

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	19	670	0.114	76	0.2	0.1	6.487	A
B-A	0	0	263	0.000	0	0.0	0.0	0.000	A
C-A	255	64			255				
C-B	133	33	591	0.226	134	0.4	0.3	8.117	A
A-B	0	0			0				
A-C	154	39			154				

2026 , AM Base + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Westergate Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road_Westergate Street (North)	T-Junction	Two-way	Two-way	Two-way		7.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.78	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
D17	2026	AM Base + Dev	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Nyton Road A29		ONE HOUR	✓	505	100.000
B - Westergate Street		ONE HOUR	✓	366	100.000
C - Nyton Road B2233		ONE HOUR	✓	307	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
	A - Nyton Road A29	0	0	505
	B - Westergate Street	0	0	366
	C - Nyton Road B2233	239	68	0

Proportions

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
	A - Nyton Road A29	0.00	0.00	1.00
	B - Westergate Street	0.00	0.00	1.00
	C - Nyton Road B2233	0.78	0.22	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
	A - Nyton Road A29	0	0	3
	B - Westergate Street	0	0	4
	C - Nyton Road B2233	7	7	0

Average PCU Per Veh

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
	A - Nyton Road A29	1.000	1.000	1.030
	B - Westergate Street	1.000	1.000	1.040
	C - Nyton Road B2233	1.070	1.070	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 - Nyton Road A29	380	380
	B - Westergate Street	276	276
	C - Nyton Road B2233	231	231
07:30-07:45	A - Nyton Road A29	454	454
	B - Westergate Street	329	329
	C - Nyton Road B2233	276	276
07:45-08:00	A - Nyton Road A29	556	556
	B - Westergate Street	403	403
	C - Nyton Road B2233	338	338
08:00-08:15	A - Nyton Road A29	556	556
	B - Westergate Street	403	403
	C - Nyton Road B2233	338	338
08:15-08:30	A - Nyton Road A29	454	454
	B - Westergate Street	329	329
	C - Nyton Road B2233	276	276
08:30-08:45	A - Nyton Road A29	380	380
	B - Westergate Street	276	276
	C - Nyton Road B2233	231	231

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.72	23.32	2.5	C	338	504
B-A	0.00	0.00	0.0	A	0	0
C-A					219	329
C-B	0.15	9.15	0.2	A	62	94
A-B					0	0
A-C					463	695

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	276	89	609	0.452	272	0.0	0.8	11.001	B
B-A	0	0	254	0.000	0	0.0	0.0	0.000	A
C-A	180	45			180				
C-B	51	13	537	0.095	51	0.0	0.1	7.910	A
A-B	0	0			0				
A-C	380	95			380				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	329	82	590	0.558	327	0.8	1.3	14.180	B
B-A	0	0	237	0.000	0	0.0	0.0	0.000	A
C-A	215	54			215				
C-B	61	15	520	0.118	61	0.1	0.1	8.394	A
A-B	0	0			0				
A-C	454	113			454				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	403	101	562	0.717	398	1.3	2.4	22.226	C
B-A	0	0	214	0.000	0	0.0	0.0	0.000	A
C-A	263	66			263				
C-B	75	19	496	0.151	75	0.1	0.2	9.147	A
A-B	0	0			0				
A-C	556	139			556				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	403	101	562	0.717	403	2.4	2.5	23.324	C
B-A	0	0	214	0.000	0	0.0	0.0	0.000	A
C-A	263	66			263				
C-B	75	19	496	0.151	75	0.2	0.2	9.154	A
A-B	0	0			0				
A-C	556	139			556				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	329	82	590	0.558	334	2.5	1.4	14.885	B
B-A	0	0	237	0.000	0	0.0	0.0	0.000	A
C-A	215	54			215				
C-B	61	15	520	0.118	61	0.2	0.1	8.404	A
A-B	0	0			0				
A-C	454	113			454				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	276	69	609	0.452	277	1.4	0.9	11.346	B
B-A	0	0	254	0.000	0	0.0	0.0	0.000	A
C-A	180	45			180				
C-B	51	13	537	0.095	51	0.1	0.1	7.930	A
A-B	0	0			0				
A-C	380	95			380				

2026 , PM Base + Dev

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Westergate Street - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Nyton Road_Westergate Street (North)	T-Junction	Two-way	Two-way	Two-way		3.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.40	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
D18	2026	PM Base + Dev	ONE HOUR	18:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Nyton Road A29		ONE HOUR	✓	205	100.000
B - Westergate Street		ONE HOUR	✓	112	100.000
C - Nyton Road B2233		ONE HOUR	✓	539	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
A - Nyton Road A29		0	0	205
B - Westergate Street		0	0	112
C - Nyton Road B2233		339	200	0

Proportions

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
A - Nyton Road A29		0.00	0.00	1.00
B - Westergate Street		0.00	0.00	1.00
C - Nyton Road B2233		0.63	0.37	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
	A - Nyton Road A29	0	0	3
	B - Westergate Street	0	0	7
	C - Nyton Road B2233	1	3	0

Average PCU Per Veh

From	To			
		A - Nyton Road A29	B - Westergate Street	C - Nyton Road B2233
	A - Nyton Road A29	1.000	1.000	1.030
	B - Westergate Street	1.000	1.000	1.070
	C - Nyton Road B2233	1.010	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Nyton Road A29	154	154
	B - Westergate Street	84	84
	C - Nyton Road B2233	406	406
16:45-17:00	A - Nyton Road A29	184	184
	B - Westergate Street	101	101
	C - Nyton Road B2233	485	485
17:00-17:15	A - Nyton Road A29	226	226
	B - Westergate Street	123	123
	C - Nyton Road B2233	593	593
17:15-17:30	A - Nyton Road A29	226	226
	B - Westergate Street	123	123
	C - Nyton Road B2233	593	593
17:30-17:45	A - Nyton Road A29	184	184
	B - Westergate Street	101	101
	C - Nyton Road B2233	485	485
17:45-18:00	A - Nyton Road A29	154	154
	B - Westergate Street	84	84
	C - Nyton Road B2233	406	406

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.19	7.30	0.2	A	103	154
B-A	0.00	0.00	0.0	A	0	0
C-A					311	467
C-B	0.38	10.48	0.6	B	184	275
A-B					0	0
A-C					188	282

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	21	670	0.128	84	0.0	0.2	6.563	A
B-A	0	0	260	0.000	0	0.0	0.0	0.000	A
C-A	255	64			255				
C-B	151	38	591	0.255	149	0.0	0.3	8.373	A
A-B	0	0			0				
A-C	154	39			154				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	25	662	0.152	101	0.2	0.2	6.859	A
B-A	0	0	244	0.000	0	0.0	0.0	0.000	A
C-A	305	76			305				
C-B	180	45	584	0.308	179	0.3	0.5	9.163	A
A-B	0	0			0				
A-C	184	46			184				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	31	651	0.189	123	0.2	0.2	7.295	A
B-A	0	0	222	0.000	0	0.0	0.0	0.000	A
C-A	373	93			373				
C-B	220	55	574	0.384	219	0.5	0.6	10.442	B
A-B	0	0			0				
A-C	226	56			226				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	31	651	0.189	123	0.2	0.2	7.301	A
B-A	0	0	222	0.000	0	0.0	0.0	0.000	A
C-A	373	93			373				
C-B	220	55	574	0.384	220	0.6	0.6	10.483	B
A-B	0	0			0				
A-C	226	56			226				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	25	662	0.152	101	0.2	0.2	6.870	A
B-A	0	0	244	0.000	0	0.0	0.0	0.000	A
C-A	305	76			305				
C-B	180	45	584	0.308	180	0.6	0.5	9.213	A
A-B	0	0			0				
A-C	184	46			184				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	21	670	0.128	84	0.2	0.2	6.580	A
B-A	0	0	280	0.000	0	0.0	0.0	0.000	A
C-A	255	64			255				
C-B	151	38	591	0.255	151	0.5	0.4	8.442	A
A-B	0	0			0				
A-C	154	39			154				



Junctions 10																			
ARCADY 10 - Roundabout Module																			
Version: 10.0.2.1574																			
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Filename: 8-A29-A259-Industrial Estate AM 2021-2031.j10

Path: C:\Users\invd03561\WSP O365\Sasidharan, Chinchu - 40 Capacity Assessment\update_070923

Report generation date: 07/09/2023 16:41:52

- »A29 - A259 - Rolls Royce Roundabout - 2019 Base, AM
- »A29 - A259 - Rolls Royce Roundabout - 2031 DM, AM Baseline
- »A29 - A259 - Rolls Royce Roundabout - 2031 DS, AM Baseline + Dev
- »A29 - A259 - Rolls Royce Roundabout - 2031 DS, AM Baseline + Dev + BEW
- »A29 - A259 - Rolls Royce Roundabout - 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	
	A29 - A259 - Rolls Royce Roundabout - 2019 Base																				
A - A259	D1	1.2	5.28	0.53	A																
B - Rolls Royce Access		0.0	5.93	0.01	A																
C - A29 (South)		0.9	2.83	0.46	A																
D - Development		0.0	0.00	0.00	A																
E - A29 (North)		0.3	2.19	0.22	A																
	A29 - A259 - Rolls Royce Roundabout - 2031 DM																				
A - A259	D2						5.2	19.09	0.84	C											
B - Rolls Royce Access							0.7	8.27	0.41	A											
C - A29 (South)							2.3	5.25	0.69	A											
D - Development							0.1	3.01	0.05	A											
E - A29 (North)							0.6	2.92	0.38	A											
	A29 - A259 - Rolls Royce Roundabout - 2031 DS																				
A - A259	D3											6.0	21.90	0.86	C	D4		5.7	21.17	0.85	C
B - Rolls Royce Access												0.7	8.66	0.42	A			0.7	8.77	0.43	A
C - A29 (South)												2.4	5.38	0.70	A			2.4	5.37	0.70	A
D - Development												0.1	3.05	0.05	A			0.1	3.04	0.05	A
E - A29 (North)												0.7	3.05	0.40	A			0.8	3.13	0.43	A
	A29 - A259 - Rolls Royce Roundabout - 2038 DS																				
A - A259	D5																6.7	27.54	0.87	D	
B - Rolls Royce Access																	0.9	11.04	0.48	B	
C - A29 (South)																	3.1	6.66	0.75	A	
D - Development																	0.1	3.34	0.06	A	
E - A29 (North)																	1.4	4.19	0.58	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	A29 - A259 - Rolls Royce Roundabout
Location	Bognor Regis
Site number	
Date	08/09/2018
Version	
Status	Existing Layout
Identifier	
Client	Cala Homes
Jobnumber	
Enumerator	UKPXM048
Description	

Units

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

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	38.00	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	A29 - A259 - Rolls Royce Roundabout	✓	100.000	100.000

A29 - A259 - Rolls Royce Roundabout - 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, D, E	3.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.51	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A259		
B	Rolls Royce Access		
C	A29 (South)		
D	Development		
E	A29 (North)		

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 - A259	4.87	6.56	21.2	16.0	60.0	41.0		
B - Rolls Royce Access	4.94	6.19	3.7	14.2	60.0	41.5		
C - A29 (South)	7.31	7.31	0.0	19.5	60.0	51.0		
D - Development	7.34	9.05	4.0	34.6	60.0	53.0		
E - A29 (North)	7.31	7.31	0.0	19.5	60.0	51.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A259	0.555	1767
B - Rolls Royce Access	0.521	1580
C - A29 (South)	0.598	2051
D - Development	0.645	2299
E - A29 (North)	0.598	2051

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
C - A29 (South)	Direct		500
E - A29 (North)	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	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 - A259		DIRECT	✓	100.000
B - Rolls Royce Access		DIRECT	✓	100.000
C - A29 (South)		DIRECT	✓	100.000
D - Development		DIRECT	✓	100.000
E - A29 (North)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

07:15 - 07:30

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	1	5	709	0	81
	B - Rolls Royce Access	0	1	5	0	7
	C - A29 (South)	511	22	1	0	620
	D - Development	0	0	0	0	0
	E - A29 (North)	42	12	432	0	1

Demand (PCU/hr)

07:30 - 07:45

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	1	5	709	0	81
	B - Rolls Royce Access	0	1	5	0	7
	C - A29 (South)	511	22	1	0	620
	D - Development	0	0	0	0	0
	E - A29 (North)	42	12	432	0	1

Demand (PCU/hr)

07:45 - 08:00

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	1	5	709	0	81
	B - Rolls Royce Access	0	1	5	0	7
	C - A29 (South)	511	22	1	0	620
	D - Development	0	0	0	0	0
	E - A29 (North)	42	12	432	0	1

Demand (PCU/hr)

08:00 - 08:15

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	1	5	709	0	81
	B - Rolls Royce Access	0	1	5	0	7
	C - A29 (South)	511	22	1	0	620
	D - Development	0	0	0	0	0
	E - A29 (North)	42	12	432	0	1

Vehicle Mix

Heavy Vehicle Percentages

From	To					
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
A - A259		0	0	4	0	6
B - Rolls Royce Access		0	0	25	0	100
C - A29 (South)		7	15	0	0	4
D - Development		0	0	0	0	0
E - A29 (North)		14	33	5	0	0

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 - A259	0.53	5.28	1.2	A	796	796
B - Rolls Royce Access	0.01	5.93	0.0	A	13	13
C - A29 (South)	0.46	2.83	0.9	A	1154	1154
D - Development	0.00	0.00	0.0	A	0	0
E - A29 (North)	0.22	2.19	0.3	A	487	487

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 - A259	796	199	468	1507	0.528	791	552	0.0	1.2	5.209	A
B - Rolls Royce Access	13	3	1219	945	0.014	13	40	0.0	0.0	5.907	A
C - A29 (South)	1154	289	90	2497	0.462	1150	1142	0.0	0.9	2.814	A
D - Development	0	0	1241	1498	0.000	0	0	0.0	0.0	0.000	A
E - A29 (North)	487	122	534	2231	0.218	486	707	0.0	0.3	2.191	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 - A259	796	199	469	1506	0.528	796	554	1.2	1.2	5.279	A
B - Rolls Royce Access	13	3	1225	942	0.014	13	40	0.0	0.0	5.926	A
C - A29 (South)	1154	289	91	2496	0.462	1154	1147	0.9	0.9	2.828	A
D - Development	0	0	1245	1496	0.000	0	0	0.0	0.0	0.000	A
E - A29 (North)	487	122	536	2230	0.218	487	709	0.3	0.3	2.194	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 - A259	796	199	469	1506	0.528	796	554	1.2	1.2	5.279	A
B - Rolls Royce Access	13	3	1225	942	0.014	13	40	0.0	0.0	5.926	A
C - A29 (South)	1154	289	91	2496	0.462	1154	1147	0.9	0.9	2.828	A
D - Development	0	0	1245	1496	0.000	0	0	0.0	0.0	0.000	A
E - A29 (North)	487	122	536	2230	0.218	487	709	0.3	0.3	2.194	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 - A259	796	199	469	1506	0.528	796	554	1.2	1.2	5.279	A
B - Rolls Royce Access	13	3	1225	942	0.014	13	40	0.0	0.0	5.926	A
C - A29 (South)	1154	289	91	2496	0.462	1154	1147	0.9	0.9	2.828	A
D - Development	0	0	1245	1496	0.000	0	0	0.0	0.0	0.000	A
E - A29 (North)	487	122	536	2230	0.218	487	709	0.3	0.3	2.194	A

A29 - A259 - Rolls Royce Roundabout - 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, D, E	8.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.71	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 - A259		DIRECT	✓	100.000
B - Rolls Royce Access		DIRECT	✓	100.000
C - A29 (South)		DIRECT	✓	100.000
D - Development		DIRECT	✓	100.000
E - A29 (North)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

07:15 - 07:30

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	0	59	669	144	141
	B - Rolls Royce Access	26	0	244	0	36
	C - A29 (South)	447	296	0	179	660
	D - Development	24	0	28	0	15
	E - A29 (North)	97	59	547	76	0

Demand (PCU/hr)

07:30 - 07:45

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	0	59	669	144	141
	B - Rolls Royce Access	26	0	244	0	36
	C - A29 (South)	447	296	0	179	660
	D - Development	24	0	28	0	15
	E - A29 (North)	97	59	547	76	0

Demand (PCU/hr)

07:45 - 08:00

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	0	59	669	144	141
	B - Rolls Royce Access	26	0	244	0	36
	C - A29 (South)	447	296	0	179	660
	D - Development	24	0	28	0	15
	E - A29 (North)	97	59	547	76	0

Demand (PCU/hr)

08:00 - 08:15

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	0	59	669	144	141
	B - Rolls Royce Access	26	0	244	0	36
	C - A29 (South)	447	296	0	179	660
	D - Development	24	0	28	0	15
	E - A29 (North)	97	59	547	76	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	0	0	6	0	2
	B - Rolls Royce Access	4	0	0	0	3
	C - A29 (South)	7	4	0	0	4
	D - Development	0	0	0	0	0
	E - A29 (North)	3	3	5	0	0

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 - A259	0.84	19.09	5.2	C	1013	1013
B - Rolls Royce Access	0.41	8.27	0.7	A	306	306
C - A29 (South)	0.69	5.25	2.3	A	1582	1582
D - Development	0.05	3.01	0.1	A	67	67
E - A29 (North)	0.38	2.92	0.6	A	779	779

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 - A259	1013	253	1002	1210	0.837	994	591	0.0	4.8	16.147	C
B - Rolls Royce Access	306	77	1585	755	0.406	303	411	0.0	0.7	7.983	A
C - A29 (South)	1582	396	417	2301	0.687	1573	1471	0.0	2.3	5.096	A
D - Development	67	17	1595	1270	0.053	67	395	0.0	0.1	2.991	A
E - A29 (North)	779	195	816	2062	0.378	776	845	0.0	0.6	2.909	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 - A259	1013	253	1006	1208	0.839	1012	594	4.8	5.1	18.850	C
B - Rolls Royce Access	306	77	1604	745	0.411	306	414	0.7	0.7	8.257	A
C - A29 (South)	1582	396	423	2298	0.688	1582	1487	2.3	2.3	5.244	A
D - Development	67	17	1606	1263	0.053	67	399	0.1	0.1	3.009	A
E - A29 (North)	779	195	821	2060	0.378	779	852	0.6	0.6	2.925	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 - A259	1013	253	1006	1208	0.839	1013	594	5.1	5.2	19.029	C
B - Rolls Royce Access	306	77	1605	744	0.411	306	414	0.7	0.7	8.267	A
C - A29 (South)	1582	396	423	2298	0.688	1582	1488	2.3	2.3	5.247	A
D - Development	67	17	1606	1263	0.053	67	399	0.1	0.1	3.009	A
E - A29 (North)	779	195	821	2060	0.378	779	852	0.6	0.6	2.925	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 - A259	1013	253	1006	1208	0.839	1013	594	5.2	5.2	19.093	C
B - Rolls Royce Access	306	77	1605	744	0.411	306	414	0.7	0.7	8.269	A
C - A29 (South)	1582	396	423	2298	0.688	1582	1488	2.3	2.3	5.247	A
D - Development	67	17	1606	1263	0.053	67	399	0.1	0.1	3.010	A
E - A29 (North)	779	195	821	2060	0.378	779	852	0.6	0.6	2.925	A

A29 - A259 - Rolls Royce Roundabout - 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, D, E	9.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.52	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
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 - A259		DIRECT	✓	100.000
B - Rolls Royce Access		DIRECT	✓	100.000
C - A29 (South)		DIRECT	✓	100.000
D - Development		DIRECT	✓	100.000
E - A29 (North)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
07:15 - 07:30	From	A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
		0	59	669	144	152
		26	0	244	0	36
		447	296	0	179	671
		24	0	28	0	15
		125	59	574	76	0

Demand (PCU/hr)

07:30 - 07:45

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	0	59	669	144	152
	B - Rolls Royce Access	26	0	244	0	36
	C - A29 (South)	447	296	0	179	671
	D - Development	24	0	28	0	15
	E - A29 (North)	125	59	574	76	0

Demand (PCU/hr)

07:45 - 08:00

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	0	59	669	144	152
	B - Rolls Royce Access	26	0	244	0	36
	C - A29 (South)	447	296	0	179	671
	D - Development	24	0	28	0	15
	E - A29 (North)	125	59	574	76	0

Demand (PCU/hr)

08:00 - 08:15

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	0	59	669	144	152
	B - Rolls Royce Access	26	0	244	0	36
	C - A29 (South)	447	296	0	179	671
	D - Development	24	0	28	0	15
	E - A29 (North)	125	59	574	76	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	0	0	6	0	1
	B - Rolls Royce Access	4	0	0	0	3
	C - A29 (South)	7	4	0	0	4
	D - Development	0	0	0	0	0
	E - A29 (North)	2	3	5	0	0

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 - A259	0.86	21.90	6.0	C	1024	1024
B - Rolls Royce Access	0.42	8.66	0.7	A	306	306
C - A29 (South)	0.70	5.38	2.4	A	1593	1593
D - Development	0.05	3.05	0.1	A	67	67
E - A29 (North)	0.40	3.05	0.7	A	834	834

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 - A259	1024	256	1029	1195	0.857	1002	619	0.0	5.4	17.804	C
B - Rolls Royce Access	306	77	1620	736	0.416	303	411	0.0	0.7	8.318	A
C - A29 (South)	1593	398	427	2295	0.694	1584	1497	0.0	2.3	5.213	A
D - Development	67	17	1616	1256	0.053	67	395	0.0	0.1	3.026	A
E - A29 (North)	834	209	816	2062	0.404	831	886	0.0	0.7	3.032	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 - A259	1024	256	1033	1193	0.858	1022	622	5.4	5.8	21.471	C
B - Rolls Royce Access	306	77	1641	725	0.422	306	414	0.7	0.7	8.642	A
C - A29 (South)	1593	398	434	2291	0.695	1593	1514	2.3	2.4	5.375	A
D - Development	67	17	1628	1249	0.054	67	399	0.1	0.1	3.045	A
E - A29 (North)	834	209	821	2060	0.405	834	874	0.7	0.7	3.051	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 - A259	1024	256	1033	1193	0.858	1023	622	5.8	6.0	21.778	C
B - Rolls Royce Access	306	77	1642	725	0.422	306	414	0.7	0.7	8.656	A
C - A29 (South)	1593	398	434	2291	0.695	1593	1515	2.4	2.4	5.379	A
D - Development	67	17	1628	1249	0.054	67	399	0.1	0.1	3.046	A
E - A29 (North)	834	209	821	2060	0.405	834	874	0.7	0.7	3.051	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 - A259	1024	256	1033	1193	0.858	1024	622	6.0	6.0	21.895	C
B - Rolls Royce Access	306	77	1643	725	0.422	306	414	0.7	0.7	8.659	A
C - A29 (South)	1593	398	434	2291	0.695	1593	1515	2.4	2.4	5.379	A
D - Development	67	17	1628	1249	0.054	67	399	0.1	0.1	3.046	A
E - A29 (North)	834	209	821	2060	0.405	834	874	0.7	0.7	3.051	A

A29 - A259 - Rolls Royce Roundabout - 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, D, E	9.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.19	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 - A259		DIRECT	✓	100.000
B - Rolls Royce Access		DIRECT	✓	100.000
C - A29 (South)		DIRECT	✓	100.000
D - Development		DIRECT	✓	100.000
E - A29 (North)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
07:15 - 07:30	From	A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
		0	59	647	144	148
		26	0	245	0	35
		437	296	0	179	683
		24	0	28	0	15
		136	59	610	76	0

Demand (PCU/hr)

07:30 - 07:45

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	0	59	647	144	148
	B - Rolls Royce Access	26	0	245	0	35
	C - A29 (South)	437	296	0	179	683
	D - Development	24	0	28	0	15
	E - A29 (North)	136	59	610	76	0

Demand (PCU/hr)

07:45 - 08:00

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	0	59	647	144	148
	B - Rolls Royce Access	26	0	245	0	35
	C - A29 (South)	437	296	0	179	683
	D - Development	24	0	28	0	15
	E - A29 (North)	136	59	610	76	0

Demand (PCU/hr)

08:00 - 08:15

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	0	59	647	144	148
	B - Rolls Royce Access	26	0	245	0	35
	C - A29 (South)	437	296	0	179	683
	D - Development	24	0	28	0	15
	E - A29 (North)	136	59	610	76	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	0	0	6	0	1
	B - Rolls Royce Access	4	0	0	0	3
	C - A29 (South)	7	4	0	0	4
	D - Development	0	0	0	0	0
	E - A29 (North)	1	3	4	0	0

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 - A259	0.85	21.17	5.7	C	998	998
B - Rolls Royce Access	0.43	8.77	0.7	A	306	306
C - A29 (South)	0.70	5.37	2.4	A	1595	1595
D - Development	0.05	3.04	0.1	A	67	67
E - A29 (North)	0.43	3.13	0.8	A	881	881

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 - A259	998	250	1065	1175	0.849	977	620	0.0	5.1	17.437	C
B - Rolls Royce Access	306	77	1631	730	0.419	303	411	0.0	0.7	8.426	A
C - A29 (South)	1595	399	422	2298	0.694	1586	1512	0.0	2.3	5.206	A
D - Development	67	17	1613	1258	0.053	67	395	0.0	0.1	3.021	A
E - A29 (North)	881	220	806	2068	0.426	878	874	0.0	0.8	3.110	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 - A259	998	250	1069	1173	0.851	997	623	5.1	5.5	20.809	C
B - Rolls Royce Access	306	77	1652	720	0.425	306	414	0.7	0.7	8.752	A
C - A29 (South)	1595	399	429	2294	0.695	1595	1529	2.3	2.4	5.367	A
D - Development	67	17	1625	1251	0.054	67	399	0.1	0.1	3.040	A
E - A29 (North)	881	220	811	2066	0.427	881	881	0.8	0.8	3.132	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 - A259	998	250	1069	1173	0.851	997	623	5.5	5.6	21.072	C
B - Rolls Royce Access	306	77	1652	719	0.425	306	414	0.7	0.7	8.765	A
C - A29 (South)	1595	399	429	2294	0.695	1595	1530	2.4	2.4	5.370	A
D - Development	67	17	1625	1251	0.054	67	399	0.1	0.1	3.041	A
E - A29 (North)	881	220	811	2066	0.427	881	881	0.8	0.8	3.132	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 - A259	998	250	1069	1173	0.851	998	623	5.6	5.7	21.170	C
B - Rolls Royce Access	306	77	1653	719	0.425	306	414	0.7	0.7	8.768	A
C - A29 (South)	1595	399	429	2294	0.695	1595	1530	2.4	2.4	5.370	A
D - Development	67	17	1625	1250	0.054	67	399	0.1	0.1	3.041	A
E - A29 (North)	881	220	811	2066	0.427	881	881	0.8	0.8	3.132	A

A29 - A259 - Rolls Royce Roundabout - 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, D, E	10.74	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.74	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	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 - A259		DIRECT	✓	100.000
B - Rolls Royce Access		DIRECT	✓	100.000
C - A29 (South)		DIRECT	✓	100.000
D - Development		DIRECT	✓	100.000
E - A29 (North)		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
07:15 - 07:30	From	A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
		0	59	487	144	216
		25	0	248	0	36
		385	300	0	179	828
		24	0	28	0	15
		223	61	845	76	0

Demand (PCU/hr)

07:30 - 07:45

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	0	59	487	144	216
	B - Rolls Royce Access	25	0	248	0	36
	C - A29 (South)	385	300	0	179	828
	D - Development	24	0	28	0	15
	E - A29 (North)	223	61	845	76	0

Demand (PCU/hr)

07:45 - 08:00

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	0	59	487	144	216
	B - Rolls Royce Access	25	0	248	0	36
	C - A29 (South)	385	300	0	179	828
	D - Development	24	0	28	0	15
	E - A29 (North)	223	61	845	76	0

Demand (PCU/hr)

08:00 - 08:15

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	0	59	487	144	216
	B - Rolls Royce Access	25	0	248	0	36
	C - A29 (South)	385	300	0	179	828
	D - Development	24	0	28	0	15
	E - A29 (North)	223	61	845	76	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A - A259	B - Rolls Royce Access	C - A29 (South)	D - Development	E - A29 (North)
From	A - A259	0	2	7	0	1
	B - Rolls Royce Access	4	0	3	0	3
	C - A29 (South)	8	4	0	0	3
	D - Development	0	0	0	0	0
	E - A29 (North)	3	3	4	0	0

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 - A259	0.87	27.54	6.7	D	906	906
B - Rolls Royce Access	0.48	11.04	0.9	B	309	309
C - A29 (South)	0.75	6.66	3.1	A	1692	1692
D - Development	0.06	3.34	0.1	A	67	67
E - A29 (North)	0.58	4.19	1.4	A	1205	1205

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 - A259	906	227	1303	1043	0.869	883	653	0.0	5.7	21.102	C
B - Rolls Royce Access	309	77	1770	658	0.469	305	416	0.0	0.9	10.420	B
C - A29 (South)	1692	423	487	2280	0.749	1680	1589	0.0	3.0	6.331	A
D - Development	67	17	1773	1155	0.058	67	394	0.0	0.1	3.308	A
E - A29 (North)	1205	301	757	2098	0.574	1199	1083	0.0	1.4	4.122	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 - A259	906	227	1310	1039	0.872	904	657	5.7	6.3	26.661	D
B - Rolls Royce Access	309	77	1794	646	0.478	309	420	0.9	0.9	11.002	B
C - A29 (South)	1692	423	496	2254	0.751	1692	1607	3.0	3.1	6.652	A
D - Development	67	17	1789	1145	0.059	67	399	0.1	0.1	3.340	A
E - A29 (North)	1205	301	762	2095	0.575	1205	1094	1.4	1.4	4.186	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 - A259	906	227	1310	1039	0.872	905	657	6.3	6.6	27.293	D
B - Rolls Royce Access	309	77	1795	645	0.479	309	420	0.9	0.9	11.032	B
C - A29 (South)	1692	423	497	2254	0.751	1692	1607	3.1	3.1	6.658	A
D - Development	67	17	1790	1144	0.059	67	399	0.1	0.1	3.341	A
E - A29 (North)	1205	301	762	2095	0.575	1205	1095	1.4	1.4	4.186	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 - A259	906	227	1310	1039	0.872	906	657	6.6	6.7	27.542	D
B - Rolls Royce Access	309	77	1796	645	0.479	309	420	0.9	0.9	11.042	B
C - A29 (South)	1692	423	497	2254	0.751	1692	1608	3.1	3.1	6.659	A
D - Development	67	17	1790	1144	0.059	67	399	0.1	0.1	3.341	A
E - A29 (North)	1205	301	762	2095	0.575	1205	1095	1.4	1.4	4.186	A



Junctions 10																			
ARCADY 10 - Roundabout Module																			
Version: 10.0.2.1574																			
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Filename: 8-A29-A259-Industrial Estate PM 2021-2031.j10

Path: C:\Users\invd03561\WSP O365\Sasidharan, Chinchu - 40 Capacity Assessment\update_070923

Report generation date: 07/09/2023 16:42:39

- »A29 - A259 - Rolls Royce Roundabout - 2019 Base, PM
- »A29 - A259 - Rolls Royce Roundabout - 2031 DM, PM Baseline
- »A29 - A259 - Rolls Royce Roundabout - 2031 DS, PM Baseline + Dev
- »A29 - A259 - Rolls Royce Roundabout - 2031 DS, PM Baseline + Dev + BEW
- »A29 - A259 - Rolls Royce Roundabout - 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	
	A29 - A259 - Rolls Royce Roundabout - 2019 Base																				
Arm A	D1	0.8	4.74	0.44	A																
Arm B		0.1	5.01	0.04	A																
Arm C		0.9	2.77	0.47	A																
Arm D		0.0	0.00	0.00	A																
Arm E		0.5	2.65	0.34	A																
	A29 - A259 - Rolls Royce Roundabout - 2031 DM																				
Arm A						D2	1.7	9.77	0.63	A											
Arm B							2.3	15.59	0.69	C											
Arm C							1.8	4.19	0.64	A											
Arm D							0.5	5.32	0.32	A											
Arm E							1.1	4.48	0.53	A											
	A29 - A259 - Rolls Royce Roundabout - 2031 DS																				
Arm A											D3	1.9	10.35	0.65	B	D4	1.7	10.08	0.63	B	
Arm B												2.4	16.58	0.71	C			2.3	16.28	0.70	C
Arm C												1.9	4.35	0.65	A			1.8	4.22	0.64	A
Arm D												0.5	5.53	0.32	A			0.5	5.40	0.32	A
Arm E												1.2	4.59	0.54	A			1.2	4.52	0.54	A
	A29 - A259 - Rolls Royce Roundabout - 2038 DS																				
Arm A																D5	4.1	21.80	0.81	C	
Arm B																	7.9	56.67	0.90	F	
Arm C																	2.7	5.73	0.73	A	
Arm D																	0.6	7.26	0.39	A	
Arm E																	2.4	6.67	0.70	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	A29 - A259 - Rolls Royce Roundabout
Location	Bognor Regis
Site number	
Date	08/09/2018
Version	
Status	Existing Layout
Identifier	
Client	Cala Homes
Jobnumber	
Enumerator	UKPXM048
Description	

Units

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

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	38.00	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	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	A29 - A259 - Rolls Royce Roundabout	✓	100.000	100.000

A29 - A259 - Rolls Royce Roundabout - 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, D, E	3.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.25	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A259		
B	Rolls Royce Access		
C	A29 (South)		
D	Development		
E	A29 (North)		

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	4.67	6.58	21.2	16.0	60.0	41.0		
B	4.94	6.19	3.7	14.2	60.0	41.5		
C	7.31	7.31	0.0	19.5	60.0	51.0		
D	7.34	9.05	4.0	34.6	60.0	53.0		
E	7.31	7.31	0.0	19.5	60.0	51.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.555	1767
B	0.521	1580
C	0.598	2051
D	0.645	2299
E	0.598	2051

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
C	Direct		500
D	Direct		-200
E	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		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000
E		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

16:30 - 16:45

		To					
		A	B	C	D	E	
From	A	1	0	579	0	37	
	B	5	0	25	0	9	
	C	713	14	1	0	461	
	D	0	0	0	0	0	
	E	66	2	656	0	2	

Demand (PCU/hr)

16:45 - 17:00

		To					
		A	B	C	D	E	
From	A	1	0	579	0	37	
	B	5	0	25	0	9	
	C	713	14	1	0	461	
	D	0	0	0	0	0	
	E	66	2	656	0	2	

Demand (PCU/hr)

17:00 - 17:15

		To					
		A	B	C	D	E	
From	A	1	0	579	0	37	
	B	5	0	25	0	9	
	C	713	14	1	0	461	
	D	0	0	0	0	0	
	E	66	2	656	0	2	

Demand (PCU/hr)

17:15 - 17:30

		To					
		A	B	C	D	E	
From	A	1	0	579	0	37	
	B	5	0	25	0	9	
	C	713	14	1	0	461	
	D	0	0	0	0	0	
	E	66	2	656	0	2	

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	0	3
	B	0	0	25	0	29
	C	2	87	0	0	2
	D	0	0	0	0	0
	E	3	100	2	0	0

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	0.44	4.74	0.8	A	617	617
B	0.04	5.01	0.1	A	39	39
C	0.47	2.77	0.9	A	1189	1189
D	0.00	0.00	0.0	A	0	0
E	0.34	2.65	0.5	A	726	726

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	617	154	673	1393	0.443	614	783	0.0	0.8	4.697	A
B	39	10	1271	918	0.042	39	16	0.0	0.1	4.992	A
C	1189	297	54	2519	0.472	1185	1256	0.0	0.9	2.760	A
D	0	0	1239	1299	0.000	0	0	0.0	0.0	0.000	A
E	726	182	732	2113	0.344	724	507	0.0	0.5	2.646	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	617	154	675	1392	0.443	617	785	0.8	0.8	4.741	A
B	39	10	1276	915	0.043	39	16	0.1	0.1	5.009	A
C	1189	297	54	2519	0.472	1189	1261	0.9	0.9	2.773	A
D	0	0	1243	1297	0.000	0	0	0.0	0.0	0.000	A
E	726	182	734	2112	0.344	726	509	0.5	0.5	2.655	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	617	154	675	1392	0.443	617	785	0.8	0.8	4.741	A
B	39	10	1276	915	0.043	39	16	0.1	0.1	5.009	A
C	1189	297	54	2519	0.472	1189	1261	0.9	0.9	2.773	A
D	0	0	1243	1297	0.000	0	0	0.0	0.0	0.000	A
E	726	182	734	2112	0.344	726	509	0.5	0.5	2.655	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	617	154	675	1392	0.443	617	785	0.8	0.8	4.741	A
B	39	10	1276	915	0.043	39	16	0.1	0.1	5.009	A
C	1189	297	54	2519	0.472	1189	1261	0.9	0.9	2.773	A
D	0	0	1243	1297	0.000	0	0	0.0	0.0	0.000	A
E	726	182	734	2112	0.344	726	509	0.5	0.5	2.655	A

A29 - A259 - Rolls Royce Roundabout - 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, D, E	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 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		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000
E		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

16:30 - 16:45

		To				
		A	B	C	D	E
From	A	0	44	517	4	68
	B	88	0	391	0	49
	C	678	314	0	33	523
	D	28	0	250	0	37
	E	127	65	728	5	0

Demand (PCU/hr)

16:45 - 17:00

		To				
		A	B	C	D	E
From	A	0	44	517	4	68
	B	88	0	391	0	49
	C	678	314	0	33	523
	D	26	0	250	0	37
	E	127	65	726	5	0

Demand (PCU/hr)

17:00 - 17:15

		To				
		A	B	C	D	E
From	A	0	44	517	4	68
	B	88	0	391	0	49
	C	678	314	0	33	523
	D	26	0	250	0	37
	E	127	65	726	5	0

Demand (PCU/hr)

17:15 - 17:30

		To				
		A	B	C	D	E
From	A	0	44	517	4	68
	B	88	0	391	0	49
	C	678	314	0	33	523
	D	26	0	250	0	37
	E	127	65	726	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	3	0	3
	B	0	0	2	0	2
	C	2	1	0	0	2
	D	0	0	0	0	0
	E	0	2	2	0	0

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	0.63	9.77	1.7	A	633	633
B	0.69	15.59	2.3	C	528	528
C	0.64	4.19	1.8	A	1548	1548
D	0.32	5.32	0.5	A	313	313
E	0.53	4.48	1.1	A	923	923

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	633	158	1353	1015	0.624	626	914	0.0	1.7	9.384	A
B	528	132	1559	768	0.687	520	421	0.0	2.1	14.272	B
C	1548	387	211	2425	0.638	1541	1867	0.0	1.8	4.112	A
D	313	78	1710	996	0.314	311	42	0.0	0.5	5.247	A
E	923	231	1348	1744	0.529	918	673	0.0	1.1	4.412	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	633	158	1360	1011	0.626	633	919	1.7	1.7	9.764	A
B	528	132	1570	762	0.693	528	423	2.1	2.2	15.532	C
C	1548	387	214	2423	0.639	1548	1884	1.8	1.8	4.186	A
D	313	78	1720	989	0.316	313	42	0.5	0.5	5.322	A
E	923	231	1356	1740	0.531	923	677	1.1	1.1	4.483	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	633	158	1360	1011	0.626	633	919	1.7	1.7	9.772	A
B	528	132	1570	762	0.693	528	423	2.2	2.2	15.580	C
C	1548	387	214	2423	0.639	1548	1884	1.8	1.8	4.186	A
D	313	78	1720	989	0.316	313	42	0.5	0.5	5.323	A
E	923	231	1356	1739	0.531	923	677	1.1	1.1	4.484	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	633	158	1360	1011	0.626	633	919	1.7	1.7	9.774	A
B	528	132	1570	762	0.693	528	423	2.2	2.3	15.593	C
C	1548	387	214	2423	0.639	1548	1884	1.8	1.8	4.186	A
D	313	78	1720	989	0.316	313	42	0.5	0.5	5.323	A
E	923	231	1356	1739	0.531	923	677	1.1	1.1	4.484	A

A29 - A259 - Rolls Royce Roundabout - 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, D, E	7.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.08	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		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000
E		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To					
From		A	B	C	D	E	
	A	0	44	517	4	84	
	B	88	0	391	0	49	
	C	678	314	0	33	546	
	D	26	0	250	0	37	
	E	135	65	737	5	0	

16:30 - 16:45

Demand (PCU/hr)

16:45 - 17:00

		To				
		A	B	C	D	E
From	A	0	44	517	4	84
	B	88	0	391	0	49
	C	678	314	0	33	546
	D	26	0	250	0	37
	E	135	65	737	5	0

Demand (PCU/hr)

17:00 - 17:15

		To				
		A	B	C	D	E
From	A	0	44	517	4	84
	B	88	0	391	0	49
	C	678	314	0	33	546
	D	26	0	250	0	37
	E	135	65	737	5	0

Demand (PCU/hr)

17:15 - 17:30

		To				
		A	B	C	D	E
From	A	0	44	517	4	84
	B	88	0	391	0	49
	C	678	314	0	33	546
	D	26	0	250	0	37
	E	135	65	737	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	3	0	1
	B	0	0	2	0	2
	C	2	1	0	0	2
	D	0	0	0	0	0
	E	0	2	2	0	0

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	0.65	10.35	1.9	B	649	649
B	0.71	16.58	2.4	C	528	528
C	0.65	4.35	1.9	A	1571	1571
D	0.32	5.53	0.5	A	313	313
E	0.54	4.59	1.2	A	942	942

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	649	162	1364	1009	0.643	642	921	0.0	1.8	9.884	A
B	528	132	1585	755	0.700	519	421	0.0	2.2	15.026	C
C	1571	393	227	2415	0.650	1564	1877	0.0	1.9	4.265	A
D	313	78	1748	971	0.322	311	42	0.0	0.5	5.442	A
E	942	236	1348	1744	0.540	937	711	0.0	1.2	4.511	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	649	162	1371	1005	0.646	649	927	1.8	1.8	10.340	B
B	528	132	1597	748	0.705	528	423	2.2	2.3	16.501	C
C	1571	393	230	2413	0.651	1571	1894	1.9	1.9	4.348	A
D	313	78	1759	964	0.325	313	42	0.5	0.5	5.528	A
E	942	236	1356	1740	0.542	942	716	1.2	1.2	4.590	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	649	162	1371	1005	0.646	649	927	1.8	1.8	10.351	B
B	528	132	1597	748	0.706	528	423	2.3	2.4	16.564	C
C	1571	393	230	2413	0.651	1571	1895	1.9	1.9	4.348	A
D	313	78	1759	964	0.325	313	42	0.5	0.5	5.529	A
E	942	236	1356	1739	0.542	942	716	1.2	1.2	4.590	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	649	162	1371	1005	0.646	649	927	1.8	1.9	10.353	B
B	528	132	1597	748	0.706	528	423	2.4	2.4	16.582	C
C	1571	393	230	2413	0.651	1571	1895	1.9	1.9	4.348	A
D	313	78	1759	964	0.325	313	42	0.5	0.5	5.529	A
E	942	236	1356	1739	0.542	942	716	1.2	1.2	4.590	A

A29 - A259 - Rolls Royce Roundabout - 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, D, E	6.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.92	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	16:30	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		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000
E		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To					
From		A	B	C	D	E	
	A	0	44	492	4	88	
	B	89	0	390	0	48	
	C	632	316	0	33	562	
	D	26	0	250	0	37	
	E	134	64	752	5	0	

16:30 - 16:45

Demand (PCU/hr)

16:45 - 17:00

		To				
		A	B	C	D	E
From	A	0	44	492	4	88
	B	89	0	390	0	48
	C	632	316	0	33	562
	D	26	0	250	0	37
	E	134	64	752	5	0

Demand (PCU/hr)

17:00 - 17:15

		To				
		A	B	C	D	E
From	A	0	44	492	4	88
	B	89	0	390	0	48
	C	632	316	0	33	562
	D	26	0	250	0	37
	E	134	64	752	5	0

Demand (PCU/hr)

17:15 - 17:30

		To				
		A	B	C	D	E
From	A	0	44	492	4	88
	B	89	0	390	0	48
	C	632	316	0	33	562
	D	26	0	250	0	37
	E	134	64	752	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	4	0	1
	B	0	0	2	0	2
	C	2	1	0	0	2
	D	0	0	0	0	0
	E	0	2	2	0	0

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	0.63	10.08	1.7	B	628	628
B	0.70	16.28	2.3	C	527	527
C	0.64	4.22	1.8	A	1543	1543
D	0.32	5.40	0.5	A	313	313
E	0.54	4.52	1.2	A	955	955

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	628	157	1380	1000	0.628	621	876	0.0	1.7	9.643	A
B	527	132	1579	757	0.696	518	422	0.0	2.2	14.804	B
C	1543	386	231	2413	0.639	1536	1867	0.0	1.8	4.144	A
D	313	78	1725	986	0.317	311	42	0.0	0.5	5.321	A
E	955	239	1306	1770	0.540	950	730	0.0	1.2	4.442	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	628	157	1387	996	0.630	628	881	1.7	1.7	10.074	B
B	527	132	1591	752	0.701	527	424	2.2	2.3	16.205	C
C	1543	386	234	2411	0.640	1543	1884	1.8	1.8	4.219	A
D	313	78	1735	980	0.320	313	42	0.5	0.5	5.400	A
E	955	239	1313	1765	0.541	955	735	1.2	1.2	4.518	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	628	157	1387	996	0.630	628	881	1.7	1.7	10.083	B
B	527	132	1591	751	0.701	527	424	2.3	2.3	16.262	C
C	1543	386	234	2411	0.640	1543	1884	1.8	1.8	4.220	A
D	313	78	1735	980	0.320	313	42	0.5	0.5	5.400	A
E	955	239	1313	1765	0.541	955	735	1.2	1.2	4.518	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	628	157	1387	996	0.630	628	881	1.7	1.7	10.084	B
B	527	132	1591	751	0.701	527	424	2.3	2.3	16.278	C
C	1543	386	234	2411	0.640	1543	1884	1.8	1.8	4.220	A
D	313	78	1735	979	0.320	313	42	0.5	0.5	5.400	A
E	955	239	1313	1765	0.541	955	735	1.2	1.2	4.518	A

A29 - A259 - Rolls Royce Roundabout - 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, D, E	14.55	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.55	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	16:30	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		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000
E		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To					
16:30 - 16:45	From		A	B	C	D	E
		A	0	47	441	4	199
		B	72	0	411	0	50
		C	548	320	0	33	811
		D	26	0	250	0	37
		E	212	63	999	5	0

Demand (PCU/hr)

16:45 - 17:00

		To				
		A	B	C	D	E
From	A	0	47	441	4	199
	B	72	0	411	0	50
	C	548	320	0	33	811
	D	28	0	250	0	37
	E	212	63	999	5	0

Demand (PCU/hr)

17:00 - 17:15

		To				
		A	B	C	D	E
From	A	0	47	441	4	199
	B	72	0	411	0	50
	C	548	320	0	33	811
	D	28	0	250	0	37
	E	212	63	999	5	0

Demand (PCU/hr)

17:15 - 17:30

		To				
		A	B	C	D	E
From	A	0	47	441	4	199
	B	72	0	411	0	50
	C	548	320	0	33	811
	D	28	0	250	0	37
	E	212	63	999	5	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	E
From	A	0	0	2	0	1
	B	0	0	2	0	2
	C	3	4	0	0	1
	D	0	0	0	0	0
	E	0	2	1	0	0

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	0.81	21.80	4.1	C	691	691
B	0.90	56.67	7.9	F	533	533
C	0.73	5.73	2.7	A	1712	1712
D	0.39	7.26	0.6	A	313	313
E	0.70	6.67	2.4	A	1279	1279

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	691	173	1625	884	0.800	676	850	0.0	3.7	18.284	C
B	533	133	1875	603	0.883	511	427	0.0	5.6	33.949	D
C	1712	428	321	2359	0.726	1701	2065	0.0	2.6	5.507	A
D	313	78	1980	821	0.381	311	42	0.0	0.6	7.029	A
E	1279	320	1205	1830	0.699	1270	1085	0.0	2.3	6.389	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	691	173	1637	858	0.806	690	857	3.7	3.9	21.478	C
B	533	133	1897	592	0.900	528	430	5.6	7.0	50.380	F
C	1712	428	328	2354	0.727	1712	2096	2.6	2.7	5.720	A
D	313	78	1998	810	0.387	313	42	0.6	0.6	7.248	A
E	1279	320	1215	1824	0.701	1279	1096	2.3	2.3	6.660	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	691	173	1637	858	0.806	691	858	3.9	4.0	21.719	C
B	533	133	1898	592	0.901	531	430	7.0	7.6	54.672	F
C	1712	428	329	2354	0.727	1712	2099	2.7	2.7	5.727	A
D	313	78	1999	809	0.387	313	42	0.6	0.6	7.258	A
E	1279	320	1216	1823	0.701	1279	1097	2.3	2.3	6.666	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	691	173	1637	858	0.806	691	858	4.0	4.1	21.797	C
B	533	133	1898	592	0.901	532	430	7.6	7.9	56.670	F
C	1712	428	330	2354	0.727	1712	2100	2.7	2.7	5.731	A
D	313	78	2000	809	0.387	313	42	0.6	0.6	7.261	A
E	1279	320	1216	1823	0.701	1279	1097	2.3	2.4	6.670	A

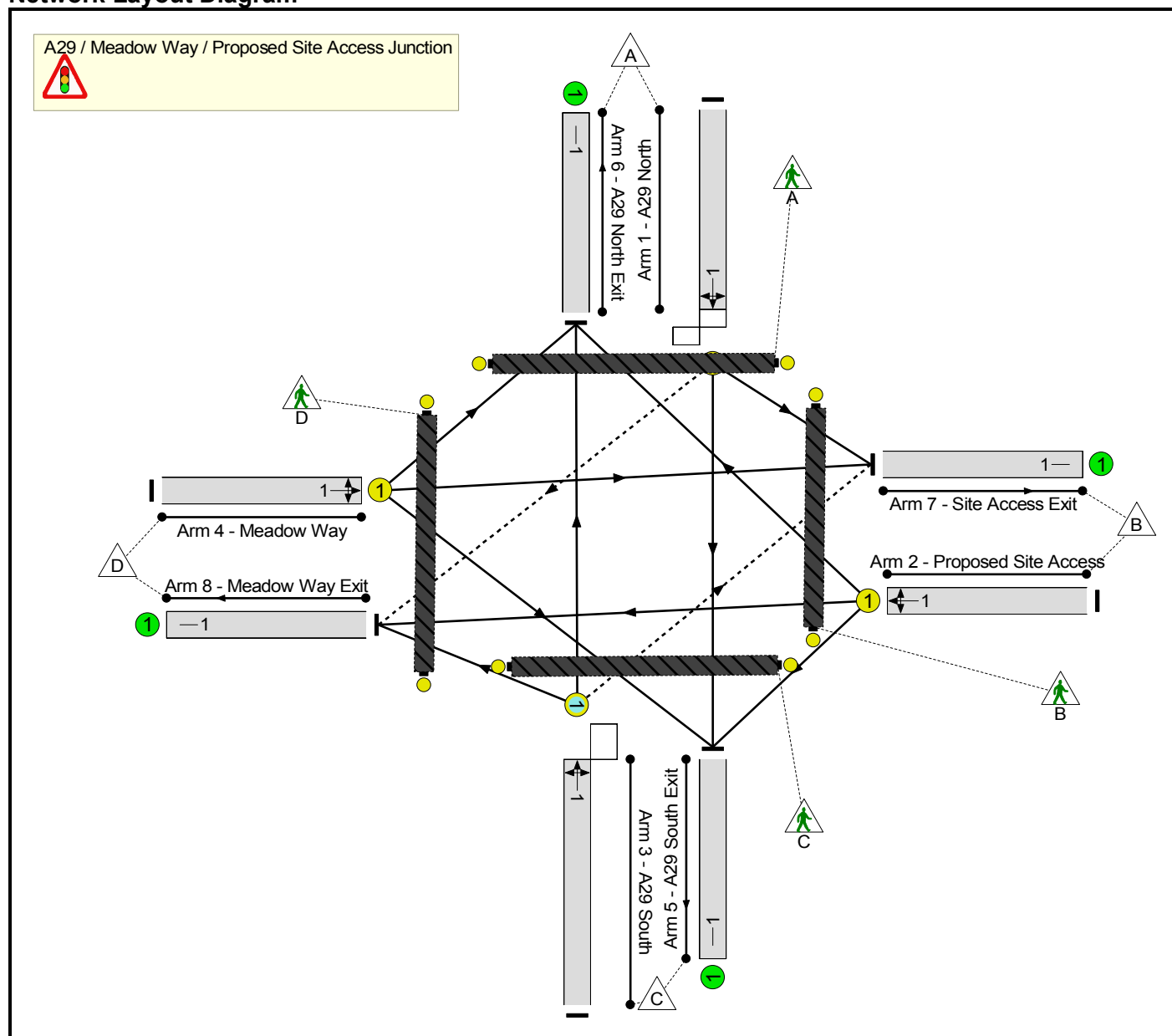
Full Input Data And Results

Full Input Data And Results

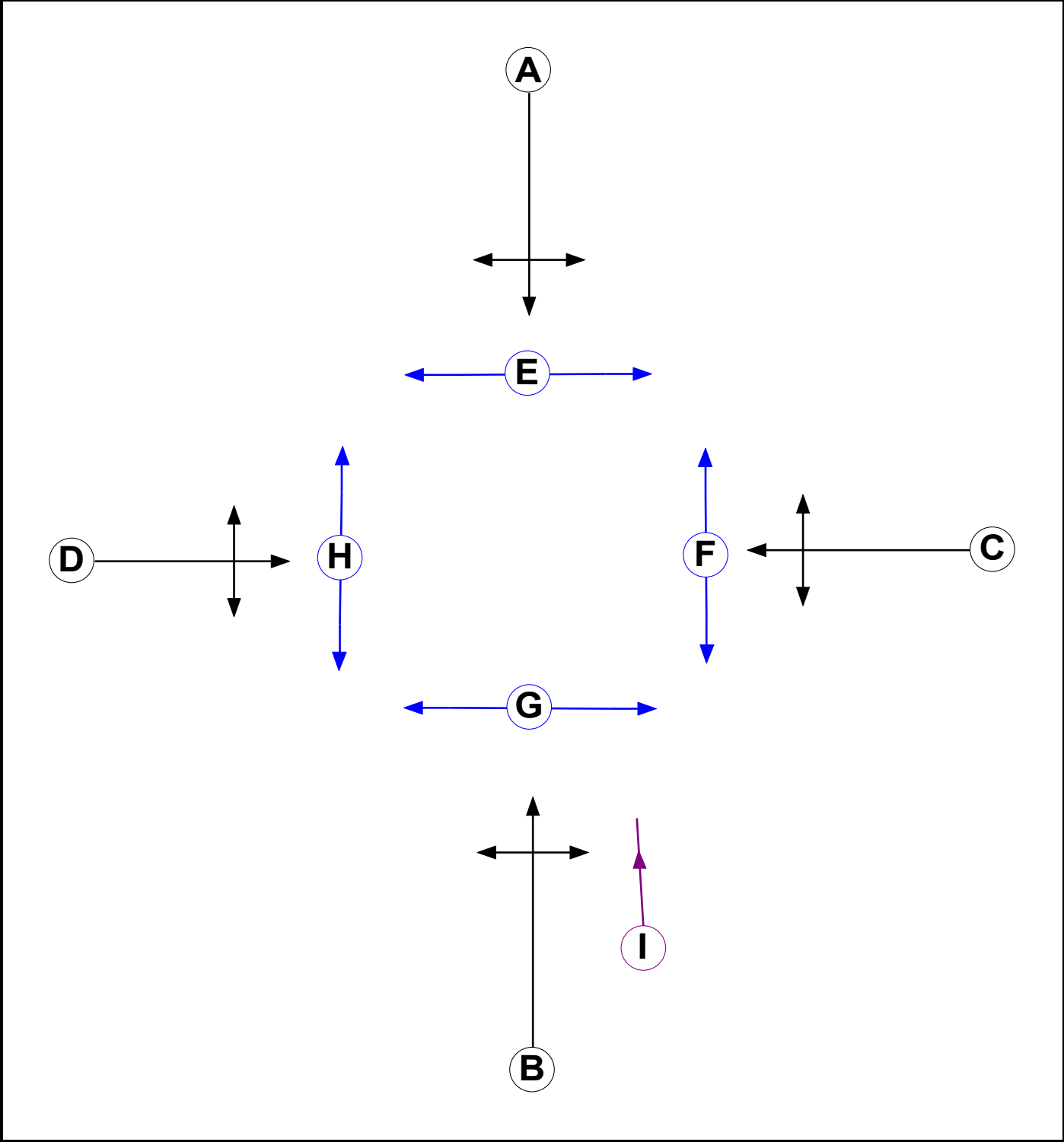
User and Project Details

Project:	Land at Westergate, West Sussex
Title:	Proposed New Site Access Junction
Location:	
Additional detail:	
File name:	Site Access-Meadow Way Signals WSP Staging TA.lsg3x
Author:	UKPXM046
Company:	WSP
Address:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Ind. Arrow	B	4	4

Phase Intergreens Matrix

Terminating Phase	Starting Phase									
		A	B	C	D	E	F	G	H	I
	A		-	6	5	5	7	8	9	5
	B	-		5	5	8	8	5	7	-
	C	5	5		5	8	5	7	7	5
	D	5	5	6		8	7	8	5	5
	E	9	9	9	9		-	-	-	-
	F	15	15	15	15	-		-	-	8
	G	11	11	11	11	-	-		-	11
	H	8	8	8	8	-	-	-		-
	I	5	-	5	5	-	5	5	-	

Phases in Stage

Stage No.	Phases in Stage
1	E F G H
2	A B
3	C
4	D
5	B
6	A
7	B I

Phase Delays

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

Prohibited Stage Change

		To Stage						
From Stage		1	2	3	4	5	6	7
	1		15	15	15	15	15	X
	2	9		6	5	0	0	5
	3	8	5		5	5	5	5
	4	8	5	6		5	5	5
	5	8	2	5	5		2	0
	6	9	2	6	5	2		5
	7	8	5	5	5	0	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A29 / Meadow Way / Proposed Site Access Junction											
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)
1/1 (A29 North)	8/1 (Right)	1439	0	3/1	1.09	To 6/1 (Ahead) To 8/1 (Left)	2.00	1.00	0.50	2	2.00
3/1 (A29 South)	7/1 (Right)	1439	0	1/1	1.09	To 5/1 (Ahead) To 7/1 (Left)	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

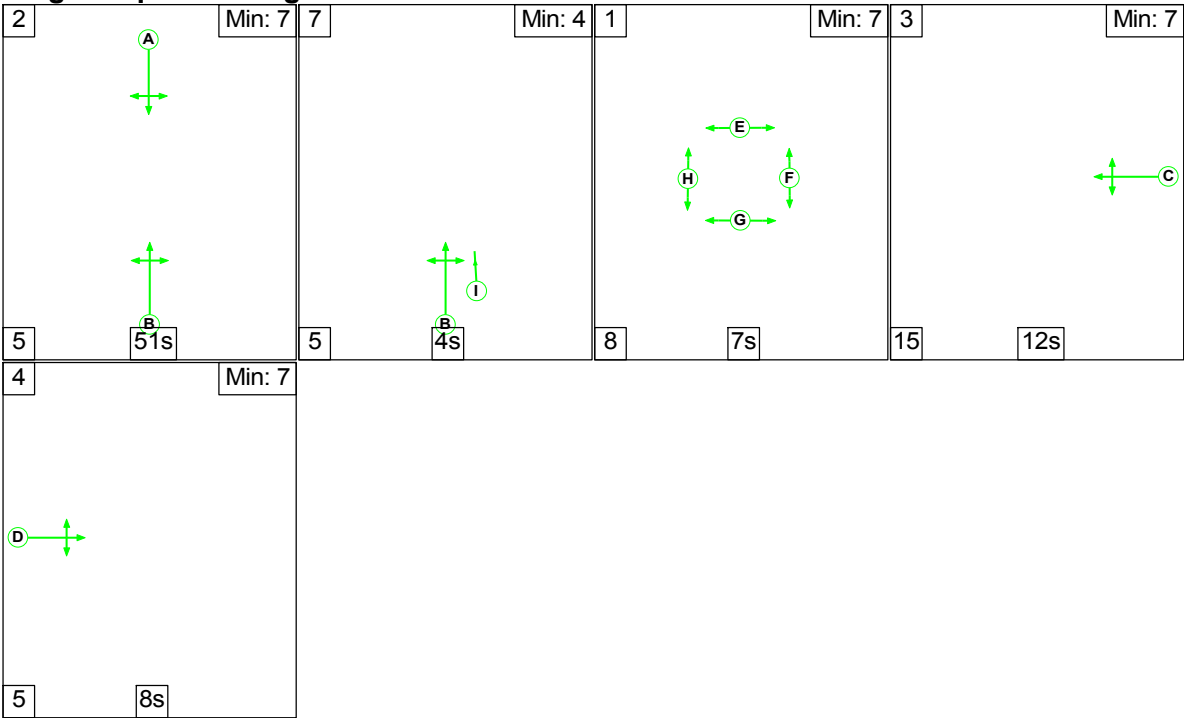
Junction: A29 / Meadow Way / Proposed Site Access Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A29 North)	O	A	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Left	11.00
											Arm 8 Right	10.00
											Arm 5 Left	12.50
2/1 (Proposed Site Access)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Right	11.50
											Arm 8 Ahead	Inf
3/1 (A29 South)	O	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Right	10.00
											Arm 8 Left	11.00
4/1 (Meadow Way)	U	D	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 5 Right	13.30
											Arm 6 Left	9.00
											Arm 7 Ahead	Inf
5/1 (A29 South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A29 North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Site Access Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Meadow Way Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 DS AM Baseline + Dev'	08:00	09:00	01:00	
2: '2031 DS PM Baseline + Dev'	16:45	17:45	01:00	
3: '2031 DS AM Baseline + Dev + BEW'	08:00	09:00	01:00	
4: '2031 DS PM Baseline + Dev + BEW'	16:45	17:45	01:00	
5: '2038 DS AM Baseline + Dev + BEW'	08:00	09:00	01:00	
6: '2038 DS PM Baseline + Dev + BEW'	16:45	17:45	01:00	

Scenario 1: '2031 DS AM Baseline + Dev' (FG1: '2031 DS AM Baseline + Dev', Plan 4: 'Network Control Plan 4')

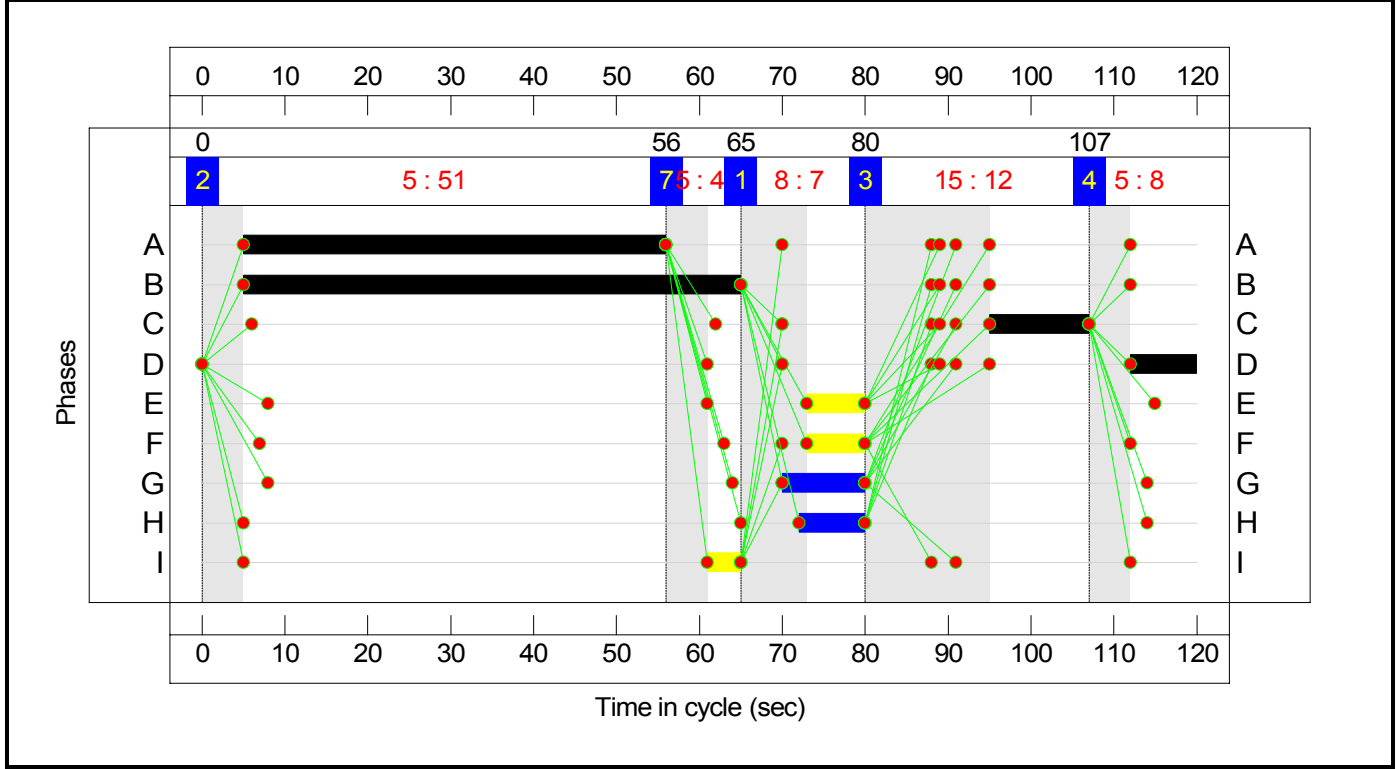
Stage Sequence Diagram



Stage Timings

Stage	2	7	1	3	4
Duration	51	4	7	12	8
Change Point	0	56	65	80	107

Signal Timings Diagram



Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	39	527	33	599
	B	98	0	55	0	153
	C	710	22	0	29	761
	D	70	0	27	0	97
Tot.		878	61	609	62	1610

Traffic Lane Flows

Lane	Scenario 1: 2031 DS AM Baseline + Dev
Junction: A29 / Meadow Way / Proposed Site Access Junction	
1/1	599
2/1	153
3/1	761
4/1	97
5/1	609
6/1	878
7/1	61
8/1	62

Lane Saturation Flows

Junction: A29 / Meadow Way / Proposed Site Access Junction								
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 (A29 North)	3.30	0.00	Y	Arm 5 Ahead	Inf	88.0 %	1912	1912
				Arm 7 Left	11.00	6.5 %		
				Arm 8 Right	10.00	5.5 %		
2/1 (Proposed Site Access)	3.25	0.00	Y	Arm 5 Left	12.50	35.9 %	1722	1722
				Arm 6 Right	11.50	64.1 %		
				Arm 8 Ahead	Inf	0.0 %		
3/1 (A29 South)	3.00	0.00	Y	Arm 6 Ahead	Inf	93.3 %	1897	1897
				Arm 7 Right	10.00	2.9 %		
				Arm 8 Left	11.00	3.8 %		
4/1 (Meadow Way)	2.75	0.00	Y	Arm 5 Right	13.30	27.8 %	1641	1641
				Arm 6 Left	9.00	72.2 %		
				Arm 7 Ahead	Inf	0.0 %		
5/1 (A29 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A29 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Meadow Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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 New Site Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	83.4%
A29 / Meadow Way / Proposed Site Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	83.4%
1/1	A29 North Ahead Left Right	O	N/A	N/A	A		1	51	-	599	1912	718	83.4%
2/1	Proposed Site Access Left Right Ahead	U	N/A	N/A	C		1	12	-	153	1722	187	82.0%
3/1	A29 South Ahead Right Left	O	N/A	N/A	B		1	60	-	761	1897	964	78.9%
4/1	Meadow Way Right Left Ahead	U	N/A	N/A	D		1	8	-	97	1641	123	78.8%
5/1	A29 South Exit	U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
6/1	A29 North Exit	U	N/A	N/A	-		-	-	-	878	Inf	Inf	0.0%
7/1	Site Access Exit	U	N/A	N/A	-		-	-	-	61	Inf	Inf	0.0%
8/1	Meadow Way Exit	U	N/A	N/A	-		-	-	-	62	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%

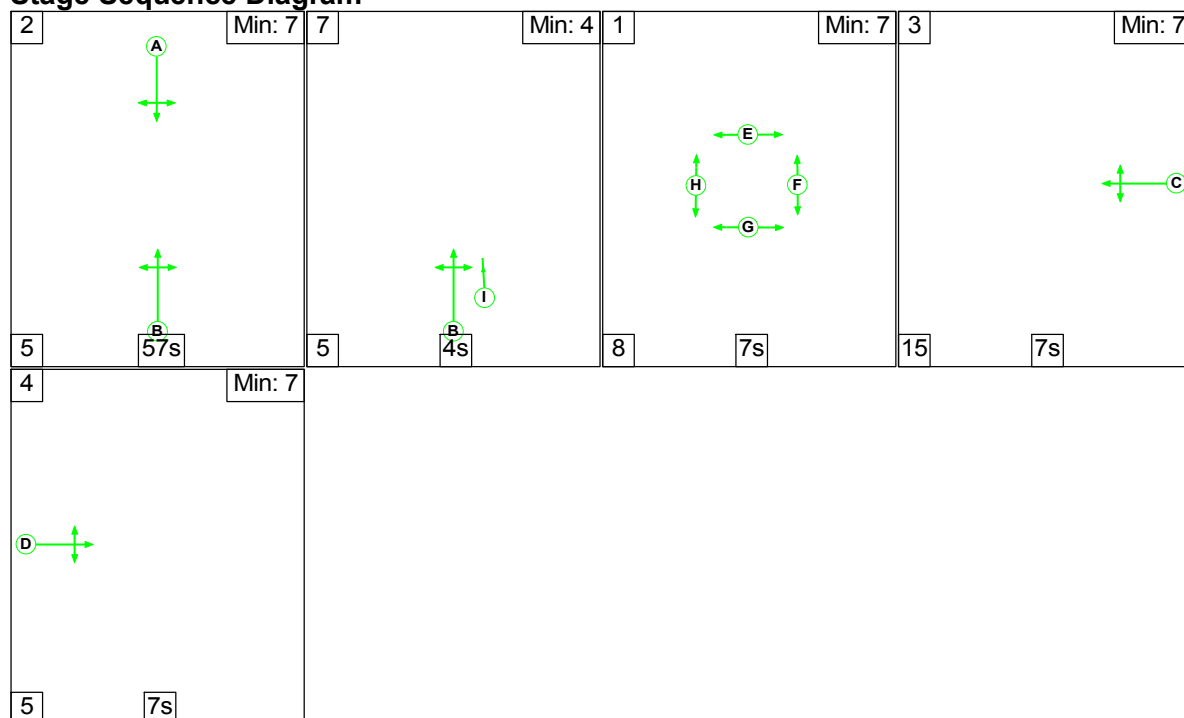
Full Input Data And Results

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 New Site Access Junction	-	-	53	1	1	13.5	7.9	0.3	21.7	-	-	-	-
A29 / Meadow Way / Proposed Site Access Junction	-	-	53	1	1	13.5	7.9	0.3	21.7	-	-	-	-
1/1	599	599	33	0	0	4.7	2.4	0.2	7.3	43.9	16.5	2.4	18.9
2/1	153	153	-	-	-	2.2	2.0	-	4.3	100.2	5.0	2.0	7.0
3/1	761	761	20	1	0	5.1	1.8	0.1	7.0	33.2	20.7	1.8	22.6
4/1	97	97	-	-	-	1.5	1.7	-	3.1	115.8	3.2	1.7	4.8
5/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	61	61	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 7.9 PRC Over All Lanes (%): 7.9 Total Delay for Signalled Lanes (pcuHr): 21.70 Total Delay Over All Lanes(pcuHr): 21.70 Cycle Time (s): 120													

Full Input Data And Results

Scenario 2: '2031 DS PM Baseline + Dev' (FG2: '2031 DS PM Baseline + Dev', Plan 4: 'Network Control Plan 4')

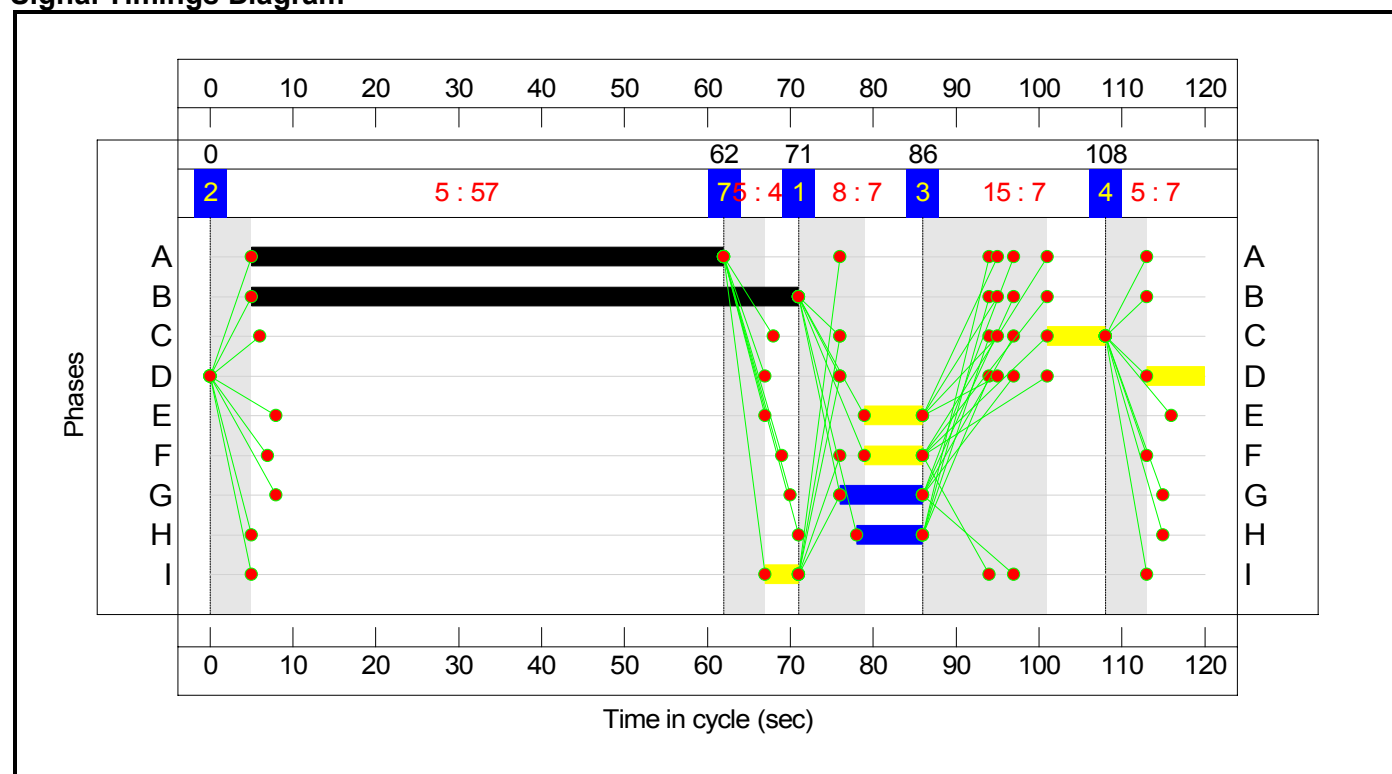
Stage Sequence Diagram



Stage Timings

Stage	2	7	1	3	4
Duration	57	4	7	7	7
Change Point	0	62	71	86	108

Signal Timings Diagram



Traffic Flows, Desired
Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	0	77	640	48	765	
	38	0	19	0	57	
	507	39	0	37	583	
	59	0	19	0	78	
	Tot.	604	116	678	85	1483

Traffic Lane Flows

Lane	Scenario 2: 2031 DS PM Baseline + Dev
Junction: A29 / Meadow Way / Proposed Site Access Junction	
1/1	765
2/1	57
3/1	583
4/1	78
5/1	678
6/1	604
7/1	116
8/1	85

Lane Saturation Flows

Junction: A29 / Meadow Way / Proposed Site Access Junction								
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 (A29 North)	3.30	0.00	Y	Arm 5 Ahead	Inf	83.7 %	1901	1901
				Arm 7 Left	11.00	10.1 %		
				Arm 8 Right	10.00	6.3 %		
2/1 (Proposed Site Access)	3.25	0.00	Y	Arm 5 Left	12.50	33.3 %	1721	1721
				Arm 6 Right	11.50	66.7 %		
				Arm 8 Ahead	Inf	0.0 %		
3/1 (A29 South)	3.00	0.00	Y	Arm 6 Ahead	Inf	87.0 %	1880	1880
				Arm 7 Right	10.00	6.7 %		
				Arm 8 Left	11.00	6.3 %		
4/1 (Meadow Way)	2.75	0.00	Y	Arm 5 Right	13.30	24.4 %	1638	1638
				Arm 6 Left	9.00	75.6 %		
				Arm 7 Ahead	Inf	0.0 %		
5/1 (A29 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A29 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Meadow Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Network Results

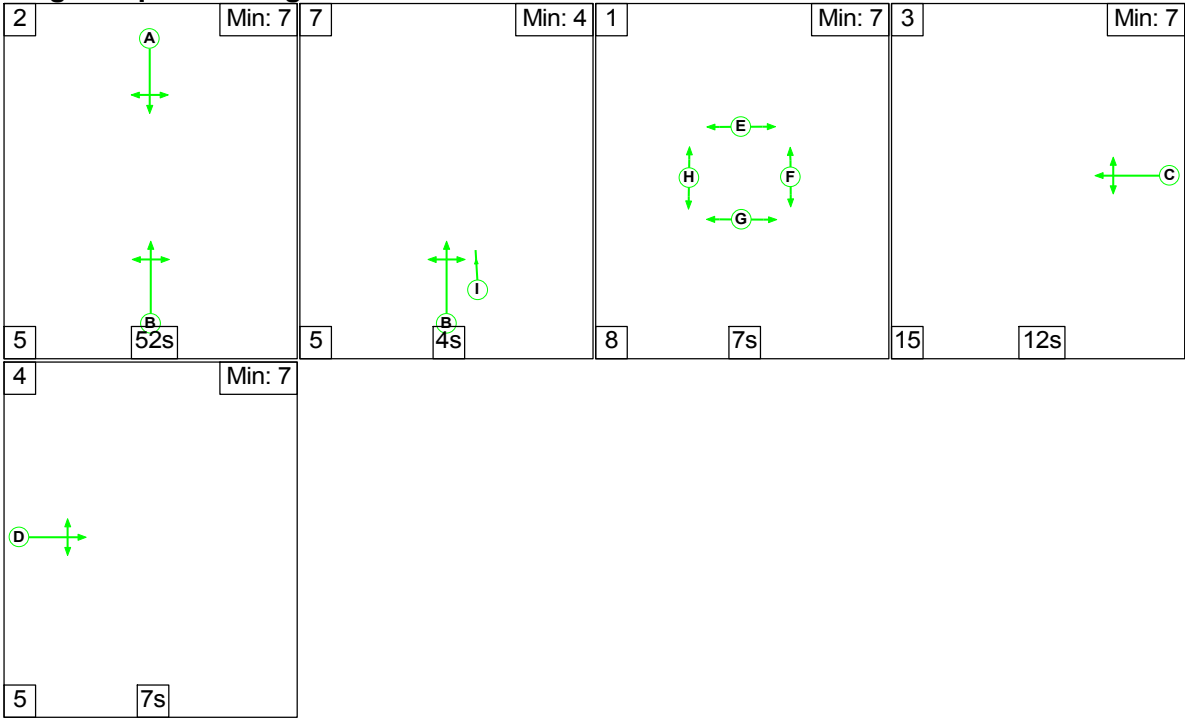
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed New Site Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	85.1%
A29 / Meadow Way / Proposed Site Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	85.1%
1/1	A29 North Ahead Left Right	O	N/A	N/A	A		1	57	-	765	1901	899	85.1%
2/1	Proposed Site Access Left Right Ahead	U	N/A	N/A	C		1	7	-	57	1721	115	49.7%
3/1	A29 South Ahead Right Left	O	N/A	N/A	B		1	66	-	583	1880	1042	56.0%
4/1	Meadow Way Right Left Ahead	U	N/A	N/A	D		1	7	-	78	1638	109	71.4%
5/1	A29 South Exit	U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
6/1	A29 North Exit	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
7/1	Site Access Exit	U	N/A	N/A	-		-	-	-	116	Inf	Inf	0.0%
8/1	Meadow Way Exit	U	N/A	N/A	-		-	-	-	85	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%

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 New Site Access Junction	-	-	84	2	1	10.6	5.0	0.3	15.9	-	-	-	-
A29 / Meadow Way / Proposed Site Access Junction	-	-	84	2	1	10.6	5.0	0.3	15.9	-	-	-	-
1/1	765	765	48	0	0	5.8	2.8	0.1	8.6	40.7	22.5	2.8	25.3
2/1	57	57	-	-	-	0.9	0.5	-	1.3	84.7	1.8	0.5	2.3
3/1	583	583	36	2	1	2.7	0.6	0.2	3.6	22.0	12.3	0.6	12.9
4/1	78	78	-	-	-	1.2	1.2	-	2.4	108.6	2.5	1.2	3.7
5/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	85	85	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 5.7 PRC Over All Lanes (%): 5.7 Total Delay for Signalled Lanes (pcuHr): 15.91 Total Delay Over All Lanes(pcuHr): 15.91 Cycle Time (s): 120													

Full Input Data And Results
Scenario 3: '2031 DS AM Baseline + Dev + BEW' (FG3: '2031 DS AM Baseline + Dev + BEW', Plan 4: 'Network Control Plan 4')

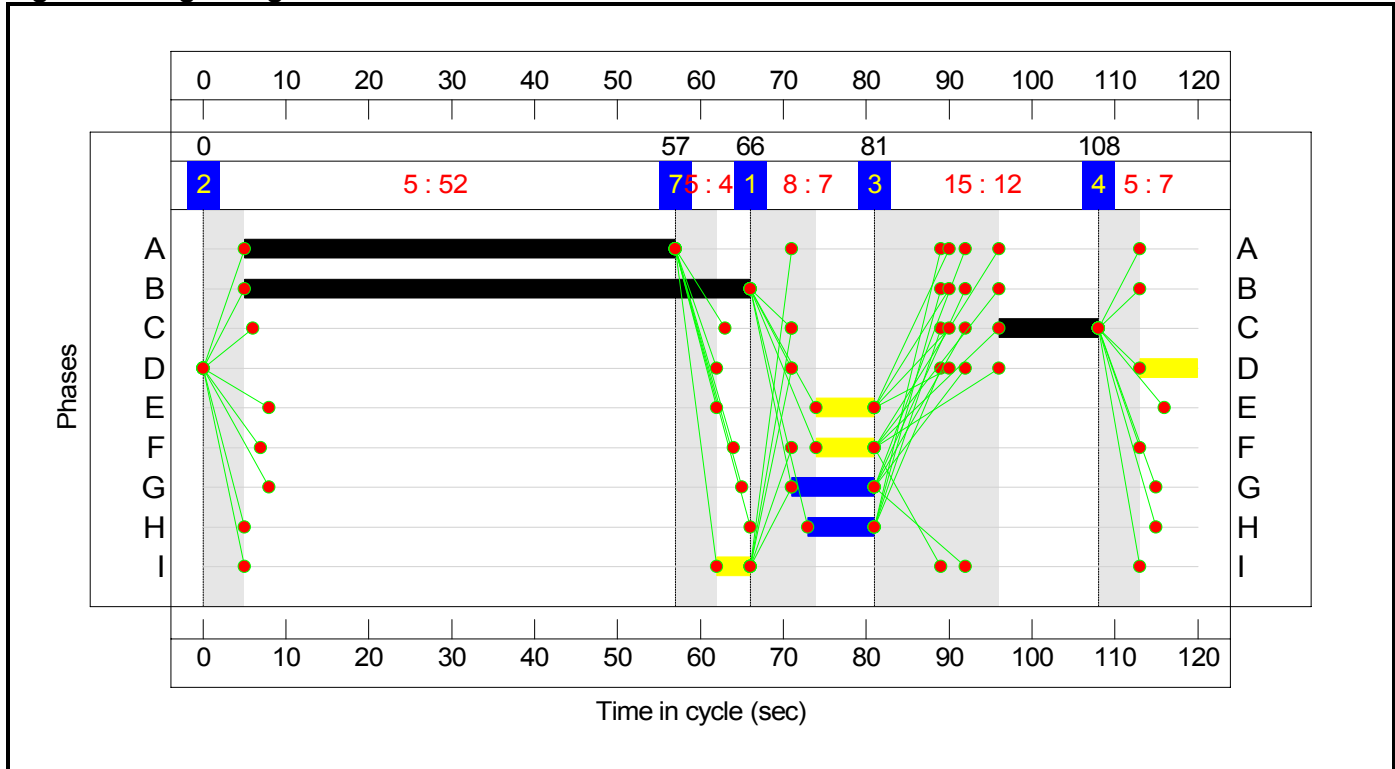
Stage Sequence Diagram



Stage Timings

Stage	2	7	1	3	4
Duration	52	4	7	12	7
Change Point	0	57	66	81	108

Signal Timings Diagram



Traffic Flows, Desired
Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	39	604	32	675
	B	98	0	55	1	154
	C	759	22	0	29	810
	D	63	5	30	0	98
	Tot.	920	66	689	62	1737

Traffic Lane Flows

Lane	Scenario 3: 2031 DS AM Baseline + Dev + BEW
Junction: A29 / Meadow Way / Proposed Site Access Junction	
1/1	675
2/1	154
3/1	810
4/1	98
5/1	689
6/1	920
7/1	66
8/1	62

Lane Saturation Flows

Junction: A29 / Meadow Way / Proposed Site Access Junction								
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 (A29 North)	3.30	0.00	Y	Arm 5 Ahead	Inf	89.5 %	1916	1916
				Arm 7 Left	11.00	5.8 %		
				Arm 8 Right	10.00	4.7 %		
2/1 (Proposed Site Access)	3.25	0.00	Y	Arm 5 Left	12.50	35.7 %	1723	1723
				Arm 6 Right	11.50	63.6 %		
				Arm 8 Ahead	Inf	0.6 %		
3/1 (A29 South)	3.00	0.00	Y	Arm 6 Ahead	Inf	93.7 %	1898	1898
				Arm 7 Right	10.00	2.7 %		
				Arm 8 Left	11.00	3.6 %		
4/1 (Meadow Way)	2.75	0.00	Y	Arm 5 Right	13.30	30.6 %	1655	1655
				Arm 6 Left	9.00	64.3 %		
				Arm 7 Ahead	Inf	5.1 %		
5/1 (A29 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A29 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Meadow Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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 New Site Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	89.0%
A29 / Meadow Way / Proposed Site Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	89.0%
1/1	A29 North Ahead Left Right	O	N/A	N/A	A		1	52	-	675	1916	759	89.0%
2/1	Proposed Site Access Left Right Ahead	U	N/A	N/A	C		1	12	-	154	1723	187	82.5%
3/1	A29 South Ahead Right Left	O	N/A	N/A	B		1	61	-	810	1898	981	82.6%
4/1	Meadow Way Right Left Ahead	U	N/A	N/A	D		1	7	-	98	1655	110	88.8%
5/1	A29 South Exit	U	N/A	N/A	-		-	-	-	689	Inf	Inf	0.0%
6/1	A29 North Exit	U	N/A	N/A	-		-	-	-	920	Inf	Inf	0.0%
7/1	Site Access Exit	U	N/A	N/A	-		-	-	-	66	Inf	Inf	0.0%
8/1	Meadow Way Exit	U	N/A	N/A	-		-	-	-	62	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%

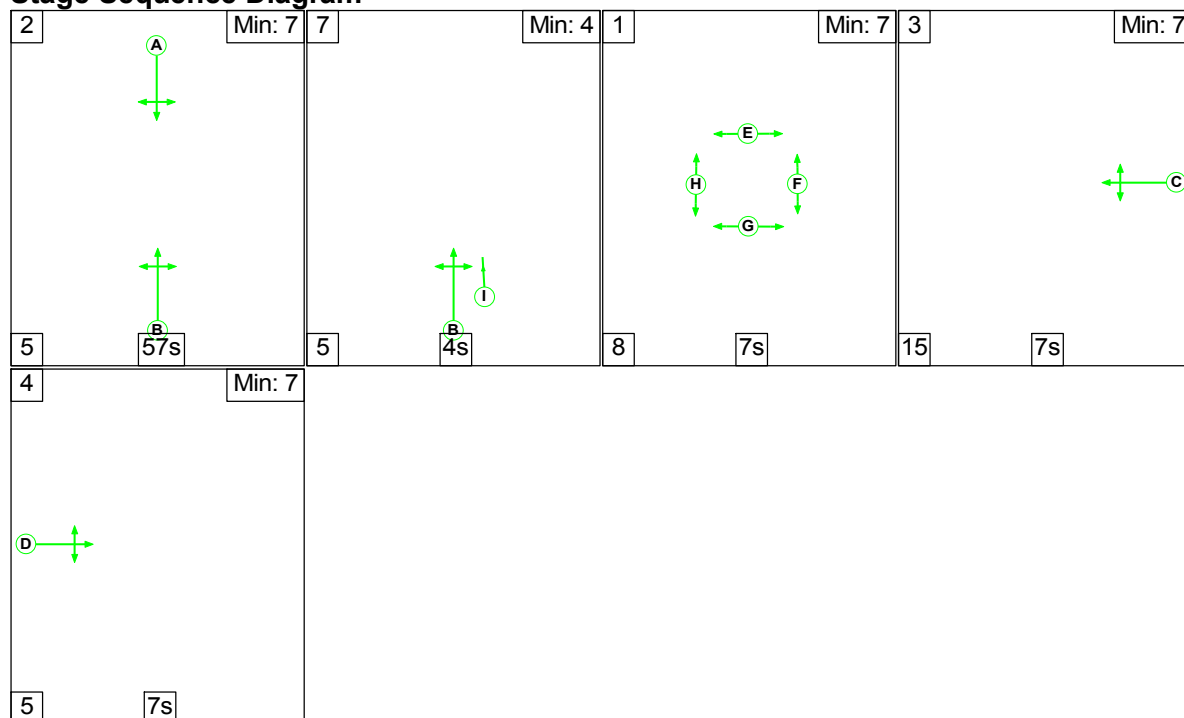
Full Input Data And Results

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 New Site Access Junction	-	-	52	1	1	14.7	10.9	0.3	25.8	-	-	-	-
A29 / Meadow Way / Proposed Site Access Junction	-	-	52	1	1	14.7	10.9	0.3	25.8	-	-	-	-
1/1	675	675	32	0	0	5.4	3.7	0.2	9.3	49.9	19.3	3.7	23.0
2/1	154	154	-	-	-	2.2	2.1	-	4.3	101.3	5.0	2.1	7.1
3/1	810	810	20	1	0	5.5	2.3	0.1	7.9	35.1	22.7	2.3	25.0
4/1	98	98	-	-	-	1.5	2.7	-	4.3	156.5	3.2	2.7	6.0
5/1	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	920	920	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 1.1 PRC Over All Lanes (%): 1.1 Total Delay for Signalled Lanes (pcuHr): 25.83 Total Delay Over All Lanes(pcuHr): 25.83 Cycle Time (s): 120													

Full Input Data And Results

Scenario 4: '2031 DS PM Baseline + Dev + BEW' (FG4: '2031 DS PM Baseline + Dev + BEW', Plan 4: 'Network Control Plan 4')

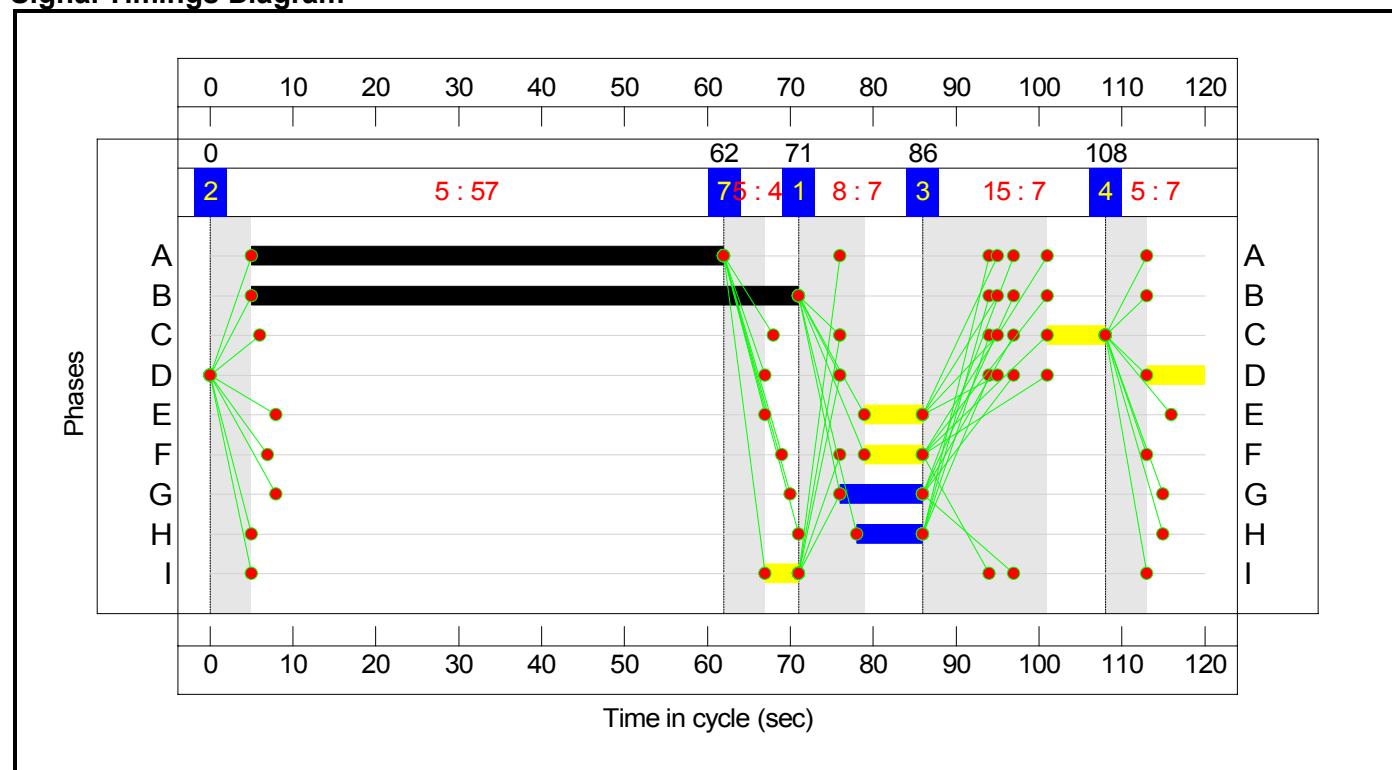
Stage Sequence Diagram



Stage Timings

Stage	2	7	1	3	4
Duration	57	4	7	7	7
Change Point	0	62	71	86	108

Signal Timings Diagram



Traffic Flows, Desired
Desired Flow :

	Destination					
Origin	A	0	77	699	43	819
	B	38	0	19	7	64
	C	607	39	0	36	682
	D	54	16	11	0	81
	Tot.	699	132	729	86	1646

Traffic Lane Flows

Lane	Scenario 4: 2031 DS PM Baseline + Dev + BEW
Junction: A29 / Meadow Way / Proposed Site Access Junction	
1/1	819
2/1	64
3/1	682
4/1	81
5/1	729
6/1	699
7/1	132
8/1	86

Lane Saturation Flows

Junction: A29 / Meadow Way / Proposed Site Access Junction								
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 (A29 North)	3.30	0.00	Y	Arm 5 Ahead	Inf	85.3 %	1906	1906
				Arm 7 Left	11.00	9.4 %		
				Arm 8 Right	10.00	5.3 %		
2/1 (Proposed Site Access)	3.25	0.00	Y	Arm 5 Left	12.50	29.7 %	1743	1743
				Arm 6 Right	11.50	59.4 %		
				Arm 8 Ahead	Inf	10.9 %		
3/1 (A29 South)	3.00	0.00	Y	Arm 6 Ahead	Inf	89.0 %	1885	1885
				Arm 7 Right	10.00	5.7 %		
				Arm 8 Left	11.00	5.3 %		
4/1 (Meadow Way)	2.75	0.00	Y	Arm 5 Right	13.30	13.6 %	1678	1678
				Arm 6 Left	9.00	66.7 %		
				Arm 7 Ahead	Inf	19.8 %		
5/1 (A29 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A29 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Meadow Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

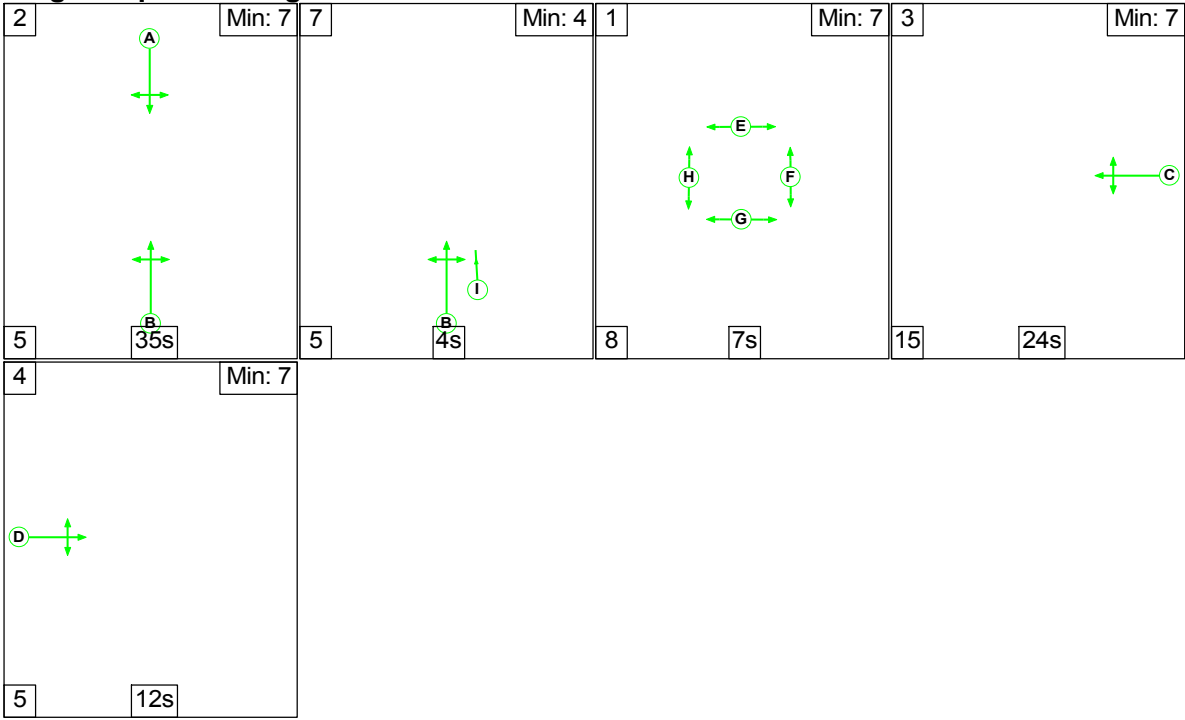
Network Results

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 New Site Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	91.2%
A29 / Meadow Way / Proposed Site Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	91.2%
1/1	A29 North Ahead Left Right	O	N/A	N/A	A		1	57	-	819	1906	898	91.2%
2/1	Proposed Site Access Left Right Ahead	U	N/A	N/A	C		1	7	-	64	1743	116	55.1%
3/1	A29 South Ahead Right Left	O	N/A	N/A	B		1	66	-	682	1885	1051	64.9%
4/1	Meadow Way Right Left Ahead	U	N/A	N/A	D		1	7	-	81	1678	112	72.4%
5/1	A29 South Exit	U	N/A	N/A	-		-	-	-	729	Inf	Inf	0.0%
6/1	A29 North Exit	U	N/A	N/A	-		-	-	-	699	Inf	Inf	0.0%
7/1	Site Access Exit	U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
8/1	Meadow Way Exit	U	N/A	N/A	-		-	-	-	86	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%

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 New Site Access Junction	-	-	79	2	1	12.2	7.4	0.3	19.9	-	-	-	-
A29 / Meadow Way / Proposed Site Access Junction	-	-	79	2	1	12.2	7.4	0.3	19.9	-	-	-	-
1/1	819	819	43	0	0	6.5	4.7	0.1	11.3	49.6	25.3	4.7	29.9
2/1	64	64	-	-	-	1.0	0.6	-	1.6	88.0	2.1	0.6	2.7
3/1	682	682	36	2	1	3.5	0.9	0.2	4.6	24.3	15.7	0.9	16.6
4/1	81	81	-	-	-	1.2	1.2	-	2.5	109.0	2.6	1.2	3.8
5/1	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	699	699	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	86	86	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -1.4 PRC Over All Lanes (%): -1.4 Total Delay for Signalled Lanes (pcuHr): 19.91 Total Delay Over All Lanes(pcuHr): 19.91 Cycle Time (s): 120													

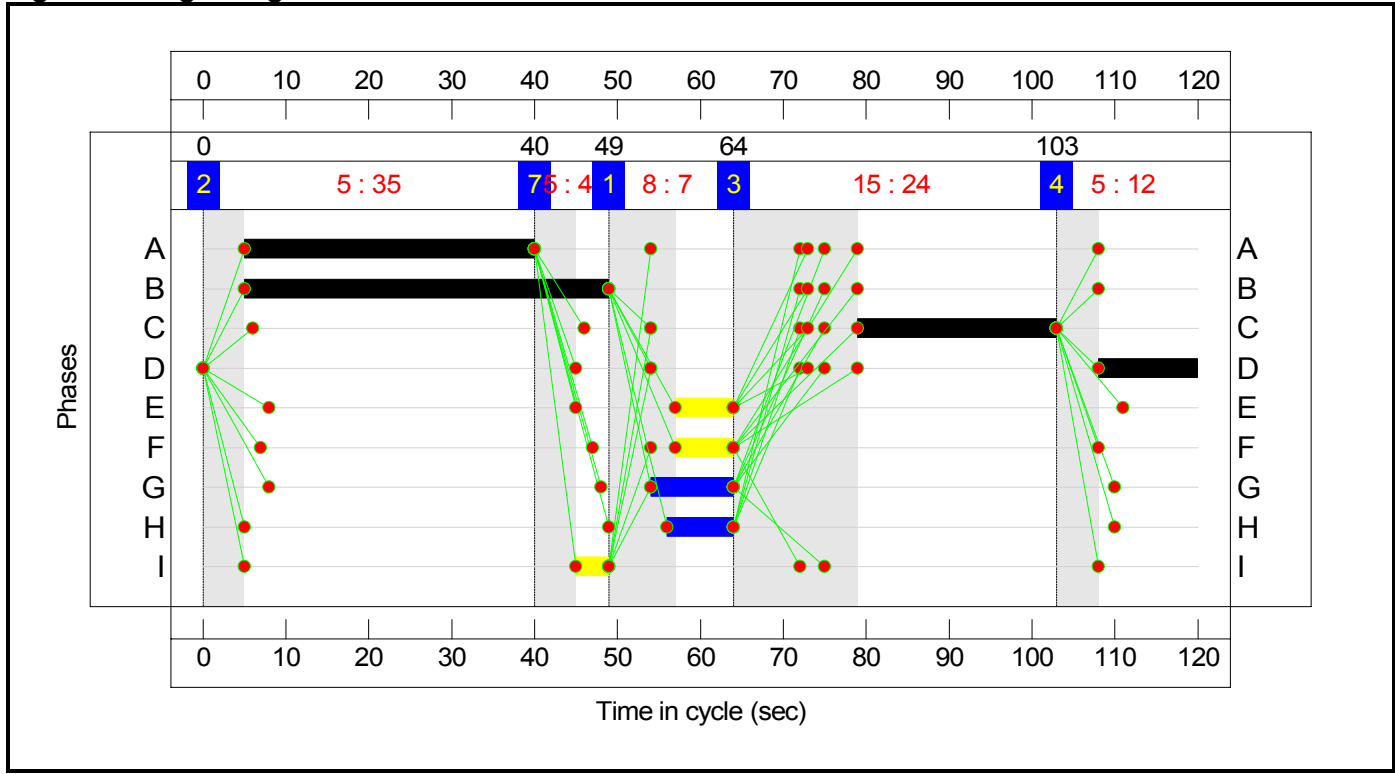
Stage Sequence Diagram



Stage Timings

Stage	2	7	1	3	4
Duration	35	4	7	24	12
Change Point	0	40	49	64	103

Signal Timings Diagram



Traffic Flows, Desired
Desired Flow :

	Destination					
Origin	A	0	14	151	36	201
	B	154	0	47	1	202
	C	331	47	0	30	408
	D	62	5	33	0	100
	Tot.	547	66	231	67	911

Traffic Lane Flows

Lane	Scenario 5: 2038 DS AM Baseline + Dev + BEW
Junction: A29 / Meadow Way / Proposed Site Access Junction	
1/1	201
2/1	202
3/1	408
4/1	100
5/1	231
6/1	547
7/1	66
8/1	67

Lane Saturation Flows

Junction: A29 / Meadow Way / Proposed Site Access Junction								
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 (A29 North)	3.30	0.00	Y	Arm 5 Ahead	Inf	75.1 %	1877	1877
				Arm 7 Left	11.00	7.0 %		
				Arm 8 Right	10.00	17.9 %		
2/1 (Proposed Site Access)	3.25	0.00	Y	Arm 5 Left	12.50	23.3 %	1721	1721
				Arm 6 Right	11.50	76.2 %		
				Arm 8 Ahead	Inf	0.5 %		
3/1 (A29 South)	3.00	0.00	Y	Arm 6 Ahead	Inf	81.1 %	1864	1864
				Arm 7 Right	10.00	11.5 %		
				Arm 8 Left	11.00	7.4 %		
4/1 (Meadow Way)	2.75	0.00	Y	Arm 5 Right	13.30	33.0 %	1657	1657
				Arm 6 Left	9.00	62.0 %		
				Arm 7 Ahead	Inf	5.0 %		
5/1 (A29 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A29 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Meadow Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

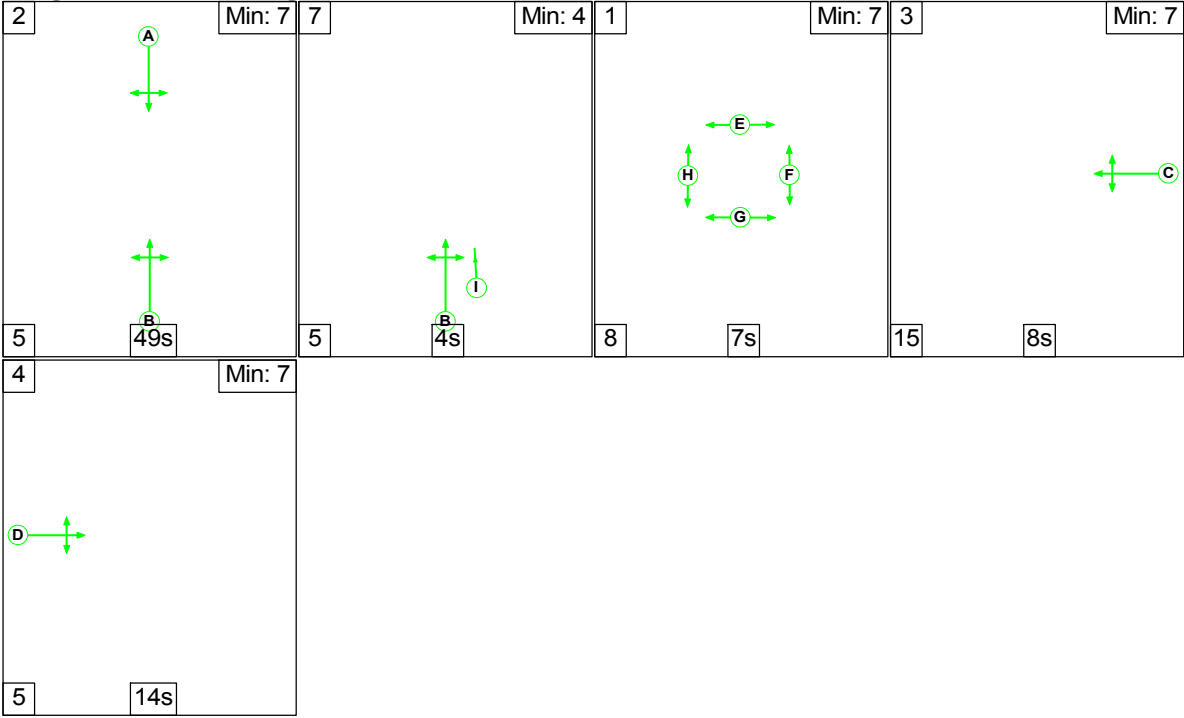
Network Results

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 New Site Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	58.4%
A29 / Meadow Way / Proposed Site Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	58.4%
1/1	A29 North Ahead Left Right	O	N/A	N/A	A		1	35	-	201	1877	370	54.4%
2/1	Proposed Site Access Left Right Ahead	U	N/A	N/A	C		1	24	-	202	1721	359	56.3%
3/1	A29 South Ahead Right Left	O	N/A	N/A	B		1	44	-	408	1864	699	58.4%
4/1	Meadow Way Right Left Ahead	U	N/A	N/A	D		1	12	-	100	1657	180	55.7%
5/1	A29 South Exit	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
6/1	A29 North Exit	U	N/A	N/A	-		-	-	-	547	Inf	Inf	0.0%
7/1	Site Access Exit	U	N/A	N/A	-		-	-	-	66	Inf	Inf	0.0%
8/1	Meadow Way Exit	U	N/A	N/A	-		-	-	-	67	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%

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 New Site Access Junction	-	-	79	3	1	9.0	2.5	0.2	11.8	-	-	-	-
A29 / Meadow Way / Proposed Site Access Junction	-	-	79	3	1	9.0	2.5	0.2	11.8	-	-	-	-
1/1	201	201	36	0	0	1.8	0.6	0.1	2.6	46.2	5.2	0.6	5.8
2/1	202	202	-	-	-	2.4	0.6	-	3.0	54.0	6.0	0.6	6.6
3/1	408	408	43	3	1	3.4	0.7	0.0	4.1	36.4	10.9	0.7	11.6
4/1	100	100	-	-	-	1.4	0.6	-	2.0	73.1	3.1	0.6	3.8
5/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	67	67	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 54.2 PRC Over All Lanes (%): 54.2 Total Delay for Signalled Lanes (pcuHr): 11.77 Total Delay Over All Lanes(pcuHr): 11.77 Cycle Time (s): 120													

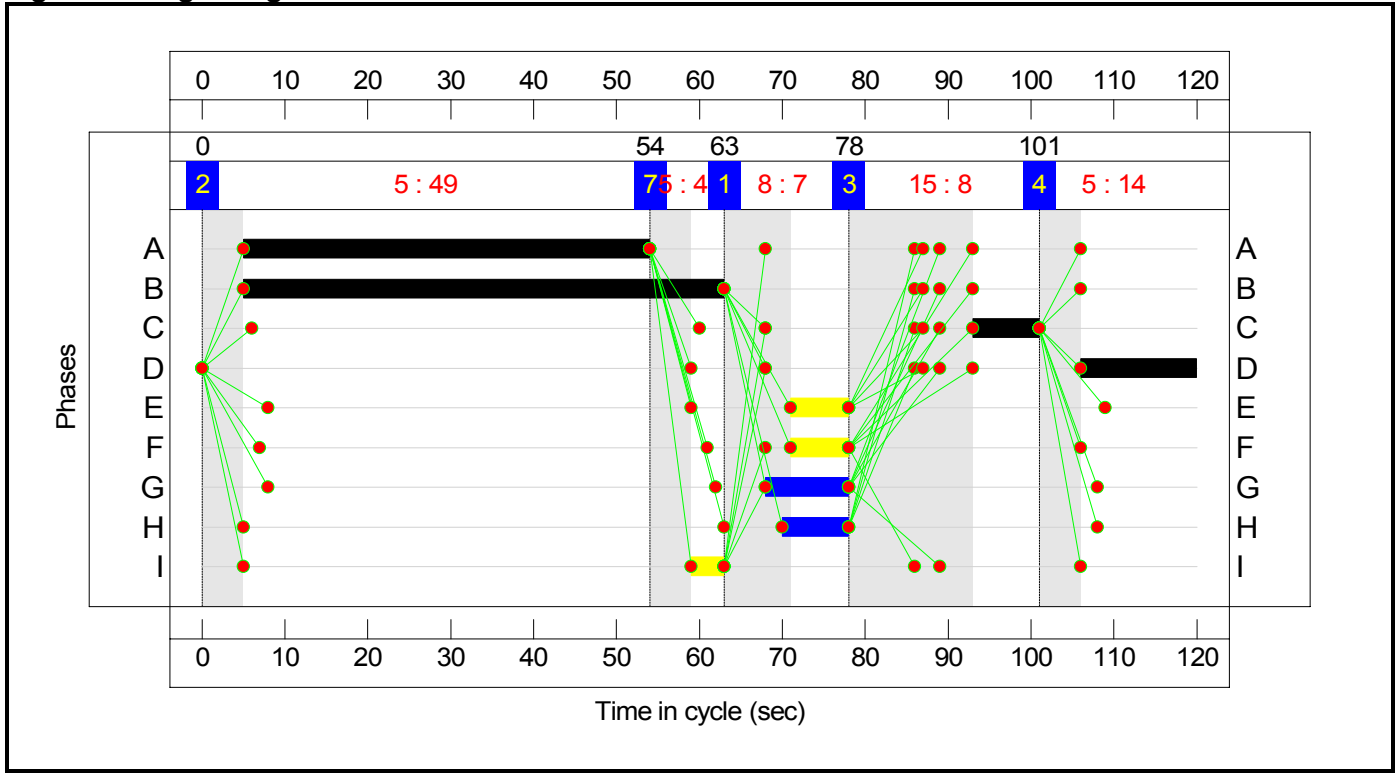
Stage Sequence Diagram



Stage Timings

Stage	2	7	1	3	4
Duration	49	4	7	8	14
Change Point	0	54	63	78	101

Signal Timings Diagram



Traffic Flows, Desired
Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	0	50	258	49	357	
	25	0	31	2	58	
	156	110	0	37	303	
	51	19	22	0	92	
	Tot.	232	179	311	88	810

Traffic Lane Flows

Lane	Scenario 6: 2038 DS PM Baseline + Dev + BEW
Junction: A29 / Meadow Way / Proposed Site Access Junction	
1/1	357
2/1	58
3/1	303
4/1	92
5/1	311
6/1	232
7/1	179
8/1	88

Lane Saturation Flows

Junction: A29 / Meadow Way / Proposed Site Access Junction								
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 (A29 North)	3.30	0.00	Y	Arm 5 Ahead	Inf	72.3 %	1871	1871
				Arm 7 Left	11.00	14.0 %		
				Arm 8 Right	10.00	13.7 %		
2/1 (Proposed Site Access)	3.25	0.00	Y	Arm 5 Left	12.50	53.4 %	1732	1732
				Arm 6 Right	11.50	43.1 %		
				Arm 8 Ahead	Inf	3.4 %		
3/1 (A29 South)	3.00	0.00	Y	Arm 6 Ahead	Inf	51.5 %	1788	1788
				Arm 7 Right	10.00	36.3 %		
				Arm 8 Left	11.00	12.2 %		
4/1 (Meadow Way)	2.75	0.00	Y	Arm 5 Right	13.30	23.9 %	1688	1688
				Arm 6 Left	9.00	55.4 %		
				Arm 7 Ahead	Inf	20.7 %		
5/1 (A29 South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A29 North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Meadow Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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 New Site Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	45.8%
A29 / Meadow Way / Proposed Site Access Junction	-	-	N/A	-	-		-	-	-	-	-	-	45.8%
1/1	A29 North Ahead Left Right	O	N/A	N/A	A		1	49	-	357	1871	780	45.8%
2/1	Proposed Site Access Left Right Ahead	U	N/A	N/A	C		1	8	-	58	1732	130	44.6%
3/1	A29 South Ahead Right Left	O	N/A	N/A	B		1	58	-	303	1788	737	41.1%
4/1	Meadow Way Right Left Ahead	U	N/A	N/A	D		1	14	-	92	1688	211	43.6%
5/1	A29 South Exit	U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
6/1	A29 North Exit	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
7/1	Site Access Exit	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
8/1	Meadow Way Exit	U	N/A	N/A	-		-	-	-	88	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	8	-	0	-	0	0.0%

Full Input Data And Results

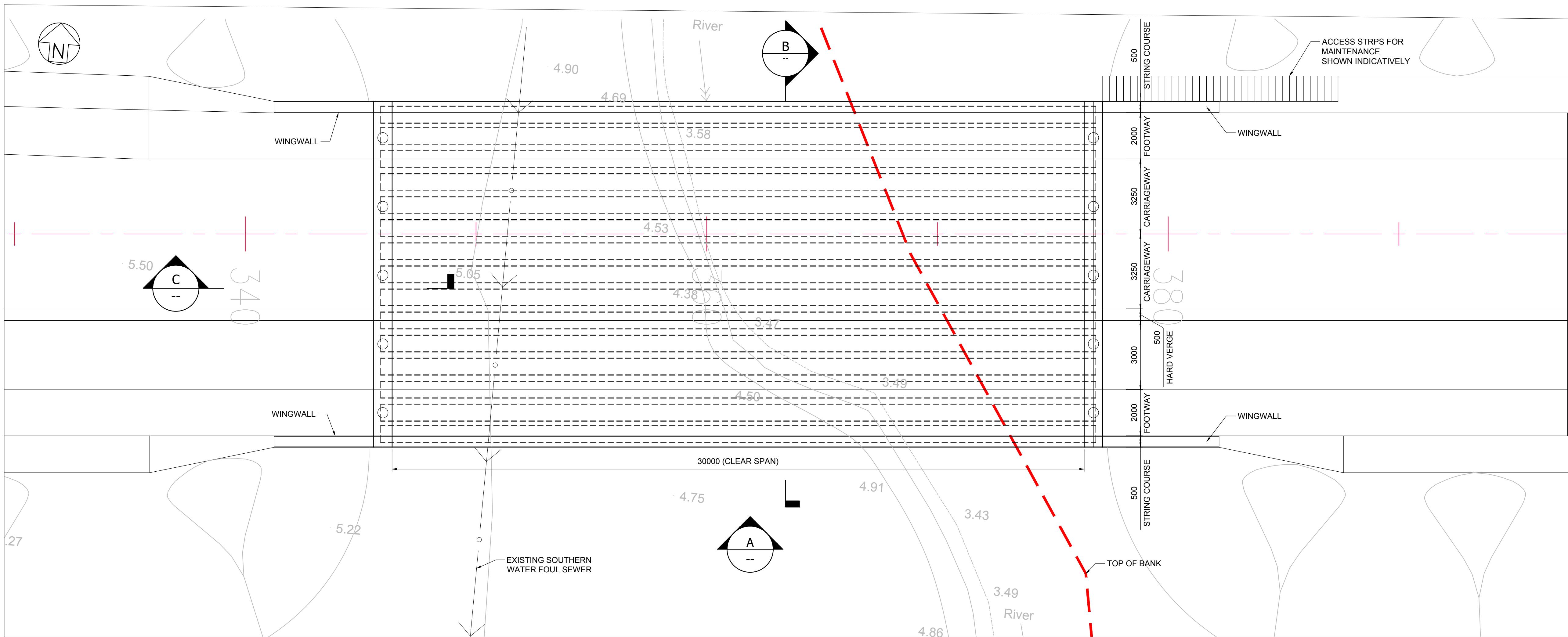
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed New Site Access Junction	-	-	150	6	2	6.2	1.6	0.3	8.0	-	-	-	-
A29 / Meadow Way / Proposed Site Access Junction	-	-	150	6	2	6.2	1.6	0.3	8.0	-	-	-	-
1/1	357	357	49	0	0	2.5	0.4	0.0	2.9	29.6	8.5	0.4	8.9
2/1	58	58	-	-	-	0.9	0.4	-	1.3	77.9	1.8	0.4	2.2
3/1	303	303	102	6	2	1.6	0.3	0.2	2.2	26.2	7.1	0.3	7.4
4/1	92	92	-	-	-	1.2	0.4	-	1.6	63.6	2.8	0.4	3.2
5/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	88	88	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 96.5 PRC Over All Lanes (%): 96.5 Total Delay for Signalled Lanes (pcuHr): 8.03 Total Delay Over All Lanes(pcuHr): 8.03 Cycle Time (s): 120													

Appendix D

DEVELOPMENT DRAWINGS

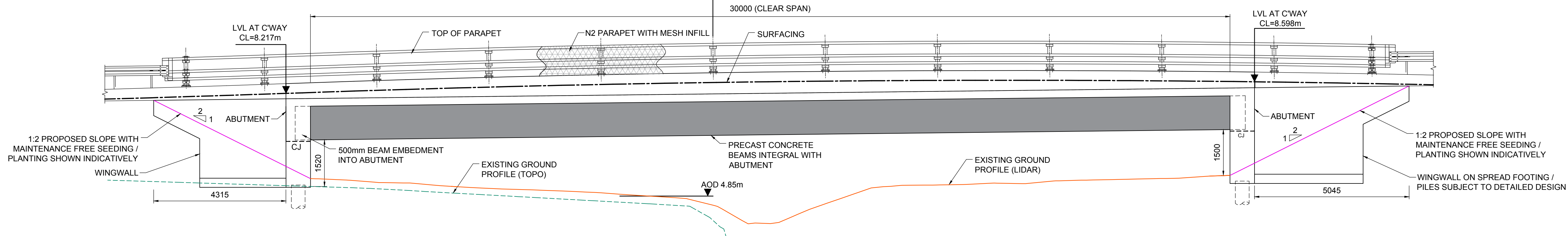


File name: C:\USERS\JG\Documents\WSP\006\PROJECTS\CLIP\WESTERGATE\WSP-ZZ-ZZ-BR-00001.DWG, printed on 07 September 2023 17:44:22, by Savvada, Georgia



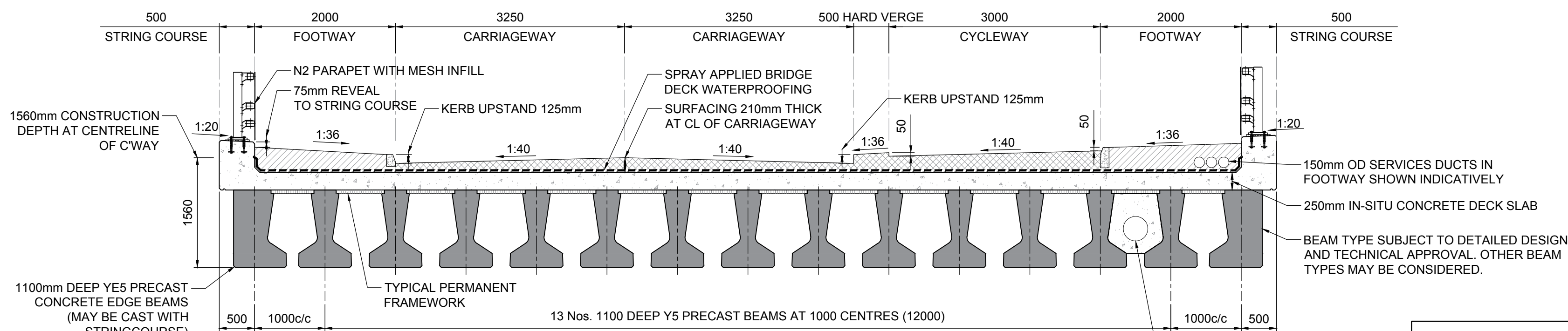
PLAN

SCALE 1:100



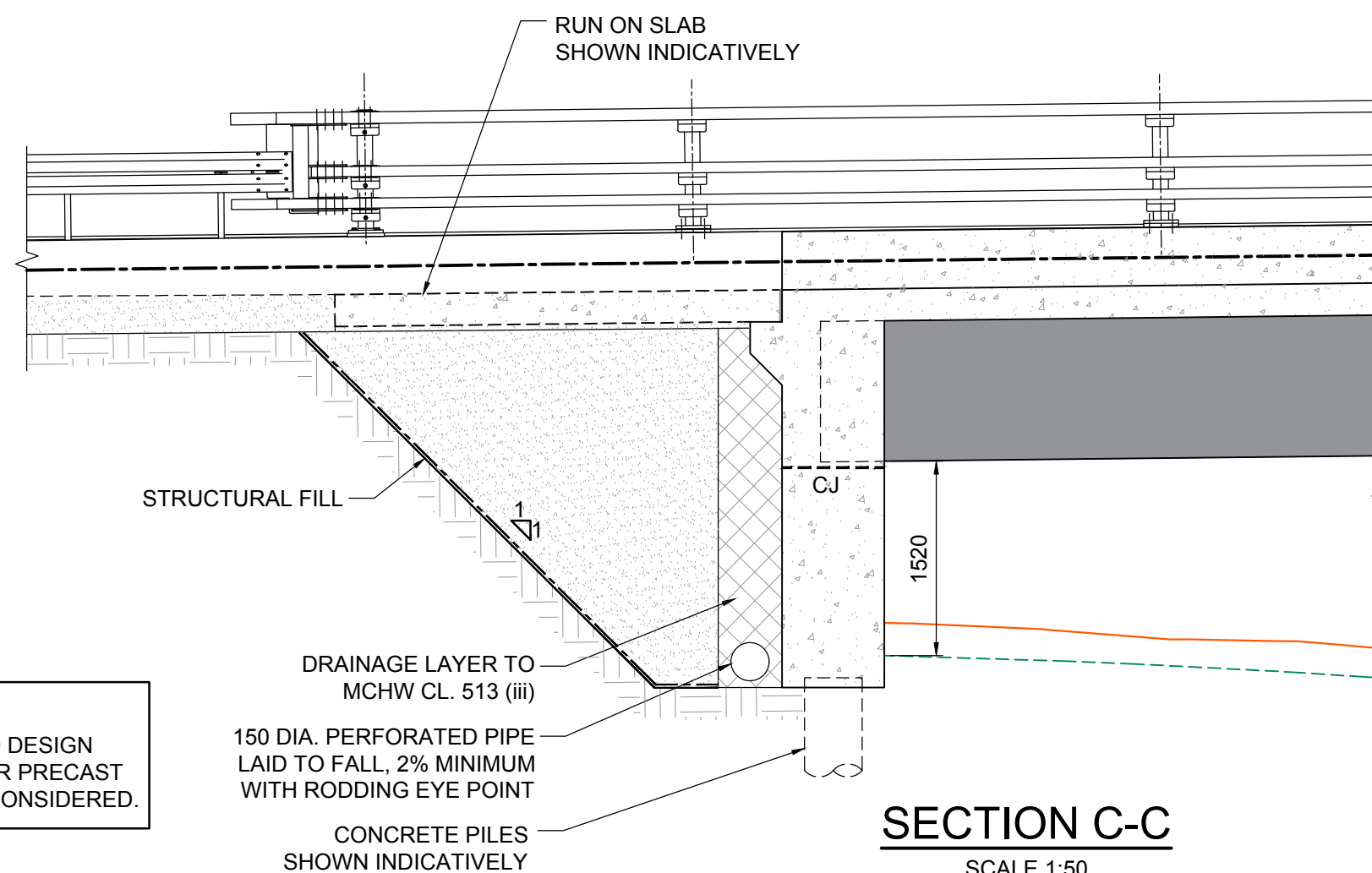
ELEVATION A-A

SCALE 1:75



TYPICAL CROSS SECTION B-B

SCALE 1:50



SECTION C-C

SCALE 1:50

NOTE:
BEAM TYPE SUBJECT TO DETAILED DESIGN
AND TECHNICAL APPROVAL. OTHER PRECAST
CONCRETE BEAM TYPES MAY BE CONSIDERED.

DO NOT SCALE

NOTES

GENERAL

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.
2. ALL LEVELS ARE IN METRES TO SITE DATUM UNLESS OTHERWISE NOTED.

EXISTING SEWER

3. THE POSITION OF THE EXISTING 300 DIA. SOUTHERN WATER FOUL SEWER IS SHOWN APPROXIMATELY. THE SEWER SHOULD BE ACCURATELY SURVEYED AND SOUTHERN WATER CONSULTED BEFORE DETAILED DESIGN COMMENCES, IN ORDER TO PROVIDE THE OPTIMUM DESIGN FOR ALL STAKEHOLDERS. NOTE: THE SEWER MAY NEED TO BE DIVERTED.

CONCRETE FINISHES

4. CONCRETE FINISHES AS FOLLOWS:
PARAPET EDGE BEAMS (INCL. WINGWALLS) CLASS U3/F3
EXPOSED FACES OF ABUTMENTS CLASS F3
EXPOSED FACES OF WINGWALLS CLASS F3
BURIED FACES CLASS F2
5. CONCRETE FINISHES TO BE AGREED WITH WSCC.

P01	31/08/2023	SJ	FIRST ISSUE	MJ	GS
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

PRELIMINARY



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wsp.com

CLIENT:

CALA HOMES

ARCHITECT:

SITE/PROJECT:

LAND AT WESTERGATE

TITLE:

EAST-WEST LINK ROAD
BRIDGE GENERAL ARRANGEMENT

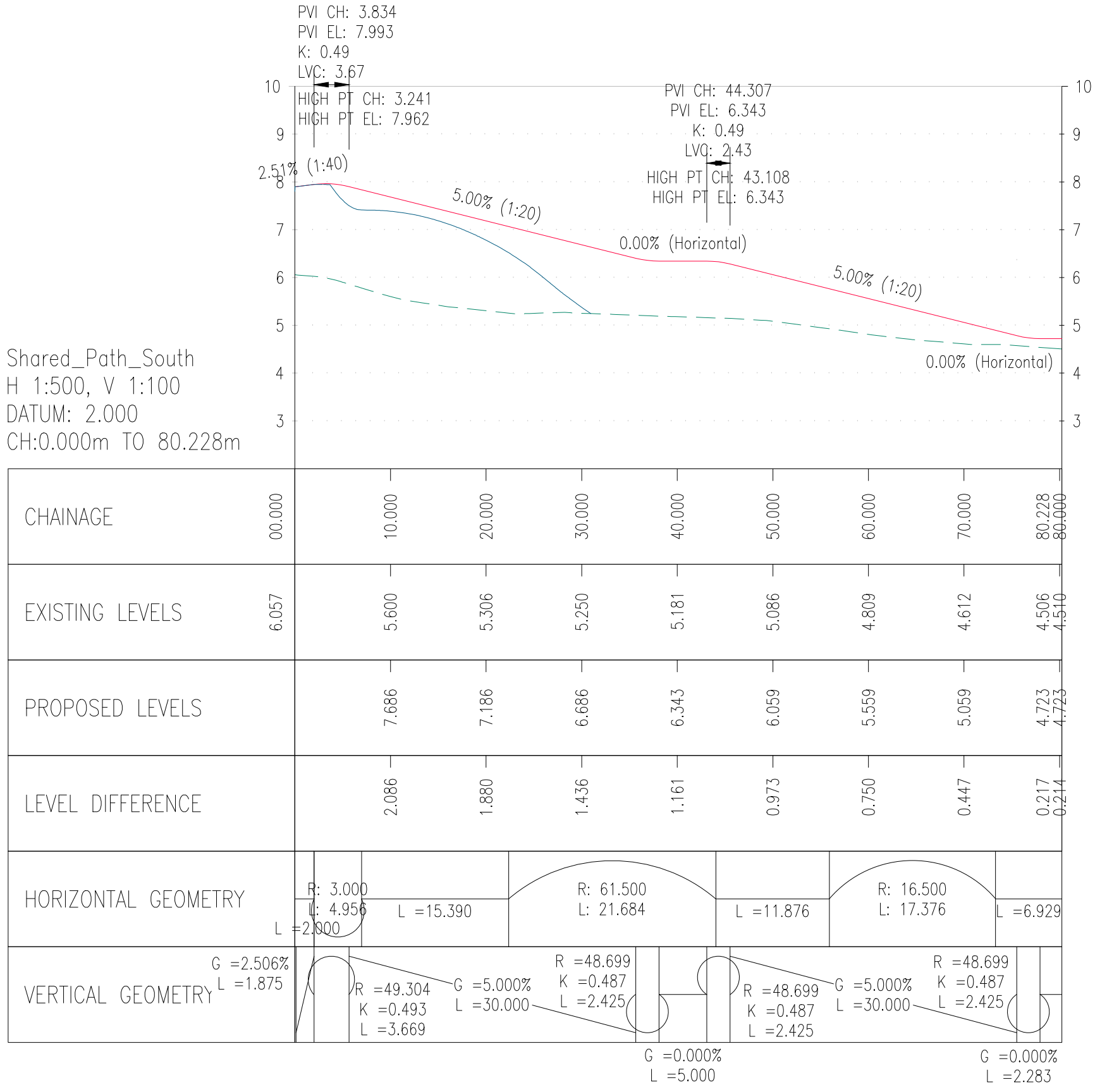
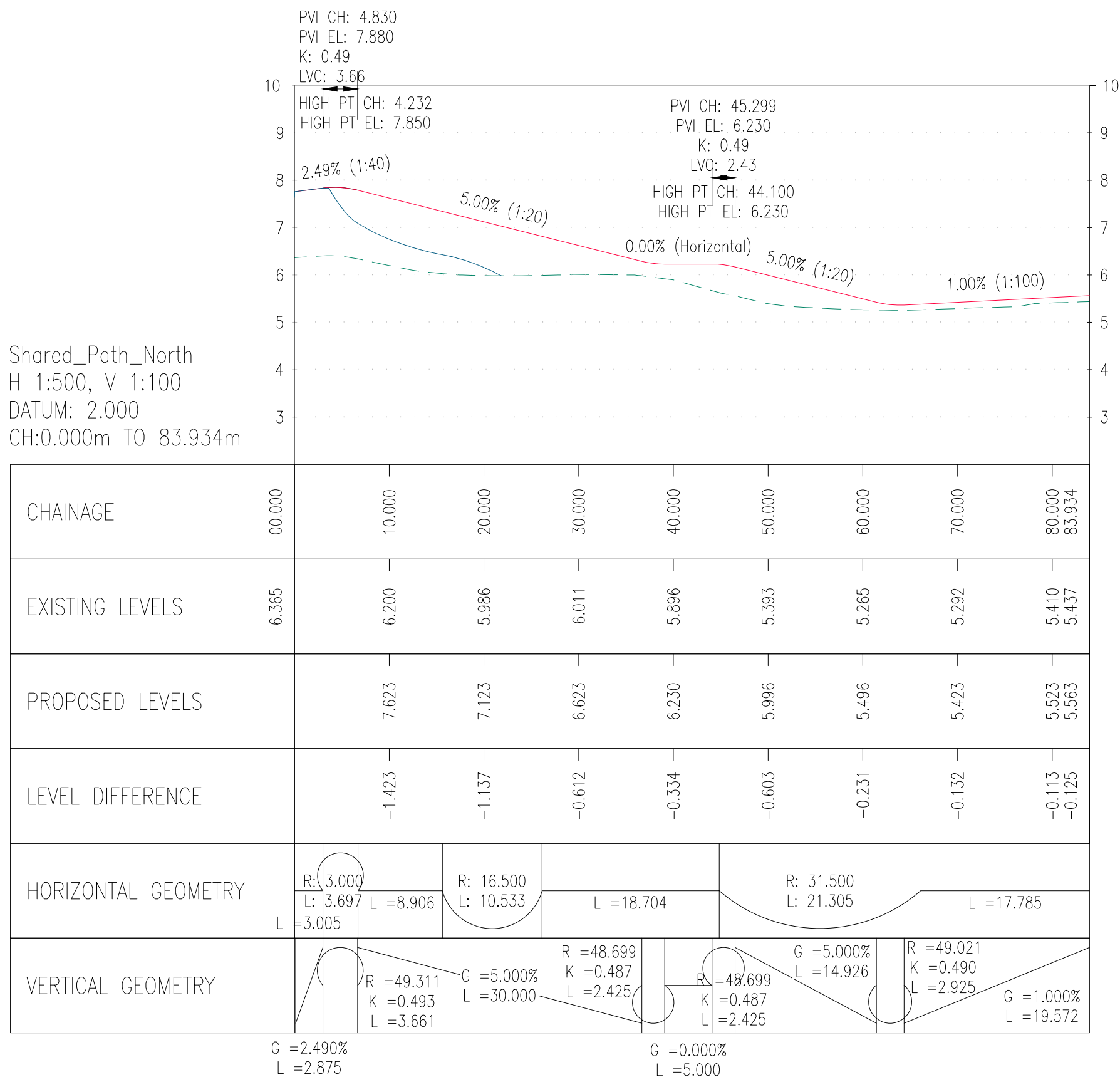
SCALE @ A1:	AS SHOWN	CHECKED:	MJ	APPROVED:	GS
PROJECT NO:	DESIGNED:	DRAWN:	DATE:	REV:	
	GS	SJ	September 23		

DRAWING NO:

LAW-WSP-ZZ-ZZ-BR-00001

P01

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 2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM NEWLYN (AOD).
 3. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT DOCUMENTATION, DRAWINGS AND STANDARD DETAILS.
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- KEY:
- PROPOSED CYCLE TRACK ALIGNMENT
 - PROPOSED EAST-WEST LINK ROAD ALIGNMENT
 - EXISTING GROUND

P03	21/09/2023	AW	DRAWING STATUS UPDATED		
P02	01/09/2023	GLG	SHARED PATH NORTH REALIGNED TO ACCOMMODATE UPDATED FLOOD MODELING	JB	LRB
P01	23/08/2023	GLG	FIRST ISSUE	JB	LRB
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:	B3 - FOR PLANNING
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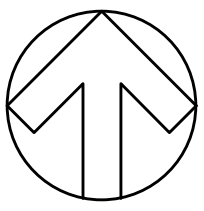
CLIENT:	CALA HOMES
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ARCHITECT:	
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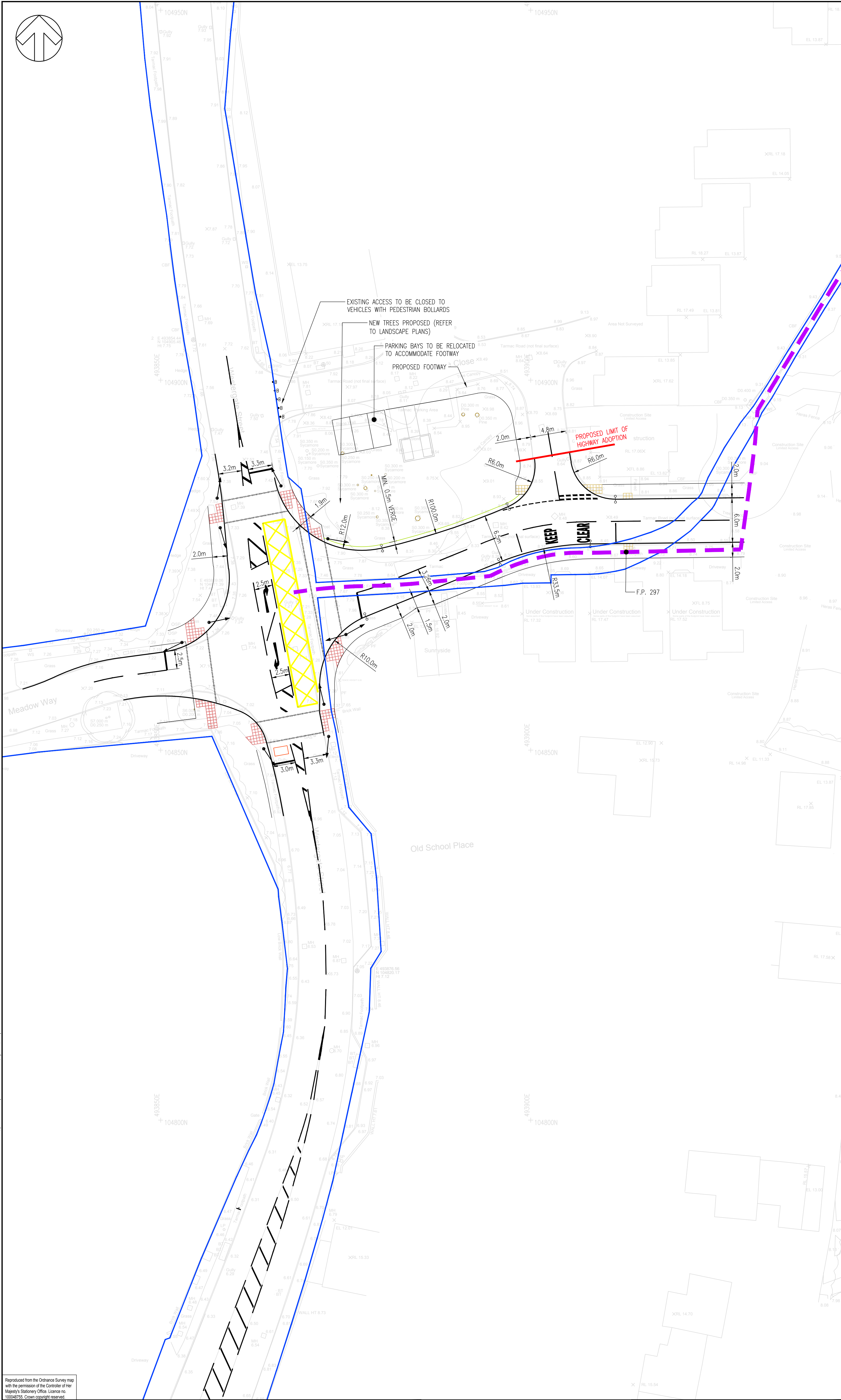
SITE/PROJECT:	LAND AT WESTERGATE
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TITLE:	SHARED PATH - PRELIMINARY VERTICAL ALIGNMENT
--------	--

SCALE @ A1: H 1:500, V 1:100	CHECKED: JB	APPROVED: LRB
PROJECT NO: 70013258	DESIGNED: GLG	DRAWN: GLG
DATE: September 23		REV: P03
DRAWING No: LAW-WSP-ZZ-ZZ-C-DR-00005		
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- NOTES:**
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 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 07/12/2022))
 - SIGNAL HEAD
 - TACTILE PAVING (BUFF)
 - TACTILE PAVING (RED)
 - PEDESTRIAN BOLLARD
 - PUBLIC RIGHT OF WAY (PROW)



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P02	22/09/2023	PM	SECOND ISSUE	Lane	WSP
P01	01/09/2023	GLG	FIRST ISSUE	LTD	
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: B3 - FOR PLANNING



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CLIENT:

CALA HOMES

ARCHITECT:

PROJECT:

LAND AT WESTERGATE

TITLE:

SITE ACCESS
GENERAL ARRANGEMENT

SCALE @ A1:

1:250

CHECKED:

LRB

APPROVED:

CW

PROJECT No:

70013258

DESIGNED:

GLG

DRAWN:

GLG

DATE:

September 23

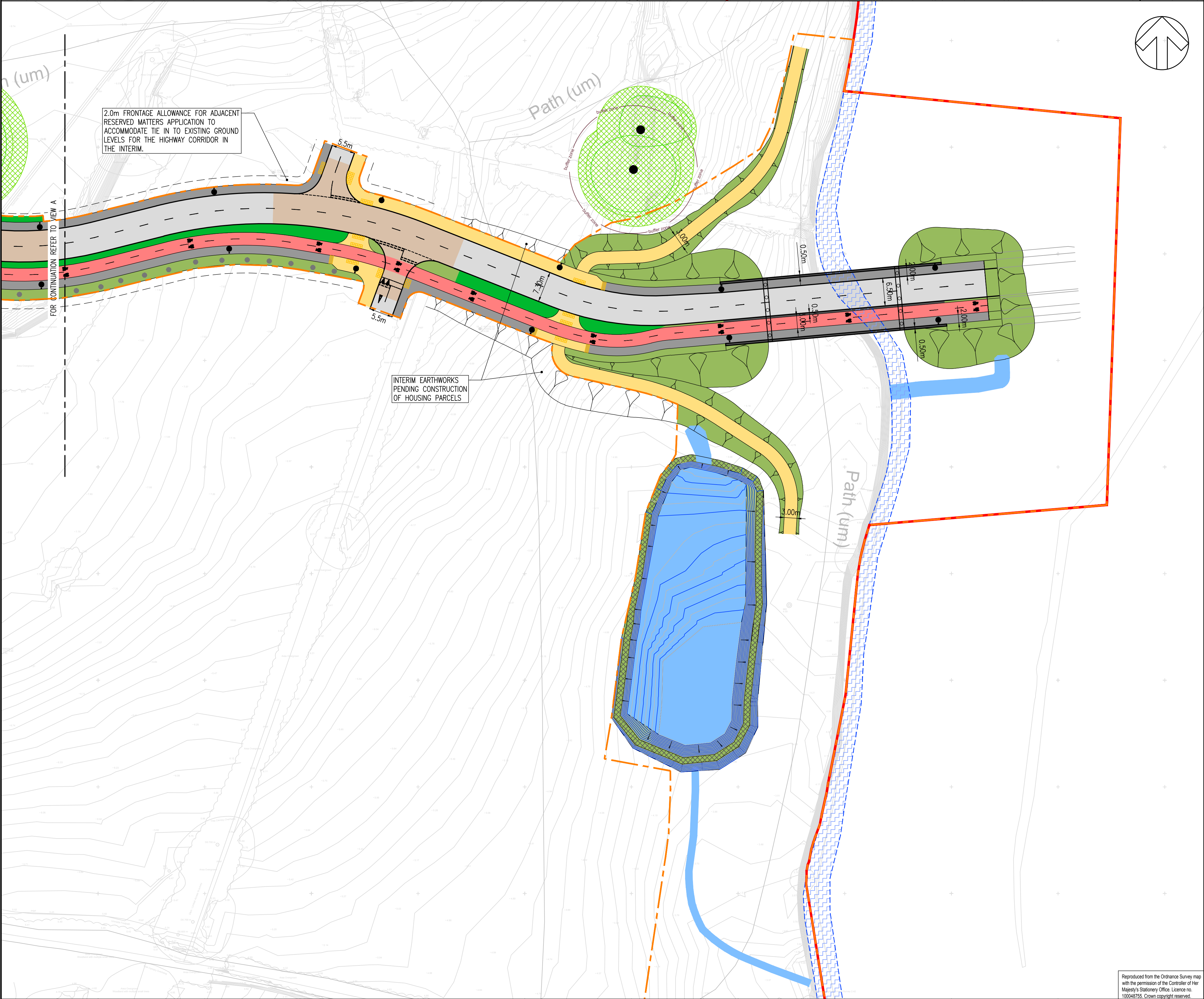
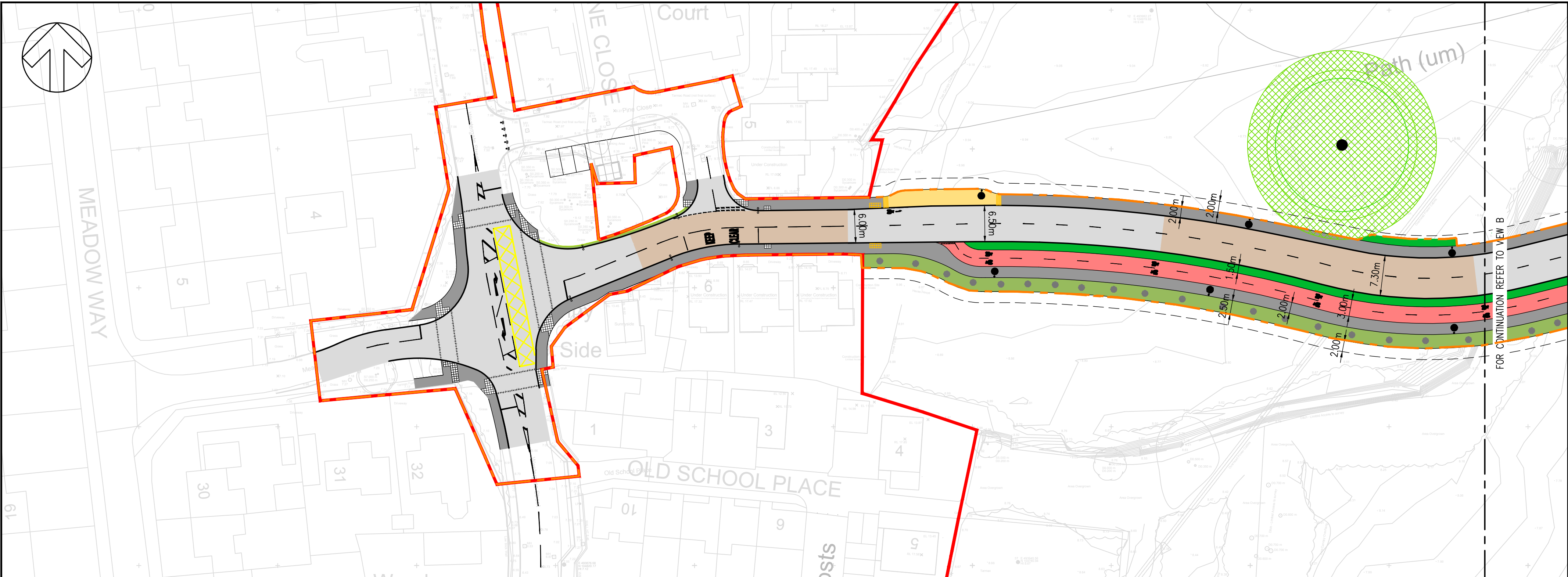
DRAWING No:

LAW-WSP-ZZ-C-DR-00006

REV:

P01

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5. TO THE ENGINEER BEFORE THE WORKS COMMENCE.
THE REDLINE BOUNDARY BEEN EXTRACTED FROM DRAWING REF: CALA230719LOP-01-P3 RECEIVED FROM THRIVE ARCHITECTURE ON 31/08/2023.

- KEY:
- SITE BOUNDARY
 - DETAILED APPLICATION BOUNDARY
 - CARRIAGEWAY
 - CARRIAGEWAY (ALTERNATE)
 - CYCLEWAY
 - FOOTWAY
 - SHARED USE ROUTE (FOOTWAY/CYCLEWAY)
 - VERGE/EMBANKMENTS/LANDSCAPING

- SUDS
- HARD STANDING
- DRAINAGE FEATURES
- TREE CORRIDOR - REFER TO LANDSCAPE DRAWINGS
- PROPOSED LIGHTING COLUMN
- ROOT PROTECTION ZONE

P02	21/09/2023	AW	DETAILED APPLICATION BOUNDARY UPDATED		
P01	01/09/2023	GLG	FIRST ISSUE	JP	LRT
REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS:					
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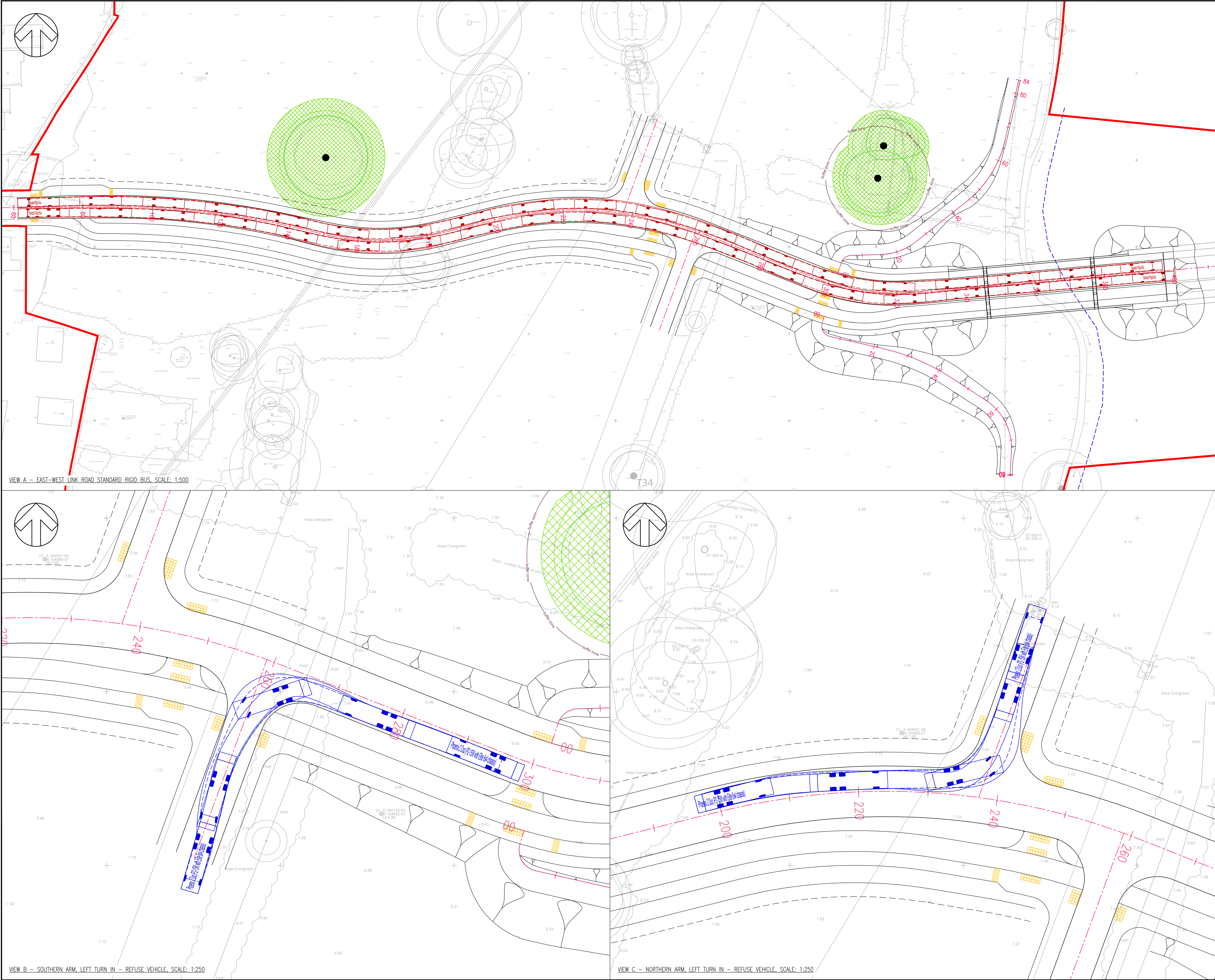
CLIENT: CALA HOMES

ARCHITECT:

PROJECT: LAND AT WESTERGATE

TITLE: EAST-WEST LINK ROAD
GENERAL ARRANGEMENT

SCALE @ A1: 1:500	CHECKED: JB	APPROVED: LRB
PROJECT No: 70013258	DESIGNED: GLG	DRAWN: GLG
DATE: September 23		REV: P02
DRAWING No: LAW-WSP-ZZ-ZZ-C-DR-00007		
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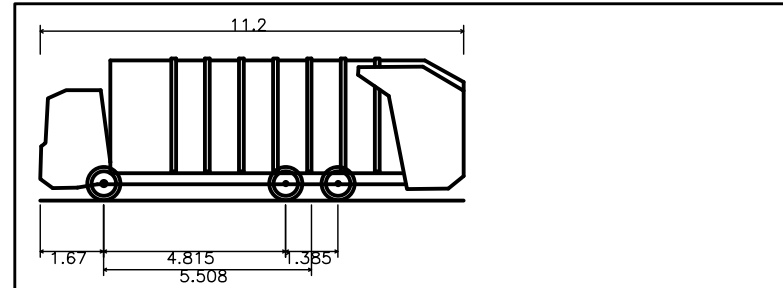
SCALE FOR PLANNING PURPOSES ONLY

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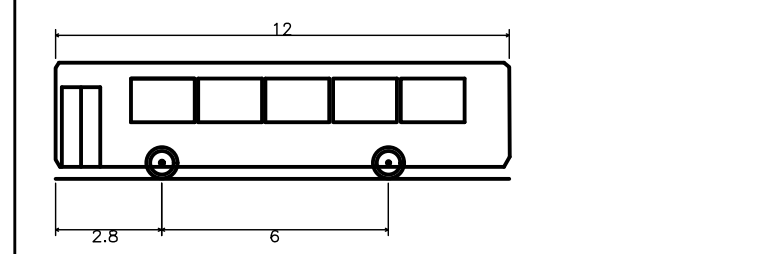
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- UTILITY SURVEYED BY PULSE MAPPING AND SHOWN ON SURVEY DRG REF P160622-WESTERGATE (P01), 27/06/2016 REUSE COLE SURVEY TOPOGRAPHICAL SURVEY INFORMATION (REF.16-0102A REV C, (UNSPECIFIED DATE) PREPARED FOR THE SITE
- THE ROAD AND BRIDGE ALIGNMENTS ARE BASED ON A REVIEW OF THE MAIN CONSTRAINTS IDENTIFIED AT THE SITE, INCLUDING UTILITIES, TREES, FLOODPLAIN, ECOLOGY AND HIGHWAY STANDARDS (DMRB & M5) FOR A DESIGN SPEED OF 50kph.
- THE HIGHWAY CORRIDOR SHOWN ACROSS THE BRIDGE IS THE EXPECTED REQUIREMENT BASED ON PRELIMINARY DISCUSSIONS WITH WSCC, TAKING ACCOUNT OF BEW PROPOSALS, WSCC GUIDANCE & LTN 1/20.

KEY:

- SITE BOUNDARY
- WHEELS/CHASSIS
- BODY OVERHANG



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m
TRACKING SPEED 16.00kph



'Standard' Rigid Bus
Overall Length 12.000m
Overall Width 2.530m
Overall Body Height 3.069m
Min Body Ground Clearance 0.309m
Track Width 2.350m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.771m
TRACKING SPEED 20.00mph

REV	DATE	BY	DESCRIPTION	CHK	APP
P02	21/09/2023	AW	DRAWING STATUS AND NOTE 3 AMENDED		
P01	01/09/2023	GLG	FIRST ISSUE		

DRAWING STATUS:	B3 - FOR PLANNING
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CLIENT: CALA HOMES

ARCHITECT:

SITE/PROJECT: LAND AT WESTERGATE

TITLE: EAST-WEST LINK ROAD SWEPT PATH ANALYSIS

SCALE @ A1: AS SHOWN

PROJECT NO: 70013258

DRAWING No: LAW-WSP-ZZ-ZZ-C-DR-00008

REV: P02

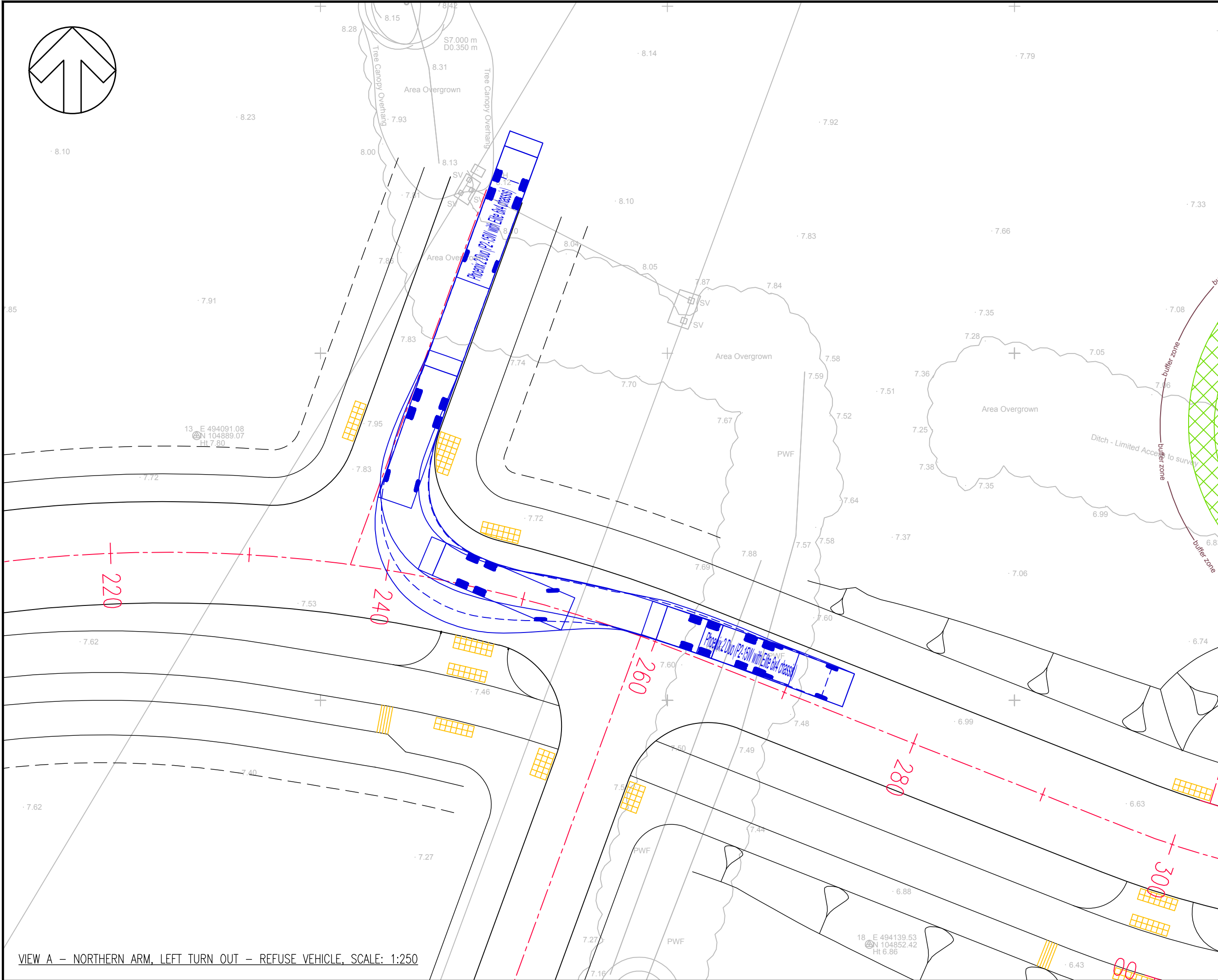
DATE: September 2023

DESIGNED: GLG

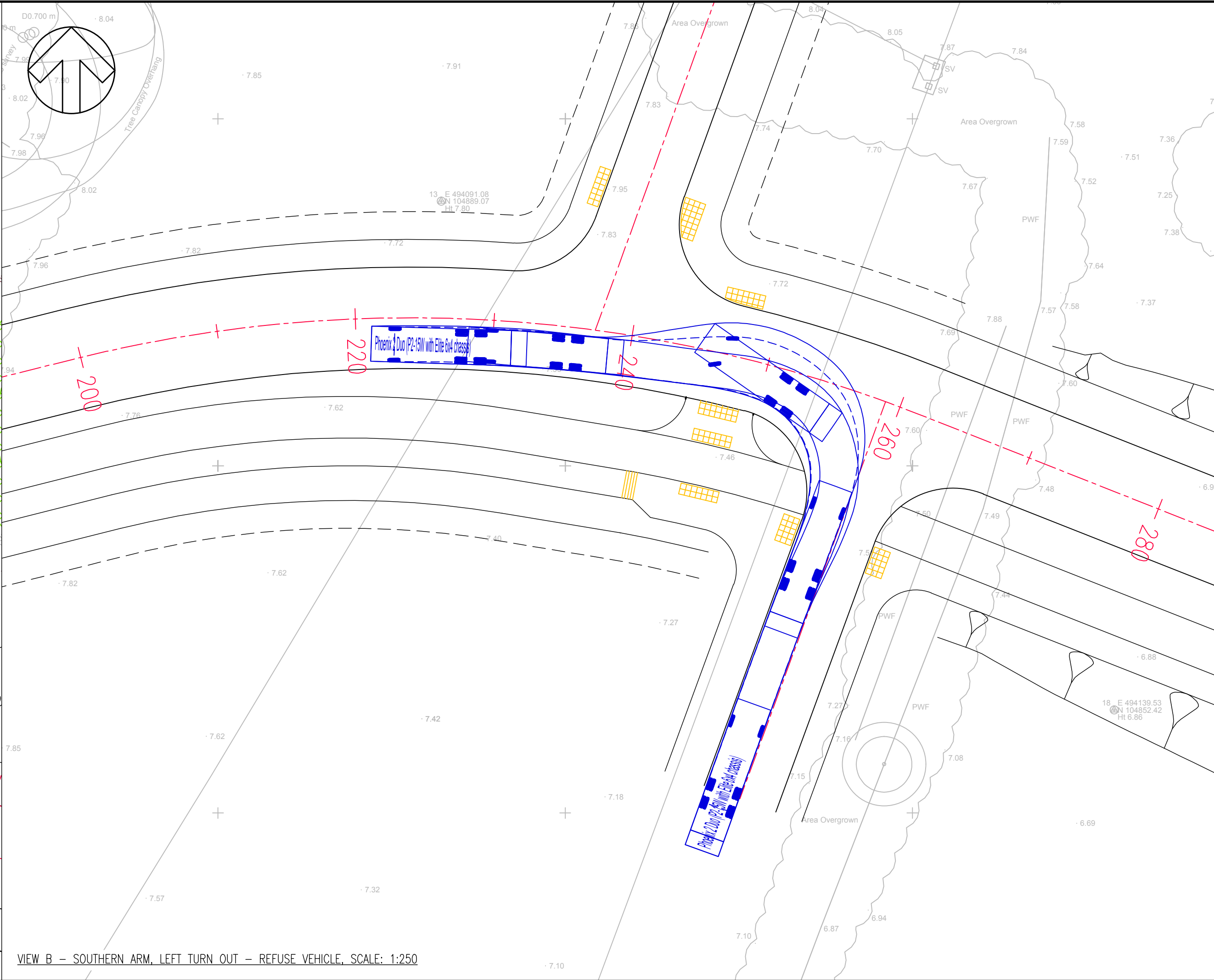
DRAWN: GLG

APPROVED: LRB

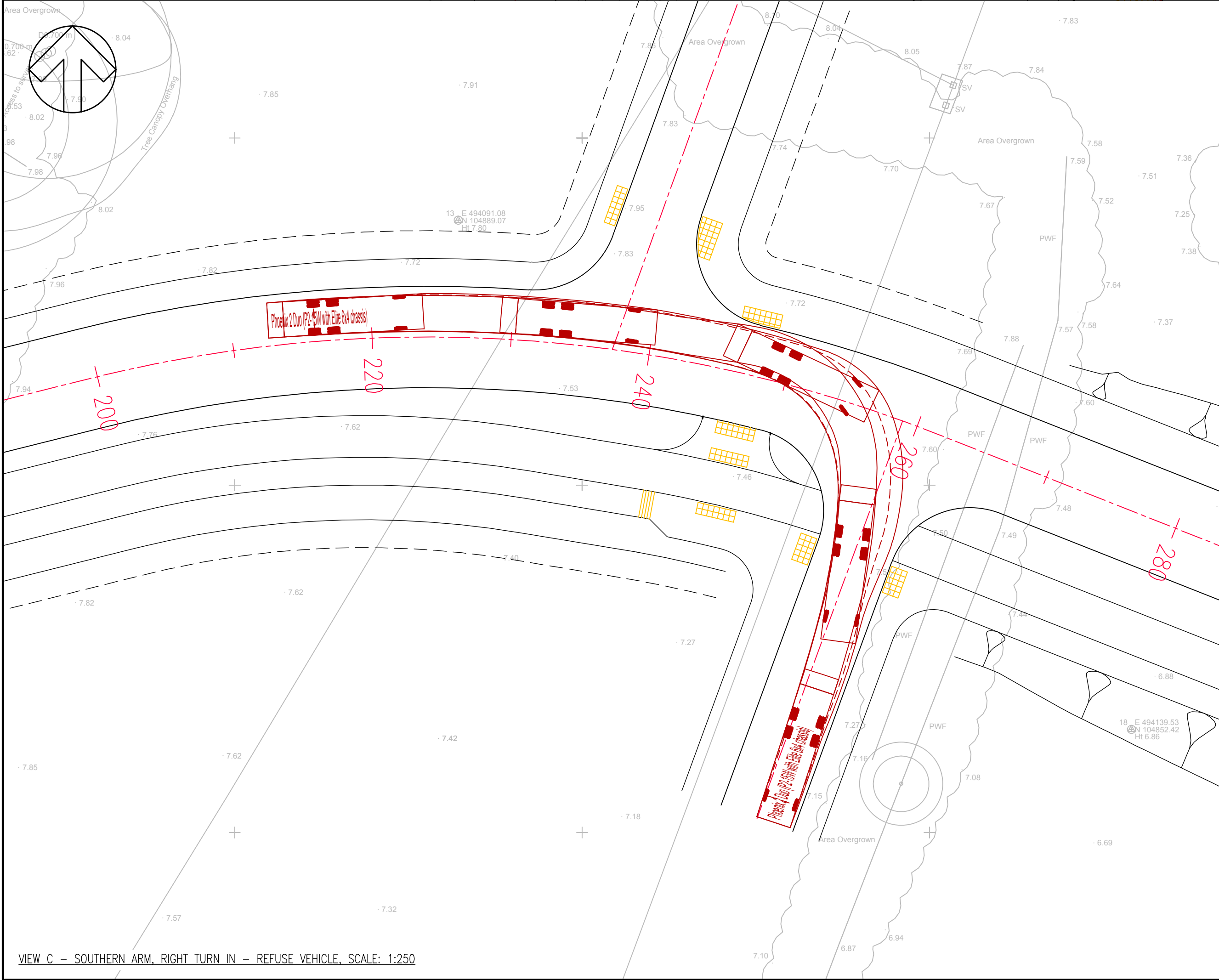
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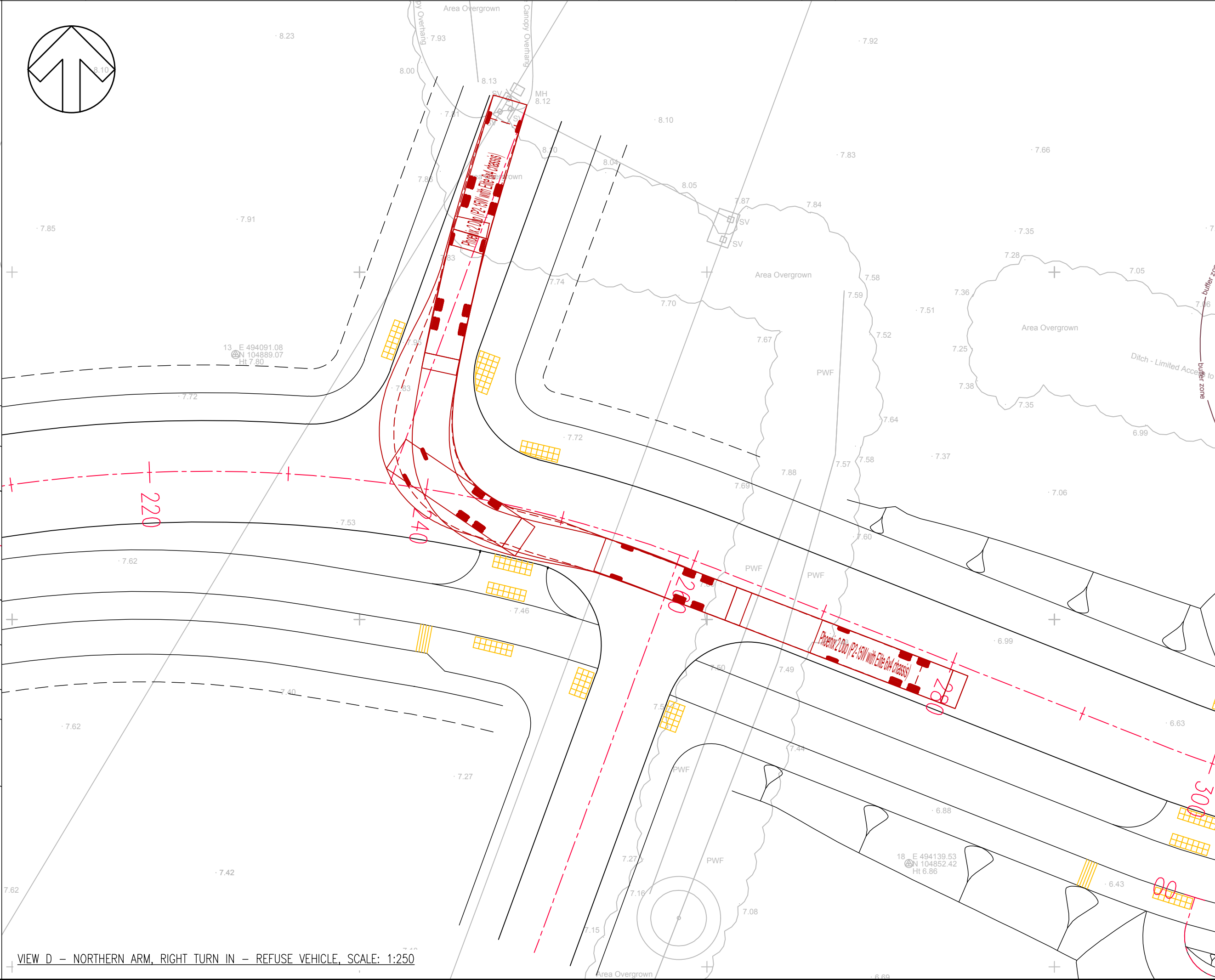
VIEW A – NORTHERN ARM, LEFT TURN OUT – REFUSE VEHICLE, SCALE: 1:250



VIEW B – SOUTHERN ARM, LEFT TURN OUT – REFUSE VEHICLE, SCALE: 1:250



VIEW C – SOUTHERN ARM, RIGHT TURN IN – REFUSE VEHICLE, SCALE: 1:250



VIEW D – NORTHERN ARM, RIGHT TURN IN – REFUSE VEHICLE, SCALE: 1:250

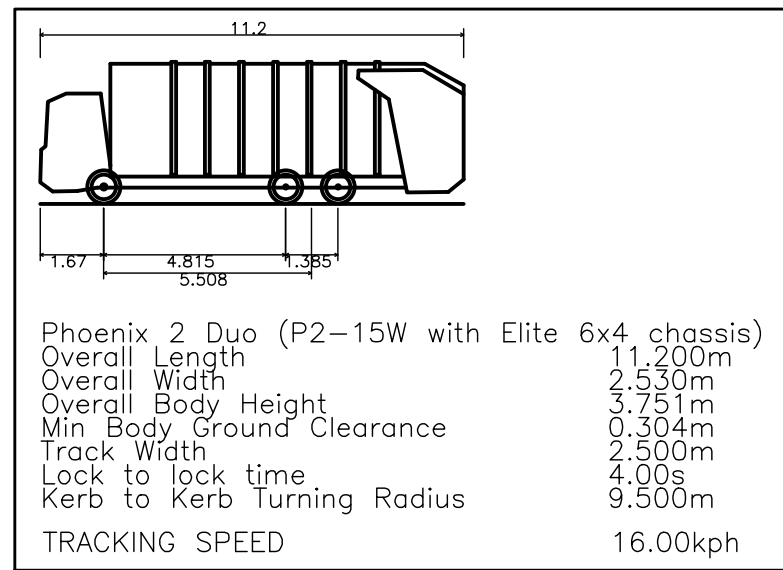
SCALE FOR PLANNING PURPOSES ONLY

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- UTILITY SURVEYED BY PULSE MAPPING AND SHOWN ON SURVEY DRG REF P160622–WESTERGATE (P01), 27/06/2016 REUSE COLE SURVEY TOPOGRAPHICAL SURVEY INFORMATION (REF:16-0102A REV C, (UNSPECIFIED DATE) PREPARED FOR THE SITE
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- THE HIGHWAY CORRIDOR SHOWN ACROSS THE BRIDGE IS THE EXPECTED REQUIREMENT BASED ON PRELIMINARY DISCUSSIONS WITH WSCC, TAKING ACCOUNT OF BEW PROPOSALS, WSCC GUIDANCE & LTN 1/20.

KEY:

- SITE BOUNDARY
- WHEELS/CHASSIS
- BODY OVERHANG



P02	21/09/2023	AW	DRAWING STATUS AND NOTE 3 AMENDED	21/09/2023	21/09/2023
P01	01/09/2023	GLG	FIRST ISSUE	01/09/2023	01/09/2023
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: B3 - FOR PLANNING

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CLIENT: CALA HOMES

ARCHITECT: -

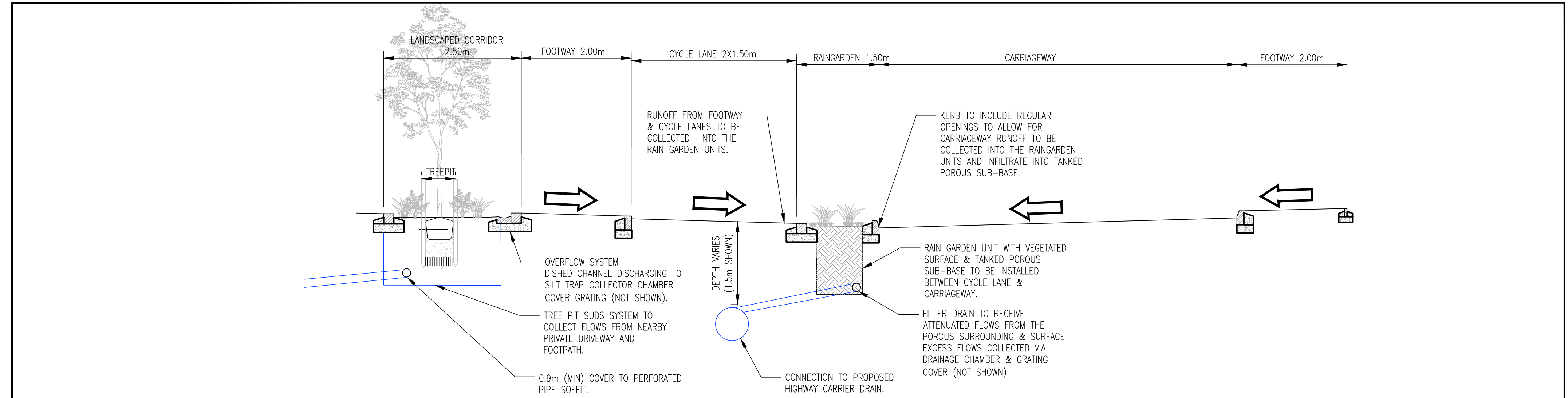
SITE/PROJECT: LAND AT WESTERGATE

TITLE: EAST-WEST LINK ROAD
SWEEP PATH ANALYSIS
SHEET 2

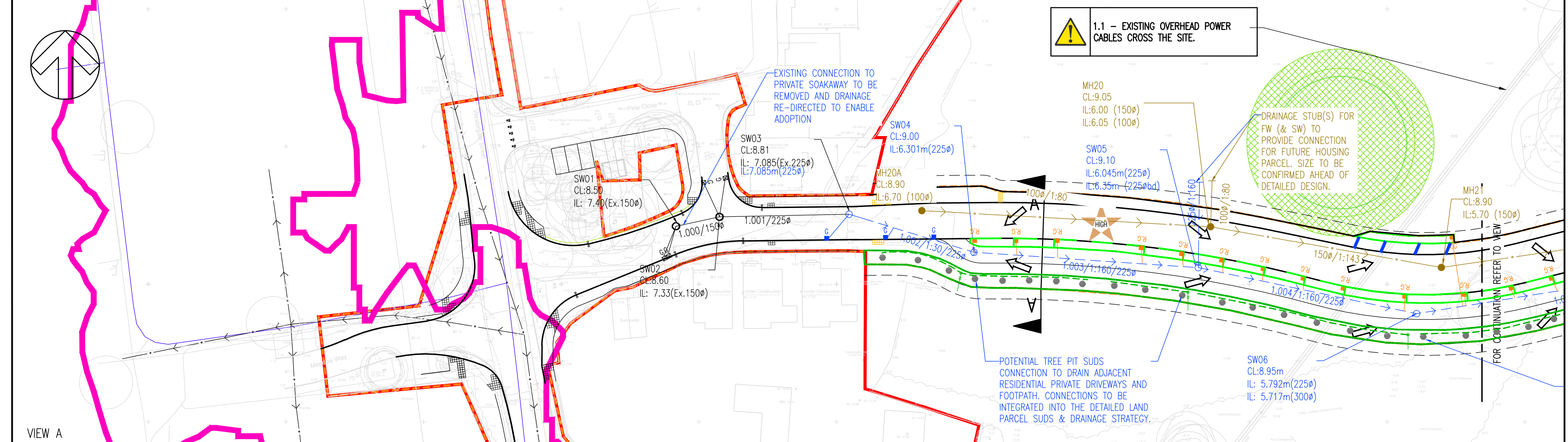
SCALE @ A1:	AS SHOWN	CHECKED:	JIB	APPROVED:	LRB
PROJECT NO:	70013258	DESIGNED:	GLG	DRAWN:	GLG
				DATE:	September 2023

DRAWING NO:	LAW-WSP-ZZ-ZZ-C-DR-00009	REV:	P02
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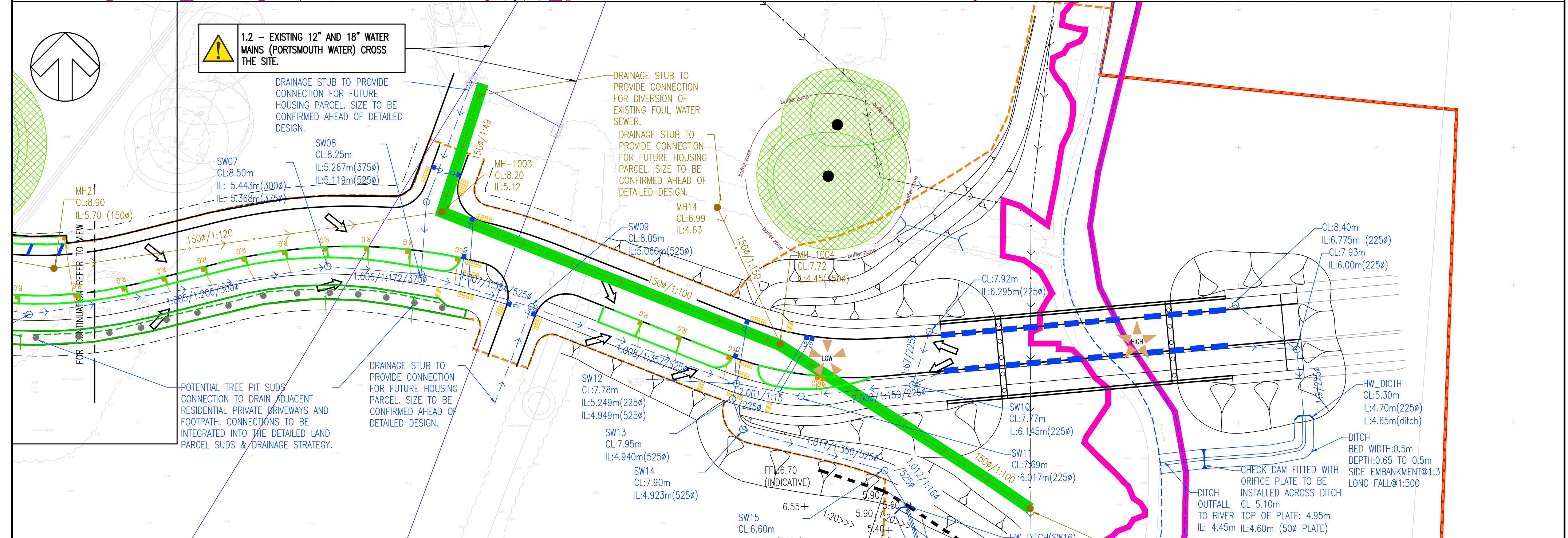
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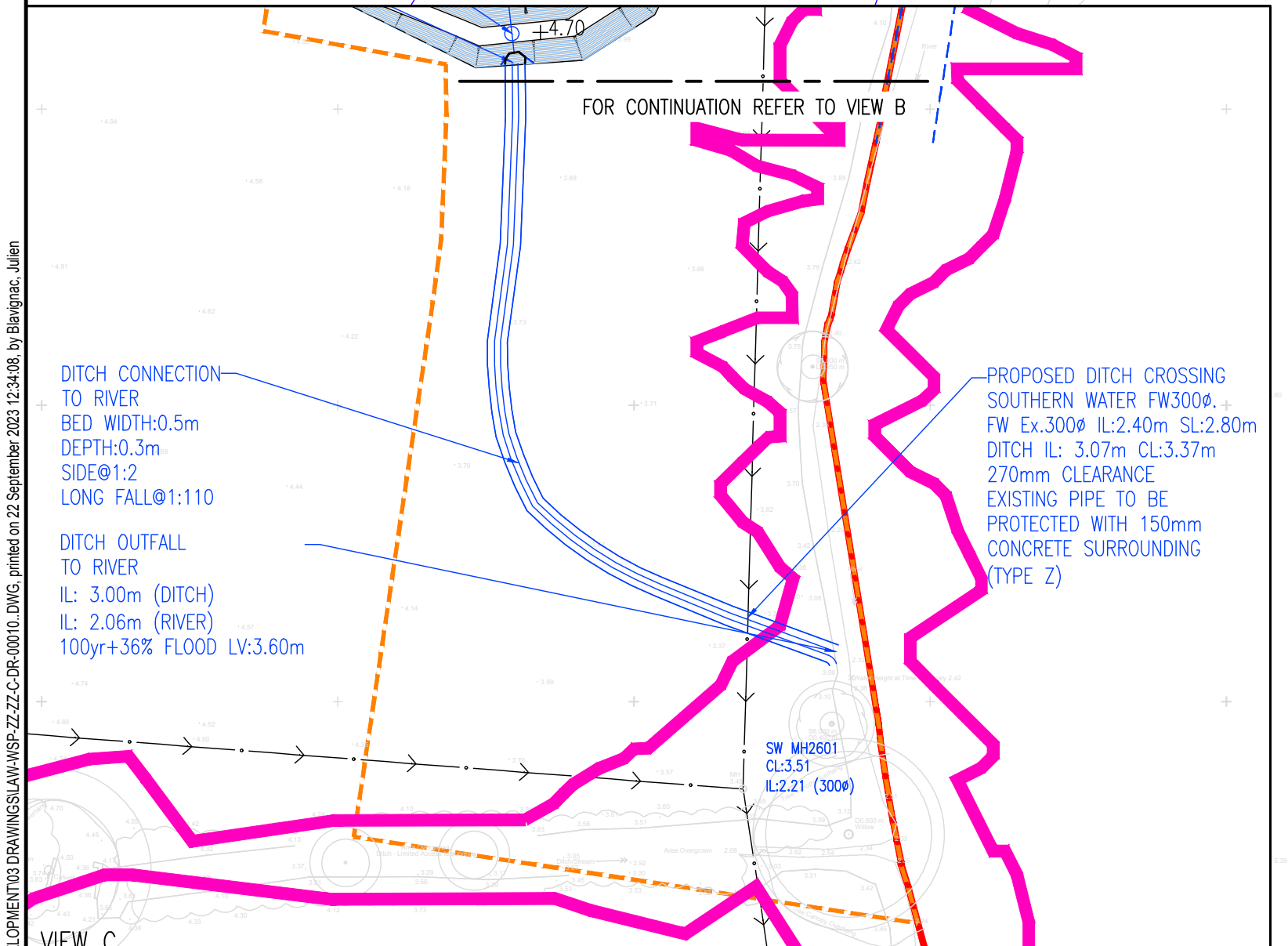
SECTION (A-A) OF THE PROPOSED HIGHWAY DRAINAGE CORRIDOR (N.T.S.)



VIEW A



VIEW B



VIEW C

HEALTH AND SAFETY SYMBOLS LEGEND

- Indicates a residual risk requiring a compulsory action
- Conveys information about a residual risk
- Indicates a residual risk requiring a specific action to be avoided
- Warns of a residual risk or information that is unusual and cannot be designed out
- Indicates an environmental hazard

1.1 - Existing Overhead Power Cables.
1.2 - Existing Water mains.

The table above is provided to assist the Principal Contractor to fulfill their obligations under the Construction Design & Management Regulations, 2015. It does not include residual risks that a competent Contractor will be aware of nor does it absolve the Principal Contractor of his legal responsibilities. For further hazard and risk information, refer to Design Risk Management Schedule (T446).

SAFETY HEALTH AND ENVIRONMENTAL INFORMATION BOX

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KEY:

- SITE BOUNDARY
- DETAILED APPLICATION BOUNDARY
- EXISTING SW SEWER & MANHOLE
- EXISTING SOUTHERN WATER FW SEWER
- EXISTING PORTSMOUTH WATER MAIN
- PROPOSED SW SEWER & CHAMBER
- PROPOSED ROAD GULLY & CONNECTION
- COMBINED KERB DRAINAGE SYSTEM
- PROPOSED HEADWALL & CULVERT

- PROPOSED DITCH/SWALE
- PROPOSED RAINGARDEN SUDS DRAINAGE SYSTEM
- PROPOSED LANDSCAPED CORRIDOR WITH POTENTIAL FOR SUDS TREE PITS TO SERVE THE ADJACENT RESIDENTIAL DEVELOPMENT
- PROPOSED COVERED CONNECTION CHANNEL (NIB NOBBLER OR SIMILAR APPROVED)
- PROPOSED BASIN MAJOR CONTOURS
- PROPOSED BASIN MINOR CONTOURS

- PROPOSED FW SEWER & CHAMBER
- PROPOSED FW SEWER DIVERSION
- PROPOSED HIGHWAY HIGH POINT
- PROPOSED HIGHWAY LOW POINT
- OVERLAND FLOW DIRECTION
- WATERCOURSE 1:100YR(+36% PEAK FLOW) FLOOD EXTENT

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Grosvenor House 2 Grosvenor Square Southampton SO15 2BE, UK				CLIENT: CALA HOMES SOUTH HOMES COUNTIES				PROJECT: LAND AT WESTERGATE		SCALE @ A1: 1:500		CHECKED: JB		APPROVED: LRB			
T+ 44 (0) 2380 101 700 wsp.com				ARCHITECT: WSP				TITLE: EAST-WEST LINK ROAD DRAINAGE STRATEGY		PROJECT No: 70013258		DESIGNED: GLG		DRAWN: GLG		DATE: September 23	
DRAWING STATUS: B3 - FOR PLANNING										DRAWING No: LAW-WSP-ZZ-ZZ-C-DR-00010.						REV: P01	
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