committed developments are included in the data used. Arun District Council will be able to advise what the latest developments are (and where they are).
10. *Figure 3-2* – The assessed junctions may need to be expanded given additional homes proposed and given mention of 4300 homes for the overall allocation.
11. *General (about modelling)* – You will need to factor-in 4300 homes as this is referred to in Arun Planning policy (albeit not yet tested in detailed transportation terms for the BEW Strategic Allocation).
12. *Table 4-7 (page 17)* – The TA will need to set-out northbound queue lengths as a result of being held at the proposed signals (in order to demonstrate how far any queue extend southwards back toward the railway crossing). Likewise, queues extending back from the railway crossing will need to be shown as it is likely that some queues will extend back across the new signal junction serving the site.

ARUN DISTRICT COUNCIL AL/11/24/OUT

13. *Public Transport Strategy for the site* – This should be set-out in the TA, including evidence of joint working and discussions with neighbouring developers and public transport providers in order to demonstrate how the site will be contributing to an overall strategy for the BEW Strategic Development Location.

Standard information required to be submitted as part of any planning application.

The Highway Authority require that the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated.
- Schedule of existing uses including planning history with reference numbers.
- Description, including site layout plans, of the proposed development and schedule of uses.
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated.
- Design Audit of any proposed highway works, including identification of any departures from standards.
- Final Stage 1 Road Safety Audit (RSA) of the site access and any other proposed highway works, with the Road Safety Audit Response Report (RSARR) in Microsoft WORD format for the LHA to edit as Overseeing Organisation, including any amended plans.
- A Transport Assessment, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation.
- Consideration of – and links to – Public Rights of Way (PRoW).
- Reference to supporting national, regional, and local planning documents and policies.
- Parking strategy, including provision of parking for all modes of transport.
- Relevant data collected to date.
- Proposed trip rates supported with TRICS outputs and site selection methodology.
- Junction capacity assessment in accordance with WSCC advice (details to be discussed and agreed prior to work commencing on the TA). For sites having an impact on the Trunk Road network, National Highways should be consulted separately to establish their specific requirements.

Also provided below is some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

Manual for Streets:

http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf

DMRB supplementary documents CD 109 (Search for "CD 109"):

https://standardsforhighways.co.uk/dmrb/

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.4 metres - for domestic single access points and shared or busy crossovers (this may be reduced to 2.0 metres in certain circumstances in consultation with the Local Highways Authority and subject to local context)
- 4.5 metres - for busy junctions
- 9.0 metres -major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph - 25 metres
- 25 mph - 33 metres
- 30 mph - 43 metres

For a road where the 85th percentile speed is in excess of 39 mph and for roads where MFS does not apply, CD 109 distances from DMRB would be applied:

- 40 mph -120 metres
- 50 mph -160 metres
- 60 mph -215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport

ARUN DISTRICT COUNCIL AL/11/24/OUT

Here you will be able to access our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

Parking
For applications within Arun, Crawley and South Downs National Park any parking provision should be provided in line with the Planning Authorities adopted Supplementary Planning Guidance (SPG) which will set out parking standards for development in these areas. Within you will find recommended levels for cycle parking and also guidance on levels of Electric Vehicle charging points for new developments (although please note that as from 15th June 2022, EV provision falls under Building Regulations. However, both the LPA and County Council may still wish to respond to this additionally to anything Building Control say).

Arun
https://www.arun.gov.uk/supplementary-planning-documents-spds/

Crawley
https://crawley.gov.uk/planning/planning-policy/local-plan/supplementary-planning-documents/urban-design-spd

South Downs National Park
https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/

For all other areas West Sussex County Councils latest parking standards which we adopted in August 2019 as Supplementary Planning Guidance (SPG) should be used. This can be found at the link below under the 'Additional Information' section.

https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport

Please note that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views, opinions and comments expressed should not be considered exhaustive, are given in good faith and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Tim Townsend
County Highways Team – Highways, Transport and Planning

ARUN DISTRICT COUNCIL AL/11/24/OUT

Williams, Chris

From: Steven Shaw <Steven.Shaw@westsussex.gov.uk>
Sent: 03 July 2023 14:21
To: Williams, Chris
Cc: Blacker, Andrew; Tim Townsend
Subject: RE: Westergate - meeting minutes and site access technical note

Afternoon Chris,

Sorry for the delay in coming back to you on this. As you know Tim is currently away from work and it has meant reassigning his workload whilst continuing to deliver on our own current work streams, hence the delay in being able to resource this.

Please find below the information that I believe is outstanding from WSCC.

Anticipated Completion Date for A29 Phase 1 (north of Barham Road)

In relation to the ancipated completion date for the A29 Phase 1 colleagues have advised the following:

"The A29 realignment scheme is planned but not fully funded and the timing of this scheme is uncertain; for the purposes of the assessment, the site promoter should assume that Phase 1 of the A29 Realignment (Fontwell Ave to Barnham Road) opens to traffic in 2026 and Phase 2 of the scheme (Barnham Road to Lidsey Road) opens in 2034."

A29/Pine Close Modelling and approach

Officers have reviewed the modelling and the Traffic Signals team have had an initial high level review of the proposals. In terms of the traffic signal staging our signals team agree with the approach that you have set out for the signalised juncon on the A29.

With regards to the capacity of the A29/Pine Close junction, my understanding is that your work demonstrates that this juncon is forecast to operate over capacity with the inclusion of the Cala Homes site, Parcel SC1 and the EW link road in place until the full A29 is complete. You have also undertaken an alternative modelling scenario where it is assumed that the EW link road will be a pedestrian, cycle and bus only link until the A29 realignment is complete. In this scenario the junction is forecast to operate within capacity in a 2031 future year scenario. On this basis the Highway Authority would request that there is a requirement of any permission granted, for either the Cala or the Church Commissioners site, that states the EW link must be a ped, cycle and bus link until the A29 realignment is complete. We will need to discuss this in more detail with Arun District Council but it could be that the link is a ped, cycle and bus link only and only opened to traffic if considered necessary once the A29 realignment is complete.

Cycle Infrastructure on East West Link Road

As stated during your recent meeting the cycle infrastructure on the EW link road, that forms part of the Church Commissioners site, has not yet been agreed. WSCC is of the view that any cycle infrastructure should accord with the guidance within LTN1/20. Therefore WSCC would recommend that it is assumed that a segregated cycle route provision is required along the EW link road and bridge. The applicant should however provide justification for the proposed level of infrastructure with a review against the latest guidance within LTN1/20.

If you need anything else from me or if I have missed anything, that you are still awaiting for, just ask.

Regards

Steven Shaw BA (Hons) MSc MCIHT

ARUN DISTRICT COUNCIL AL/11/24/OUT

County Highways (Development Management) Team Manager
County Highways Team, Planning Services
West Sussex County Council, Ground Floor, Northleigh, County Hall, Chichester PO19 1RH
Phone: 0330 222 4674
Email: steven.shaw@westsussex.gov.uk | Web: www.westsussex.gov.uk

From: Williams, Chris <Chris.Williams@wsp.com>
Sent: 03 July 2023 10:33
To: Steven Shaw <Steven.Shaw@westsussex.gov.uk>
Cc: Blacker, Andrew <Andrew.Blacker@wsp.com>; Tim Townsend <tim.townsend@westsussex.gov.uk>
Subject: RE: Westergate - meeting minutes and site access technical note

****EXTERNAL****

Hi Steven,

I'm just following up on my email below – can you please let me know when we're likely to receive some feedback?

Thanks,
Chris

Chris Williams
Associate Director
BSc (Hons) MSc CMILT MCIHT
[redacted]

Please note I am on annual leave 24th-28th July.

From: Williams, Chris
Sent: Tuesday, June 27, 2023 7:41 AM
To: Steven.shaw@westsussex.gov.uk
Cc: Blacker, Andrew [redacted]; Tim Townsend <tim.townsend@westsussex.gov.uk>
Subject: RE: Westergate - meeting minutes and site access technical note

Hi Steven,

I'm just following up on Tim's email below – can you please let me know timeframes for your review of our Tech Note for Westergate? If there are any questions on its contents please let me know. I am happy to discuss on a short call if helpful.

Thanks,
Chris

Chris Williams
Associate Director
BSc (Hons) MSc CMILT MCIHT
[redacted]

Please note I am on annual leave 24th-28th July.

From: Tim Townsend <tim.townsend@westsussex.gov.uk>
Sent: Thursday, June 8, 2023 10:21 AM
To: Williams, Chris <[redacted]>
Cc: Blacker, Andrew <[redacted]; 'Ian Johnson' ([redacted]; Jessica Sparkes <[redacted]
Subject: RE: Westergate - meeting minutes and site access technical note

Dear Chris,

Thanks for your email of 6 June found below.

Due to unforeseen circumstances I will be away from the office for the next few weeks. In my absence, my team manager Steven Shaw will be looking at, and replying to, your technical note. Steve's email address is as follows:

Steven.shaw@westsussex.gov.uk

Regards,

Tim

Tim Townsend, MCIHT
Principal Transport Planner, County Highways Team – Highways, Transport and Planning
West Sussex County Council, Ground Floor Northleigh, County Hall, Chichester PO19 1RQ
Phone: (External) 03302 225726 (Internal) 25726
Email: tim.townsend@westsussex.gov.uk
Web: www.westsussex.gov.uk

From: Williams, Chris <[redacted]
Sent: 06 June 2023 13:09
To: Tim Townsend <tim.townsend@westsussex.gov.uk>
Cc: Blacker, Andrew <[redacted]n Johnson' ([redacted]; Jessica Sparkes <[redacted]
Subject: Westergate - meeting minutes and site access technical note

****EXTERNAL****

Hi Tim,

Following on from our meeting last Thursday please find attached our draft minutes for comment. If any updates are required please let me know and I will amend and reshare.

Also attached is the A29 Site Access Technical Note which we discussed during the meeting. This provides details of the LinSig assessments completed for the A29 / Meadow Way / site access junction for a number of different scenarios using our revised traffic signal staging. Given the conclusions of the Note, we would welcome WSCC's view of what constitutes an acceptable approach to the traffic signal operation and associated capacity assessments.

ARUN DISTRICT COUNCIL AL/11/24/OUT

I will also separately send through details of anticipated pedestrian / cycle desire lines and forecast flows as soon as possible.

Thanks,
Chris

Chris Williams
Associate Director
BSc (Hons) MSc CMILT MCIHT

[redacted]

WSP UK Limited
Grosvenor House, 2 Grosvenor Square
Southampton
SO15 2BE

wsp.com

Please note I am on annual leave 19th-23rd June.

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Appendix B

PIC DATA

Public

QUERY RESULTS FROM SELECTION MADE AT: 08:15

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Selected Polygon:westergate (wsp)

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
10/05/2018	0736	Fine without high winds	471802517	1	Give way or Uncontrolled	T & Stag Jct

Location: A29 SHRIPNEY ROAD BOGNOR REGIS AT JUNCTION OF U SHRIPNEY LANE OUTSIDE SHRIPNEY LANE JUNCTION

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	U-turn	Front	Mid Junction - on roundabout or main road
Motor Cycle over 125 cc and up to 500cc	Overtaking moving vehicle O/S	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/05/2018	0833	Fine without high winds	471802603	3	Give way or Uncontrolled	Pri Drive

Location: B2233 BARNHAM ROAD EASTERGATE AT JUNCTION OF U DRIVEWAY OUTSIDE THE CROFT SURGERY

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Car	Waiting to turn right	Back	Jct Approach

Casualties:

Class	Severity
Vehicle Passenger	Slight
Vehicle Passenger	Slight
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
23/05/2018	0650	Fine without high winds	471802775	1	Not applicable	Not within 20M

Location: A29 SHRIPNEY ROAD BOGNOR REGIS 160M SOUTH OF U SHRIPNEY LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to right	Offside	Not at, or within 20M of Jct
Motorcycle over 500cc	Going ahead other	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/06/2018	1908	Fine without high winds	471803136	1	Give way or Uncontrolled	Roundabout

Location: A27 FONTWELL AT JUNCTION OF A27 OUTSIDE ROUNDABOUT

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Stopping	Front	Mid Junction - on roundabout or main road
Car	Going ahead but held up	Back	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
10/06/2018	1642	Fine without high winds	471803170	1	Give way or Uncontrolled	T & Stag Jct

Location: A29 CHICHESTER AT JUNCTION OF B2233 NYTON RD OUTSIDE BASMATI RESTAURANT

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Entering main road
Car	Going ahead right bend	Nearside	Jct Approach

Casualties:

Class	Severity
Vehicle Passenger	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
18/06/2018	1700	Fine without high winds	471803334	1	Give way or Uncontrolled	T & Stag Jct

Location: B2233 NYTON ROAD WESTERGATE AT JUNCTION OF A29 WESTERGATE STREET OUTSIDE 12 NYTON ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Pedal Cycle	Going ahead other	Did not impact	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
22/06/2018	0930	Fine without high winds	471803419	1	Give way or Uncontrolled	T & Stag Jct

Location: B2233 NYTON ROAD ALDINGBOURNE AT JUNCTION OF U OVING ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Offside	Entering main road
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
09/08/2018	0943	Fine without high winds	471804434	1	Give way or Uncontrolled	Roundabout

Location: A27 FONTWELL AT JUNCTION OF A29 OUTSIDE FONTWELL ROUNDABOUT

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Offside	Mid Junction - on roundabout or main road
Car	Going ahead other	Nearside	Leaving roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
05/10/2018	1809	Fine without high winds	471805545	1	Not applicable	Not within 20M

Location: B2233 BARNHAM ROAD EASTERGATE 115M WEST OF U CHURCH LANE OUTSIDE HALL COTTAGE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Offside	Not at, or within 20M of Jct
Car	Going ahead other	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
21/11/2018	1445	Fine without high winds	471806434	1	Not applicable	Not within 20M

Location: B2233 BARNHAM 75M EAST OF U SAXBY CLOSE OUTSIDE ADJACENT TO TESCOS EXPRESS

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Front	Not at, or within 20M of Jct
Car	Going ahead but held up	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/11/2018	1233	Fine without high winds	471806513	1	Give way or Uncontrolled	T & Stag Jct

Location: A29 WESTERGATE STREET CHICHESTER AT JUNCTION OF A29 OUTSIDE BASMATI INDIAN RESTARAUN

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Going ahead right bend	Offside	Jct Approach

Casualties:

Class	Severity
Pedestrian	Serious

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
15/12/2018	1814	Raining without high winds	471806972	1	Not applicable	Not within 20M

Location: A29 LIDSEY ROAD BOGNOR REGIS 563M NORTH OF U SACK LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Front	Not at, or within 20M of Jct
Taxi/Private hire car	Going ahead left bend	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
22/12/2018	1949	Fine without high winds	471900002	1	Not applicable	Not within 20M

Location: A27 CHICHESTER 200M WEST OF U BLACKMILL LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/01/2019	0825	Fine without high winds	471900312	1	Give way or Uncontrolled	T & Stag Jct

Location: A29 WESTERGATE STREET WESTERGATE AT JUNCTION OF U BARON CLOSE

Vehicles:

Type	Manvres	Impact	Junct_loc
Taxi/Private hire car	Turning right	Front	Mid Junction - on roundabout or main road
Motor Cycle over 50 cc and up to 125cc	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/01/2019	1837	Fine without high winds	471900443	1	Not applicable	Not within 20M

Location: A27 ARUNDEL BY PASS NORTON 1076M WEST OF U BRITTENS LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to left	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
25/01/2019	1720	Unknown	471900472	2	Give way or Uncontrolled	T & Stag Jct

Location: A27 FONTWELL AT JUNCTION OF U BRIITTEN'S LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	U-turn	Front	Entering main road
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/02/2019	2116	Fine without high winds	471900783	4	Not applicable	Not within 20M

Location: A27 EARTHAM EARTHAM 400M WEST OF U LEVEL MARE LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
10/05/2019	0708	Fine without high winds	471902403	1	Not applicable	Not within 20M

Location: A27 CHICHESTER 98M WEST OF U BRITTEN'S LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
05/06/2019	0948	Fine without high winds	470845205	1	Give way or Uncontrolled	T & Stag Jct

Location: LIDSEY ROAD (A29) AT JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Nearside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
13/07/2019	1159	Fine without high winds	470857236	2	Not applicable	Not within 20M

Location: ARUNDEL ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to right	Front	Not at, or within 20M of Jct
Agricultural vehicle	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
15/07/2019	0925	Fine without high winds	470859222	1	Give way or Uncontrolled	T & Stag Jct

Location: WESTERGATE STREET (A29) NEAR JUNCTION WITH IVY LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Pedal Cycle	Turning right	Offside	Cleared junction or waiting/parked at junction exit
Car	Overtaking moving vehicle O/S	Nearside	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
22/07/2019	1440	Fine without high winds	470860359	1	Give way or Uncontrolled	Pri Drive

Location: FONTWELL AVENUE (A29) NEAR JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Car	Waiting to turn right	Back	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
05/08/2019	1645	Unknown	470879538	1	Give way or Uncontrolled	Roundabout

Location: ARUNDEL ROAD (A27) NEAR JUNCTION WITH ARUNDEL ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Starting	Nearside	Leaving roundabout
Car	Going ahead other	Nearside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
07/08/2019	1802	Fine without high winds	470866079	1	Give way or Uncontrolled	T & Stag Jct

Location: NYTON ROAD (B2233) AT JUNCTION WITH OVING NEW ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Offside	Entering main road
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/08/2019	2105	Fine without high winds	470869272	2	Not applicable	Not within 20M

Location: BARNHAM ROAD (B2233) - 23 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Stopping	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
21/08/2019	0723	Fine without high winds	470870699	1	Give way or Uncontrolled	Roundabout

Location: ARUNDEL ROAD (A27) AT JUNCTION WITH ARUNDEL ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Front	Entering roundabout
Motor Cycle over 50 cc and up to 125cc	Going ahead other	Offside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
21/08/2019	1815	Fine without high winds	470871150	2	Give way or Uncontrolled	Other junction

Location: ARUNDEL ROAD (A27) AT JUNCTION WITH NYTON ROAD (B2233)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Nearside	Mid Junction - on roundabout or main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/08/2019	0056	Fine without high winds	470879156	2	Give way or Uncontrolled	T & Stag Jct

Location: BARNHAM ROAD (B2233) AT JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Front	Jct Approach

Casualties:

Class	Severity
Vehicle Passenger	Slight
Vehicle Passenger	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/09/2019	1646	Fine without high winds	470876721	3	Not applicable	Not within 20M

Location: N/A A27 (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead but held up	Back	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Going ahead but held up	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
27/09/2019	0950	Raining without high winds	470881882	1	Not applicable	Not within 20M

Location: NYTON ROAD (B2233) - 124 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Going ahead other	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/09/2019	2333	Fine without high winds	470882301	3	Not applicable	Not within 20M

Location: ARUNDEL ROAD (A27) - 86 METRES FROM JUNCTION WITH BRITTENS LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Stopping	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle Passenger	Fatal
Vehicle Passenger	Serious
Driver / Rider	Serious

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
07/10/2019	1443	Fine without high winds	470885552	1	Give way or Uncontrolled	Roundabout

Location: ARUNDEL ROAD (A27) AT JUNCTION WITH ARUNDEL ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to left	Front	Entering roundabout
Car	Turning right	Nearside	Leaving roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
07/10/2019	1518	Raining without high winds	470885339	1	Give way or Uncontrolled	T & Stag Jct

Location: ARUNDEL ROAD (A27) NEAR JUNCTION WITH ARUNDEL ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods 7.5 tonnes mgw and over	Changing lane to right	Offside	Mid Junction - on roundabout or main road
Motorcycle over 500cc	Going ahead right bend	Offside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
10/10/2019	1555	Fine without high winds	470886634	1	Not applicable	Not within 20M

Location: ARUNDEL ROAD (A27) - 49 METRES FROM JUNCTION WITH ARUNDEL ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
21/10/2019	1424	Fine without high winds	470890609	2	Not applicable	Not within 20M

Location: ARUNDEL ROAD (A27) - 66 METRES FROM JUNCTION WITH ARUNDEL ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Changing lane to right	Front	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Stopping	Back	Not at, or within 20M of Jct
Car	Going ahead but held up	Back	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
05/11/2019	0740	Fine without high winds	470895495	1	Not applicable	Not within 20M

Location: ARUNDEL ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
16/11/2019	1100	Fine without high winds	470899216	1	Give way or Uncontrolled	Slip Road

Location: ARUNDEL ROAD (A27) AT JUNCTION WITH BRITTENS LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to right	Back	Mid Junction - on roundabout or main road
Motorcycle over 500cc	Going ahead other	Front	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
23/11/2019	0518	Fine without high winds	19904719	1	Give way or Uncontrolled	Roundabout

Location: ARUNDEL ROAD (A27) AT JUNCTION WITH ARUNDEL ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Turning left	Front	Entering roundabout

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
16/12/2019	0649	Raining without high winds	19910122	1	Give way or Uncontrolled	Roundabout

Location: ARUNDEL ROAD (A27) NEAR JUNCTION WITH ARUNDEL ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Offside	Entering roundabout
Motorcycle over 500cc	Going ahead other	Nearside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
13/02/2020	1805	Fine without high winds	20930060	1	Not applicable	Not within 20M

Location: NYTON ROAD (A29) - 25 METRES FROM JUNCTION WITH WESTERGATE MEWS

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Pedestrian	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/02/2020	1800	Fine without high winds	20934738	1	Not applicable	Not within 20M

Location: SHRIPNEY ROAD (A29) - 200 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead but held up	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/03/2020	1230	Fine without high winds	20942674	1	Not applicable	Not within 20M

Location: ARUNDEL ROAD (A27) - 100 METRES FROM JUNCTION WITH ARUNDEL ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Not at, or within 20M of Jct
Car	Stopping	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/04/2020	1306	Unknown	20948133	1	Give way or Uncontrolled	T & Stag Jct

Location: YAPTON ROAD (B2233) AT JUNCTION WITH CHURCH LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Parked	Offside	Jct Approach
Pedal Cycle	Overtaking stat vehicle O/S	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/05/2020	1255	Fine without high winds	20953098	1	Give way or Uncontrolled	Roundabout

Location: EASTERGATE SQUARE (A29) AT JUNCTION WITH FONTWELL AVENUE (A29)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Front	Entering roundabout
Car	Going ahead other	Nearside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
19/06/2020	0710	Raining without high winds	20958378	1	Give way or Uncontrolled	Pri Drive

Location: NYTON ROAD (A29) NEAR JUNCTION WITH PRIVATE ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Car	Stopping	Back	Jct Approach
Van / Goods 3.5 tonnes mgw and under	Turning right	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/08/2020	2044	Raining without high winds	20975189	1	Not applicable	Not within 20M

Location: ARUNDEL ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Agricultural vehicle	Going ahead other	Back	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
05/09/2020	0415	Fine without high winds	20978239	2	Give way or Uncontrolled	T & Stag Jct

Location: LIDSEY ROAD (A29) AT JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Serious
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/10/2020	0835	Fine without high winds	20989959	1	Give way or Uncontrolled	Other junction

Location: BARNHAM ROAD (B2233) NEAR JUNCTION WITH CHURCH LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Car	Stopping	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/10/2020	1830	Raining with high winds	20992807	1	Give way or Uncontrolled	T & Stag Jct

Location: YAPTON ROAD (B2233) NEAR JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Cleared junction or waiting/parked at junction exit
Car	Stopping	Offside	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
16/11/2020	1343	Fine without high winds	20999268	2	Give way or Uncontrolled	Pri Drive

Location: FONTWELL AVENUE (A29) AT JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Did not impact	Entering main road
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/12/2020	1538	Raining without high winds	201003893	2	Give way or Uncontrolled	T & Stag Jct

Location: ARUNDEL ROAD (A27) NEAR JUNCTION WITH ARUNDEL ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Back	Entering main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Vehicle Passenger	Serious
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/12/2020	1800	Fine without high winds	201008100	1	Give way or Uncontrolled	Roundabout

Location: ARUNDEL ROAD (A27) NEAR JUNCTION WITH ARUNDEL ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Front	Jct Approach
Car	Starting	Back	Entering roundabout

Casualties:

Class	Severity
Vehicle Passenger	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
23/12/2020	0554	Fine without high winds	201009646	1	Give way or Uncontrolled	Pri Drive

Location: ARUNDEL ROAD (A27) AT JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
10/01/2021	1631	Fine without high winds	211013095	2	Not applicable	Not within 20M

Location: ARUNDEL ROAD (A27) - 135 METRES FROM JUNCTION WITH NORTON LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle Passenger	Serious
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
22/01/2021	1830	Other	211016352	1	Give way or Uncontrolled	Mini roundabout

Location: EASTERGATE SQUARE (A29) NEAR JUNCTION WITH FONTWELL AVENUE (A29)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Entering roundabout
Pedal Cycle	Turning right	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/05/2021	1346	Raining without high winds	211041317	1	Not applicable	Not within 20M

Location: ARUNDEL ROAD (A27) - 165 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/05/2021	1315	Fine without high winds	211050186	3	Give way or Uncontrolled	T & Stag Jct

Location: ARUNDEL ROAD (A27) AT JUNCTION WITH BRITTENS LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Offside	Mid Junction - on roundabout or main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Serious
Vehicle Passenger	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/05/2021	1950	Fine without high winds	211050204	2	Give way or Uncontrolled	Pri Drive

Location: FONTWELL AVENUE (A29) AT JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Car	Waiting to turn right	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
30/05/2021	1250	Fine without high winds	211051442	1	Give way or Uncontrolled	T & Stag Jct

Location: NYTON ROAD (A29) NEAR JUNCTION WITH BARNETT CLOSE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Car	Going ahead but held up	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
09/06/2021	1830	Fine without high winds	211055000	1	Not applicable	Not within 20M

Location: A27 - 39 METRES FROM JUNCTION WITH NYTON ROAD (B2233)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to right	Front	Not at, or within 20M of Jct
Car	Going ahead but held up	Back	Not at, or within 20M of Jct
Car	Going ahead but held up	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
12/06/2021	1210	Fine without high winds	211055558	1	Not applicable	Not within 20M

Location: LIDSEY ROAD (A29) - 22 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead but held up	Offside	Not at, or within 20M of Jct
Pedal Cycle	Overtaking stat vehicle O/S	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/06/2021	0745	Fine without high winds	211059195	3	Give way or Uncontrolled	T & Stag Jct

Location: FONTWELL AVENUE (A29) AT JUNCTION WITH EASTERGATE LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Offside	Entering main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road
Car	Going ahead other	Offside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
05/07/2021	0658	Fine without high winds	211062795	5	Give way or Uncontrolled	T & Stag Jct

Location: LIDSEY ROAD (A29) AT JUNCTION WITH OAK TREE LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Car	Turning right	Front	Entering main road
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight
Driver / Rider	Slight
Vehicle Passenger	Slight
Vehicle Passenger	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/07/2021	1655	Fine without high winds	211064374	1	Give way or Uncontrolled	Roundabout

Location: ARUNDEL ROAD (A27) NEAR JUNCTION WITH ARUNDEL ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Minibus (8 - 16 seats)	Changing lane to right	Offside	Mid Junction - on roundabout or main road
Car	Changing lane to left	Nearside	Leaving roundabout
Car	Going ahead other	Did not impact	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
29/07/2021	1207	Fine without high winds	211072436	1	Give way or Uncontrolled	Other junction

Location: LIDSEY ROAD (A29) AT JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Nearside	Leaving main road
Motorcycle 50cc and under	Going ahead but held up	Offside	Mid Junction - on roundabout or main road
Car	Going ahead but held up	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/08/2021	1215	Fine without high winds	211077807	1	Stop sign	Roundabout

Location: ARUNDEL ROAD (A27) NEAR JUNCTION WITH ARUNDEL ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Motorcycle over 500cc	Changing lane to left	Front	Mid Junction - on roundabout or main road
Car	Changing lane to left	Did not impact	Mid Junction - on roundabout or main road
Car	Changing lane to right	Did not impact	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
25/08/2021	1819	Fine without high winds	211080905	1	Not applicable	Not within 20M

Location: ARUNDEL ROAD (A27) - 81 METRES FROM JUNCTION WITH BRITTENS LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
30/08/2021	2354	Fine without high winds	211082214	1	Give way or Uncontrolled	Other junction

Location: ARUNDEL ROAD (A27) NEAR JUNCTION WITH BRITTENS LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Nearside	Jct Approach
Car	Going ahead other	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
06/10/2021	1127	Fine without high winds	211095858	2	Give way or Uncontrolled	T & Stag Jct

Location: BARNHAM ROAD (B2233) AT JUNCTION WITH CHURCH LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Overtaking moving vehicle O/S	Front	Jct Approach
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
04/11/2021	0920	Fine without high winds	211109630	2	Give way or Uncontrolled	T & Stag Jct

Location: WESTERGATE STREET (A29) NEAR JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Other vehicle - specify	Going ahead other	Did not impact	Jct Approach
Car	Going ahead other	Front	Cleared junction or waiting/parked at junction exit
Car	Stopping	Back	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Vehicle Passenger	Slight
Vehicle Passenger	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
18/11/2021	1730	Unknown	211112295	1	Give way or Uncontrolled	Roundabout

Location: ARUNDEL ROAD (A27) NEAR JUNCTION WITH ARUNDEL ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Nearside	Mid Junction - on roundabout or main road
Car	Turning left	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
10/12/2021	1620	Fine without high winds	211120077	1	Not applicable	Not within 20M

Location: SHRIPNEY ROAD (A29) - 76 METRES FROM JUNCTION WITH ORCHARD PLACE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to right	Offside	Not at, or within 20M of Jct
Car	Overtaking moving vehicle O/S	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
19/12/2021	1200	Fine without high winds	211124396	2	Not applicable	Not within 20M

Location: WESTERGATE STREET (A29) - 29 METRES FROM JUNCTION WITH IVY LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Not at, or within 20M of Jct
Car	Stopping	Back	Not at, or within 20M of Jct
Car	Stopping	Back	Not at, or within 20M of Jct
Car	Stopping	Did not impact	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/12/2021	0021	Fine without high winds	211124379	1	Give way or Uncontrolled	T & Stag Jct

Location: WESTERGATE STREET (A29) NEAR JUNCTION WITH NYTON ROAD (B2233)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Offside	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/01/2022	1310	Raining without high winds	221129837	1	Not applicable	Not within 20M

Location: ARUNDEL ROAD (A27) - 103 METRES FROM JUNCTION WITH ARUNDEL ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
13/01/2022	0720	Other	221131537	2	Not applicable	Not within 20M

Location: LIDSEY ROAD (A29) - 88 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Front	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
13/01/2022	0945	Other	221132215	3	Not applicable	Not within 20M

Location: SHRIPNEY ROAD (A29) - 179 METRES FROM JUNCTION WITH SACK LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Offside	Not at, or within 20M of Jct
Car	Going ahead right bend	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
13/01/2022	1734	Fine without high winds	221131770	3	Give way or Uncontrolled	T & Stag Jct

Location: WESTERGATE STREET (A29) NEAR JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Overtaking stat vehicle O/S	Front	Jct Approach
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Jct Approach
Car	Parked	Did not impact	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight
Driver / Rider	Serious

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
25/01/2022	0855	Fine without high winds	221137453	1	Give way or Uncontrolled	T & Stag Jct

Location: NYTON ROAD (A29) AT JUNCTION WITH LIME AVENUE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Mid Junction - on roundabout or main road
Car	Going ahead but held up	Back	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/02/2022	1432	Fine without high winds	221147217	2	Give way or Uncontrolled	Roundabout

Location: ARUNDEL ROAD (A27) NEAR JUNCTION WITH ARUNDEL ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Offside	Leaving roundabout

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
01/03/2022	0855	Raining without high winds	221148880	2	Not applicable	Not within 20M

Location: SHRIPNEY ROAD (A29) - 33 METRES FROM JUNCTION WITH SHRIPNEY ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
04/03/2022	0825	Fine without high winds	221150348	1	Give way or Uncontrolled	T & Stag Jct

Location: BARNHAM ROAD (B2233) NEAR JUNCTION WITH THE SQUARE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Pedestrian	Serious

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
06/03/2022	1629	Fine without high winds	221150726	1	Give way or Uncontrolled	Junction - more than 4 arms (not a roundabout)

Location: NYTON ROAD (A29) NEAR JUNCTION WITH CHURCH LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Going ahead other	Front	Jct Approach
Car	Stopping	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
18/03/2022	1130	Fine without high winds	221155138	1	Give way or Uncontrolled	Roundabout

Location: ARUNDEL ROAD (A27) AT JUNCTION WITH FONTWELL AVENUE (A29)

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods 7.5 tonnes mgw and over	Turning right	Nearside	Mid Junction - on roundabout or main road
Car	Waiting to turn left	Back	Entering roundabout

Casualties:

Class	Severity
Vehicle Passenger	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
19/03/2022	1640	Fine without high winds	221155523	1	Not applicable	Not within 20M

Location: ARUNDEL ROAD (A27)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Did not impact	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
01/04/2022	0800	Fine without high winds	221165281	1	Give way or Uncontrolled	Other junction

Location: WESTERGATE STREET (A29) NEAR JUNCTION WITH ELMCROFT PLACE, WESTERGATE, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Motorcycle over 500cc	Overtaking stat vehicle O/S	Front	Jct Approach
Car	Going ahead but held up	Did not impact	Jct Approach

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
18/06/2022	2100	Raining without high winds	221189298	1	Not applicable	Not within 20M

Location: ARUNDEL ROAD (A27) - 42 METRES FROM JUNCTION WITH ARUNDEL ROAD (A27), WALBERTON, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
29/06/2022	0705	Raining without high winds	221193255	1	Not applicable	Not within 20M

Location: ARUNDEL ROAD (A27) - 121 METRES FROM JUNCTION WITH DUKES ROAD, WALBERTON, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Stopping	Offside	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
06/07/2022	1805	Fine without high winds	221196559	1	Not applicable	Not within 20M

Location: BARNHAM ROAD (B2233) - EASTERGATE, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Pedal Cycle	Going ahead other	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/07/2022	1054	Fine without high winds	221197378	1	Give way or Uncontrolled	T & Stag Jct

Location: FONTWELL AVENUE (A29) AT JUNCTION WITH EASTERGATE LANE, EASTERGATE, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Turning right	Front	Mid Junction - on roundabout or main road
Pedal Cycle	Going ahead other	Offside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
23/07/2022	1218	Fine without high winds	221201868	2	Give way or Uncontrolled	Roundabout

Location: ARUNDEL ROAD (A27) AT JUNCTION WITH FONTWELL AVENUE (A29), ARUN, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to left	Back	Mid Junction - on roundabout or main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Vehicle Passenger	Slight
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
01/08/2022	1922	Fine without high winds	221206802	1	Give way or Uncontrolled	T & Stag Jct

Location: SHRIPNEY ROAD (A29), BERSTED, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Front	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Vehicle Passenger	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
01/09/2022	1255	Fine without high winds	221214640	2	Not applicable	Not within 20M

Location: FONTWELL AVENUE (A29) - 49 METRES FROM JUNCTION WITH WANDLEYS LANE, EASTERGATE, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Starting	Offside	Not at, or within 20M of Jct
Car	Stopping	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Serious

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
10/09/2022	1740	Fine without high winds	221217916	1	Not applicable	Not within 20M

Location: BARNHAM ROAD (B2233) - 255 METRES FROM JUNCTION WITH CHURCH LANE, EASTERGATE, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 125 cc and up to 500cc	Going ahead other	Nearside	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct
Motor Cycle over 125 cc and up to 500cc	Going ahead other	Did not impact	Not at, or within 20M of Jct
Motor Cycle over 125 cc and up to 500cc	Going ahead other	Did not impact	Not at, or within 20M of Jct
Motor Cycle over 125 cc and up to 500cc	Going ahead other	Did not impact	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
16/09/2022	1535	Raining without high winds	221222053	1	Give way or Uncontrolled	T & Stag Jct

Location: NYTON ROAD (A29) AT JUNCTION WITH WESTERGATE MEWS, WESTERGATE, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Mid Junction - on roundabout or main road
Car	Going ahead but held up	Back	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
13/10/2022	0330	Raining without high winds	221229750	3	Not applicable	Not within 20M

Location: ARUNDEL ROAD (A27) - 22 METRES FROM JUNCTION WITH ARUNDEL ROAD, ALDINGBOURNE, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Nearside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious
Vehicle Passenger	Serious
Vehicle Passenger	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/10/2022	1820	Fine without high winds	221231387	1	Give way or Uncontrolled	T & Stag Jct

Location: BLACKMILL LANE NEAR JUNCTION WITH BRITTENS LANE, ALDINGBOURNE, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Turning left	Front	Jct Approach
Car	Turning right	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
30/10/2022	1600	Fine without high winds	221236161	1	Give way or Uncontrolled	Roundabout

Location: ARUNDEL ROAD (A27) NEAR JUNCTION WITH ARUNDEL ROAD, ARUN, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Motorcycle over 500cc	Stopping	Front	Entering roundabout

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/11/2022	0620	Raining without high winds	221239989	1	Give way or Uncontrolled	Roundabout

Location: ARUNDEL ROAD (A27) AT JUNCTION WITH ARUNDEL ROAD (A27), WALBERTON, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Front	Entering roundabout
Car	Going ahead other	Nearside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
22/11/2022	2102	Fine without high winds	221245518	1	Give way or Uncontrolled	T & Stag Jct

Location: FONTWELL AVENUE (A29), EASTERGATE, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Starting	Front	Jct Approach

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/11/2022	0810	Raining without high winds	221248018	1	Give way or Uncontrolled	Roundabout

Location: EASTERGATE SQUARE (A29) AT JUNCTION WITH FONTWELL AVENUE (A29), EASTERGATE, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Starting	Front	Mid Junction - on roundabout or main road
Pedal Cycle	Going ahead other	Nearside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
30/11/2022	1130	Fine without high winds	221249501	1	Not applicable	Not within 20M

Location: NYTON ROAD (B2233) , ALDINGBOURNE, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Overtaking moving vehicle O/S	Nearside	Not at, or within 20M of Jct
Pedal Cycle	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/12/2022	2057	Fine without high winds	221254884	1	Not applicable	Not within 20M

Location: SHRIPNEY ROAD (A29) - 88 METRES FROM JUNCTION WITH SHRIPNEY ROAD (A29), BERSTED, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Pedestrian	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
23/12/2022	0930	Raining without high winds	221256873	1	Give way or Uncontrolled	T & Stag Jct

Location: WESTERGATE STREET (A29) NEAR JUNCTION WITH NYTON ROAD (B2233), WESTERGATE, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Starting	Front	Entering from slip road
Car	Going ahead right bend	Nearside	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
29/12/2022	1314	Fine without high winds	221258425	2	Not applicable	Not within 20M

Location: ARUNDEL ROAD (A27) - 90 METRES FROM JUNCTION WITH NYTON ROAD (B2233), TANGMERE, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to left	Front	Not at, or within 20M of Jct
Car	Stopping	Back	Not at, or within 20M of Jct
Car	Stopping	Did not impact	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle Passenger	Slight
Vehicle Passenger	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/01/2023	1120	Fine without high winds	231258800	1	Not applicable	Not within 20M

Location: ARUNDEL ROAD (A27) - 26 METRES FROM JUNCTION WITH DUKES ROAD, WALBERTON, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to right	Front	Not at, or within 20M of Jct
Car	Going ahead other	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/01/2023	0735	Fine without high winds	231258906	1	Give way or Uncontrolled	T & Stag Jct

Location: LIDSEY ROAD (A29) AT JUNCTION WITH SACK LANE, LIDSEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Turning right	Offside	Mid Junction - on roundabout or main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/02/2023	1045	Fine without high winds	231279031	2	Not applicable	Not within 20M

Location: LIDSEY ROAD (A29) - 42 METRES FROM JUNCTION WITH WOODGATE ROAD, WOODGATE, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Did not impact	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Back	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Parked	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/02/2023	1942	Raining without high winds	231285534	1	Not applicable	Not within 20M

Location: SHRIPNEY ROAD (A29) - 111 METRES FROM JUNCTION WITH MARIGOLDS, SHRIPNEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Offside	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
16/03/2023	1310	Fine without high winds	231287936	1	Give way or Uncontrolled	Crossroads

Location: NYTON ROAD (B2233) NEAR JUNCTION WITH ARUNDEL ROAD (A27), TANGMERE, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Nearside	Mid Junction - on roundabout or main road
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/03/2023	1246	Fine without high winds	231288207	2	Give way or Uncontrolled	Junction - more than 4 arms (not a roundabout)

Location: WESTERGATE STREET (A29) NEAR JUNCTION WITH NYTON ROAD (B2233), WESTERGATE, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Front	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Vehicle Passenger	Slight
Vehicle Passenger	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/04/2023	0745	Fine without high winds	231295323	2	Give way or Uncontrolled	T & Stag Jct

Location: NYTON ROAD (B2233) AT JUNCTION WITH NORTON LANE, ALDINGBOURNE, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Mid Junction - on roundabout or main road
Car	Turning right	Offside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/05/2018** **and** **30/04/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("westergate (wsp)")

Notes:

Number of records in selection: **112**

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.

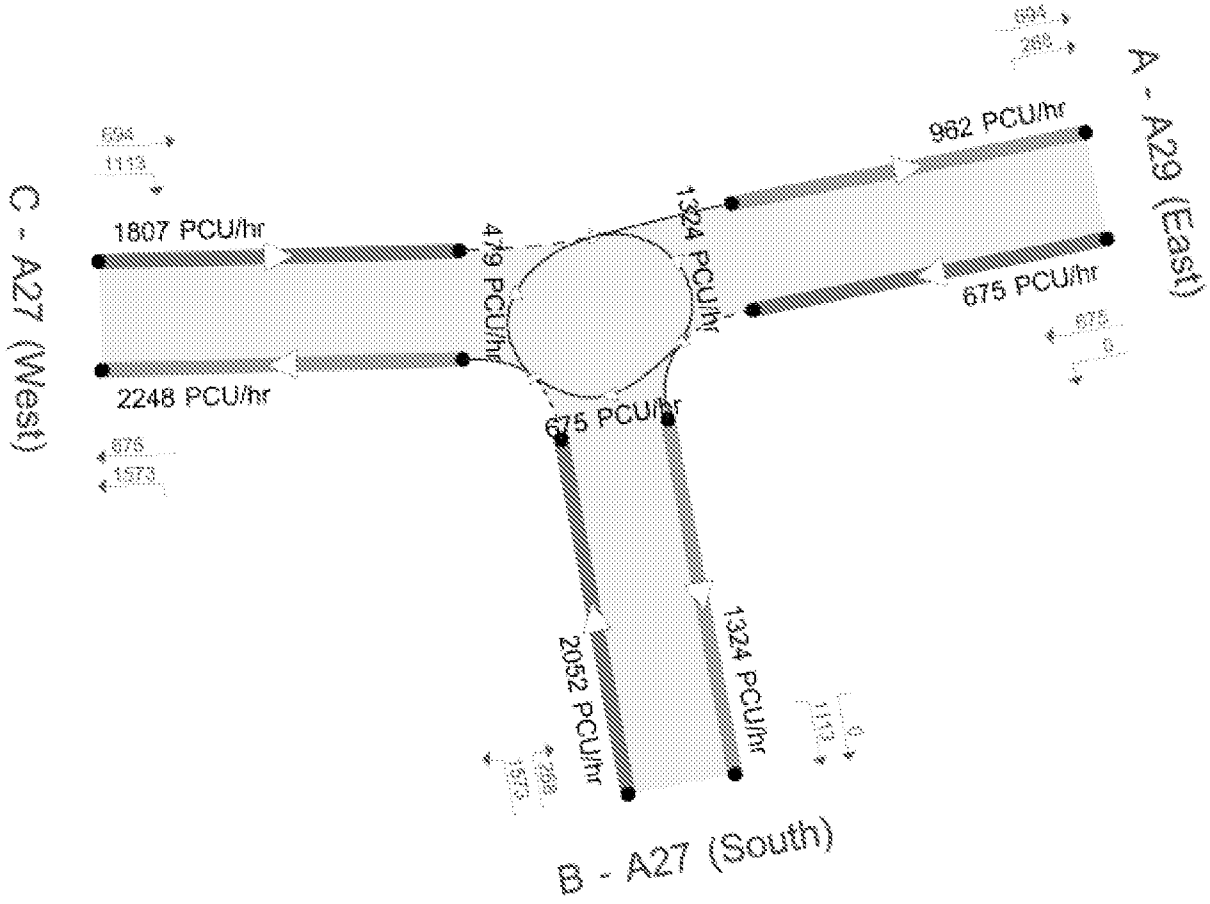
File summary

File Description

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



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)	8.20	9.60	3.0	50.0	52.0	37.5		
C - A27 (West)	8.00	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)	0.650	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	667
	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	667
	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	667
	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	667
	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	7.398	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	0.585	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)	0.39	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

ARUN DISTRICT COUNCIL AL/11/24/OUT

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	572	1187	1190	0.577	687	818	0.0	1.5	7.834	A
B - A27 (South)	1774	444	687	3128	0.567	1788	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	572	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	572	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	572	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	3.0	3.4	7.728	A
B - A27 (South)	1882	466	858	3138	0.593	1855	1194	3.5	3.5	2.971	A
C - A27 (West)	1883	421	379	3188	0.528	1878	2145	3.0	3.2	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	3.4	3.5	7.935	A
B - A27 (South)	1882	456	874	3133	0.594	1882	1198	3.5	3.5	3.010	A
C - A27 (West)	1883	421	380	3185	0.528	1883	2156	3.2	3.2	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	3.5	3.5	7.937	A
B - A27 (South)	1882	456	874	3133	0.594	1882	1198	3.5	3.5	3.010	A
C - A27 (West)	1883	421	380	3185	0.528	1883	2156	3.2	3.2	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	3.5	3.5	7.938	A
B - A27 (South)	1882	456	874	3133	0.594	1882	1198	3.5	3.5	3.010	A
C - A27 (West)	1883	421	380	3185	0.528	1883	2156	3.2	3.2	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)	0.86	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	1582	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	882	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	882	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	882	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	7.66	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		0.8	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)																D5	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

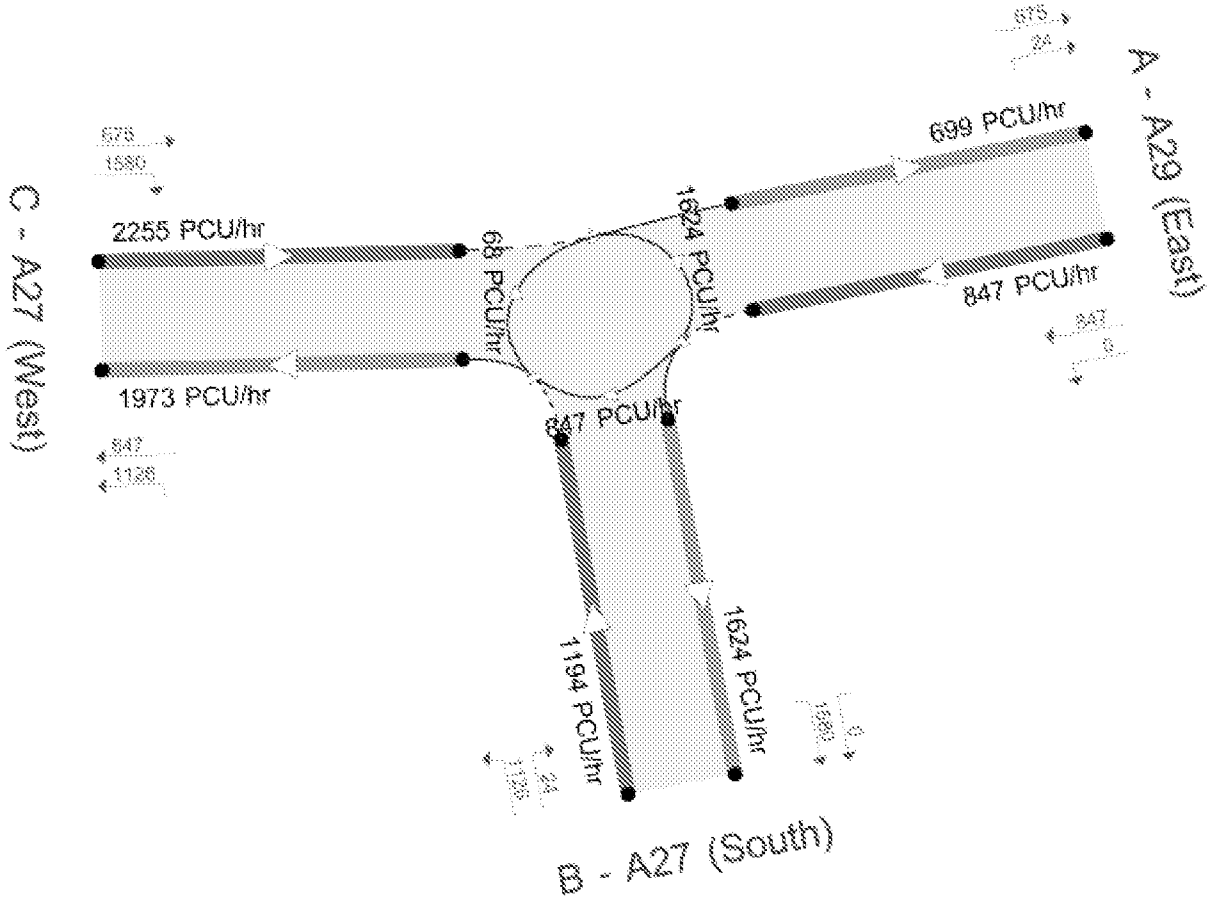
File summary

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



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)	3.20	9.60	12.7	68.5	103.3	20.0		
C - A27 (West)	3.00	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	0.460	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)	650	1458	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)	650	1458	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

16:30 - 17:15

Demand (PCU/hr)

From \ To	A - A29 (East)	B - A27 (South)	C - A27 (West)
A - A29 (East)	0	0	791
B - A27 (South)	22	53	1047
C - A27 (West)	553	1456	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	791
B - A27 (South)	22	53	1047
C - A27 (West)	553	1456	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	11
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	1.110
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	1.6	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)

		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)	653	1465	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	797
	B - A27 (South)	22	53	1058
	C - A27 (West)	653	1465	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	10
	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	1.100
	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	796	675	3.6	3.8	17.633	C
B - A27 (South)	1133	283	796	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)	0.30	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)	0.30	0.70	0.00

16:30 - 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)	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

16:45 - 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	1834	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	1835	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	1835	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	1.8	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	695	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)	2262	566	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)	2262	566	88	3625	0.624	2262	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)	2262	566	88	3625	0.624	2262	2007	1.8	1.8	2.825	A

17:15 - 17:30

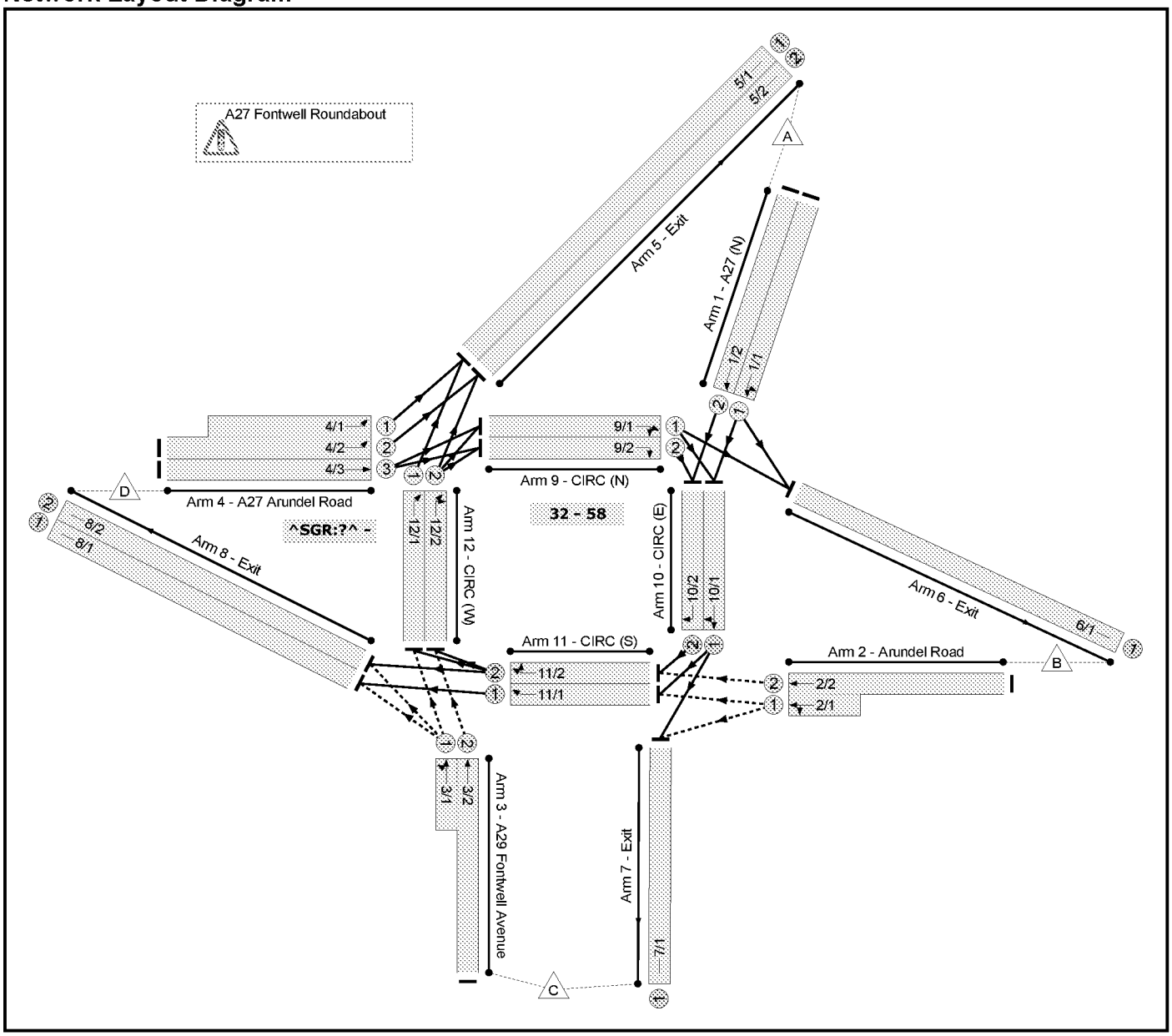
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A29 (East)	880	220	1629	953	0.924	878	701	12.5	14.3	57.786	F
B - A27 (South)	1198	300	878	2411	0.497	1198	1629	1.1	1.1	3.252	A
C - A27 (West)	2262	566	88	3625	0.624	2262	2008	1.8	1.8	2.825	A

Full Input Data And Results

User and Project Details

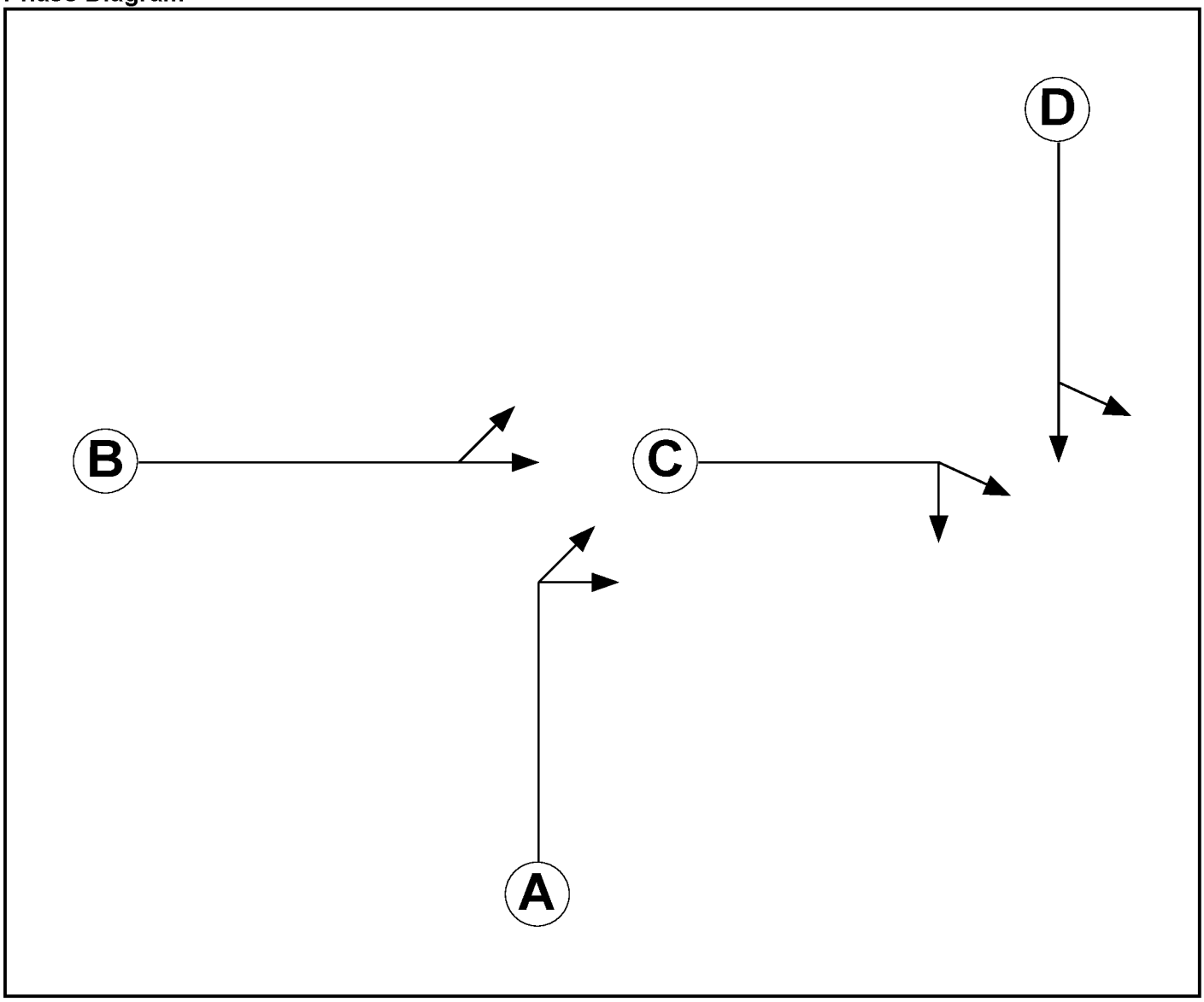
Project:	**Westergate**
Title:	**Signalised Layout**
Location:	A27 / Arundel Road / A29 Fontwell Avenue / A27 Arundel Road
Additional detail:	
File name:	3- A27 Fontwell - A29 Arundel.lsg3x
Author:	
Company:	
Address:	

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

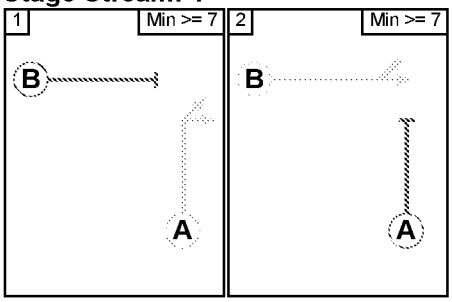
	Starting Phase			
Terminating Phase	A	B	C	D
A		5	-	-
B	5		-	-
C	-	-		5
D	-	-	5	

Phases in Stage

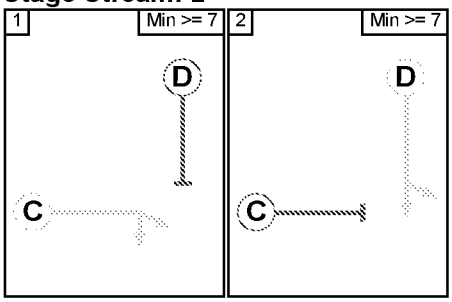
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

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

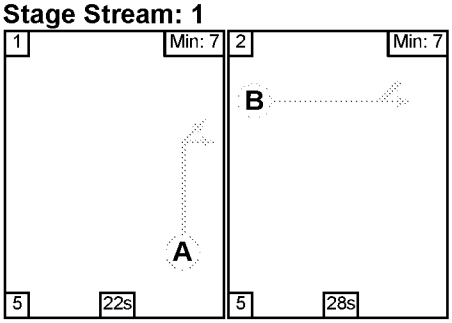
Junction: A27 Fontwell Roundabout								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A27 (N))	5.00	0.00	Y	Arm 6 Left	30.00	0.0 %	2115	2115
				Arm 10 Ahead	Inf	100.0 %		
1/2 (A27 (N))	5.00	0.00	N	Arm 10 Ahead	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 %		

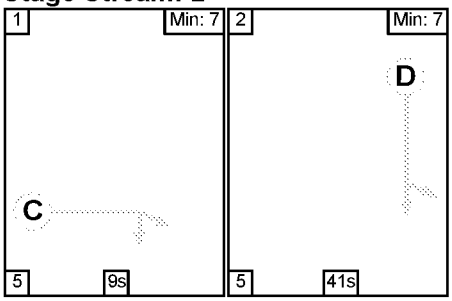
Scenario 1: '2031 AM Base' (FG1: '2031 AM Base ', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

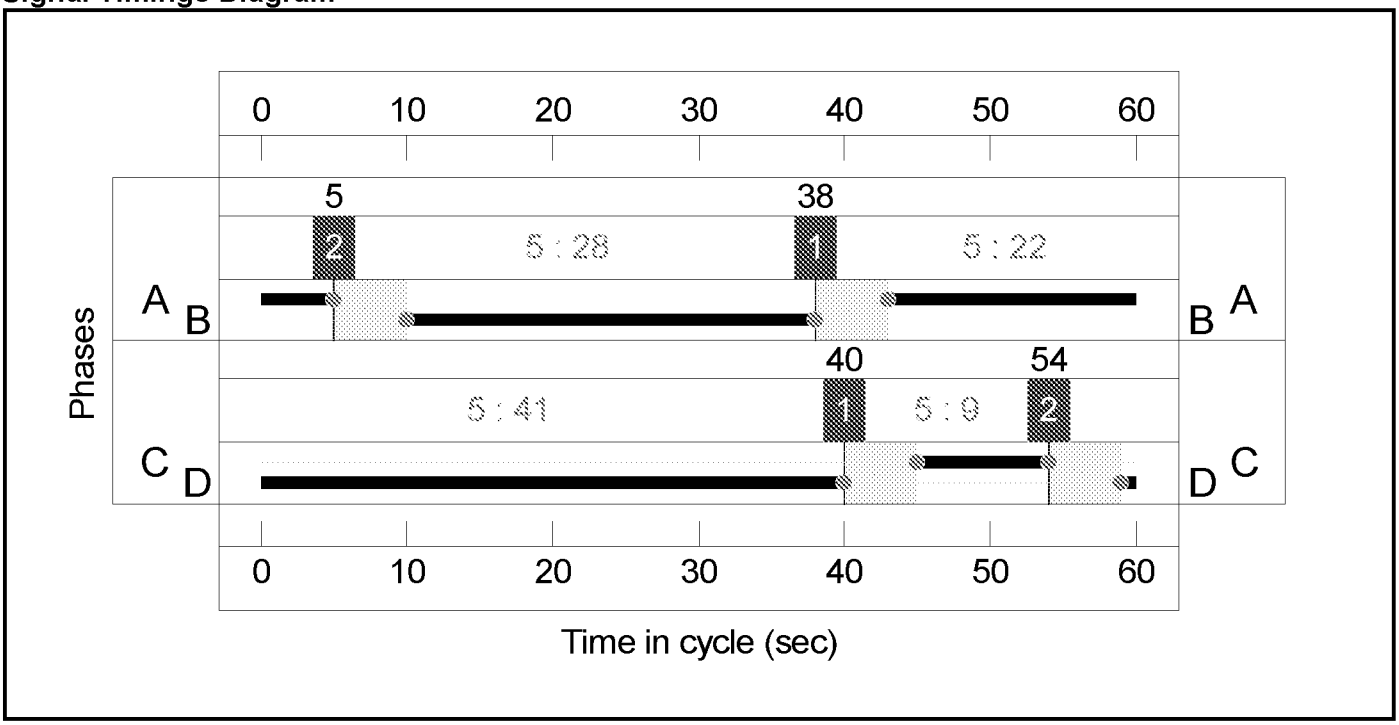
Stage	1	2
Duration	22	28
Change Point	38	5

Stage Stream: 2

Stage	1	2
Duration	9	41
Change Point	40	54

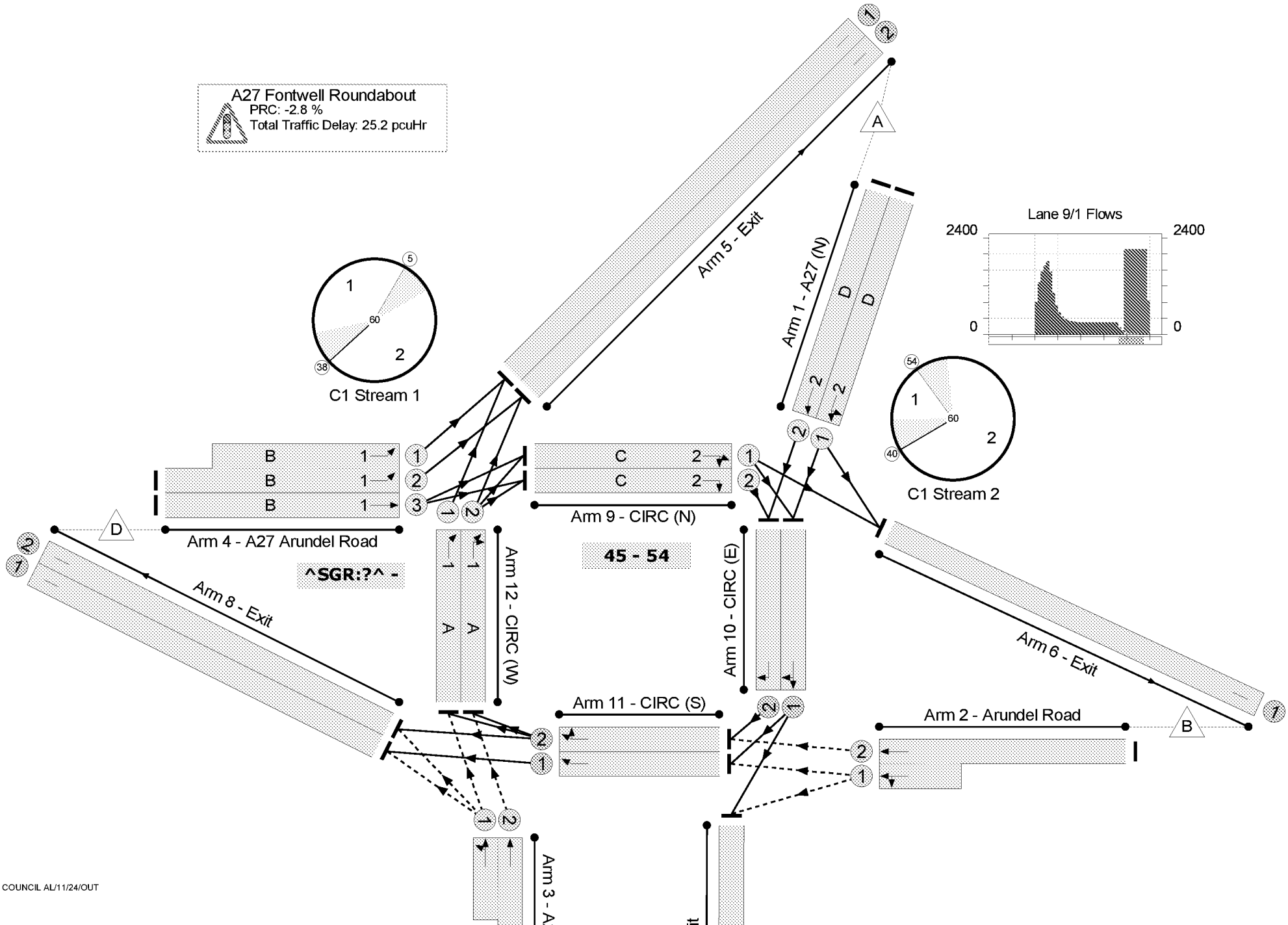
Full Input Data And Results

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

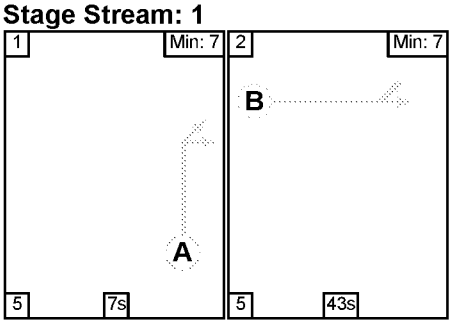
C1 Stream: 1 PRC for Signalled Lanes (%):	35.3	Total Delay for Signalled Lanes (pcuHr):	7.81	Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%):	7.2	Total Delay for Signalled Lanes (pcuHr):	10.15	Cycle Time (s): 60
PRC Over All Lanes (%):	-2.8	Total Delay Over All Lanes(pcuHr):	25.15	

Full Input Data And Results

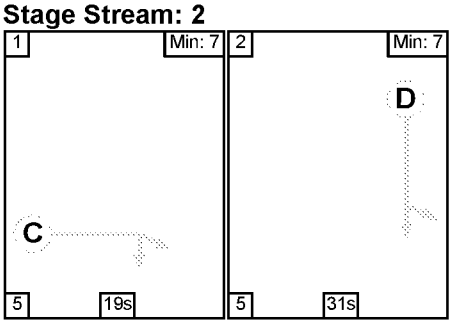
Scenario 2: '2031 PM Base' (FG2: '2031 PM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

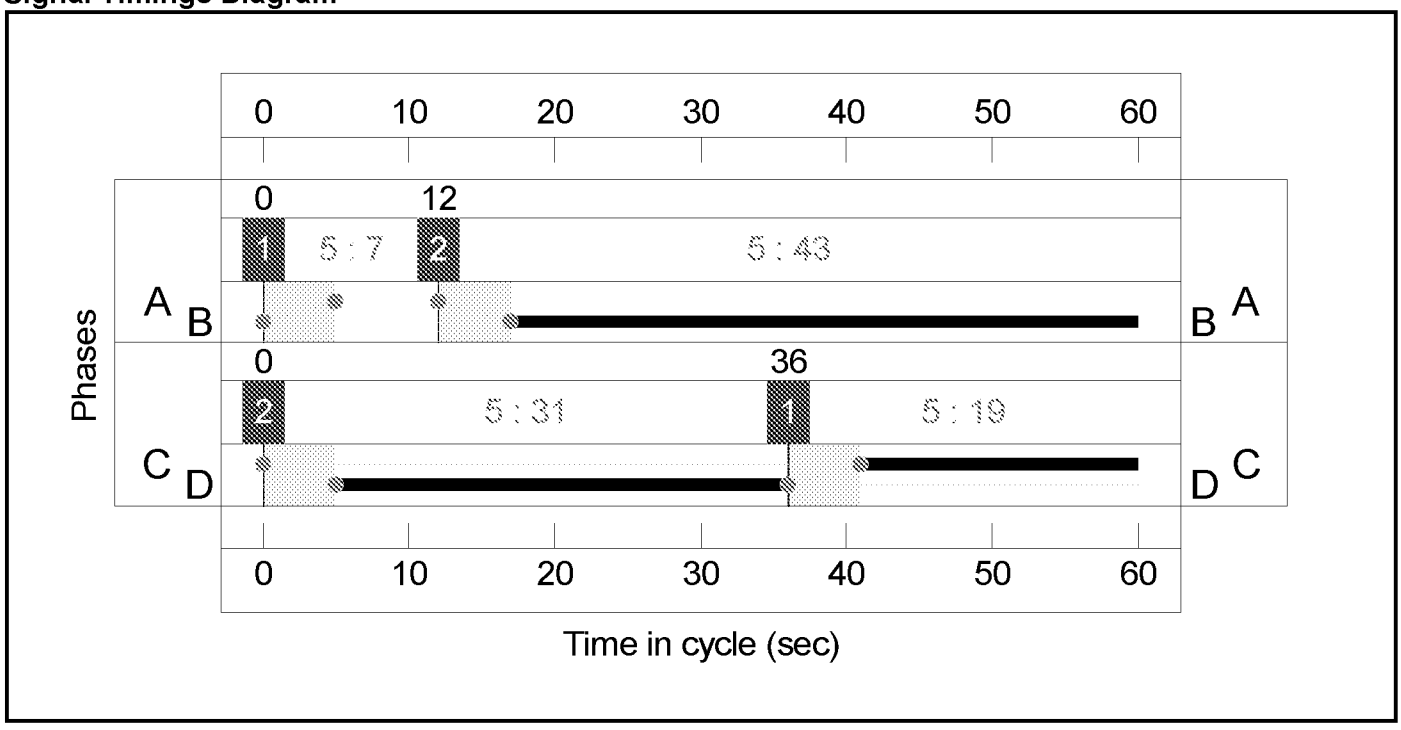
Stage Stream: 1

Stage	1	2
Duration	7	43
Change Point	0	12

Stage Stream: 2

Stage	1	2
Duration	19	31
Change Point	36	0

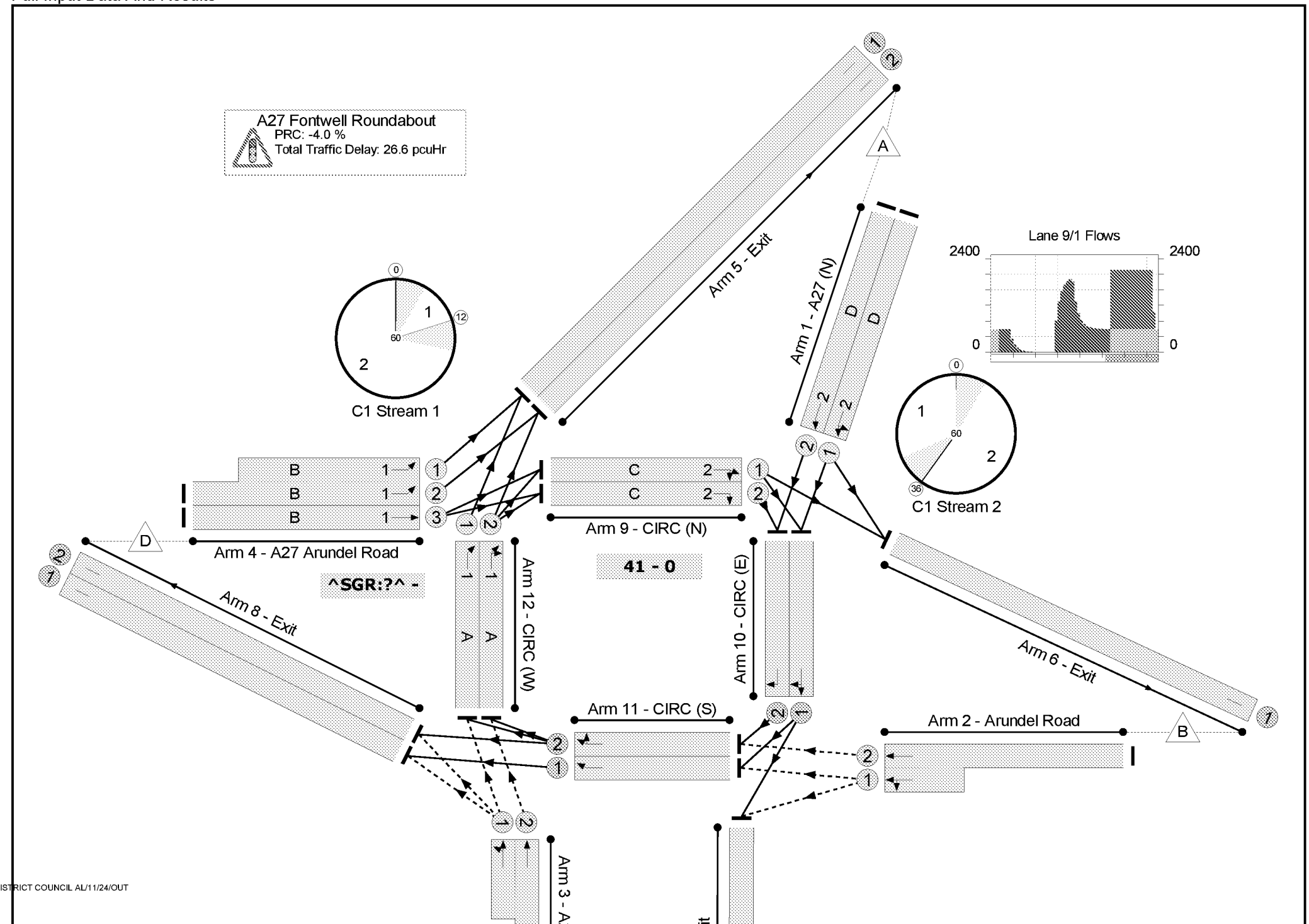
Signal Timings Diagram



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

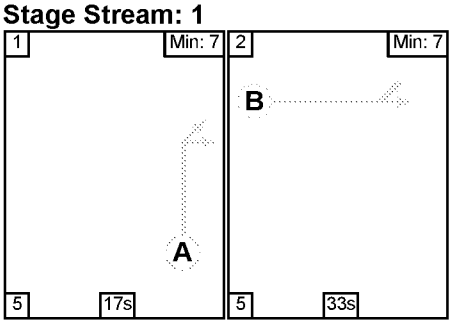
C1 Stream: 1 PRC for Signalled Lanes (%):	-4.0	Total Delay for Signalled Lanes (pcuHr):	11.77	Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%):	8.5	Total Delay for Signalled Lanes (pcuHr):	14.22	Cycle Time (s): 60
PRC Over All Lanes (%):	-4.0	Total Delay Over All Lanes(pcuHr):	26.63	

Full Input Data And Results

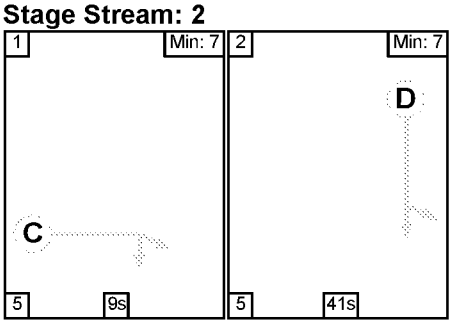
Scenario 3: '2031 AM Base + Dev' (FG3: '2031 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

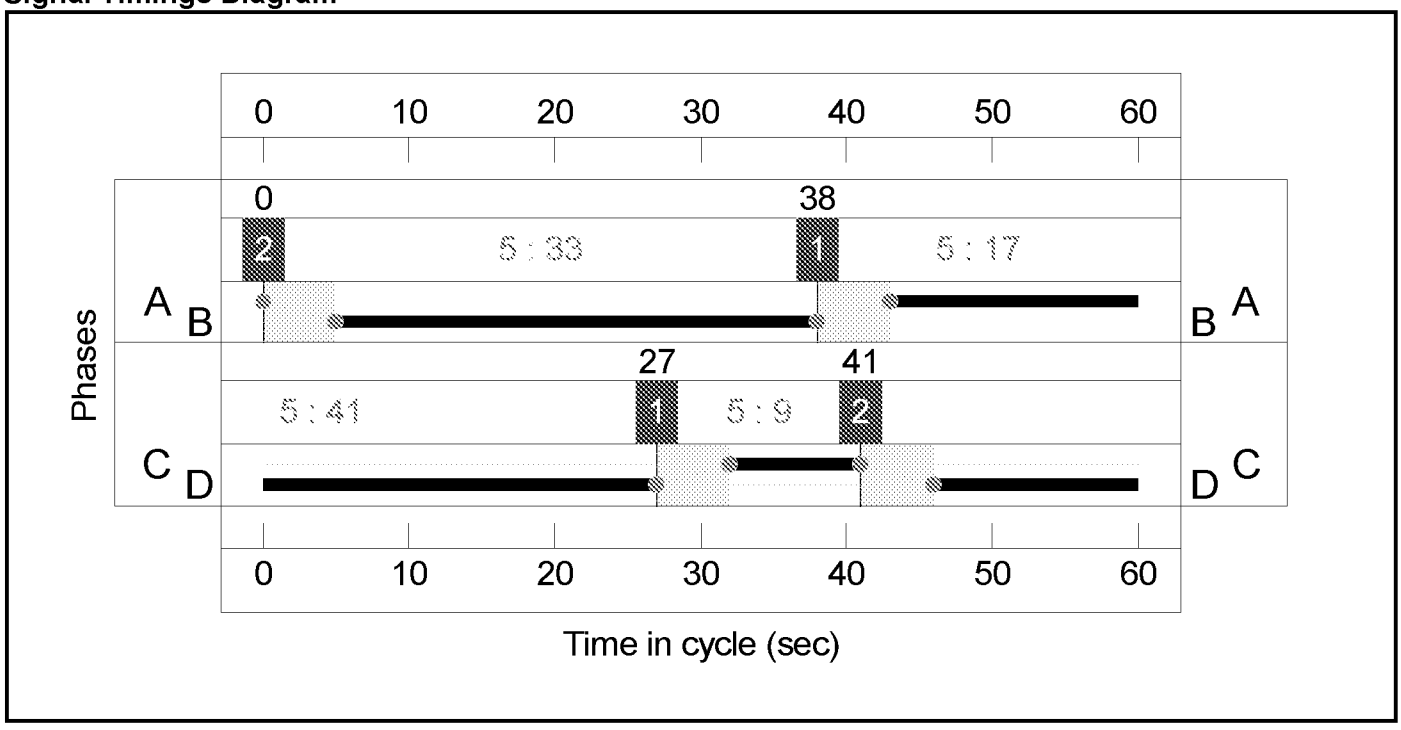
Stage Stream: 1

Stage	1	2
Duration	17	33
Change Point	38	0

Stage Stream: 2

Stage	1	2
Duration	9	41
Change Point	27	41

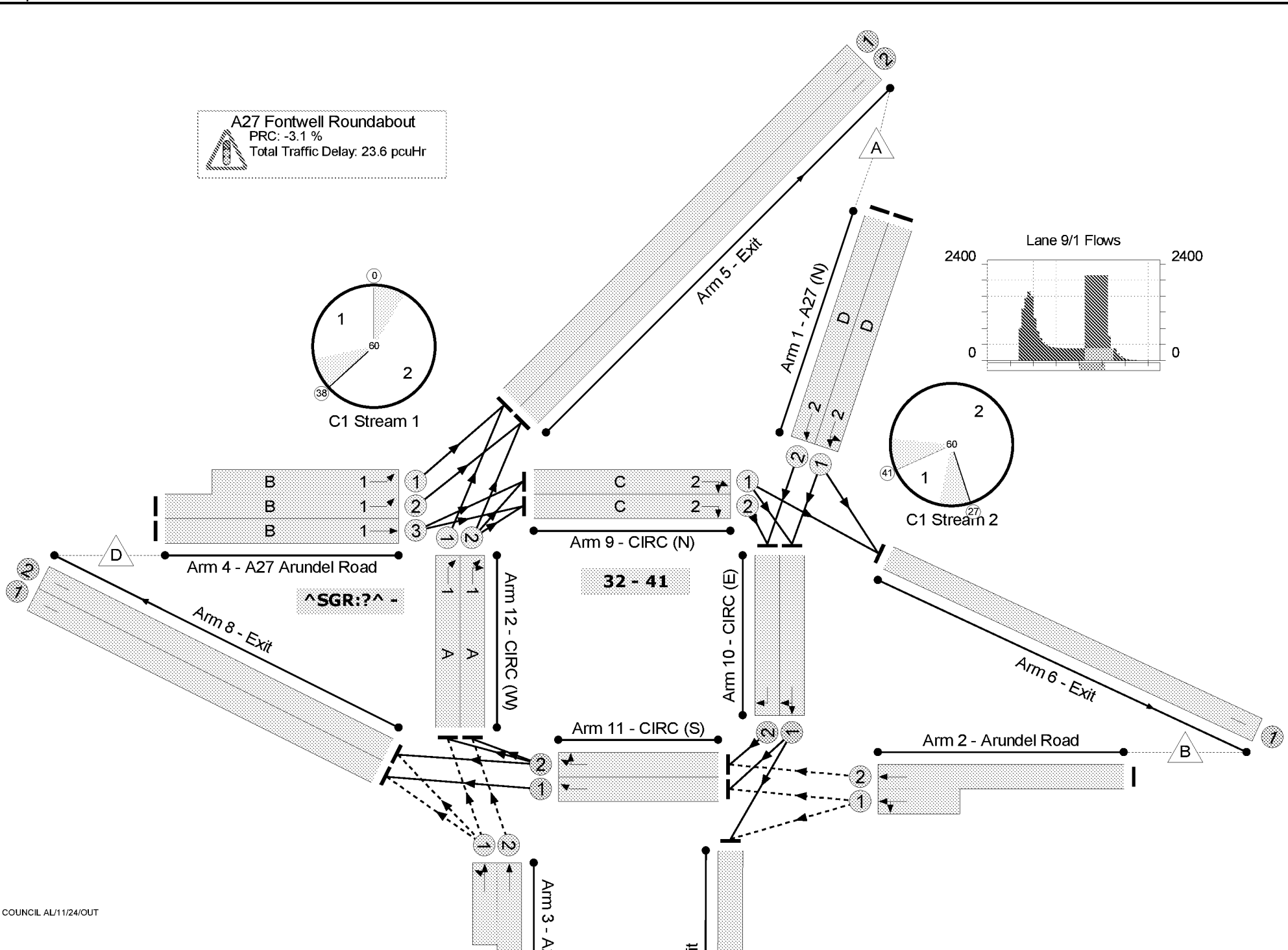
Signal Timings Diagram



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
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:?^ -

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

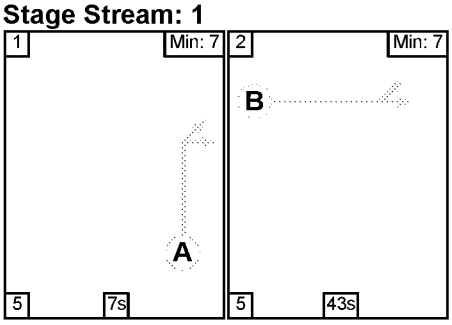
C1 Stream: 1 PRC for Signalled Lanes (%):	48.8	Total Delay for Signalled Lanes (pcuHr):	6.50	Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%):	6.8	Total Delay for Signalled Lanes (pcuHr):	9.60	Cycle Time (s): 60
PRC Over All Lanes (%):	-3.1	Total Delay Over All Lanes(pcuHr):	23.59	

Full Input Data And Results

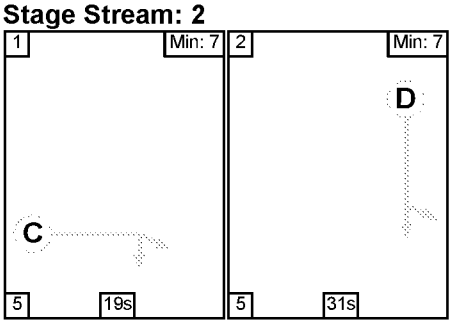
Scenario 4: '2031 PM Base + Dev' (FG4: '2031 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

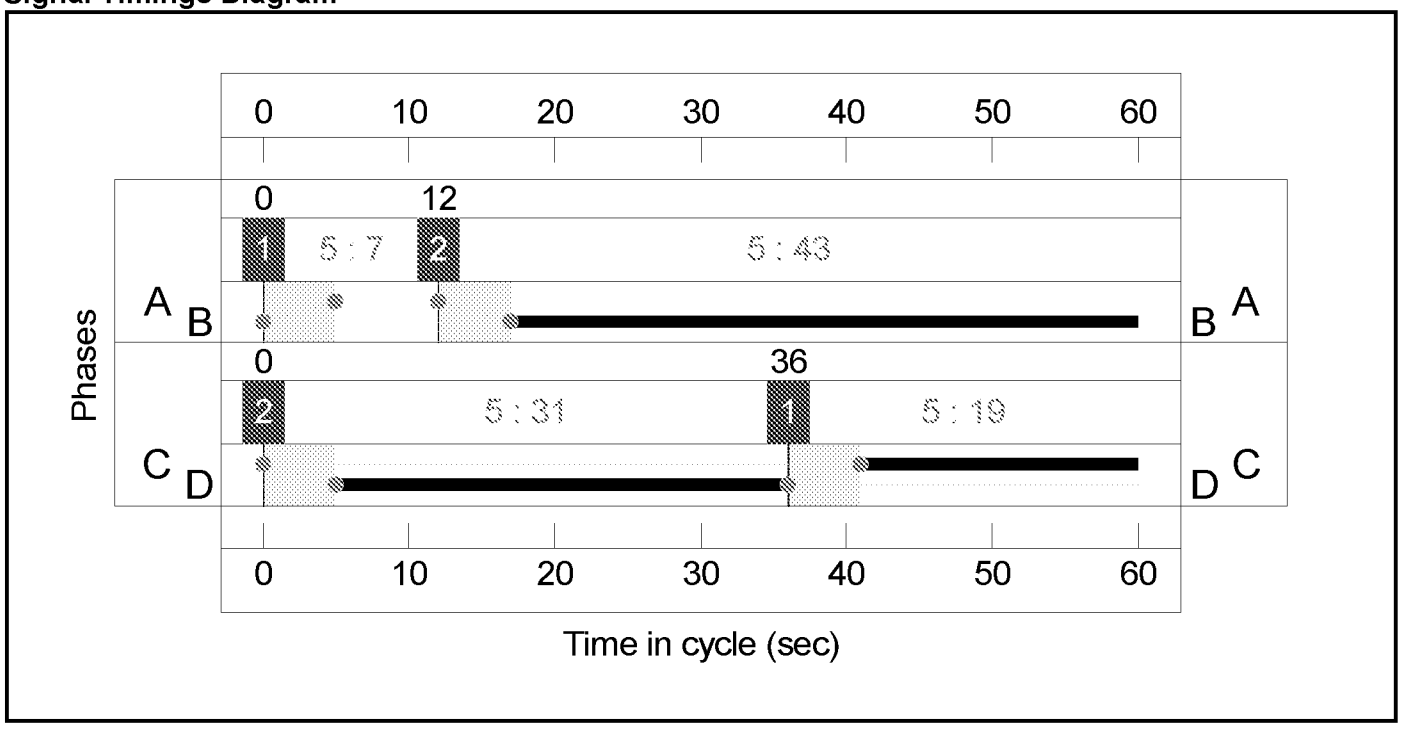
Stage Stream: 1

Stage	1	2
Duration	7	43
Change Point	0	12

Stage Stream: 2

Stage	1	2
Duration	19	31
Change Point	36	0

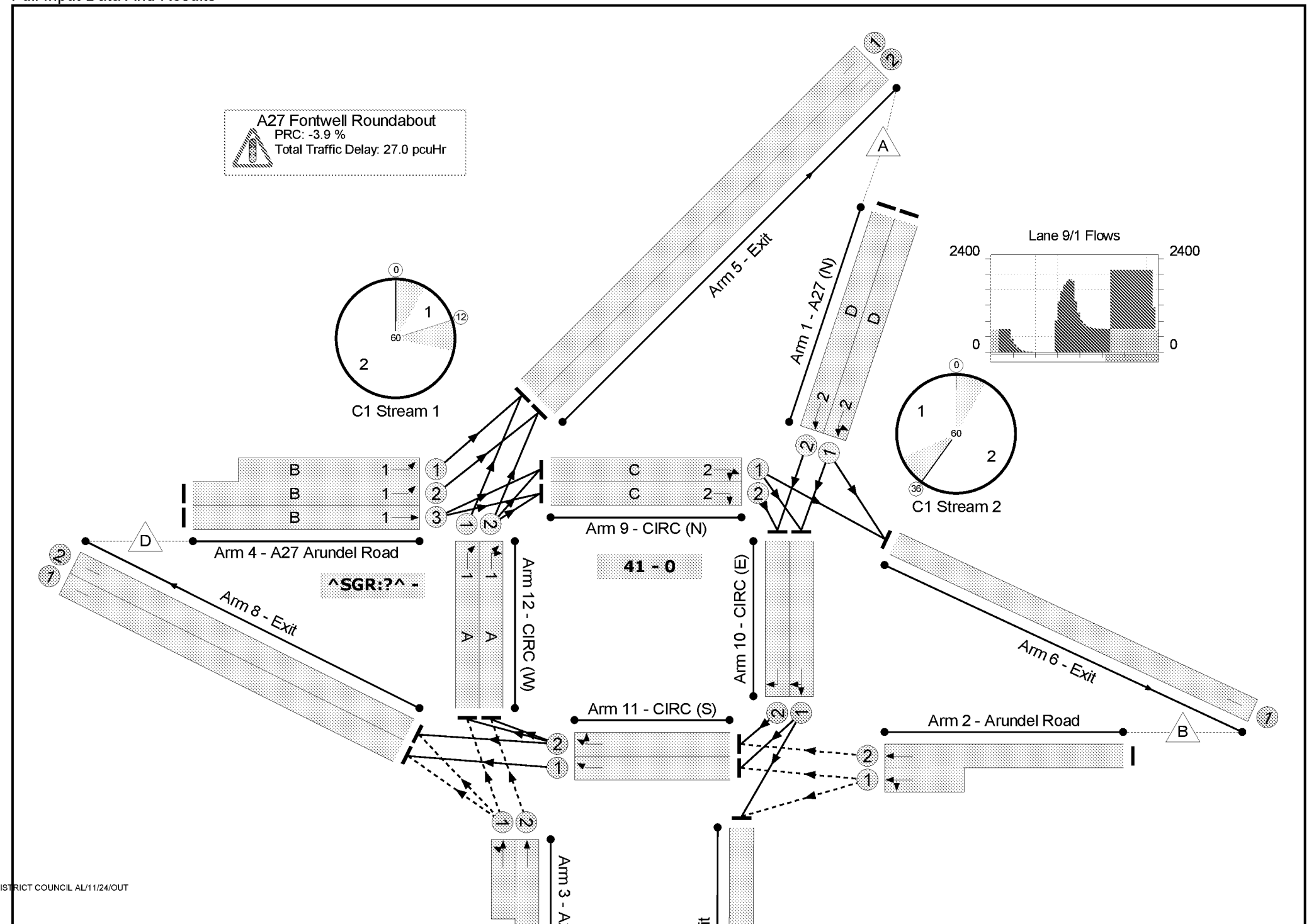
Signal Timings Diagram



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
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	-	-		-	-	-	-	-	-	**93.5%**
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

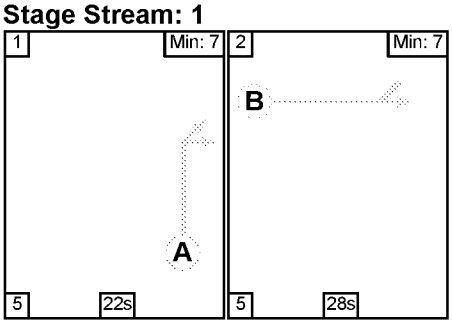
C1 Stream: 1 PRC for Signalled Lanes (%):	-3.9	Total Delay for Signalled Lanes (pcuHr):	11.74	Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%):	8.1	Total Delay for Signalled Lanes (pcuHr):	14.61	Cycle Time (s): 60
PRC Over All Lanes (%):	-3.9	Total Delay Over All Lanes(pcuHr):	26.99	

Full Input Data And Results

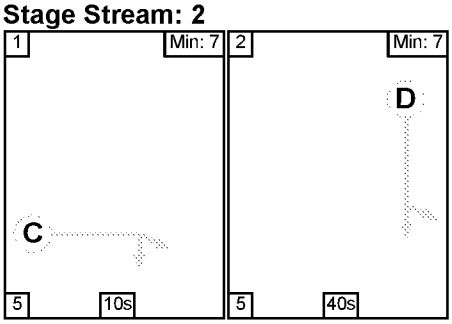
Scenario 5: '2031 AM Base + Dev + BEW' (FG5: '2031 AM Base + Dev + BEW', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

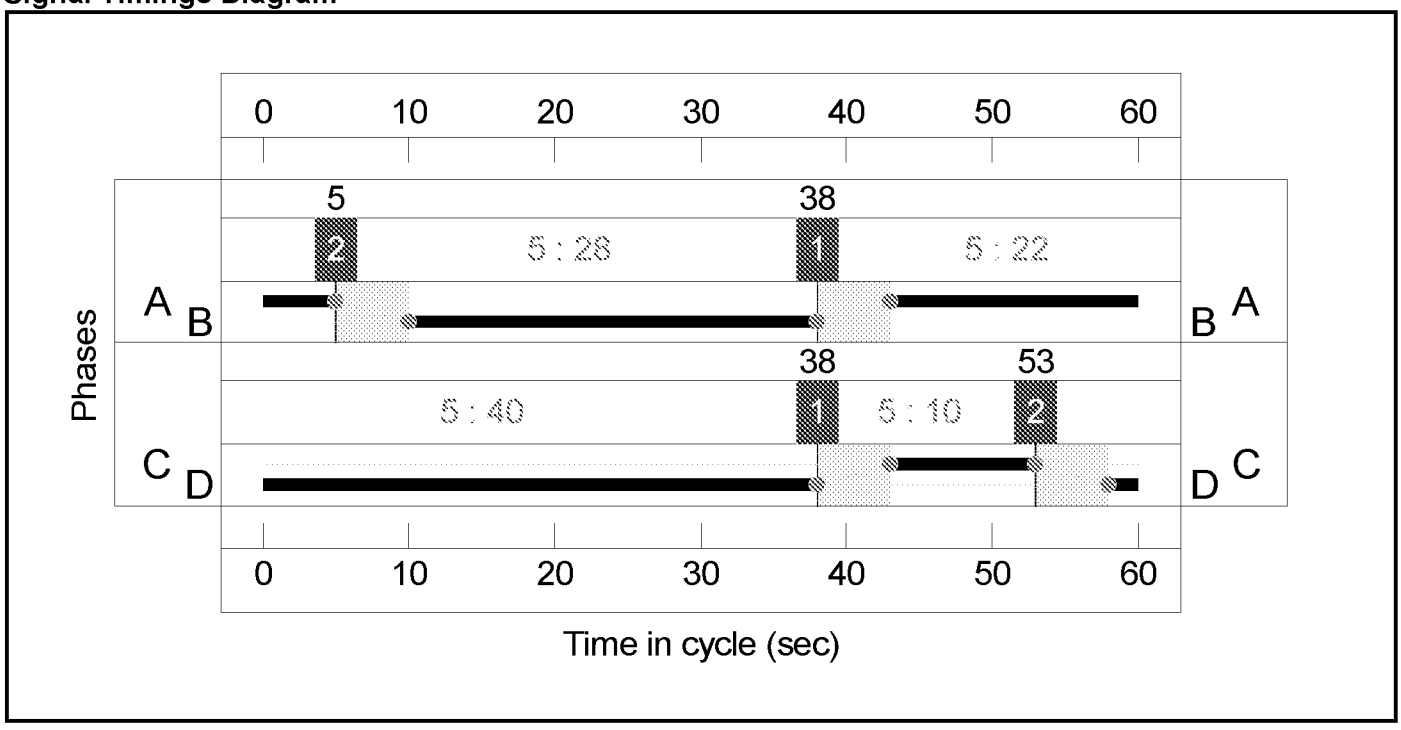
Stage Stream: 1

Stage	1	2
Duration	22	28
Change Point	38	5

Stage Stream: 2

Stage	1	2
Duration	10	40
Change Point	38	53

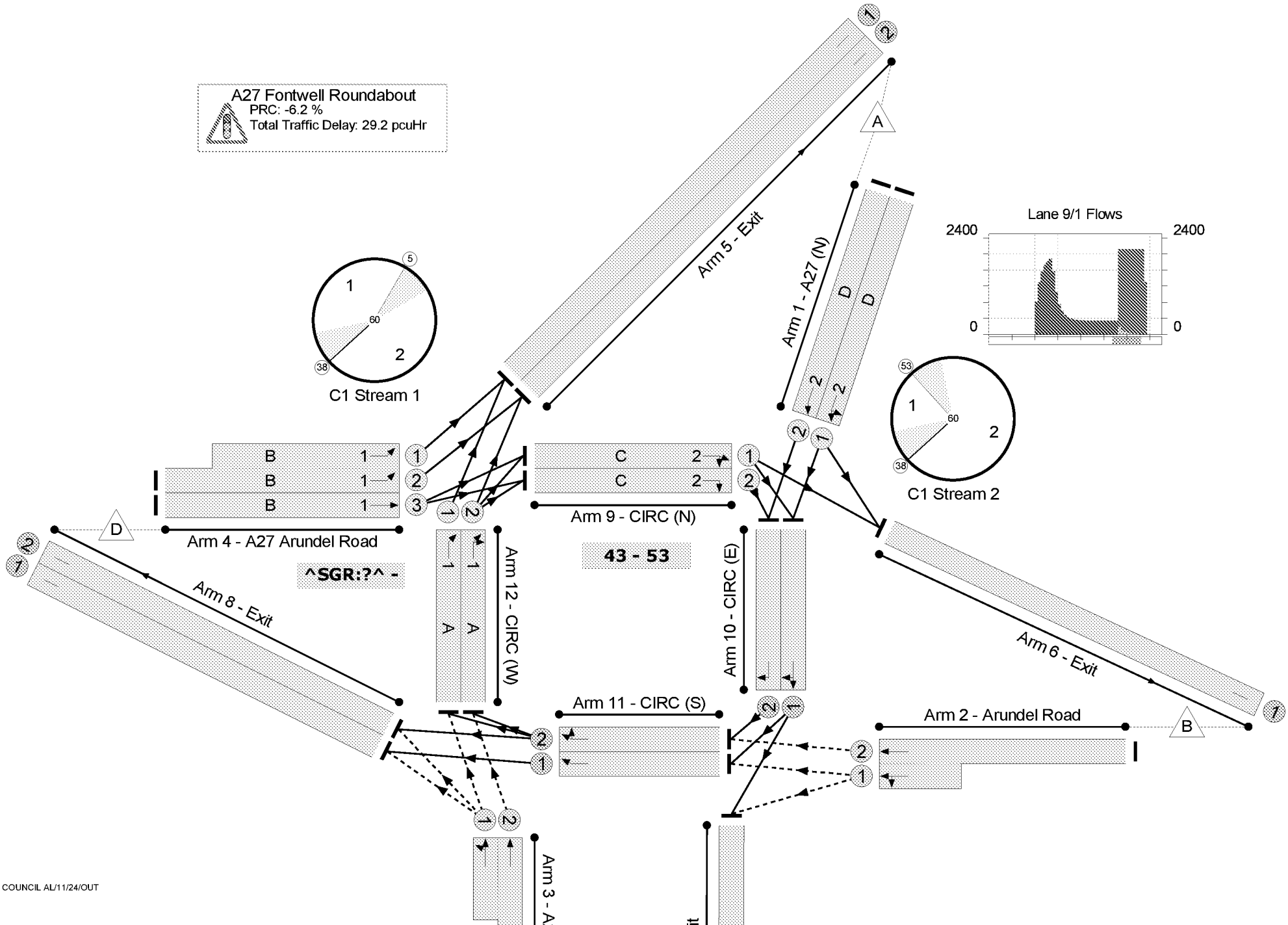
Signal Timings Diagram



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

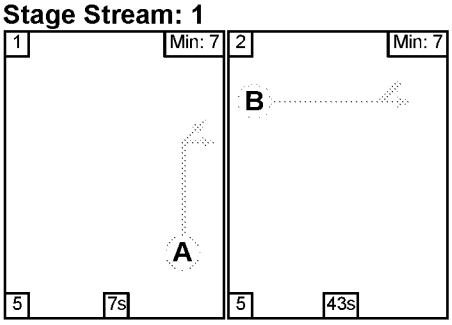
C1 Stream: 1 PRC for Signalled Lanes (%):	40.3	Total Delay for Signalled Lanes (pcuHr):	7.72	Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%):	3.0	Total Delay for Signalled Lanes (pcuHr):	11.45	Cycle Time (s): 60
PRC Over All Lanes (%):	-6.2	Total Delay Over All Lanes(pcuHr):	29.21	

Full Input Data And Results

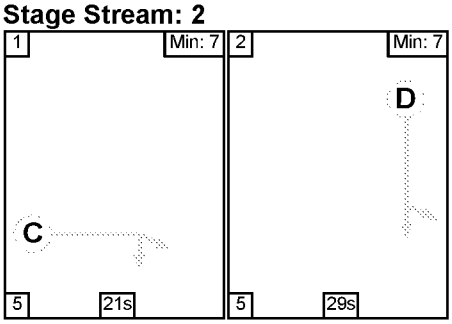
Scenario 6: '2031 PM Base + Dev + BEW' (FG6: '2031 PM Base + Dev + BEW', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

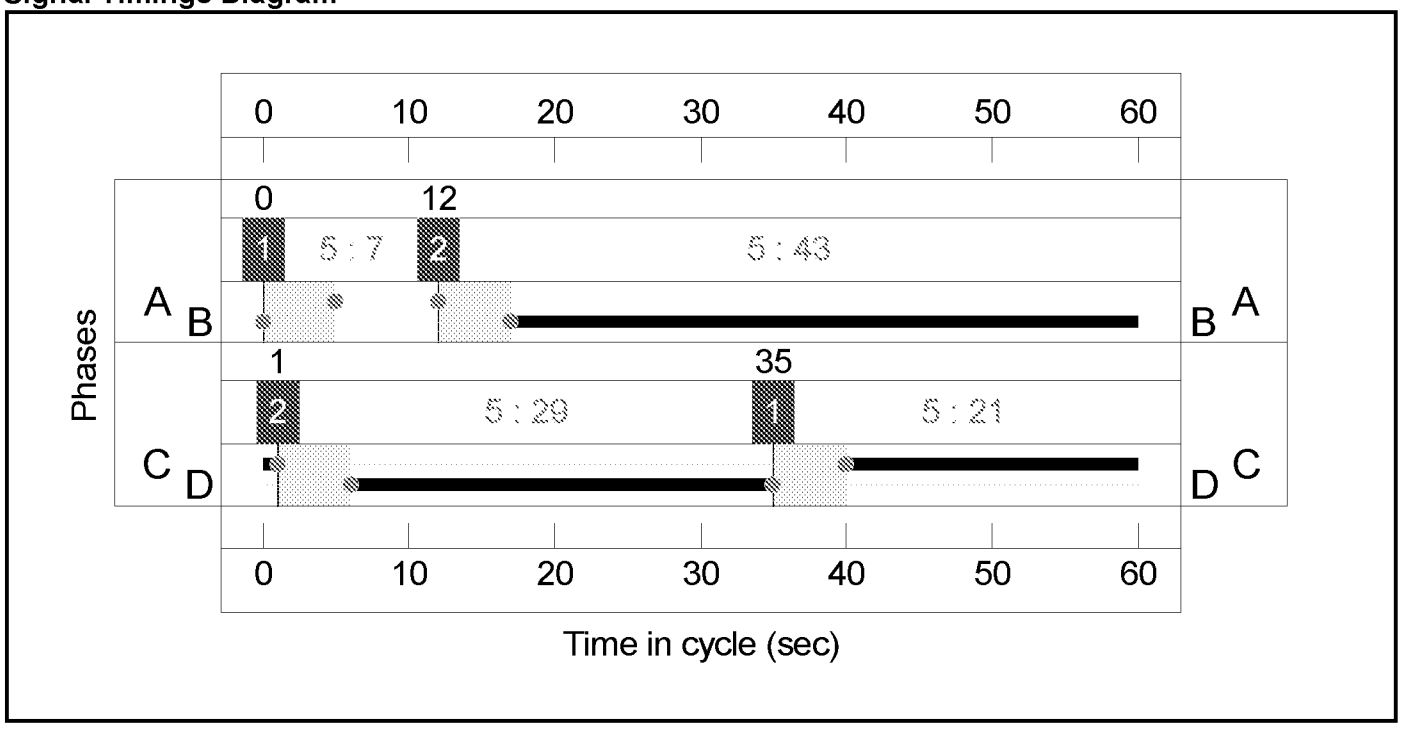
Stage Stream: 1

Stage	1	2
Duration	7	43
Change Point	0	12

Stage Stream: 2

Stage	1	2
Duration	21	29
Change Point	35	1

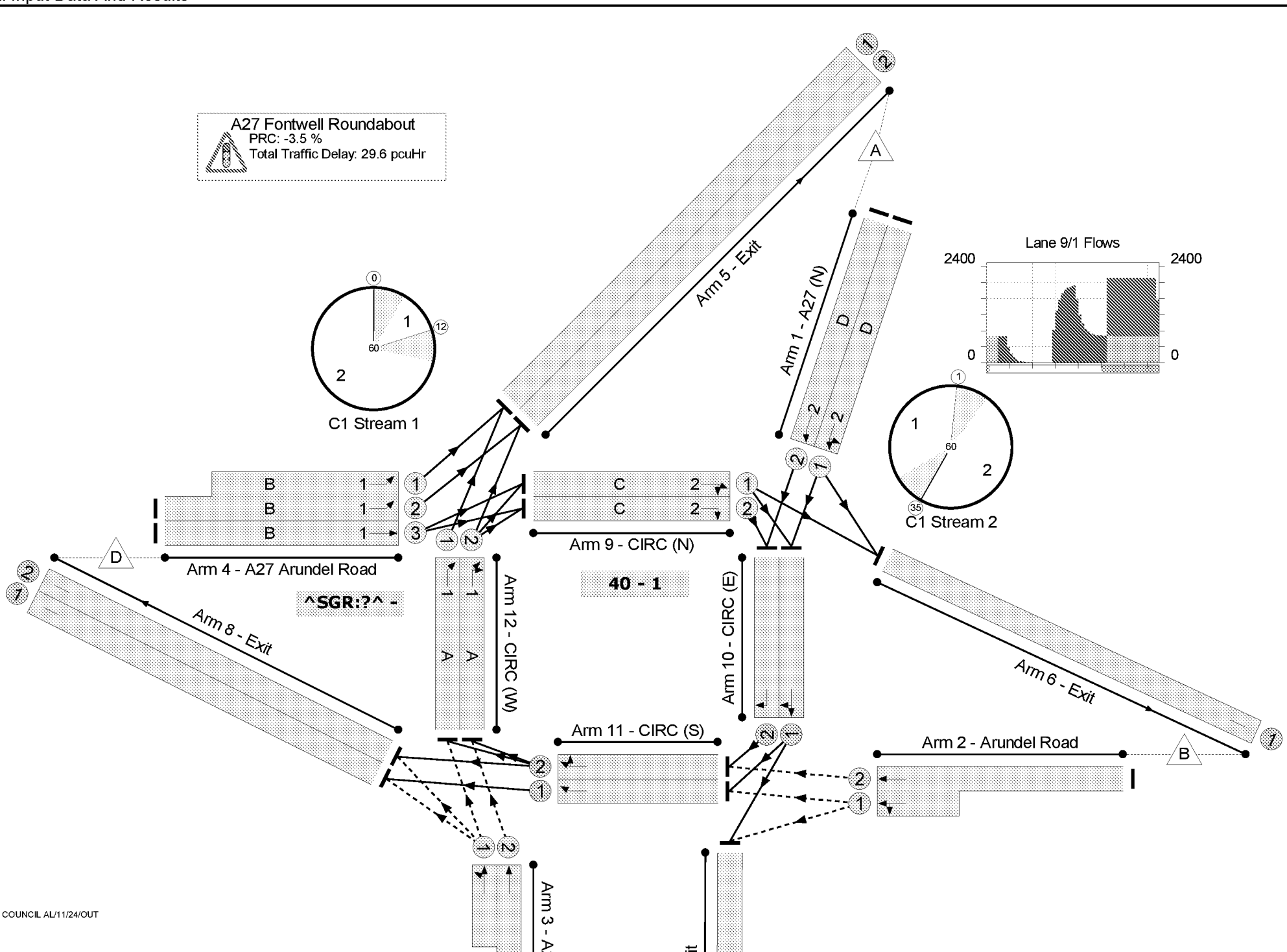
Signal Timings Diagram



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
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	-		-	-	-	946	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

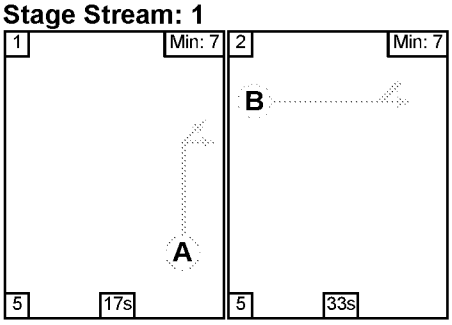
C1 Stream: 1 PRC for Signalled Lanes (%):	-3.5	Total Delay for Signalled Lanes (pcuHr):	11.89	Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%):	4.1	Total Delay for Signalled Lanes (pcuHr):	17.04	Cycle Time (s): 60
PRC Over All Lanes (%):	-3.5	Total Delay Over All Lanes(pcuHr):	29.57	

Full Input Data And Results

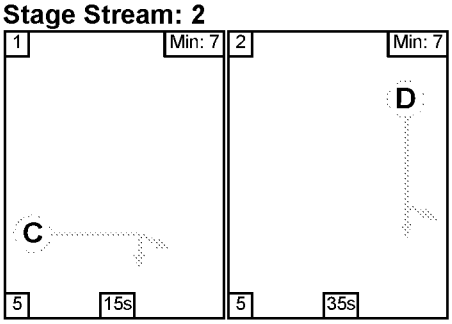
Scenario 7: '2038 AM Base + Dev + BEW' (FG7: '2038 AM Base + Dev + BEW', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

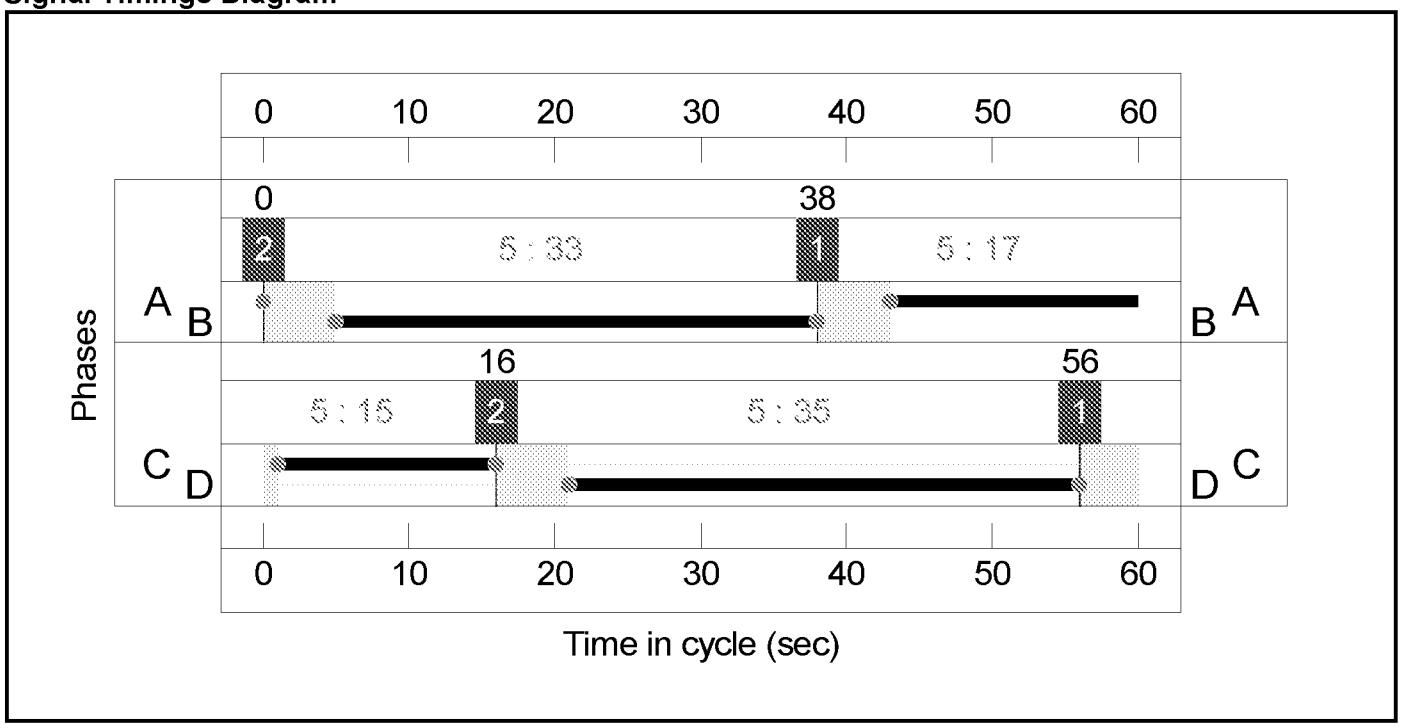
Stage Stream: 1

Stage	1	2
Duration	17	33
Change Point	38	0

Stage Stream: 2

Stage	1	2
Duration	15	35
Change Point	56	16

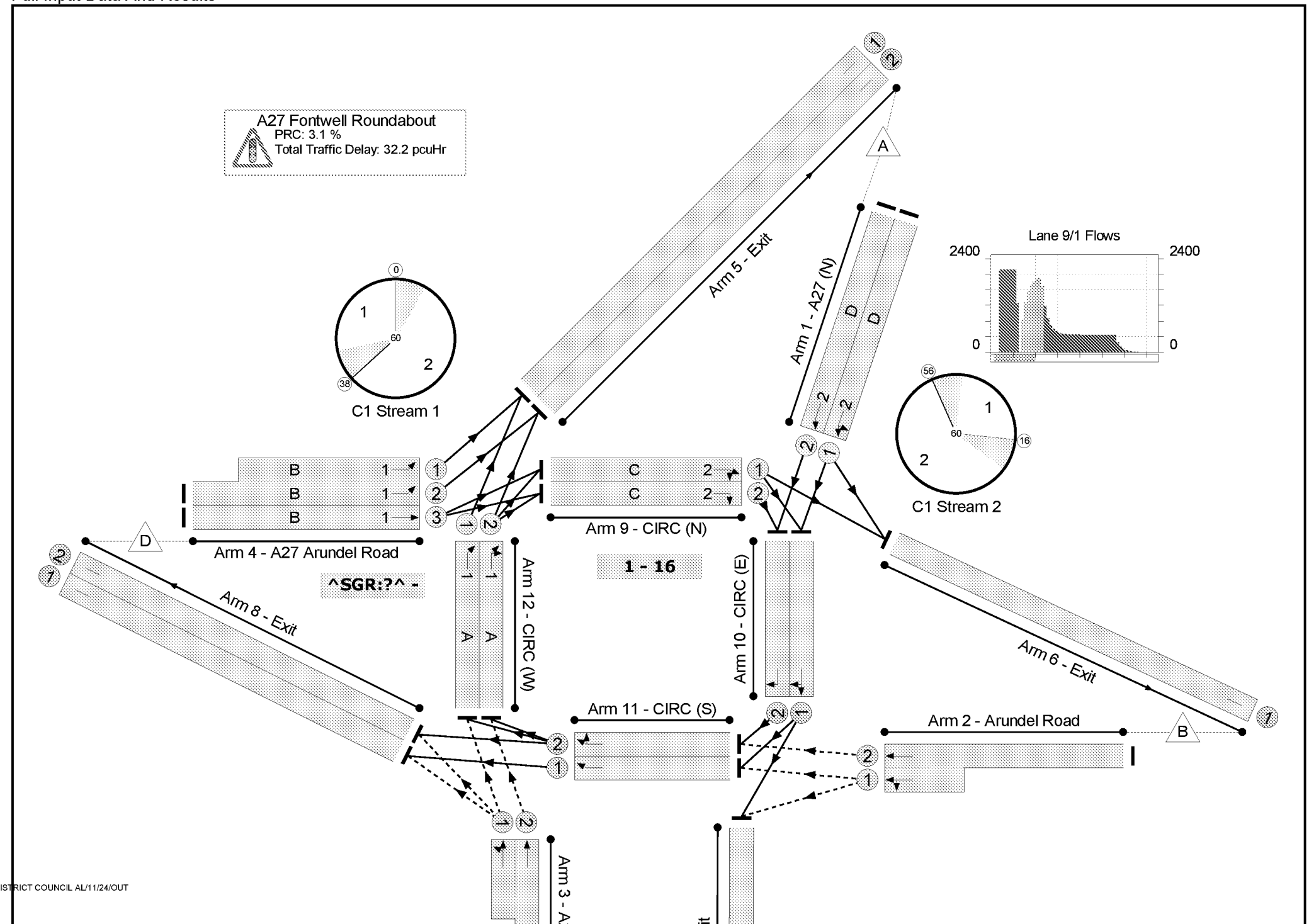
Signal Timings Diagram



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
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)
1 - 16
^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	-	-		-	-	-	-	-	-	**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

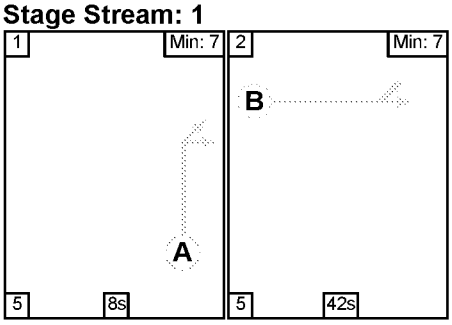
C1 Stream: 1 PRC for Signalled Lanes (%): 47.8 Total Delay for Signalled Lanes (pcuHr): 10.30 Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%): 4.2 Total Delay for Signalled Lanes (pcuHr): 16.43 Cycle Time (s): 60
PRC Over All Lanes (%): 3.1 Total Delay Over All Lanes(pcuHr): 32.25

Full Input Data And Results

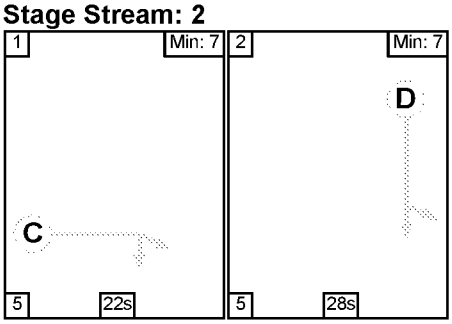
Scenario 8: '2038 PM Base + Dev + BEW' (FG8: '2038 PM Base + Dev + BEW', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

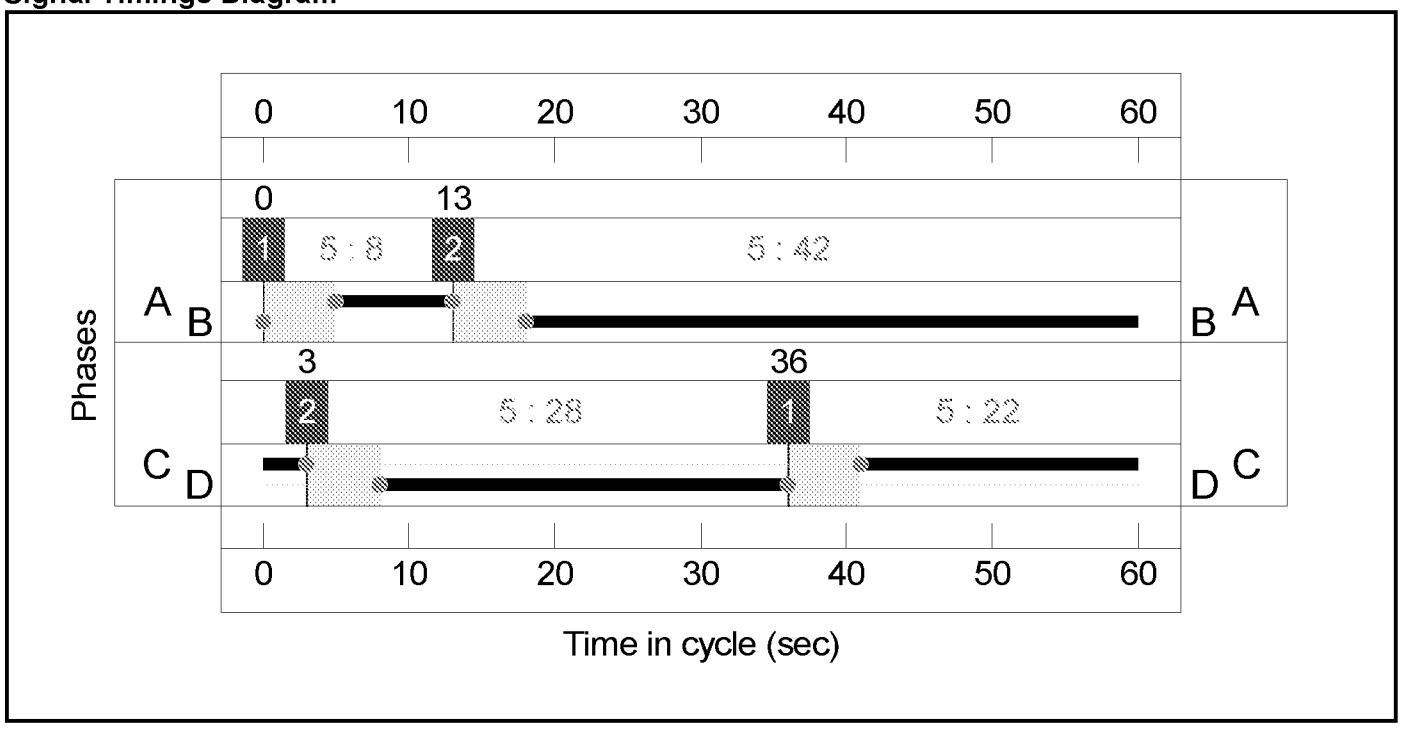
Stage Stream: 1

Stage	1	2
Duration	8	42
Change Point	0	13

Stage Stream: 2

Stage	1	2
Duration	22	28
Change Point	36	3

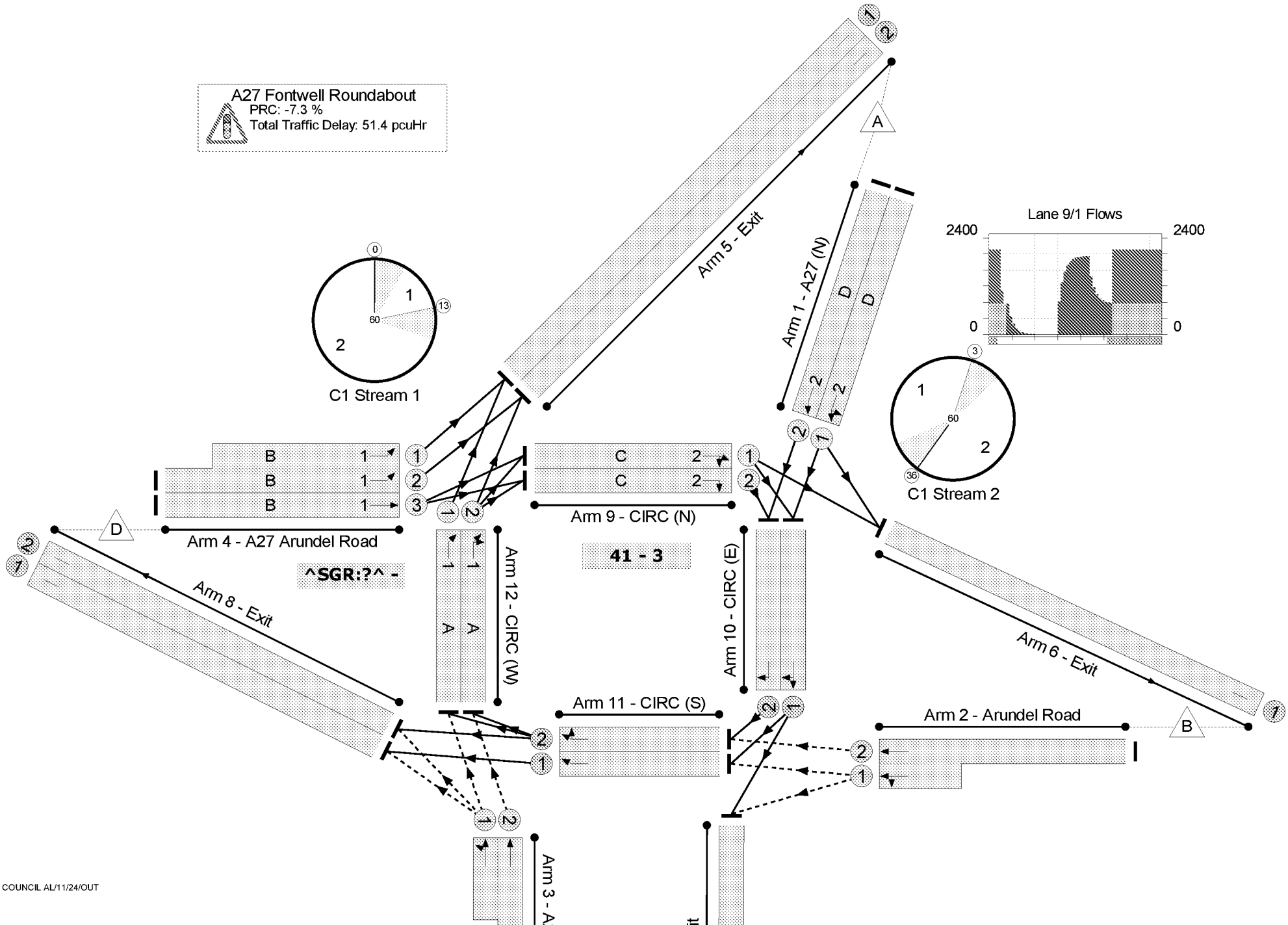
Signal Timings Diagram



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
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 - 3
^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	-	-		-	-	-	-	-	-	**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

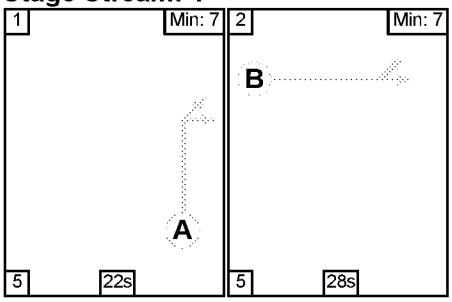
C1 Stream: 1 PRC for Signalled Lanes (%): -7.3 Total Delay for Signalled Lanes (pcuHr): 17.59 Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%): -5.7 Total Delay for Signalled Lanes (pcuHr): 32.65 Cycle Time (s): 60
PRC Over All Lanes (%): -7.3 Total Delay Over All Lanes(pcuHr): 51.42

Full Input Data And Results

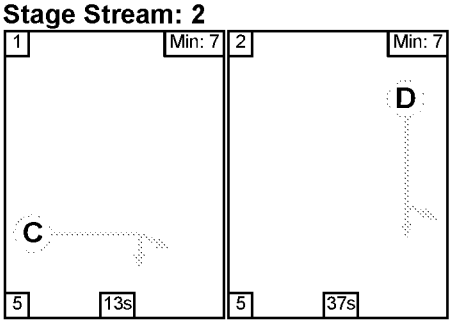
Scenario 9: '2031 AM Base + Dev (Nyton Road Closed)' (FG9: '2031 AM Base + Dev (Nyton Road Closed)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

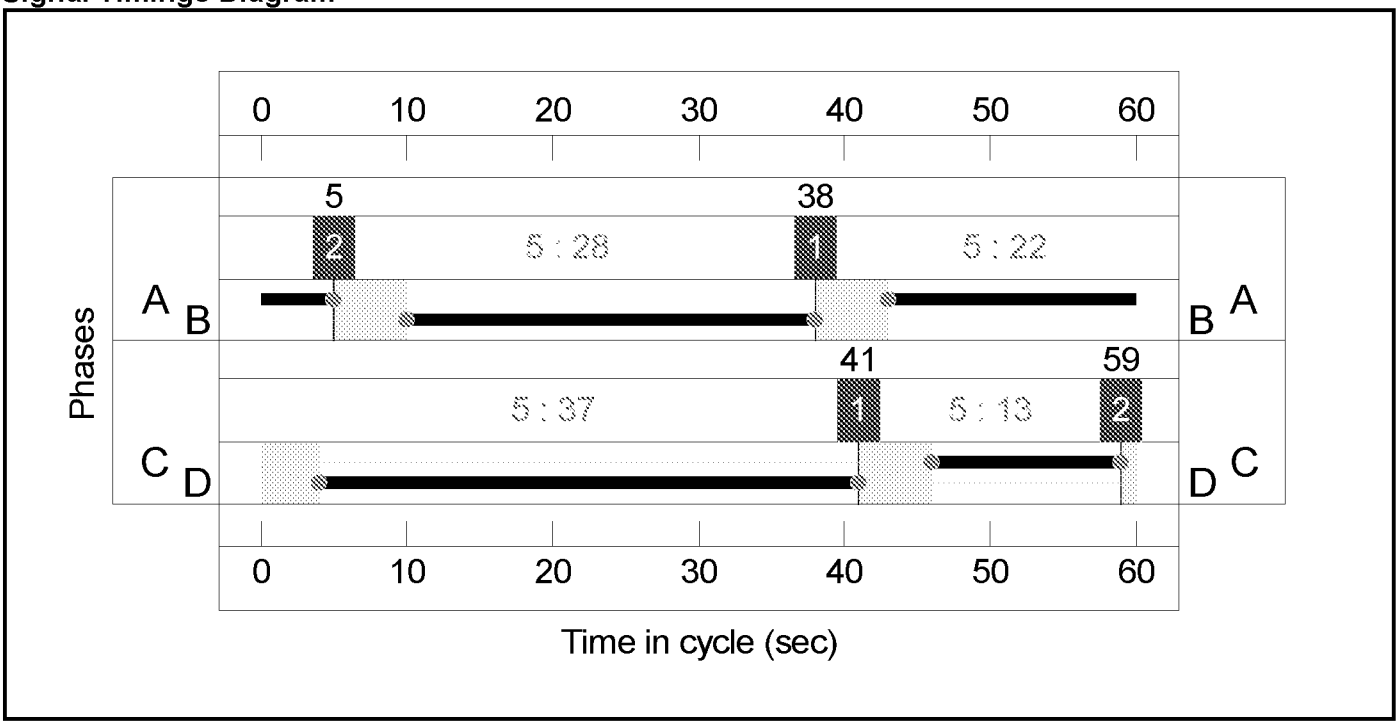
Stage	1	2
Duration	22	28
Change Point	38	5

Stage Stream: 2

Stage	1	2
Duration	13	37
Change Point	41	59

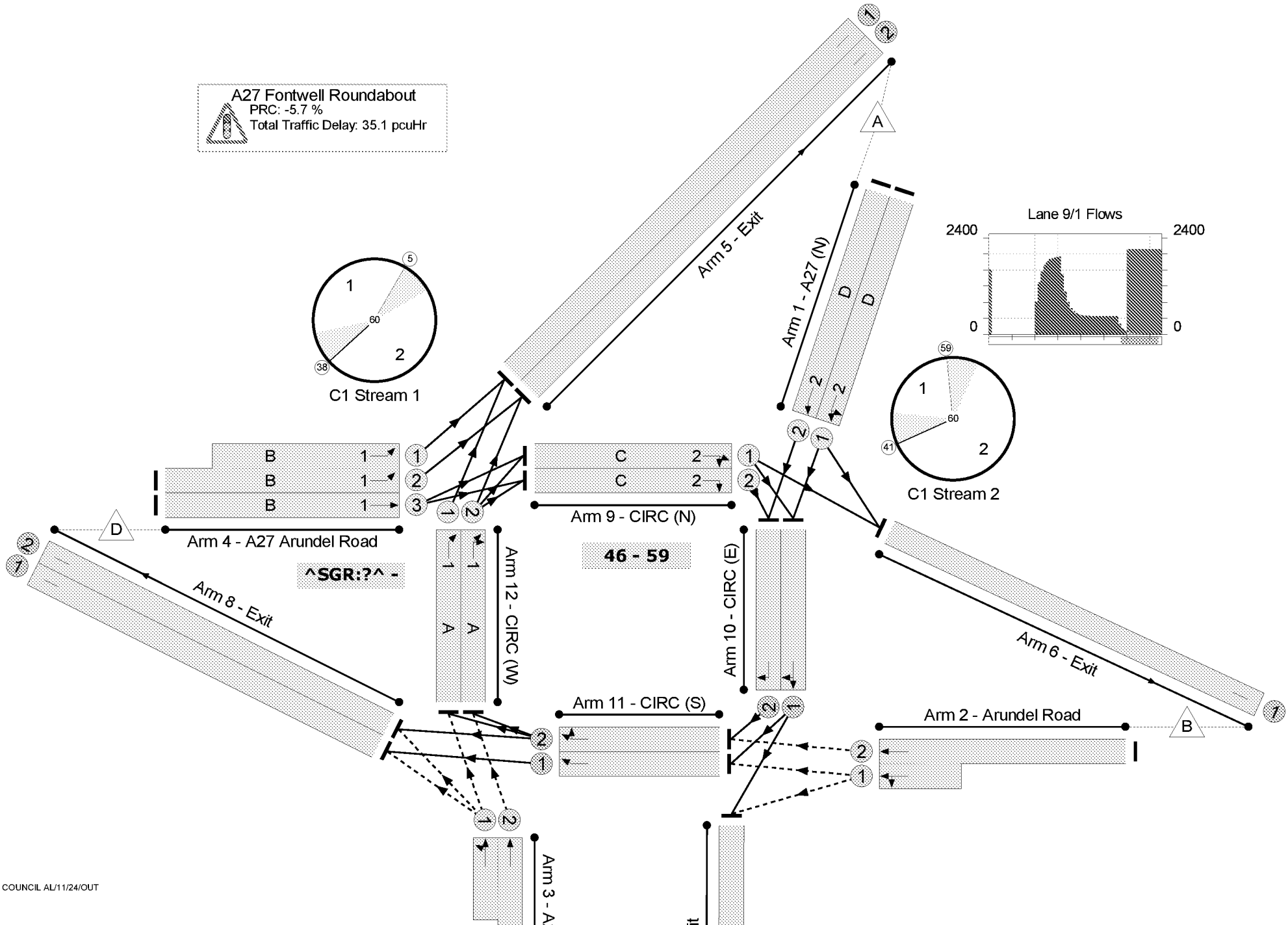
Full Input Data And Results

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

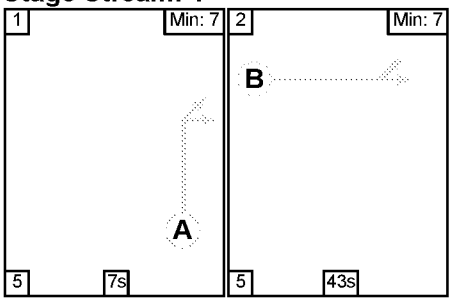
C1 Stream: 1 PRC for Signalled Lanes (%):	35.3	Total Delay for Signalled Lanes (pcuHr):	9.39	Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%):	-1.3	Total Delay for Signalled Lanes (pcuHr):	16.22	Cycle Time (s): 60
PRC Over All Lanes (%):	-5.7	Total Delay Over All Lanes(pcuHr):	35.06	

Full Input Data And Results

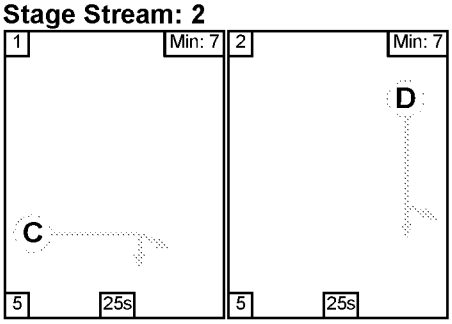
Scenario 10: '2031 PM Base + Dev (Nyton Road Closed)' (FG10: '2031 PM Base + Dev (Nyton Road Closed)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

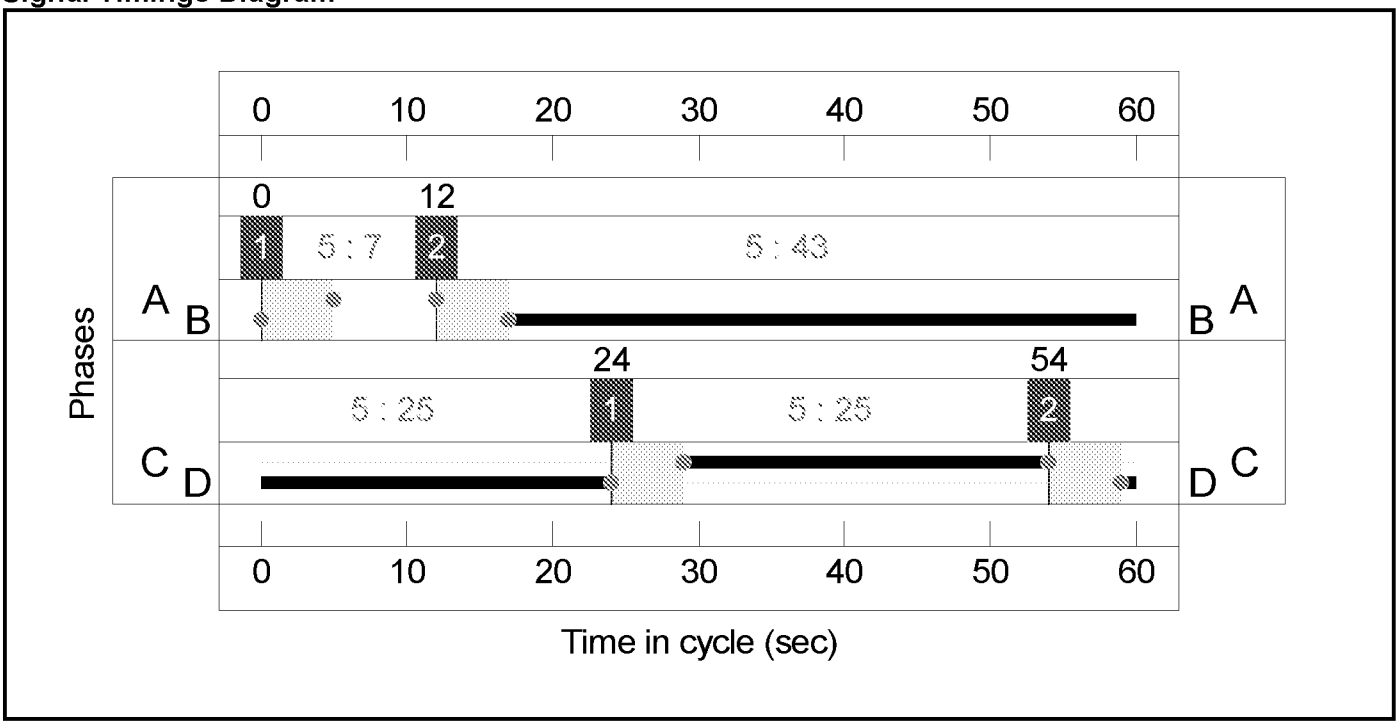
Stage	1	2
Duration	7	43
Change Point	0	12

Stage Stream: 2

Stage	1	2
Duration	25	25
Change Point	24	54

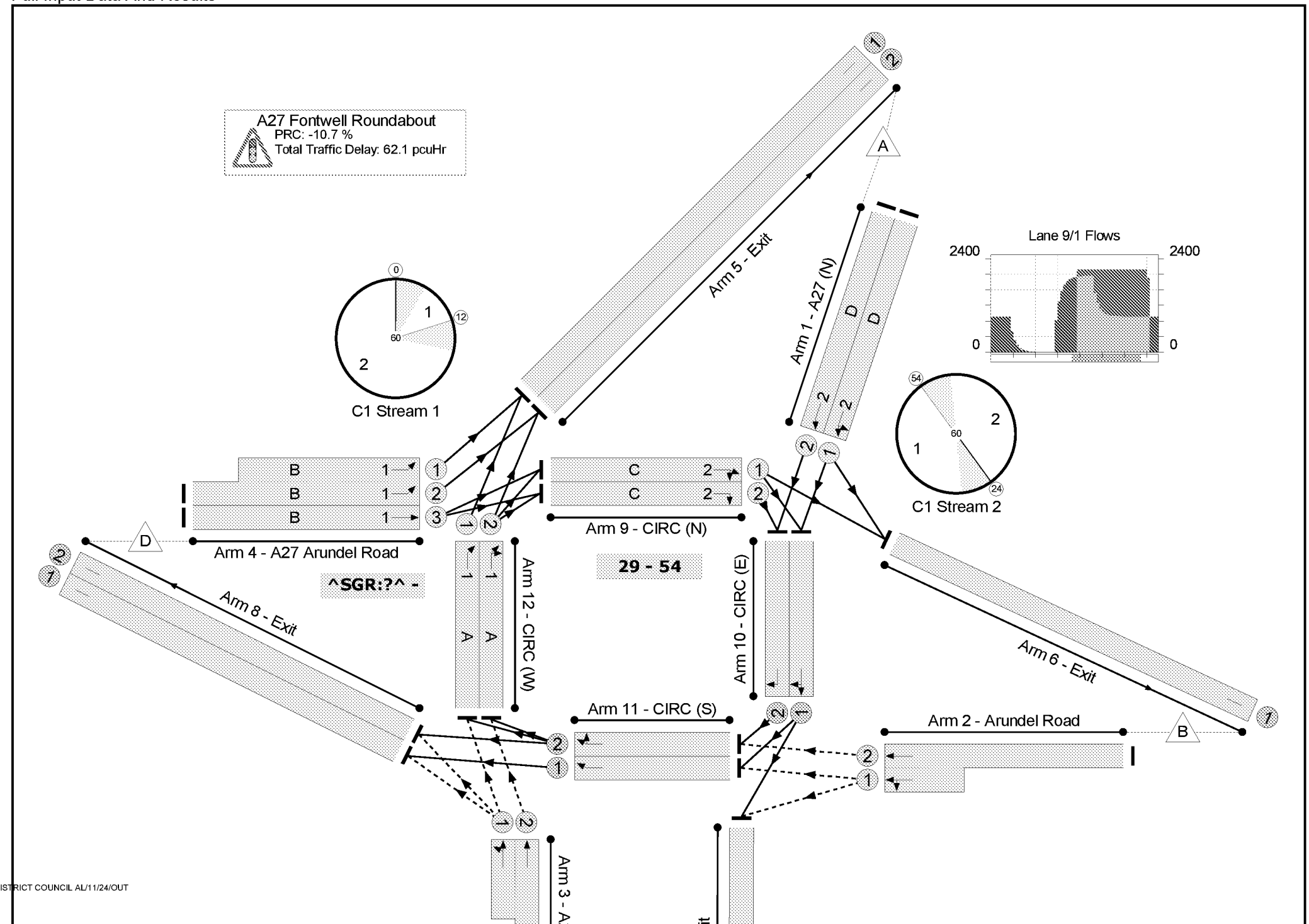
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A27 Fontwell Roundabout
PRC: -10.7 %
Total Traffic Delay: 62.1 pcuHr
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)
29 - 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	-	-		-	-	-	-	-	-	**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

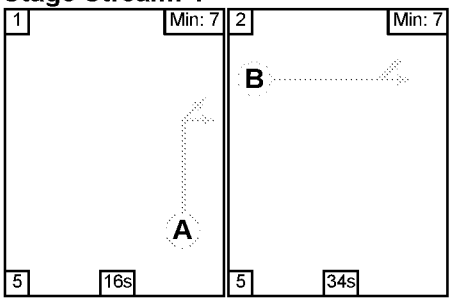
C1 Stream: 1 PRC for Signalled Lanes (%):	-3.9	Total Delay for Signalled Lanes (pcuHr):	12.74	Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%):	-10.7	Total Delay for Signalled Lanes (pcuHr):	48.70	Cycle Time (s): 60
PRC Over All Lanes (%):	-10.7	Total Delay Over All Lanes(pcuHr):	62.15	

Full Input Data And Results

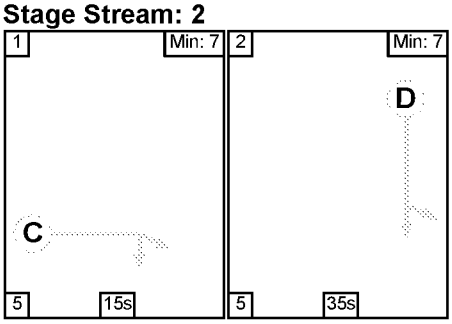
Scenario 11: '2031 AM Base + Dev + BEW (Nyton Road Closed)' (FG11: '2031 AM Base + Dev + BEW (Nyton Road Closed)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

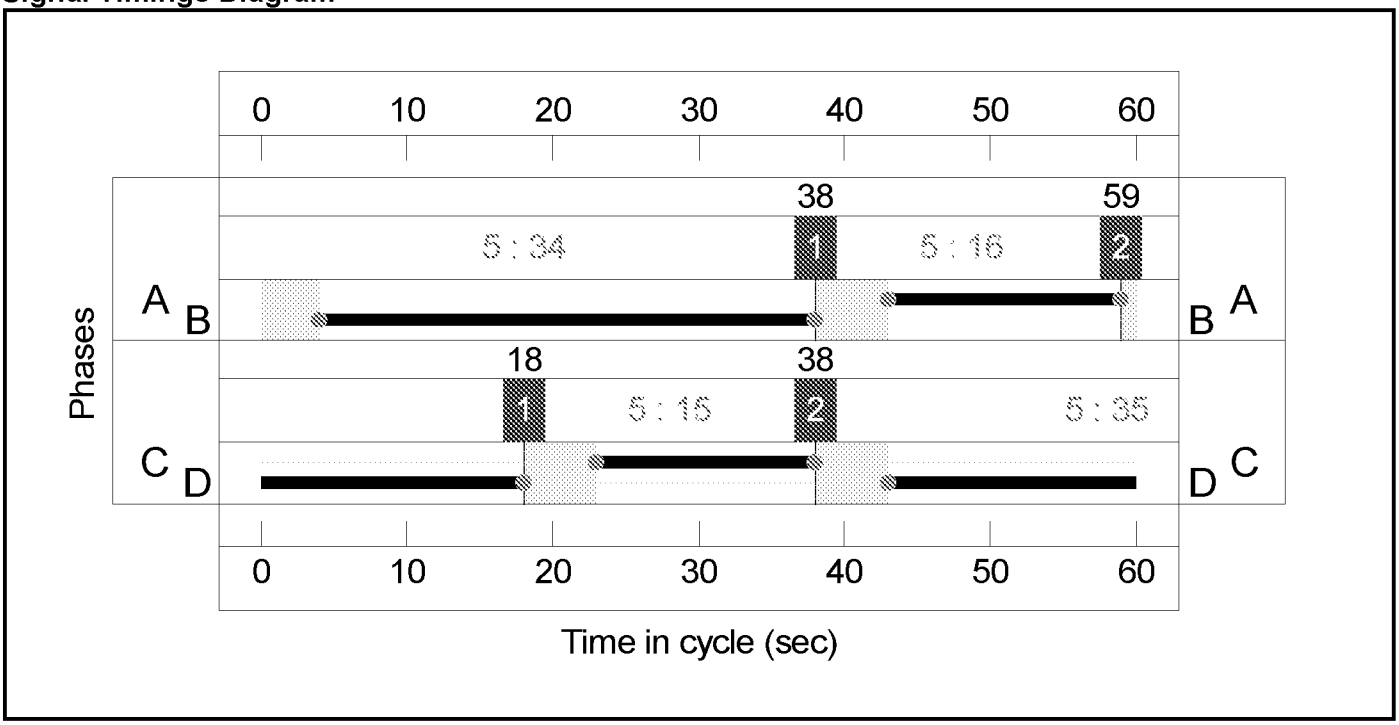
Stage	1	2
Duration	16	34
Change Point	38	59

Stage Stream: 2

Stage	1	2
Duration	15	35
Change Point	18	38

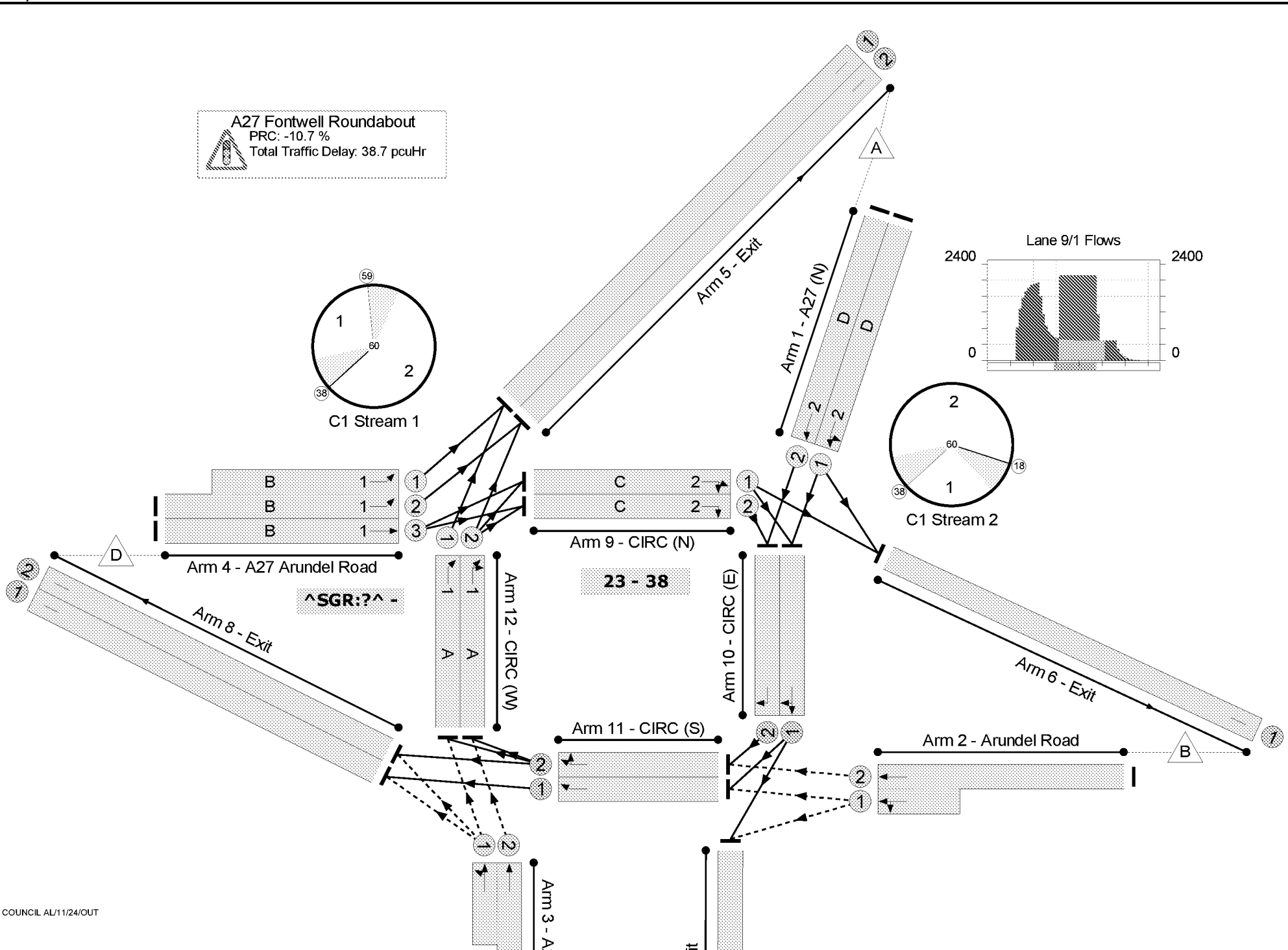
Full Input Data And Results

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

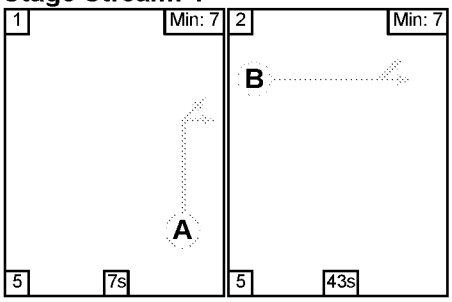
C1 Stream: 1 PRC for Signalled Lanes (%): 57.1 Total Delay for Signalled Lanes (pcuHr): 6.77 Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%): 2.8 Total Delay for Signalled Lanes (pcuHr): 15.36 Cycle Time (s): 60
PRC Over All Lanes (%): -10.7 Total Delay Over All Lanes(pcuHr): 38.68

Full Input Data And Results

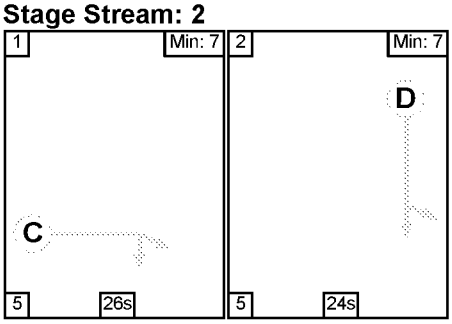
Scenario 12: '2031 PM Base + Dev + BEW (Nyton Road Closed)' (FG12: '2031 PM Base + Dev + BEW (Nyton Road Closed)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

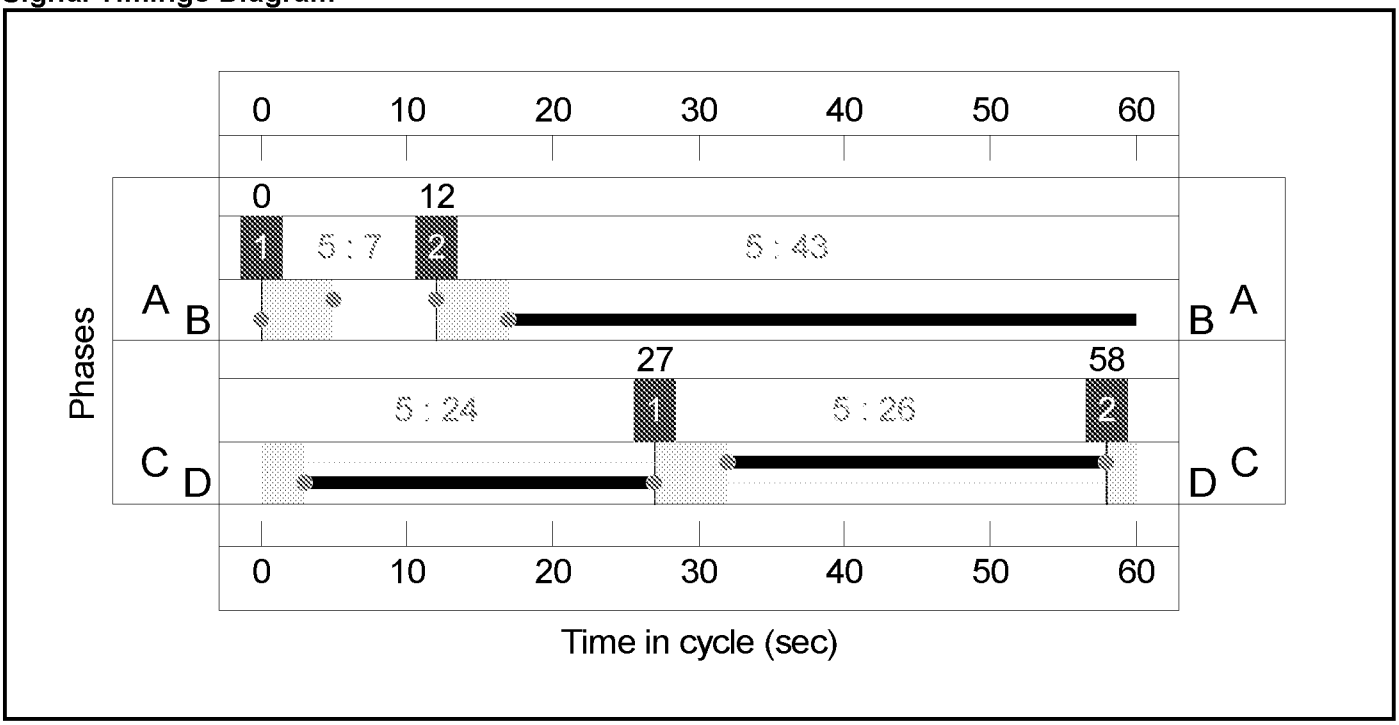
Stage	1	2
Duration	7	43
Change Point	0	12

Stage Stream: 2

Stage	1	2
Duration	26	24
Change Point	27	58

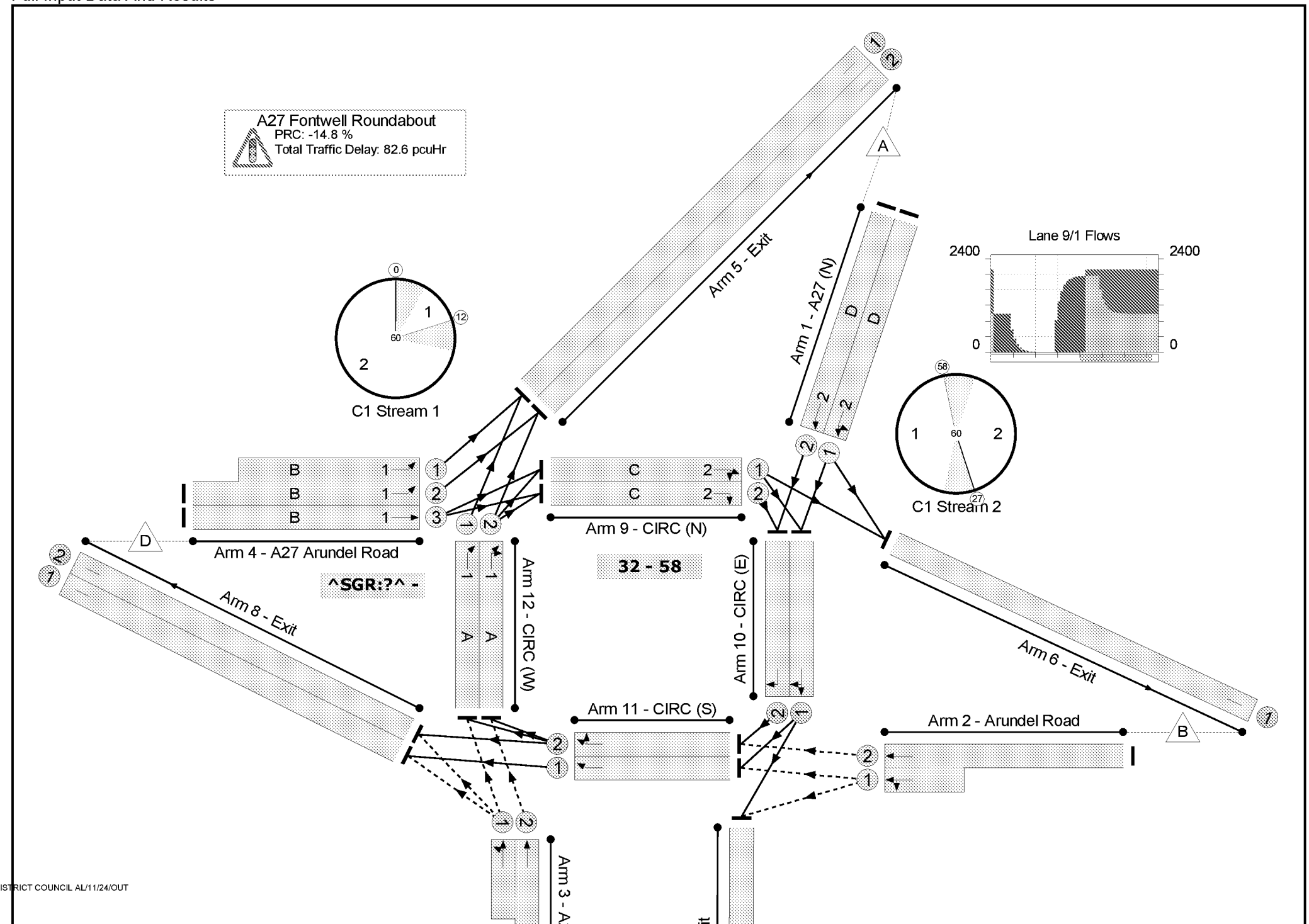
Full Input Data And Results

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

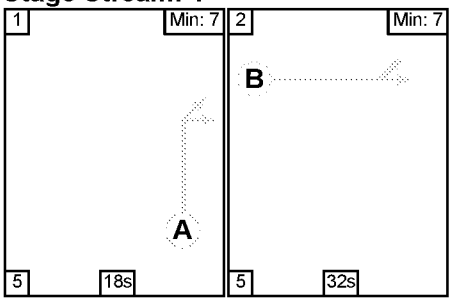
C1 Stream: 1 PRC for Signalled Lanes (%): -3.5 Total Delay for Signalled Lanes (pcuHr): 13.09 Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%): -14.8 Total Delay for Signalled Lanes (pcuHr): 68.86 Cycle Time (s): 60
PRC Over All Lanes (%): -14.8 Total Delay Over All Lanes(pcuHr): 82.61

Full Input Data And Results

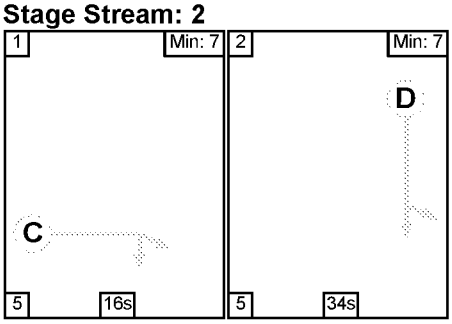
Scenario 13: '2038 AM Base + Dev + BEW (Nyton Road Closed)' (FG13: '2038 AM Base + Dev + BEW (Nyton Road Closed)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

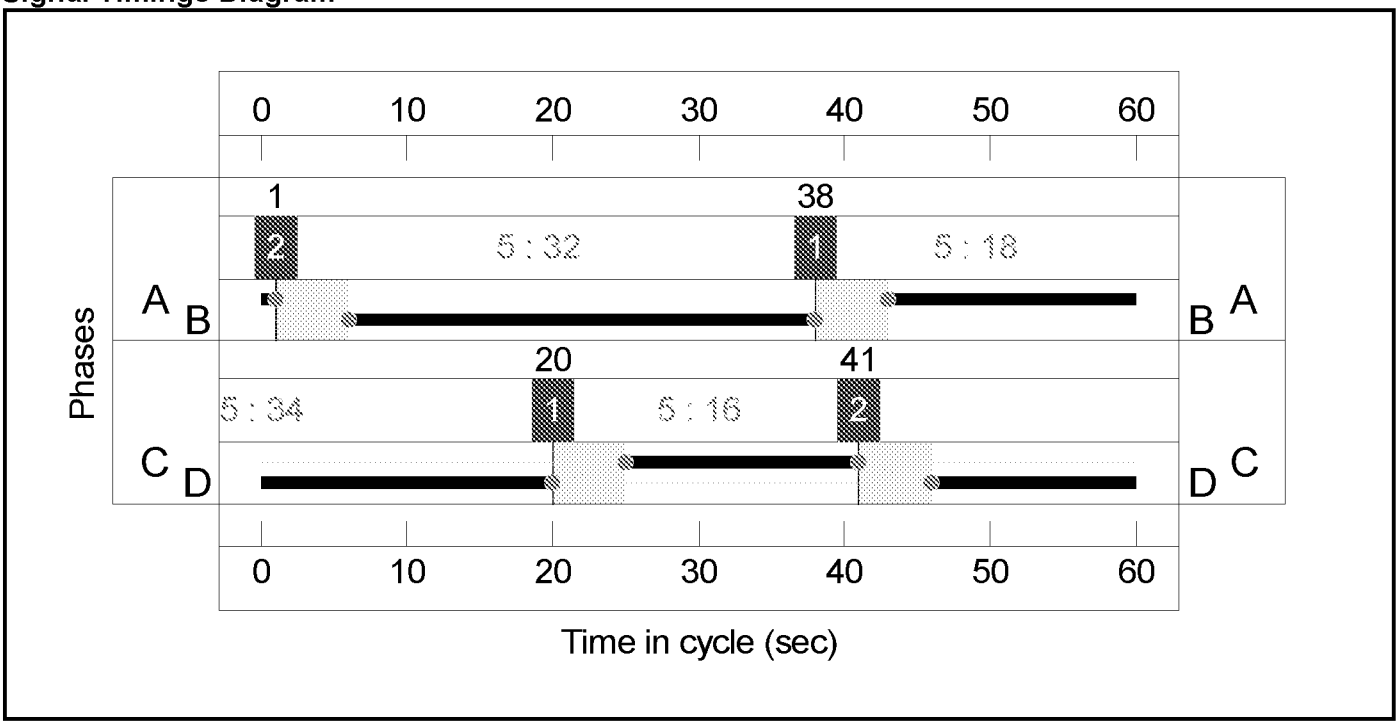
Stage	1	2
Duration	18	32
Change Point	38	1

Stage Stream: 2

Stage	1	2
Duration	16	34
Change Point	20	41

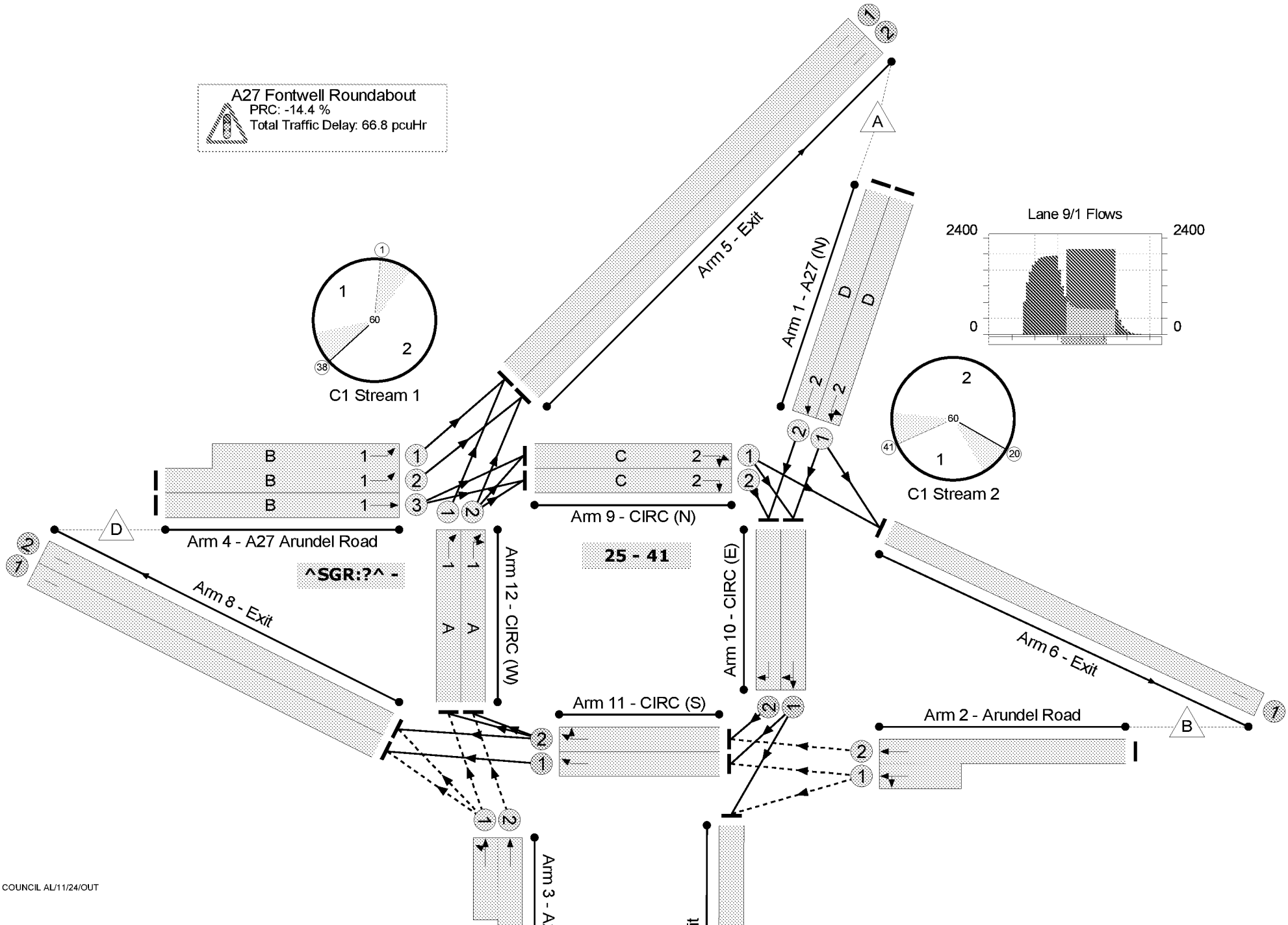
Full Input Data And Results

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
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:?^ -

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

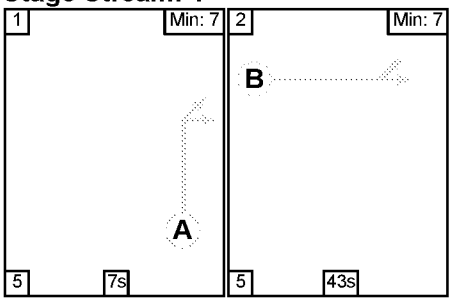
C1 Stream: 1 PRC for Signalled Lanes (%):	37.9	Total Delay for Signalled Lanes (pcuHr):	8.47	Cycle Time (s): 60
C1 Stream: 2 PRC for Signalled Lanes (%):	-13.9	Total Delay for Signalled Lanes (pcuHr):	33.56	Cycle Time (s): 60
PRC Over All Lanes (%):	-14.4	Total Delay Over All Lanes(pcuHr):	66.83	

Full Input Data And Results

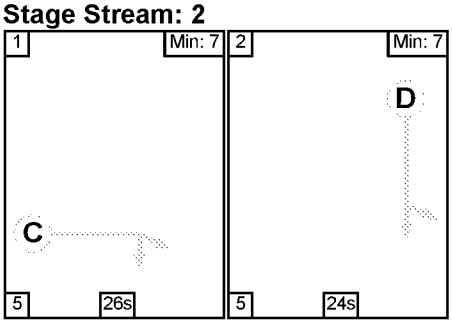
Scenario 14: '2038 PM Base + Dev + BEW (Nyton Road Closed)' (FG14: '2038 PM Base + Dev + BEW (Nyton Road Closed)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

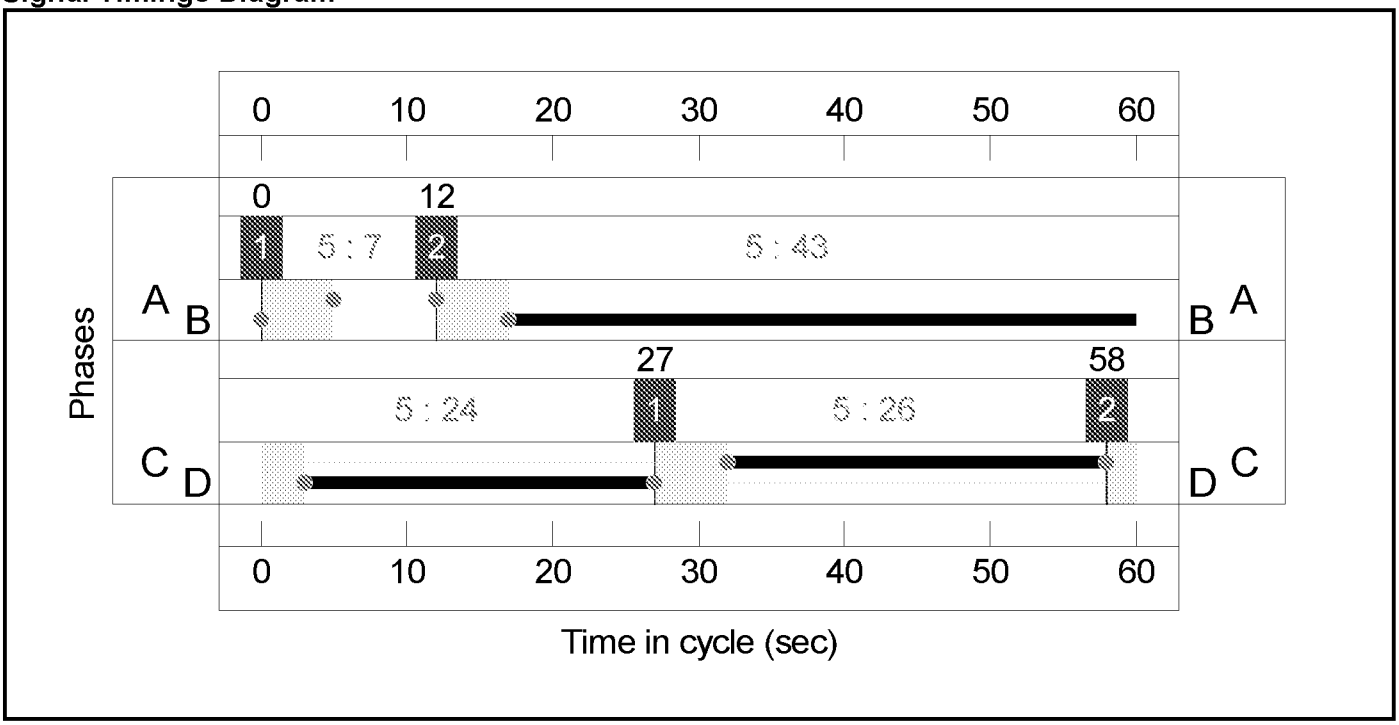
Stage	1	2
Duration	7	43
Change Point	0	12

Stage Stream: 2

Stage	1	2
Duration	26	24
Change Point	27	58

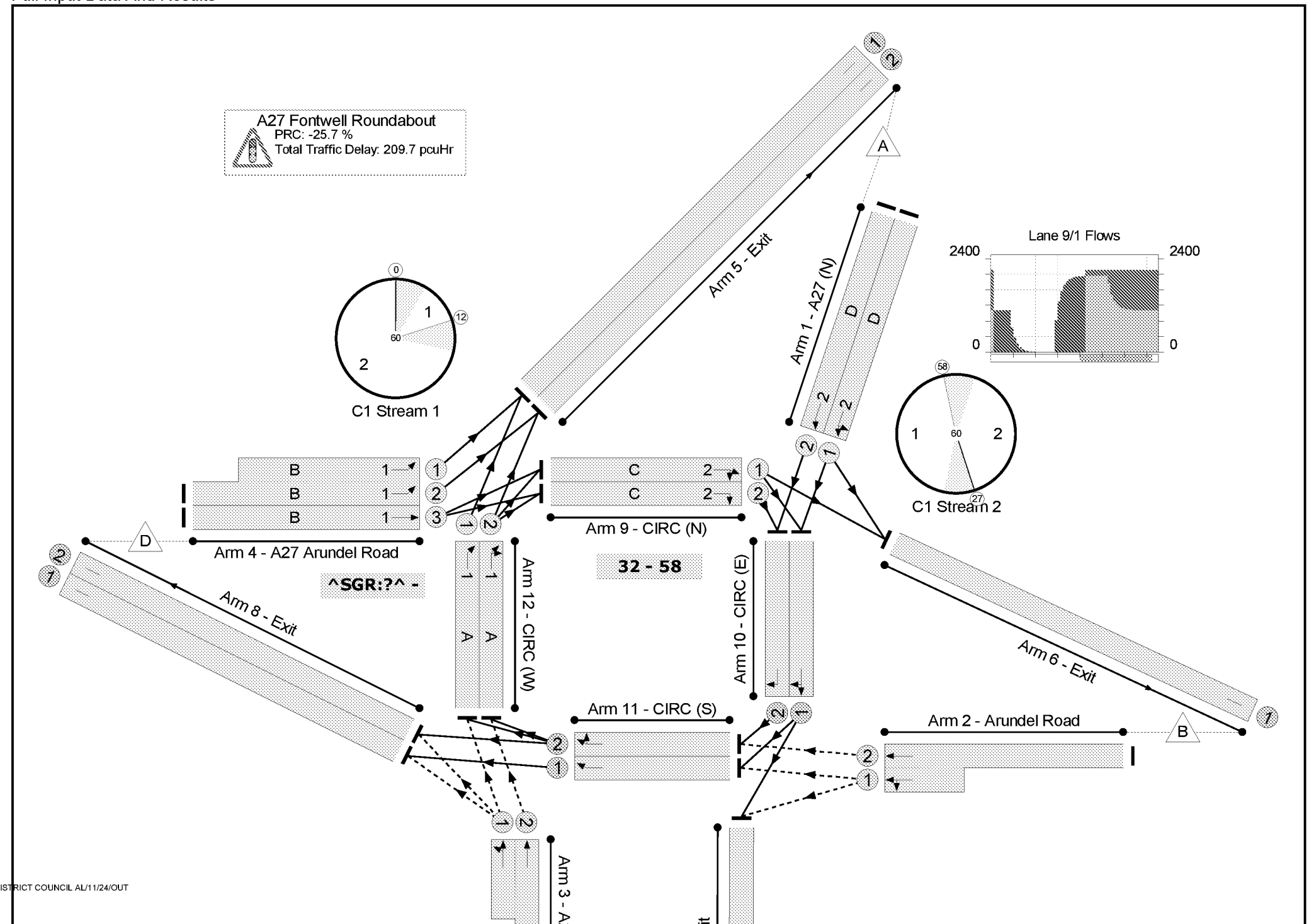
Full Input Data And Results

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

ARUN DISTRICT COUNCIL AL/11/24/OUT

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.

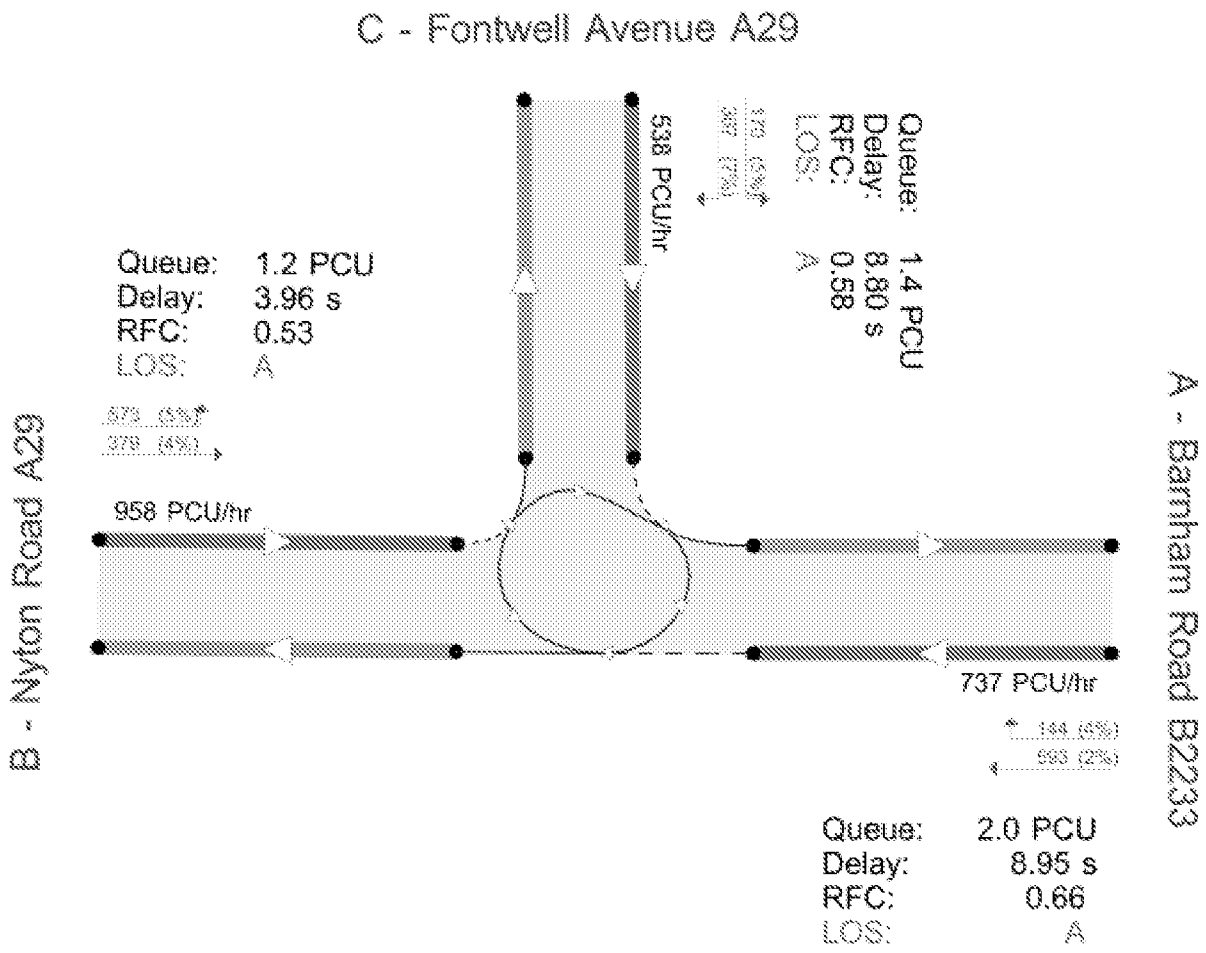
File summary

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 + BEW	ONE HOUR	07:15	08:45	15	✓
D5	2028 DS	AM Baseline + Dev + BEW	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 G-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	3.4	A	603	904
B - Nyton Road A29	0.46	3.43	0.9	A	787	1181
C - Fontwell Avenue A29	0.32	7.27	1.1	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	0.8	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	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	✓	550	100.000
B - Nyton Road A29		ONE HOUR	✓	958	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	648
	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	1098	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	0.511	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	1148	0.528	606	373	1.1	1.1	6.828	A
B - Nyton Road A29	1058	264	102	2059	0.515	1055	1027	1.1	1.1	3.753	A
C - Fontwell Avenue A29	556	139	341	1088	0.511	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	882	246	84	2084	0.418	884	842	1.1	0.7	3.112	A
C - Fontwell Avenue A29	454	113	279	1098	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	4.467	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	0.8	0.5	4.935	A
B - Nyton Road A29	772	193	70	2075	0.372	773	724	0.8	0.8	2.867	A
C - Fontwell Avenue A29	385	96	271	1101	0.349	386	575	0.8	0.8	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	649	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	1.035
	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	0.8	2.861	A
C - Fontwell Avenue A29	381	95	303	1088	0.351	382	538	0.8	0.8	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	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	✓	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	3.920	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	96	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	96	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	0.65	5.87	3.9	A	687	1031
B - Nyton Road A29	0.51	3.82	3.1	A	849	1273
C - Fontwell Avenue A29	0.57	5.47	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	278	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	682	208	139	2028	0.410	681	855	0.5	0.7	3.144	A
C - Fontwell Avenue A29	481	125	323	1078	0.447	480	635	0.5	0.8	5.418	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	803	200	407	1226	0.653	797	579	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	577	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	335	1276	0.512	557	472	1.9	1.1	5.889	A
B - Nyton Road A29	682	208	131	2027	0.410	683	859	1.1	0.7	3.158	A
C - Fontwell Avenue A29	481	120	324	1078	0.447	483	640	1.4	0.9	8.480	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	269	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	1101	0.366	404	535	0.8	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	811	293	492	1224	0.663	808	803	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	811	293	492	1223	0.664	811	804	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 O-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	8.98	7.0	A	676	1014
B - Nyton Road A29	0.82	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	4.830	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	5.002	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	5.512	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	6.821	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	6.835	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	8.582	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	6.891	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	559	479	2.0	1.1	5.114	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	5.587	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	708	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